

DVRPC\_FY2007 TIP

# TIP

## Transportation Improvement Program

**PUBLIC OUTREACH**

Adopted June 2006 Volume IV

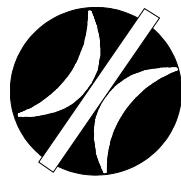
TIP for **NEW JERSEY** (FY2007-FY2010) and **PENNSYLVANIA** (FY2007-FY2010)



Delaware Valley  
Regional Planning  
Commission

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Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency that provides continuing, comprehensive and coordinated planning to shape a vision for the future growth of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties, as well as the City of Philadelphia, in Pennsylvania; and Burlington, Camden, Gloucester and Mercer counties in New Jersey. DVRPC provides technical assistance and services; conducts high priority studies that respond to the requests and demands of member state and local governments; fosters cooperation among various constituents to forge a consensus on diverse regional issues; determines and meets the needs of the private sector; and practices public outreach efforts to promote two-way communication and public awareness of regional issues and the Commission.



Our logo is adapted from the official DVRPC seal, and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole, while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for its findings and conclusions, which may not represent the official views or policies of the funding agencies.

# **DVRPC FY 2007 Transportation Improvement Program**

## **Volume IV Public Outreach**

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- Public Notices
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# **Part A**

## **SUMMARY OF DVRPC PUBLIC INVOLVEMENT PROCESS**

**Administrative Version  
July 2006**



**Delaware Valley Regional Planning Commission**



## **SUMMARY OF THE PUBLIC INVOLVEMENT PROCESS FOR THE FY 2007 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

The Delaware Valley Regional Planning Commission (DVRPC) has a long history of public participation in its planning process. We firmly believe in the principles of public involvement and feel it is the only real way to ascertain the interests of a wide variety of citizens – whether those citizens are the under-involved and often unconcerned, the private sector, special interest activists, mature citizens, educators and parents, public officials, or the physically and economically disadvantaged.

While today's citizens are far more sophisticated and modern standards are more all-inclusive, the need for public involvement is inherent to sound decision-making. It is the responsibility of each citizen to become involved in regional issues and to play a role in the decision-making process, but it is also the responsibility of DVRPC to provide as many opportunities as possible for residents to be informed and aware of the decisions that will affect the future of this region.

### ***Dealing with Environmental Justice Concerns***

Title VI of the 1964 Civil Rights Act states that “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.” The principle of environmental justice in transportation ensures that projects, such as highway expansion and interstate building, do not have a disproportionately negative impact on minority and low-income populations.

DVRPC, as the Metropolitan Planning Organization (MPO) for the Delaware Valley, serves as the primary forum at which state departments of transportation, transit providers, local agencies, and the public develop local transportation plans and programs that address the region's needs. To meet the requirements of these laws, the Commission must:

1. Enhance its analytical capabilities to ensure that the long-range plan and the TIP comply with Title VI;
2. Identify residential, employment and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation can be fairly distributed; and
3. Evaluate and, where necessary, improve the public involvement process to eliminate barriers and engage minority and low-income populations in regional decision-making.

For this reason, DVRPC has utilized its geographic information systems (GIS) capabilities to identify and map low-income and minority populations. With this information available, our outreach has been targeted to specific communities as well as to the region as a whole.

### ***Reaching Out to the Region's Citizens***

In response to Environmental Justice concerns and to communicate with as many citizens as possible, DVRPC engages in an extensive public outreach program in order to provide a variety of opportunities to comment and receive information on the Transportation Improvement Program (TIP). The TIP, as the agreed-upon list of priority projects for the region, manages the construction, improvement and expansion of the region's transportation system, a system which affects every resident of the Delaware Valley.

DVRPC has always encouraged the public to pose questions about the TIP to state, county, transit, and DVRPC staff through its ongoing public involvement process, and in particular, during the 30 day public comment period. Notices of the public comment period and the scheduled public meetings were distributed to over 3000 individuals and organizations that comprised the welfare-to-work community; traditional transportation and transit users; underserved, minority and low income populations; the private sector; and citizens. In addition, DVRPC staff contacted representatives from key community organizations to solicit their involvement in reaching specific groups to communicate about the TIP and this opportunity for input.

The public comment period for the DVRPC FY 2007 TIP opened on May 5, 2006 and extended through June 4, 2006. In addition to the required legal notices and press releases we issue each year, we held a public meeting as follows:

**TUESDAY, MAY 23, 2006**  
**4:00 p.m. - 7:00 p.m.**  
**AMERICAN COLLEGE**  
**OF PHYSICIANS BUILDING**  
**DVRPC 8<sup>TH</sup> Floor Conference Center**  
**190 N. Independence Mall**

This meeting also served as the public meeting for the draft FY2007 - 2010 New Jersey Statewide Transportation Improvement Program (STIP). And, as always, all meeting locations are transit accessible and ADA compliant. DVRPC also offered to provide translation and/or signing services if notified of this need in advance of the meeting.

Legal notices were placed in The Inquirer, The Philadelphia Tribune, La Actualidad, The Trenton Times, and The Courier Post, and press releases were issued in May, 2006, to a wide variety of electronic and print media. In addition, notices and TIP information were sent to over 40 regional libraries, as another means of making this information available to the public. DVRPC staff also presented the draft TIP to the Regional Transportation Committee, Regional Citizens Committee, and the Environmental Justice Task Force.

Copies of the announcements, media releases, public notices, and public information document follow this summary.

DVRPC's website ([www.dvrpc.org](http://www.dvrpc.org)) is a vital tool in public outreach, and continued to serve a useful purpose during this TIP update cycle. The entire TIP document was



placed on the DVRPC website, as were the dates and locations of the public meetings, and other general information. A translation of the public notice was available on the web in Spanish. People were able to download and/or access the TIP materials during the public comment period. In addition, an email address was established ([tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org)) to facilitate the submission of comments.

During the public comment period, approximately 20 individuals or agencies in addition to DVRPC's Regional Citizens Committee provided written or oral comments on the TIP. Comments were submitted as both written and oral testimony at the public meetings, sent via ground or electronic mail, or transmitted by fax. DVRPC and many of DVRPC's partner agencies contributed responses to these comments. Summaries of the comments and the agency responses are provided in the following section titled "Compilation of Public and Agency Comments and Responses".

We continue to welcome comments on specific projects contained in the TIP, the TIP development process, or on any other topic of concern at any time throughout the year. However, we remind those intending to recommend new projects for the TIP, that in order to earn a place on the TIP, projects must first progress through screening and planning processes. As a result, requests for totally new projects are generally referred to the appropriate agency for further investigation through their respective pre-TIP study efforts. These study efforts may lead to the project winning a place on the TIP in some future year.

DVRPC has made a commitment to engaging in meaningful dialogue with citizens of the Delaware Valley. To do so, this agency must provide sufficient and timely information to the public, as well as educating them to reach a better understanding of the region's needs. The Commission must in turn listen to the messages received from the public to ensure trust and future interaction.

## **Part B**

# **COMPILATION OF PUBLIC AND AGENCY COMMENTS AND RESPONSES**

**Administrative Version  
July 2006**

**Summary of Board Adopted Changes to the  
DVRPC FY 2007 Transportation Improvement Program (TIP)  
for New Jersey  
June 22, 2006**

***DVRPC Highway Project Schedule Adjustments or Cost Restructuring***

**Camden County , DB #355, Route 295/42/I-76, Direct Connection**

Schedule has been delayed and the project should remain in feasibility assessment for an additional year. Feasibility Assessment should be programmed for \$2.1M of I-Maintenance funds in FY2007.

**Camden County , DB #X227A2, Route 168, I-295 Interchange Improvements**

Should remain in feasibility assessment in FY2007 and graduate to preliminary design in FY2008. The \$0.25M of Demo funds should be revised to reflect feasibility assessment.

**Gloucester County, Route 295, Gloucester/Camden Rehabilitation, Route 45 to Berlin-Haddonfield Road , DB# 00372**

Design funding should be switched from I-Maintenance to State.

**Various Counties, Future Projects, DB #D026**

Should be increased by \$1.02M in FY2007 and reduced by \$1.02M in FY2008. The new amounts are \$2.816 in FY2007 and \$1.623M in FY2008.

**Mercer County, Trenton Amtrak Bridge Detour Route, DB# 99362A**

Construction should be reprogrammed to FY2008.

**Mercer County, Route 1, Millstone River, Bridge Replacement, DB# 031A**

Design funding was authorized in FY2006 and should be removed.

**Mercer County, Route 29, Sullivan Way to West Upper Ferry Road, Safety Improvements, DB# 06398**

Construction funding should be switched from HSIP to State. The new construction amount is \$6.3M.

**Camden County, Route 30, Cooper River Drainage Improvements, DB# 9377**

Design should be reprogrammed for \$3.304M of State funds in FY2007 and the construction should be multi-year funded: \$10.87M in FY2008 and \$8.25M in FY2009.

**Camden County, Route 30, Warwick Road to Jefferson Avenue, DB # 93263**

Schedule has been delayed and the project will need to remain in preliminary design for an additional year.

**Summary of Board Adopted Changes to the  
DVRPC FY 2007 Transportation Improvement Program (TIP)  
for New Jersey  
June 22, 2006**

***DVRPC Highway Program Cost Increases***

**Gloucester County, Route 295 Tomlin Station Road to Route 45, DB#00372A**  
Construction cost estimate increased by \$17.25M with the multi-year cost totaling \$58.413M. The programmed amounts are \$27.133M in FY2007 and \$17.214M in FY2008.

**Gloucester County Route 55 Southbound, South of Lambs Road to South of Almonesson Creek, Resurfacing, DB #05399**  
Construction estimate has increased \$3.8M. The programmed amount is \$5.6M of State funds in FY2007.

**Camden County, Route 30, NJ Turnpike, Lawnside Drainage Improvement, DB #06375**  
The construction cost has increased \$0.4M. The new programmed amounts are \$0.85M of State and \$0.85M of other funds.

**Burlington County, Route 73, Fox Meadow Road/Fellowship Road, DB #94068**  
Utilities have increased \$1.0M. The programmed amount is \$4.1M of State funds in FY2007.

***DVRPC Highway Projects to be Federalized***

**Mercer County, Route 195, I-295 Interchange to East of Lakeside Drive, Resurfacing, DB #05397**  
Construction funds should be switched from State to I-Maintenance.

***DVRPC Highway Program Breakouts***

**Burlington County Traffic Operations Center, DB #D0602**  
Should be broken out from DB #X065, Local CMAQ Initiatives, for \$0.075M of CMAQ in FY2007 and FY2008.

**Camden County Bus Purchase, DB #D0601**  
Should be broken out from DB #X065, Local CMAQ Initiatives, for \$0.01M of CMAQ in FY2007 through FY2010.

**Various Counties, Local CMAQ Initiatives, DB # X065**  
Should be reduced due to two breakouts D0601 and D0602 listed above. The new amounts are \$0.68M in FY2007 and FY2008 and \$0.755M in FY2009 and FY2010.

**Summary of Board Adopted Changes to the  
DVRPC FY 2007 Transportation Improvement Program (TIP)  
for New Jersey  
June 22, 2006**

***DVRPC Highway Program Breakouts, Con't...***

**Mercer County, Route 29, Guiderail, North of Scudders Falls Bridge to Frenchtown, DB #00362C)**

Should be withdrawn and replaced with two breakouts. Route 29, Scenic Byway Guiderail Replacement and Headwall Reconstruction, Stockton to Kingwood (DBNUM 00362C2) should be programmed for preliminary design in FY2007. Route 29, Scenic Byway Guiderail Replacement, Scenic Drive to Frenchtown (DBNUM 00362C1) should be programmed for preliminary design in FY2007.

***DVRPC Highway Project Corrections***

**DRPA - Purchase/Rebuild PATCO Cars, DB# DR046**

This project should be removed from the Highway portion of the TIP as this information is already shown in the Transit/DRPA program.

**Various Counties, Local County Aid, DVRPC, DB# X41C1**

Should be reduced to the statutory required \$15.34M of State funds.

**Various Counties, Local Municipal Aid, DVRPC, DB #X98C1**

Should be reduced to the statutory required \$13.705M of State funds.

**Various Counties, Metropolitan Planning, DB #X30A**

Should be reduced based on the SAFETEA-LU apportionments. The new PL fund amounts are: \$2.144M in FY2007, \$2.178M in FY2008 and \$2.213M in FY2009 and FY2010. The new PL-FTA fund amounts are: \$0.752M in FY2007, \$0.808M in FY2008, and \$0.853M in FY2009 and FY2010.

**Various Counties, Ozone Action Program in New Jersey, DB # D0407**

Should be reduced to \$0.04M in FY2007-2010.

**Various Counties, TransitChek Mass Marketing Efforts- New Jersey, DB #D0406**

Should be reduced to \$0.04M in FY2007-2010.

***New Jersey Statewide Program Adjustments***

**Statewide, Design, Emerging Projects, DB # X106**

Should be increased to \$2.6 M of EB and \$7.0M of State funds in FY2007 and \$2.6M of EB and \$4.0M of State funds in FY2008 through FY2010.

**Statewide, Freight Program, DB #X34**

Funding should be switched from mainly CMAQ to mainly State funds. The new amounts are \$9.0M of State and \$1.0M of CMAQ funds.

**Summary of Board Adopted Changes to the  
DVRPC FY 2007 Transportation Improvement Program (TIP)  
for New Jersey  
June 22, 2006**

***New Jersey Statewide Program Adjustments, Con't...***

**Statewide, Local Aid Discretionary, DB #X186**

Should be increased to the statutory required \$17.5M of State funds. The new amounts are \$17.5M in FY2007 through FY2010.

**Statewide, Local Municipal Aid, Urban Aid, DB # X98Z**

Should be decreased to the statutory required \$5.0M of State funds.

**Statewide, Local Scoping Support, DB #06326**

Should be switched from SPR to STP funds.

**Statewide, Motor Vehicle Crash Record Processing, DB #X233**

Should be switched from STP to State funds.

**Statewide, National Boating Infrastructure Grant Program, DB # 01342**

Should be programmed for \$1.6M in FY2007 through FY2010.

**Statewide, Motor Vehicle Crash Record Processing, DB #X233**

Should be switched from STP to State funds.

**Statewide, Planning and Research, Federal-Aid, DB #X30**

Should be increased based on the SAFETEA-LU apportionments plus the LTAP apportionment. The new SPR funding amounts are: \$17.134M in FY2007, \$17.780M in FY2008 and \$17.942M in FY2009 and FY2010.

**Statewide, Rutgers Transportation Safety Resource Center, DB #04364**

Should be set up as an individual program for \$1.3m of STP funds in FY2007-2010.

**Statewide, Sign Structure Replacement, Contract 2006-1, DB #X239A2**

Should be reduced to \$0.86M in FY2007.

**Statewide, Unanticipated Design, Right of Way and Construction Expenses, State, DB #X11**

State funding should be increased to \$31.903M in FY2007, \$13.547M in FY2008, \$32.142M in FY2009, and \$24.21M in FY2010 .

**Statewide, Utility Reconnaissance and Relocation, DB #X182**

Funding should be reduced by \$2.0M and switched to State funds. The new programmed amount is \$4.0M of State funds in FY2007-2010.

***Technical Corrections***

Make technical corrections and project title/description edits as necessary.

**Summary of Board Adopted Changes to the  
DVRPC FY 2007 Transportation Improvement Program (TIP)  
for Pennsylvania  
June 22, 2006**

***DVRPC Highway Project Schedule Adjustments or Cost Restructuring***

**Bucks County, MPMS #13347, I-95/PA Turnpike Interchange Project**

Shift Federal Interstate completion funding (FAI) and construction phases to Later Fiscal Years. Program DEMO funding in FY07 through FY09 accordingly: \$1.2 million for PE and \$1.2 million for ROW in FY07; \$1.2 million for FD and \$1.2 million for ROW in FY08; \$1.2 million for FD and \$1.2 million for ROW in FY09. The balance of \$625,000 for Engineering/Right of Way/Construction (ERC) will be programmed in Later Fiscal years with source of funds to be determined. The following paragraph of text will also be added to the project description:

The pre-construction phases are included in this TIP utilizing available earmarked funding in FFY's 2007, 2008, and 2009 with remaining pre-construction and construction costs reflected in the "Later FFY's". If additional funding is required for any pre-construction phase, funding may be advanced from the later FFYs with fiscal constraint maintained on the TIP. Construction phase actions are pending the completion of a project financial plan, as required by federal law and guidance for "Major Projects" (500M+), which will demonstrate the financial capacity for completion of the project and how TIP/STIP fiscal constraint will be maintained as funds are obligated. When the financial plan is completed by the PA Turnpike Commission and validated by FHWA, the DVRPC TIP/STIP may be amended to reflect the planning and programming components of the approved plan.

**Bucks County, MPMS #57623, County Line Road Widening, US 202 to Upper State Road**

Advance the state funded construction phase from LFY's to \$5 million in FY08, \$1.641 million in FY09, and \$1 million in FY10.

**Chester County, MPMS #64494, US 202 Swedesford Road to Route 29, (Section 320)**

Advance \$13 million STU funds (acknowledge Toll Credit Match) from the LFY construction phase to FY10.

**Chester County, MPMS #15385, US 202 Section 100 Design (ESI, Matlack to Delaware State Line)**

Advance \$9 million from the LFY final design phase (\$7.2 million STU/\$1.8 million state funds) to FY10 to fully fund the \$10 million final design phase.

**Summary of Board Adopted Changes to the  
DVRPC FY 2007 Transportation Improvement Program (TIP)  
for Pennsylvania  
June 22, 2006**

***DVRPC Highway Program Cost Increases***

**Chester County, MPMS #65613, US 202 US 30 to North Valley Road (Section 311)**

Increase the construction phase by \$5.6 million STU/Toll Credit Match in FY08

**Various Counties, MPMS #17876, Betterment/Preventive Maintenance Line Item**

Increase funding by \$1.091 million STU/Toll Credit Match in FY07 (\$847,000) and (FY08 (\$244,000) .

***DVRPC Highway Program Fund SPIKE Allocations***

**Chester County, MPMS #64493, US 202, US 30 to N. Valley Rd. (Sec. 310)**

Acknowledge \$10 million (\$5 million in FY07 and \$5 million in FY08) previously committed SPIKE funds.

**Chester County, MPMS #70227, PA 29 Phase III**

Acknowledge \$1.9 million previously committed SPIKE funds in FY08.

**Montgomery County, MPMS #16438, PA 309 Connector Project**

Add \$20 million SPIKE funds (\$16 million STP/\$4 million State) in FY08 for construction. Revise the scope of this project to indicate breakouts into Phase I and Phase II.

**Montgomery County, MPMS #63491, US 202, Morris Road to PA 63**

Acknowledge \$3.20 million previously committed SPIKE funds (\$1 million SPIKE in FY08, and \$2.250 million in FY09).

**Montgomery County, MPMS #16731, US 202, PA 63 to PA 309/463, Section 700**

Increase the SPIKE funding on this project by \$16 million. Acknowledge existence of \$4 million previously committed State SPIKE, and shift of \$9 million SPIKE from MPMS #64026. Total SPIKE on this project is \$29 million.

**Montgomery County, MPMS #64026, US 202, Hancock Road to Route 309, Section 700**

Acknowledge that this project is no longer carried in the TIP, but that the \$9 million SPIKE funds previously committed to Section 700 will be shifted to MPMS #16731.

**Montgomery County, MPMS #67762, I-76 Pre-Cast Parapets**

Add \$5 million STP SPIKE funds in FY07. These funds were shifted from FY07 of MPMS #67756, I-95 Pre-Cast Parapets.



**Summary of Board Adopted Changes to the  
DVRPC FY 2007 Transportation Improvement Program (TIP)  
for Pennsylvania  
June 22, 2006**

***DVRPC Highway Program Fund SPIKE Allocations, Con't...***

**Philadelphia, MPMS # 67756, I-95 Pre-Cast Parapets**

Add \$5 million SPIKE funds in FY09 and \$5 million STP SPIKE funds in FY10. Shift \$5 million SPIKE funds from FY07 to MPMS #67762 (I-76 Pre-Cast Parapets)

**Philadelphia, MPMS #17724, South Street Bridge**

Acknowledge \$25 million previously committed SPIKE funds in FY08.

**Philadelphia, MPMS #17821, I-95 Shackamaxon Street to Ann Street (Section GIR)**

Add \$20 million SPIKE funds to this project for final design in FY2010.

***DVRPC Highway Projects to Be Removed from the TIP***

**Various Counties, MPMS #76174, District Freight Incentive Program**

Remove this project from the program (\$500,000 CMAQ in FY08 and \$500,000 CMAQ in FY09).

***Pennsylvania Statewide Interstate Maintenance Program Adjustments***

**Various Counties, MPMS # 16736, I-476 Lawrence to Matson Ford Road**

Correction to include this project in the program for construction with \$6.766 million in FY07 and \$4.133 million in FY08.

***Projects Fully Funded with Specially Earmarked "DISCRETIONARY" Funds***

Add new projects to the TIP that received specially earmarked DEMO/Discretionary funds from SAFETEA-LU or Annual Appropriations as long as the following requirements are met: Financial constraint is not impacted because the project is fully funded with the existing DEMO and Local Match funding, with no additional federal or state transportation dollars; The region's air quality conformity finding is not impacted because the project is exempt from analysis or is a signal system which can be included in subsequent analysis per the current regulation; The project is consistent with the DVRPC long range plan; The project is consistent with the DVRPC Congestion Mitigation Process. (MPMS #'s:74815, 74813, 74812, 77804, 77805, 74811, 74804, 74803, 77540, 73214)

***Technical Corrections***

Make technical corrections to the program as necessary, including project description and title edits.

INDEX OF  
PUBLIC COMMENTS  
MADE ON THE DRAFT  
FY07 NEW JERSEY TIP

<b><u>Item #</u></b>	<b><u>Commentor</u></b>	<b><u>Issue</u></b>
<b>NJ-1</b>	<b>Bicycle Coalition of Greater Philadelphia (John Boyle)</b>	<b>Bike/Pedestrian Issues</b>
<b>NJ-2</b>	<b>Erdman, Bruce - Citizen</b>	<b>Bike/Pedestrian Issues</b>
<b>NJ-3</b>	<b>Schwartz, Joel - Citizen</b>	<b>Bike/Pedestrian Issues</b>
<b>NJ-4</b>	<b>Woodworth, Patty - Citizen</b>	<b>Bike/Pedestrian Issues</b>
<b>NJ-5</b>	<b>Burlington County (Joe Caruso)</b>	<b>Route 295-38 Missing Moves</b>
<b>NJ-6</b>	<b>NJDOT</b>	<b>Recommended Changes</b>
<b>NJ-7</b>	<b>DVRPC Regional Citizens Committee</b>	<b>Various Issues</b>

INDEX OF PUBLIC COMMENTS MADE  
ON THE DRAFT  
FY07 PENNSYLVANIA TIP

<b><u>Item #</u></b>	<b><u>Commentor</u></b>	<b><u>Issue</u></b>
PA-1	Bicycle Coalition of Greater Philadelphia (John Boyle)	Bike/Pedestrian Issues
PA-2	Cooper, Thomas - Citizen	Schuylkill Valley Metro
PA-3	Edmonds, Ken - Citizen	Bike/Pedestrian Issues
PA-4	Gulph Mills Civic Association (Rich Dougert)	Support for Henderson Road/I-76 Projects
PA-5	Klempner, Joanne - Citizen	Bike/Pedestrian Issues
PA-6	London Grove Township (Tom Houghton, Esq.)	PA 41 and Old Baltimore Pike/Round-About
PA-7	Lower Merion Township ( Douglas Cleland)	Various Montgomery County Projects
PA-8	Minnich, Christine - Citizen	Bike/Pedestrian Issues
PA-9	Pugliese, Brian - Citizen	Various Montgomery County Issues
PA-10	Ratner, Joshua - Citizen	Bike/Pedestrian Issues
PA-11	Royer, Shannon	US 202, Section 100
PA-12	S.A.V.E. (Safety, Agriculture, Villages, and Environment) (Dee Durham)	PA 41 and Old Baltimore Pike/Round-About
PA-13	Tri-County Coalition (James O'Neil)	Oppose Woodhaven Road Project
PA-14	US Route 422 Corridor Coalition (Ronald Wagenman)	Support for US 422 Projects
PA-15	Bucks County (Dave Johnson)	Technical Corrections
PA-16	Delaware County (Tom Shaffer)	Technical Corrections
PA-17	DVRPC Regional Citizens Committee	Various Issues

conform to federal regulations.

- DB 01316 Transit Village Program - We strongly support this program
- DB 94068 Route 73 Fox - We oppose the deletion of the shoulder

Item NJ - 1, con't

## Elizabeth Schoonmaker

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**From:** bruce erdman [bentonlife@gmail.com]  
**Sent:** Wednesday, May 24, 2006 4:31 PM  
**To:** tip-plan-comments@dvrpc.org  
**Subject:** small but this could make a difference

Item NJ - 2

I suggest a side walk or paving UP TO the underside of the rail bridge on rt 70 Cherry Hill NJ. east bound side between Subaru and blue rib restaurant across from old race track. It is now dangerous to travel under this bridge as there is no flat ground until you get under the bridge itself.

thanks you.  
Bruce Erdman

I also support the projects below:

All road projects should be designed as complete streets to include the needs of bicyclists, pedestrians, transit riders and the disabled. In the entire NJ DVRPC TIP there is only one unique bicycle and pedestrian project listed - The Delaware River Heritage Trail, totaling only \$800,000 out of \$1.8 Billion. NJDOT and the counties should be taking a more active role in planning and establishing a regional trail network.

The Delaware River Port Authority, NJ/PA Turnpike Commissions and the Delaware River Joint Toll Bridge Commission should be providing better bicycle, pedestrian, disabled and transit connections across the Delaware River. All major river crossing projects should follow FHWA guidelines that require bicycle and pedestrian access unless special circumstances exist.

The Transportation Enhancements DB X107 selection process should be allocated and executed at the MPO level, this will allow greater public input and will help ensure that selected projects will conform with regional plans.

The Resurfacing Program DB X03E should include the consideration of bike lanes where there is sufficient width.

Bus Acquisition Program DB T111 - NJ TRANSIT should adopt a policy that requires all bus orders to include factory installed bicycle racks, this policy should include cruiser buses to maximize bicycle access to transit.

Rail Fleet Overhaul DB T53G - Rail Car Overhaul should include the installation of vertical bicycle racks similar to those installed on the RiverLINE rail cars

**Elizabeth Schoonmaker**

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**From:** Schwartz, Joel [jschwartz@cancertrialshelp.org]

**Sent:** Friday, May 26, 2006 1:20 PM

**To:** tip-plan-comments@dvrpc.org

**Subject:** TIP Comments

Item NJ -3

- All road projects should be designed as complete streets to include the needs of bicyclists, pedestrians, transit riders and the disabled
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- Rail Fleet Overhaul DB T53G - Rail Car Overhaul should include the installation of vertical bicycle racks similar to those installed on the RiverLINE rail cars.

## Elizabeth Schoonmaker

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**From:** Patty Woodworth [patty@actionwheels.com]  
**Sent:** Friday, May 26, 2006 8:44 PM  
**To:** tip-plan-comments@dvrpc.org  
**Subject:** Cyclists need help

Item NJ - 4

Dear Sirs:

There is a growing population of serious cyclists in South Jersey and we are hoping our concerns will be met with any and all upcoming transportation projects.

The roads without shoulders are dangerous and the roads with them are full of parked cars, grates and debris causing us to ride further out into traffic than we should be. We need our safety addressed with safe bike lanes whenever possible.

In addition, improperly maintained railroad tracks are a serious hazard for those on bikes. The tracks on Ogden Road near King's Highway in West Deptford NJ are broken up and very wide. They are a prime sight for repair.

The increase in fuel costs has more commuters hitting the road on bicycles. The world would be a better place if more people felt comfortable doing this. The obesity rate would decrease and so would health problems, if more people could find a safe way to ride their bikes for errands, short trips or to work.

Some of my other concerns are as follows:

- \* All road projects should be designed as complete streets to include the needs of bicyclists, pedestrians, transit riders and the disabled.
- \* In the entire NJ DVRPC TIP there is only one unique bicycle and pedestrian project listed - The Delaware River Heritage Trail, totaling only \$800,000 out of \$1.8 Billion. NJDOT and the counties should be taking a more active role in planning and establishing a regional trail network.
- \* The Delaware River Port Authority, NJ/PA Turnpike Commissions and the Delaware River Joint Toll Bridge Commission should be providing better bicycle, pedestrian, disabled and transit connections across the Delaware River. All major river crossing projects should follow FHWA guidelines that require bicycle and pedestrian access.
- \* The Transportation Enhancements DB X107 selection process should be allocated and executed at the MPO level, this will allow greater public input and will help ensure that selected projects will conform with regional plans.
- \* The Resurfacing Program DB X03E should include the consideration of bike lanes where there is sufficient width.
- \* Bus Acquisition Program DB T111 - NJ TRANSIT should adopt a policy that requires all bus orders to include factory installed bicycle racks, this policy should cruiser buses to maximize bicycle access to transit.
- \* Rail Fleet Overhaul DB T53G - Rail Car Overhaul should include the installation of vertical bicycle racks similar to those installed on the RiverLINE rail cars.

Thank you for listening to the input of the tax payers and cyclists.

Sincerely,

## SIGNED COPY ON LETTERHEAD SENT VIA US MAIL

ITEM NJ-5

May 18, 2006

Elizabeth Schoonmaker, Manager  
Office of Capital Programs  
Delaware Valley Regional Planning Commission  
190 North Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, PA 19106-1520

**Re: DVRPC FY 2007 TIP – Burlington County Comments**

Dear Elizabeth:

We are in receipt of and have reviewed the **FY 2007 Transportation Improvement Program** (TIP) for New Jersey as published in draft form by the Delaware Valley Regional Planning Commission (DVRPC) in May 2006.

The Burlington County section of the document is correct with one exception. **Project DB# 191A Route 295/38 Missing Moves, Mount Laurel** is not listed on the TIP for FY 2007 (as it was in FY 2006). The project appears, unfunded, in the Study and Development Program. It should be noted that this project already has an approved Categorical Exclusion Document (CED) and is currently undergoing preliminary design by Michael Baker, Jr., Inc.

DB# 191A involves the completion of an incomplete interchange on the Interstate Highway System. Although the location was rural when 295 was built, the interchange is now surrounded by well over a million square feet of office and retail with more to come. Major traffic problems caused by this lack of access between 295 and 38 will only get worse as additional development occurs.

This project had appeared to be moving along toward construction. No “fatal flaws” have been identified to date. We are therefore requesting that DB# 191A Route 295/38 Missing Moves, Mount Laurel be returned to the “New Jersey Highway Program” section of the FY 2007 TIP with funding shown for all phases through FY 2010.

Sincerely yours,

Joseph G. Caruso, PE  
County Engineer

Cc: Kris Kollori, Esq., Commissioner, NJDOT  
Steven Moy, Manager, District 4, NJDOT  
Barry Seymour, Executive Director, DVRPC



**RECOMMENDATIONS OF THE DVRPC**  
**REGIONAL CITIZENS COMMITTEE**  
**June, 2006**

**DVRPC DRAFT FY 2007**  
**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**General Comments:**

Item NJ - 6 and PA - 17

1. The Draft FY 2007 TIP gives “non-traditional” multi-modal projects, such as pedestrian, bicycle, smart technology, and congestion mitigation only token consideration and severely underfunds them. The TIP does not even have an explicit cost summary funding category for such projects. Project DB# X185 (p. 3 of 47 in the “New Jersey Highway Program Section”) purports to be “a comprehensive program to insure the broad implementation of the Statewide Bicycle/Pedestrian Master Plan,” but only allocates \$5 million per year for the next four fiscal years. Advances in multi-modal projects and promotion of non-automobile travel should be at the forefront, not an after-thought, among the TIP’s projects.
2. RCC members have become frustrated at DVRPC’s unwillingness to require project sponsors to explicitly consider and incorporate pedestrian, bicycle, and mass transit facilities into each highway and bridge project, and to assess the extent to which these facilities have been included in past projects. As a result, DVRPC recently reached an agreement to implement a checklist for projects that in theory will ensure that such issues are considered in preliminary projects. The RCC is cautiously optimistic that this will be sufficient to change historical behavior concerning such projects, but suggests that firmer metrics be developed that define the “reasonableness” of including such projects in future highway projects; these should be part of the TIP.
3. The Regional Citizens Committee is on record with DVRPC as “opposed to SOV [single occupant vehicle] increases.” As such, we urge the Commission to find a balance between highway and transit solutions, and to identify other means of managing congestion that do not result in SOV capacity increases.
4. The TIP does not provide estimates as to the efficacy of a number of major projects with respect to reducing congestion or improving the levels of service through the intersections, improving the movement of people versus single occupant vehicles, or reducing the number or severity of traffic accidents. A number of projects also lack any benefit cost analysis, such as:
  - DB#567, Route 73 Marlton Circle Elimination (p. 3 of 41) would add major new highway capacity and induce further sprawl into Burlington County and rural Camden County and cause further loss of open space and farms. The project will cost more than 37.4 million in FY 2007-2010.

- DB#355 Route 295/42/76 Direct Connection (P. 13 of 41) will add major new capacity and induce further sprawl into rural Camden County and rural Gloucester County and cause further loss of open space and farms. The project will cost is projected to range between \$250 - \$450 million, “depending on the alternative selected.” \$450 million is \$200 million more than NJ DOT proposes to spend in FY 2007 in all four New Jersey counties.
  - DB#355A Route 295/42 Missing Moves, Bellmawr (p. 12 of 41) will add major new capacity and induce further sprawl into rural Camden County and rural Gloucester County and cause further loss of open space and farms. Last year’s TIP estimated that the total project will cost more than \$74 million. The draft FY 2007 TIP projects that the program will cost \$38.3 million between FY 2007 – 2010.
5. The Transportation Demand Management Program Support (DB#X43 ) which is proposed at \$230,000 per year for the '06-08 period is seriously under-funded by orders of magnitude. TDM is the most cost effective mechanism to reduce congestion and increase efficient use of transportation infrastructure. New Jersey, the most densely populated state, should be leading the nation in this category.

#### **Comments Related to NJ Transit:**

Public review of the TIP is a difficult process at best. The sheer size and complexity of the documents is intimidating. But, NJ Transit adds to the difficulty by including out of region projects in its programs. We still need to be shown how money in the transit program will meet the goals for this MPO. Some progress has been made, but we still need clearer explanations of the funding proposals to understand how the programs will move the region toward MPO goals. NJ Transit's programs in the TIP don't always show how or if the monies are to be spent in the MPO. We need to see evidence that progress is being made toward system wide improvements. It's disappointing enough that this MPO only gets 16% of NJ Transit's capital program. That fact makes it important that we ensure the money is well spent.

NJ Transit's Capital Investment Strategy shows that they wish to maintain the system in a State of Good Repair, Expand Capacity, increase Frequency and expand the reach of the Transit System. They state having a goal of a more attractive, reliable and frequent transit system with greater reach that attracts more customers and combats congestion. We're anxious and ready to see such a system. We are also very interested in seeing the application of new or existing technology in the TIP to improve service and attract customers; by rehabilitating stations and improving Customer service Technology; and expand capacity and increase frequency by expanding park & ride capacity and coordinating highway improvements with bus service.

The RCC shares NJ Transit's goals and capital investment strategies, but we need more and clearer information to see how the Transit Programs in the TIP are leading the MPO toward achieving these goals. Unfortunately, it is difficult to see how and if the programs in this TIP will meet the stated goals for this region. The RCC would be more inclined to support a reasonable increase in the fuel tax to support the State Transportation Trust Fund if we got better NJ Transit Program explanations. We would also need assurance that trust fund leaks have been plugged and the increased funds would be directed to mass transit projects.

**Comments Related to DRPA:**

The RCC continues to oppose the **Delaware River Tram (DB #98553)** for the following reasons:

- a) There is no justification for the project.
- b) This project is tantamount to an amusement park ride.
- c) There is much concern about the operation of the tram in different weather extremes.

DRPA should focus on its core missions of expansion of PATCO operation and bridge operation and maintenance. We believe that the entire population should fund economic development projects, rather than the toll-paying motorist. The agency should be addressing other, more timely issues, such as retrofitting the Ben Franklin Bridge walkway to meet ADA requirements. The agency should improve and expand ferry operations, including expanding hours for commuters as needed to include airport and stadium complex service.

**Project-Specific Comments:****Cramer Hill Waterfront Access Study (DB#02395):**

The Plan for Cramer Hill has been abandoned and Cherokee Land Developers will be presenting a new plan to the City of Camden. Why is this project still in the TIP when the parameters of the project have changed? Is this study still pertinent?

In any case, DVRPC's approval of this item in the TIP and its continued participation in the Cramer Hill studies is seen and used as an explicit endorsement of the development projects, which have serious environmental justice issues apart from significant and adverse environmental impacts. Therefore, for the reasons stated above, the RCC respectfully recommends that VRPC decline to include DB# 02395A in the final TIP.

**Cramer Hill Truck Management (DB#02395):**

This preliminary design (PD) project is unnecessary. Prior studies by the Camden County Highways Department have concluded that trucks can be prohibited from driving on River Road (through Cramer Hill) by installing signage that reads "No Truck Traffic".

**Alternate Funding for Scudders Falls Bridge:**

The RCC urges the Board to pass a resolution, directed to the Delaware River Joint Toll Bridge, that supports efforts to have a bicycle/pedestrian facility included in the plans for the reconstruction of the Scudders Falls Bridge over the Delaware River between Bucks County and Mercer County. The additional cost for such a facility relative to the entire projects falls with federal guidelines, and if the project is not built concurrent with the reconstruction of the bridge, it will probably never be built. The addition of such a facility also falls within federal guidelines for accommodating bike/ped needs.

## Elizabeth Schoonmaker

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**From:** John Boyle [john@bicyclecoalition.org]  
**Sent:** Wednesday, May 31, 2006 9:56 AM  
**To:** tip-plan-comments@dvrpc.org  
**Subject:** Bicycle Coalition of Greater Philadelphia - PA Tip Program Comments

Item PA- 1

Comments of the Bicycle Coalition of Greater Philadelphia

John Boyle  
 Advocacy Coordinator  
 The Bicycle Coalition of Greater Philadelphia  
 215.242.9253 ext. 2

### General Comments -

Complete the Streets for Bicycling and Walking - All road projects should incorporate the PENNDOT Bicycle/Pedestrian Checklist.

The PA Turnpike Commission, Delaware River Joint Toll Bridge Commission and the Delaware River Port Authority should be providing better bicycle, pedestrian, disabled and transit connections across the Delaware River. All major river crossing projects should follow US Code "Title 23 Section 270(e)" that requires bicycle and pedestrian access unless special circumstances exist.

A portion of the Highway Safety Improvement Program funds should be dedicated to eliminating bicycle hazards such as wheel grabber drainage grates.

All new fixed route transit vehicles should be equipped to accommodate bicycles; this includes bus, regional rail and local shuttles.

PENNDOT Restriping Plan - We encourage the continuation of the road resurfacing evaluation for bike lanes and we encourage PENNDOT to end its proactive \_\_\_\_ of requiring the Bikeway Occupancy Permit for bike lane projects.

Philadelphia Streets Department - On many streets with bike lanes there are segments where the bike lanes disappear due to insufficient width. The Department should put down shared lane markings in these areas to prevent cyclists from being pinched to the curb or into right turn lanes.

Montgomery County Bicycle Plan - The Bicycle Coalition applauds Montgomery County's aggressive trail building schedule, however we would also like to see implementation of the County "Road Map" Bicycle Plan to connect the trails with jobs, transit and residences.

Bucks County needs a comprehensive Bicycle and Pedestrian Plan.

Chester County Bikeway Network - Many projects reference the county's recommended bikeway network. Will these roads incorporate the County's planning commission's recommendations for improvement?

Delaware County Bicycle Plan - Many projects reference the inclusion in the County bicycle plan. Will these projects incorporate the needs of bicyclists?

## TIP-Specific Comments

Item PA - 1, con't

### Bucks County Highway Program

MPMS#57636 Trenton Rd intersection improvements - Trenton Rd is part of Bicycle PA Route E and bicycle friendly improvements should be incorporated into this widening project.

MPMS#43795-43796 US 202 Parkway - Connections to the shared use path should include Detweiler Road and all subdivisions along the corridor.

### Chester County Highway Program

MPMS# 59434 Schuylkill River Trail - The TIP Right of Way Phase been pushed back to FY 2009 and construction to later FY's. Has this project been delayed?

MPMS# 62863 Vanguard Improvements - Will this project include bicycle and pedestrian access improvements?

### Delaware County Highway Program

MPMS# 47986 Chester Creek Bicycle Pedestrian Trail - In comparison to many Montgomery County Trail projects, this, the single-rail trail project on the TIP in the County, is on an extremely conservative timetable. This project should be adequately supported, funded, prioritized and advanced.

### Montgomery County Highway Program

MPMS# 16098 Spring Mount Road Bridge - Since this bridge carries the Perkiomen Trail there should be at a minimum a sidewalk and shared lane pavement markings included in the project.

### Philadelphia Highway Program

MPMS# 17112 PA 63 Woodhaven Road - Bicycle Improvements should be included along and across this corridor.

MPMS 17350 Henry Ave over Wissahickon - This 5-lane road is a pinch point for bicyclists and this bridge should be reconfigured for bike lanes. Philadelphia University parking should be managed to reduce the need for parking on the bridge.

MPMS 17464 Holme Avenue Bridge - This is a pinch point for bicyclists on a high-speed 4-lane road; shoulders should be included.

MPMS 46958 Philadelphia Naval Shipyard Access - This road should be designed with bike lanes.

MPMS 50522 Manayunk Recreation Path - This project is the highest priority for bicyclists in the city.

MPMS 57893 - Lehigh Ave - Include pedestrian signals and implement reverse angle parking

MPMS 57904 PA 291 Platt Bridge - Rehabilitate the walkway and provide a path connection to the street network on the west side of the bridge.

MPMS 69913 - Grays Ferry Bridge - The bike lanes over this bridge are poorly maintained and should be swept more often.

MPMS 70014 Center City Signal Improvement - Pedestrian signals with countdown timers should be included with every signal upgrade in Center City

MPMS 70810 Schuylkill River Park to 23rd Street Path - This project seems to be a very low priority as the Preliminary Engineering phase is now 3 years away. Given the growing importance of Schuylkill River Park, we feel that this project should be prioritized.

MPMS 72597 Ben Franklin Bridge - Bicycles and pedestrians need to be considered in this project.

MPMS 72847 - South Street Bridge Detour - This will displace 1000 bicyclists and 4000 pedestrians daily and also need to be accommodated in the detour plans.

### **Pennsylvania Transit Program**

MPMS 64652 - TCDI - This program should be marketed to encourage more bicycle and pedestrian plans for eligible municipalities.

MPMS 59935 Pottstown Urban Transit - Money should be set aside for bike racks on buses.

MPMS 60540 Rail Stations and Parking Program - Bike racks should be included in all of these projects; a minimum standard for bike parking as part of a SEPTA parking management system.

MPMS 60582 SEPTA Rail Car Overhaul - Hanging bike racks and folding seats should be installed in the center vestibule cut-outs on the Silverliner IVs. Hanging bike racks should also be installed on the Norristown HSL cars.

MPMS 60611 - Fare Collection System Upgrade - A "smart card" system interchangeable with adjacent transit systems should be initiated.

MPMS 60619 Transit Enhancements - We support the current process of including funds with the Transportation Enhancements Program. However a portion of these funds should be set aside for bicycle racks on vehicles and at stations.

MPMS 60629 Job Access and Reverse Commute - Bus routes funded by JARC should be bike accessible as this would expand the range of coverage for these suburban and rural routes.

MPMS 60638 Regional Rail Car Acquisition - We support the inclusion of bicycle tie-downs on

these rail cars.

Item PA - 1, con't

**Elizabeth Schoonmaker**

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**From:** rrrailer@aol.com  
**Sent:** Friday, June 02, 2006 4:55 PM  
**To:** eschoonmaker@dvrpc.org  
**Subject:** TIP-Draft Volume 3

Item PA - 2

I have the following comments regarding MPMS# 60565, Schuylkill Valley Metro, on Page 20 of 35, Pennsylvania-Transit Program, of TIP-Draft Volume 3. The comments have been formatted to follow the second paragraph of text in the "box".

"However, Norfolk Southern Railroad, and its consultant, have jointly advised the task force that infrastructure improvements between Norristown and Reading, necessary for accommodating an SVM passenger service, require \$115,000,000 and necessary rolling stock requires \$75,000,000. A consultant associated with the SVM project since its inception has advised the task force that electrification between Norristown and Reading requires \$120,000,000. Thus, the project requires \$310,000,000.

"The project has not met the Federal Transit Administration's (FTA) "New Starts" Cost-Effectiveness Index for FTA "New Starts" funding, and availability is unclear for the SVM authorization item, within the Commonwealth Capital Budget, of \$300,000,000."

John Thomas Cooper, P.E.  
740 Pine Hill Road  
Radnor, PA 19087

Editor's Note: "New Starts" should be italicized but without quotation marks.



## Elizabeth Schoonmaker

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**From:** Kkebike@aol.com  
**Sent:** Tuesday, May 16, 2006 12:14 PM  
**To:** tip-plan-comments@dvrpc.org  
**Subject:** TIP Comments from Ken Edmonds (Due June 9th)

Item PA - 3

Dear DVRPC,  
 Following are my comments concerning projects listed on the 2007 Regional TIP List.

Pedestrian & Bicycle clearance needs to be maintained or improved for the following bridge projects that are located over the Delaware Canal. DCNR has the required clearance standards. MPMS#'s  
 13235 River Rd. Bridge - Upper Makefield Twp.  
 13340\* & 13716\* Headquarters Rd. Bridge. Needs clearance for canoe's. Ped/Bike OK  
 \*Culvert was replaced in 2005, but didn't give additional head clearance for canoeists using the canal.  
 13342 Delaware Rd. - Riegelsville Boro  
 13360 Bridgeton Hill Rd. Bridge - Bridgeton Twp.  
 13661 Jugtown Hill Rd. Bridge - Tinicum Twp.  
 59496 Bridge Rd. - This project being redesigned to accommodate canal users- New Hope  
 69824 - Rabbit Run Canal Bridge

MPMS# 65922 & 71159 Rt.13-Delaware Canal Pedestrian Bridge  
 MPMS# 70218 Delaware Canal Pedestrian Tunnel  
 These projects are on the Delaware Canal / Delaware & Lehigh Canal Heritage Corridor / Delaware River Heritage Trail & East Coast Greenway. These need more funding. The canal towpath needs to be reconnected through Lower Bucks County.

MPMS# 57626 Trenton Rd. intersection (Falls/Middletown Twp.)  
 This project is on Bicycle PA Rt.E and needs ped/bike consideration

MPMS# 47131 PA13 @ PA Turnpike Entrance (Bristol Twp.)  
 This project may need ped/bike consideration. Green St. intersection is close to this Turnpike entrance. In the Final Environmental Impact Statement (MPMS# 13347) it is suggested that the Rt.13/Green St. intersection become the crossing point into and out of Bristol Boro for those using the Delaware Canal / Delaware River Heritage Trail / D&L Heritage Corridor and the ECG.

MPMS# 13347 I-95 / PA Turnpike Interchange (Bristol Twp.)  
 The Final Environmental Impact Statement (12/31/03) left the possibility of including ped/bike facilities on the proposed Delaware River bridge. The issues that the Federal Highway Administration wanted addressed should be discussed at DVRPC. Ped/Bike facilities should be included in a bridge project that might be 90% federally funded.

DB# 04315 Rt.95/29 Scudders Falls Bridge (Mercer Co., NJ & Bucks Co., PA )  
 Ped/Bike facilities need to be included in this bridge project. There are active trails on each side of the Delaware River.

Ken Edmonds  
 323 Madison Ave.  
 Souderton, PA 18964  
 215-721-6543  
[kkebike@aol.com](mailto:kkebike@aol.com)

## Elizabeth Schoonmaker

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**From:** Mark McKee [gmhopewell@comcast.net]

**Sent:** Sunday, June 04, 2006 10:45 PM

Item PA - 4

**To:** tip-plan-comments@dvrpc.org

**Cc:** rickhallemail@comcast.net; Caferende1@aol.com; dianereilly@comcast.net; ianthus@msn.com; vweiss@bellatlantic.net; marilyn\_waters@merck.com; REDOUGERT@aol.com; ajmck02@comcast.net

**Subject:** Comments - Draft TIP 2007-2010 for Pennsylvania - Henderson Ramps, I-76,wb [MPMS#68064]

Please consider the attached comments from the Gulph Mills Civic Association, representing 840 families living in the Gulph, regarding the I-76 westbound Interchange improvements proposed at Henderson Road.

This is MPMS # 68064 on the Draft 2007 TIP for PA.

Attached are three files as follows:

Cover Letter from the Gulph Mills Civic Association (chartered in 1952)

Case for Construction of the westbound Henderson Road Ramps

Evaluation Summary, demonstrating Consistency with DVRPC Transportation and Land Use Policies

We respectfully request that the DVRPC staff, the RTC, and the DVRPC Board advance construction of these long overdue improvements to the first four years, and resist any further delay of this project.

Thank you for your consideration.

Would you be kind enough to please acknowledge receipt of these comments.

Thanks.

# Henderson Road Ramps, Westbound, I-76, Schuylkill Expressway

## Consistency with DVRPC Transportation & Land Use Policies

Item PA - 4, con't

### EVALUATION SUMMARY

**DVRPC HORIZONS  
2030 PLAN Component:**

**Tip Project: Henderson Road Ramps, I-76, Westbound  
[ MPMS # 68064 ] (former 2003 Tip #8745)**

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Consistency with  
the Land Use Vision  
and Goals

Improves transportation within an area which has already been largely urbanized. Reduces existing congestion and truck traffic in residential neighborhoods. Improves bus access to an important intermodal transit center.

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Suitability of  
Project within  
Land Use Type

The Plan's policies indicate that major road projects are appropriate under certain conditions. The project enhances travel between areas already developed. Enhances highway goods movement and keeps trucks on Interstate system instead of local residential roads.

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Centers Served

The proposed project will improve access to the Henderson, Church, Hansen Access Roads Industrial Centers, the Renaissance Corporate Park and to the King of Prussia/Valley Forge metro sub-center.

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Traffic Congestion  
Relief

Reduces congestion on Trinity Lane and South Gulph Road as well as on other residential roads in the region, transferring traffic to a safer, faster alternative, the Interstate Highway System.

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Air Quality Impacts

The project will shorten many truck trips. Local Emissions of CO and NO will be reduced. The project will improve access for SEPTA buses to the Gulph Mills station of the Route 100 Norristown High Speed Line, increasing transit as a viable alternative at this existing intermodal center.

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**DVRPC HORIZONS  
2030 PLAN Component:**

**Tip Project: Henderson Road Ramps, I-76, Westbound  
[ MPMS # 68064 ] (former 2003Tip #8745)**

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Freight Impacts                      The project will provide more direct access to and from I-76 from several industrial parks, including Hansen access road, Church Road Industrial Park, Gulph Mills Business Park and Renaissance Corporate Park. The project can reduce truck traffic from local residential collectors and arterial roadways.

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Mobility Enhancement                      Enhances opportunities for connections among transportation modes and to take greater advantage of existing nearby transit services. The project enhances access to areas of the region which have seen large growth in the past three decades. It enhances mobility in the Keystone Corridor in PennDOT's PennPlan Moves. The corridor is also served by the Route 100 High Speed Rail Line and several SEPTA bus routes.

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Other Policies                              The project is consistent with the 2025 & 2030 policies of promoting retention and expansion of businesses; and improving access to areas of major employment concentrations.

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# Gulph Mills Civic Association

Mail Address: P.O. Box 60364, King of Prussia, PA 19406  
Village of Gulph Mills, Upper Merion, PA

Item PA - 4, con't

**DATE:** June 2, 2006

**TO:** FY 2007-2010 TIP for PA Comments  
c/o DVRPC Public Affairs Office  
190 N. Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, PA 19106-1520

**FROM:** Rich Dougert  
President, GMCA  
(610) 825-4292

**RE:** Henderson Road Ramps, I-76, Westbound (MPMS# 68064) Interchange  
Improvement [formerly 2003 Tip #8745 & MPMS #16211]

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On behalf of 840 families in the Gulph, we ask that DVRPC Staff, the RTC, and the Board consider the attached comments and evaluation summary.

We respectfully ask that the RTC and the DVRPC Board advance the construction of the Henderson Road Ramps, I-76 Westbound, to the first four years of the 2007 Pennsylvania TIP.

Please resist any proposed Amendments to the TIP that would further delay this long overdue project. This improvement is critical to the safety of the motoring public as well as to the residents in the historic village of Gulph Mills, and is integral to the Delaware Valley Freight Corridors Initiative.

Please do not hesitate to call with any questions.

Thank you.

**A CASE FOR CONSTRUCTION OF THE  
HENDERSON ROAD I-76 RAMPS  
(WESTBOUND ONLY, ON & OFF)  
TO THE FIRST FOUR YEARS OF 2007 TIP**

Item PA - 4, con't

**THE PROBLEM:**

- Trinity Lane/ South Gulph Road corridor from I-76 Gulph Mills exit ramps to Henderson Road is the **most congested residential neighborhood** in Upper Merion Township
  
- DVRPC traffic counts indicate that average daily traffic counts exceed **27,500** vehicles per day (Year 2000) on this two lane road roadway through the heart of the historic, residential Village of Gulph Mills
  
- DVRPC traffic counts indicate that average daily traffic counts have grown significantly in past few years
  
- Current traffic counts don't even reflect the recent and continuing buildout of the Renaissance Corporate Park, with 2.2 million square feet of commercial office space, which could add more than **10,000 new vehicle trips** to this area
  
- Current traffic counts don't reflect new commercial office development currently approved along South Gulph Road North of Henderson Road (e.g.Nave Newel's 50,000 square foot office development & Universal Health Care 43,000 square feet), nor the planned redevelopment of Philadelphia Gear site and surrounding areas to permit another **1 million square feet** of commercial office and retail, adding perhaps **5000** new commuters to the South Gulph Road corridor.
  
- Much of the existing traffic is headed for Henderson Road, including **many large trucks** headed for UMT's industrial districts along Henderson, Church, and Hansen Access Roads, plus the new Industrial Park off Henderson at Shoemaker Road currently building out.

- Peak hour traffic ( 7-9 am and 4-6:30pm ) often crawls along at under 10 miles per hour in this residential neighborhood

Item PA - 4, con't

- Any accident or congestion on I-76 westbound between Gulph Mills and Route 202 causes immediate congestion at all times of the day and night through this residential neighborhood
- Unnecessary delays for residents trying to get to work, school, etc
- Unnecessary delays for commuters trying to get to work in UMT
- Unnecessary delays for SEPTA buses trying to access the Gulph Mills Station (Trinity Lane) of the Route 100 Norristown High Speed Line
- Unnecessary delays for businesses located in UMT's industrial districts
- Pollution and negative health impacts to this residential neighborhood, as well as Trinity Nursery School children
- Wasted time & man hours; added stress and loss of productivity
- Loss of property values; growing perception of UMT as a difficult place to work or to live, instead of DVRPC vision as a key metro sub-center
- Decreased rents and property values / assessments for owners of commercial office space; decreased rateables and tax revenue for the township and school district; harder to lease up space and to attract new employers to the township
- Existing congestion impedes access by emergency vehicles (ambulance, fire and police) creating a real danger to the health, safety and welfare of the public.

## **THE SOLUTION:**

Item PA - 4, con't

Accelerated construction of the long planned **Henderson Road I-76 Schuylkill Expressway Westbound on and off ramps (MPMS # 68064)**

### ***WHY?***

- Would keep much of the westbound commuter and truck traffic on the Federal Interstate Highway System for another 1.5 miles, and closer to their intended destinations, instead of adding congestion, pollution and safety hazards to the heart of the historic, residential Village of Gulph Mills.
- Studies more than 15 years ago projected these Ramps would take 8,000 to 10,000 vehicles a day off of the I-76 Balligomingo Ramp and out of the residential Village.
- Today, the planned Henderson Ramps may in fact just help mitigate the expected influx of new traffic as a result of already approved new commercial office construction in the Renaissance Corporate Park, not to mention the additional vehicle trips that would be generated by the contemplated redevelopment of several large South Gulph Road parcels with more than 1 million square feet of new commercial office space.
- The relocated Westbound on-ramp to I-76 would encourage Renaissance Corporate Park traffic to use an improved Henderson Road arterial to access the Schuylkill Expressway westbound, instead of cutting through the residential communities of Hughes Park, Copper Mill Station, Crooked Lane Crossing, and School Line Drive via Crooked Lane to access the current westbound ramp.
- Would greatly improve both the Safety and the Quality of life for these residential areas, improving access for emergency vehicles.
- Would greatly reduce congestion, pollution, and aggravation for both commuters and residents alike.
- Would improve the economic viability of the new commercial office space, with benefits to landlords, employers, and the tax base of the township and its school district.
- Would enhance highway goods movement and keep tractor trailer rigs on the Schuylkill Expressway (I-76) instead of on local residential roads.
- Would enhance bus access for several important SEPTA Routes to the Gulph Mills station of the Norristown High Speed Line (Route 100), increasing transit as a viable alternative at this important intermodal station.



**THE PETITION:**

The Gulph Mills Civic Association, representing 840 families in the immediate area, respectfully requests the RTC and the DVRPC Board to advance construction of the Henderson Road I-76 Westbound Ramps to the first four years of the 2007 Tip (former 2003 project #8745) now (MPMS # 68064)

Respectfully submitted,

Rich Dougert  
President, GMCA

## Elizabeth Schoonmaker

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**From:** JKlempner@Dentsply.com  
**Sent:** Friday, May 26, 2006 6:43 AM  
**To:** tip-plan-comments@dvrpc.org  
**Subject:** Rail Trail Newtown-Fox Chase line

Item PA - 5

To whom it may concern,

My name is Joanne Klempner and I live in Churchville, Northampton Twp, Bucks County PA.

I would like to suggest the conversion of the Newtown-FoxChase Rail Line (I believe it is Septa-owned) to a rail trail. I have read they are considering a hybrid bus route for this line, which would require 40 feet of paved road. I have sincere doubts regarding the viability of building such a wide roadway along the corridor, and of the surrounding community's desire or need for this bus line. A rail-trail, however would be ideal. The trail terminus ends in historic Newtown Borough, and could link with Newtown Township's own trail network which runs to Tyler Park. The rail line also runs through the Churchville Nature Center into Upper Southampton.

A rail trail could bring significant recreational benefits to the community and additional customers to the businesses located along the corridor. Furthermore, it would allow the State Park to be safely accessed by bicycle for people throughout the Bucks County area.

I am a huge supporter of public transportation projects; but they must be utilized by the public to be successful. I do not think a bus route from Newtown to Fox Chase would be utilized more than existing regional rail lines, and the Septa bus route which already runs through Newtown. This area is already well serviced by public transport; but is in desperate need of trails for recreation and transportation alternatives.

Thank you for your consideration.

Joanne

Joanne Klempner  
283 Magnolia Drive  
Churchville, PA 18966  
Sales Manager, Dentsply Special Markets  
Maillefer, Rinn, Pharmaceutical Divisions  
(215) 322-4784 Office  
(215) 519-8197 Cell  
(800) 924-7393 ext. 51318 Voicemail  
jklempner@dentsply.com

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This message contains confidential information intended only for the use of the addressee(s) named above and may contain information that is legally privileged.

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Thank you.

Any views expressed in this message are those of the

## TIP Comments

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**From:** Tom Houghton [tdhoughton7@comcast.net]

**Sent:** Monday, June 05, 2006 3:25 PM

Item PA - 6

**To:** tip-plan-comments@dvrpc.org

**Subject:** SAMI project/Route 41 & Old Baltimore Pike

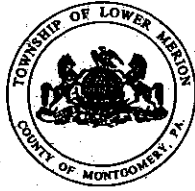
On behalf of London Grove Township, I believe that something needs to be done immediately to the PA 41 & Old Baltimore Pike South intersection (SAMI project). As most know, we have been pushing very hard for years now for the installation of a roundabout.

In fact, our township overwhelmingly supports this concept (based on the last five years of elections). Our Board is now 5-0 in favor of placing a roundabout at this intersection.

Thank you very much for your anticipated cooperation in this most important matter.

Tom Houghton, Esq., Chairman Board of Supervisors, London Grove Township

Dee



LOWM 3045

June 2, 2006

Mr. Barry Seymour  
Executive Director  
Delaware Valley Regional Planning Commission  
190 North Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, PA 19106-1520

Item PA - 7

**RE: Review of Draft 2007-2010 Regional Transportation Improvement Plan (TIP)**

Dear Mr. Seymour:

Please accept this letter as the Township's formal comments on the 2007-2010 Regional Transportation Improvement Plan.

The Township of Lower Merion submitted extensive public testimony during the State Transportation Commission's hearing on August 18, 2005. Significant areas of concern and project needs were identified in the testimony. Upon review of the draft TIP, it was noted that a number of items were not added and/or modified as requested. Therefore, on behalf of the Board of Commissioners for the Township of Lower Merion, I would like to offer the following comments on the Draft 2007-2010 Regional TIP for your re-consideration:

Again we request that the funding for right-of-way acquisition for the Pennswood Road Bridge Replacement Project (MPMS #16216) be increased from \$200,000 to \$900,000. The Township has initiated design on the replacement of this 70 year old bridge over Amtrak's mainline between Philadelphia to Harrisburg, which serves as a connecting link between Lancaster Avenue (U.S. Route 30), and Montgomery Avenue, both major arterials in the Haverford/Bryn Mawr area of the Township. The increase in funding for right-of-way acquisition is critical to the completion of the very important project.

Again we request that the Conshohocken Road/Mill Creek Road Reconstruction Project be included. This project consists of the repair and reconstruction of Conshohocken State Road, (Pa. Route 23) from Mill Creek Road to Hollow Road and of Mill Creek Road south of Conshohocken State Road to River Road. Conshohocken State Road is a key alternate route and feeder to the Schuylkill Expressway (I-76), which, is, heavily used when severe congestion occurs on the Expressway. Mill Creek Road feeds Conshohocken State Road and serves as a connection to River Road another alternative to the Expressway, although limited to automobile traffic due to overhead clearance restrictions. Both roadways are exhibiting signs of severe distress requiring major repairs and/or reconstruction to prevent further deterioration, including possible embankment failure that would severely limit or prevent their continued use. A preliminary engineering analysis identified signs of pavement and subgrade failure, pavement sliding and dipping, roadway embankment failure, retaining wall movement and inadequate

Mr. Barry Seymour

-- page 2 --

June 2, 2006

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drainage facilities. The design phase of this project is scheduled to begin in 2006 with construction planned for 2007. The funding levels are recommended at \$75,000 for design and \$750,000 for construction. The recommended funding source is 100% Local for design and 100% State and Federal for construction in the first four (4) years of the program. The Township has budgeted its proportional share in its capital improvement program.

Again we request that the Ardmore Transit Center Project be included. Significant parking and mass transit facilities deficiencies have been identified in Ardmore, the municipal seat of Lower Merion Township. These deficiencies include the need for parking and new facilities for the SEPTA/Amtrak train station, commuter parking, the municipal complex and the business district. In 2002, the Township received a grant from The Delaware Valley Regional Planning Commission (DVRPC) to undertake master planning for the development of an Ardmore Transit Center. Since that time, the Township and Montgomery County have approved the Ardmore Redevelopment Area Plan that includes the revitalization of the train station area, commuter parking lots and pedestrian and bus linkages.

The Township has been successful in its efforts to secure federal and state funding for a number of the proposed transportation projects. In December of 2004, Septa and the Township received notification of a \$6M appropriation in the Federal Transportation Administration budget in the Omnibus Appropriation Bill for the transit improvements. The Ardmore Transit Center will be a mixed-use inter-modal transit facility incorporating a new train station, platforms, pedestrian connections with bus routes, parking garage, mixed-use facilities (retail, commercial, residential, etc.) and associated public infrastructure improvements. The Center will have the added benefit of stimulating economic revitalization in the Ardmore Business District and improving the existing pedestrian, traffic, parking, and environmental conditions in Lower Merion.

In 2005, the Township received notification from the Delaware Valley Regional Planning Commission that funding of \$518,880 for improvements to the Anderson Avenue underpass was approved in the State's Home Town/Safe Streets budget. The Township, also received a matching grant of \$100,000 from the Montgomery County Community Revitalization Program for this project. The kick-off meeting was held in July and preliminary work is now underway with the consultant team, Amtrak, DVRPC and PENNDOT. The Township has also received a \$300,000 grant from the County Revitalization program to proceed with improvements to the Lancaster Avenue and Ardmore Avenue intersection. These two transportation, traffic and pedestrian related improvements were proposed in the Ardmore Transit Center Master Plan.

Now in Phase IV, funding for Phase I was provided from a Transportation and Community Development Initiative (TCDI) grant provided by the DVRPC, Community Development Block Grant and matching local funds provided by the Township of Lower Merion. The Township continues to request funding for transportation related portions of the project under the State Transportation Program (Twelve Year Plan), and has also been requested as a line item project under the Federal Transportation Appropriations Process (SAFETEA). The implementation of the Ardmore Transit Center has commenced with contracts now being completed among the Township, Septa, Amtrak and the Federal Transit Administration.

Preliminary engineering and cost estimating for the train station facility, pedestrian connections, and track and high-level platform improvements are underway with Amtrak and Septa. The federally required Environmental Assessment including Section 106 and section 4F reviews are also underway. Recommended funding levels are at \$3,240,000 for final engineering, planning and design and \$28,000,000 for construction. The recommended funding source for engineering design and construction is 80% federal, 15% state and 5% local. The Township has budgeted its proportional share in the capital improvement program and is working in partnership with both SEPTA and Amtrak. The Township plans to issue a Request for Proposal for the projection order to pursue public/private partnerships with the business and development community as a means of increasing local funding.

The Ardmore Transit Center project is consistent with the Pennsylvania Transportation Policy Plan since it meets the goal for enhanced inter-modal connections between inter-city and regional rail lines. The project will significantly encourage the use of mass transit, thus reducing congestion of local, regional and interstate roadways and further supporting and expanding improved transit accessibility for commuters. Since the Ardmore station is the only Amtrak stop in Montgomery County, it will encourage the use of rail for both inter-state and intra-state passenger transportation. This will be a significant enhancement for riders regularly using the Northeast Corridor Amtrak system. The improvement of public transit infrastructure will contribute to increased economic development and meet State urban revitalization goals. A discreetly functional complex of pedestrian, mass transit, parking, shopping, retail, services and businesses, the Ardmore Redevelopment Area Plan and the Ardmore Transit Center project will enhance the community and establish growth in an organized and desirable approach significantly contributing to the revitalization of the commercial center of this major first tier suburb thus reducing pressure for suburban sprawl in the outlying areas.

Again we request that the funding for the construction of the Belmont Avenue/Rock Hill Rd Improvement Project (MPMS #64795) be increased from \$6,500,000 to \$10,000,000 in order to accommodate an increased scope of work along Belmont Avenue. In addition, we request that the funding for the right-of-way acquisition be increased to \$3,000,000, and that the responsibility for the right-of-way acquisition be programmed as 20% Township, 80% State/Federal funds. The Township will continue to fund all design costs, which are currently estimated at \$2,300,000. We also anticipate that this project will be ready for construction in 2008, and as such would request that the TIP reflect that the construction funding will be available at that time rather than at a point beyond 2010;

#### Rockland Avenue Bridge over Amtrak's Main Line

This 103 year old, riveted and steel grinder bridge Rockland Avenue over Amtrak's electrified main line between Philadelphia and Harrisburg. The bridge is currently closed to both vehicular and pedestrian traffic, due to advanced deterioration of the bridge superstructure. The bridge, before its closing to pedestrians served a valuable role in the local community by providing a safe pedestrian link between residential neighborhoods and a local school across the Amtrak electrified railway. Because of the advanced deterioration and associated public safety threat we

Mr. Barry Seymour

-- page 4 --

June 2, 2006

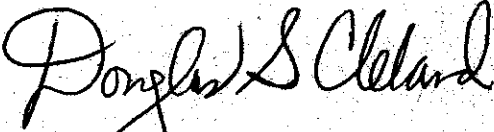
Item PA - 7, con't

are herewith requesting that the demolition of this bridge be funded in the first four years of the Plan. Further, given the importance of this pedestrian link we request funding for a replacement pedestrian bridge. Funding levels are recommended at \$500,000 for design and \$2,500,000 construction. The recommended funding source is 80% Federal, 15% State and 5% Local. The Township of Lower Merion and Borough of Narberth will jointly participate in the local share. See attached letter for more detail.

As outlined in our testimony, the Township of Lower Merion has been proactive in the planning and design of many TIP projects that result in regional as well as local benefits. The Township has demonstrated its commitment by funding project development and providing the local share for funded projects to ensure their successful completion. The abovementioned projects have the same support and commitment from the Township. In fact the engineering design for the Pennswood Road Bridge over Amtrak (MPMS #16216) and Belmont Avenue/Rock Hill Rd Improvement Project (MPMS #64795) are both well underway. While we understand the financial constraints on the program, the Township cannot continue alone, without the needed support.

If you have any questions, or would like to meet to discuss the details of our requests further, please don't hesitate to contact me.

Sincerely,

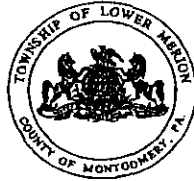


Douglas S. Cleland  
Township Manager

Attachments: August 18, 2005 STC Testimony  
Letter, Brian A. Gordon, Esquire, Commissioner



**TOWNSHIP  
OF  
LOWER MERION**  
MONTGOMERY COUNTY



TOWNSHIP ENGINEER

75 E. Lancaster Ave.  
Ardmore, Pa. 19003-2376  
Telephone: (610) 649-4000  
TDD: (610) 645-6277

August 2005

Item PA - 7, con't

LOWM 0800-157.10

**PUBLIC HEARING TESTIMONY FOR THE  
2007-2019 TWELVE YEAR TRANSPORTATION PROGRAM  
LOWER MERION TOWNSHIP, MONTGOMERY COUNTY PROJECTS**

Good morning, I am Edward P. Pluciennik, P.E., Township Engineer representing Lower Merion Township, Montgomery County.

Lower Merion Township is a community of 60,000 residents and assorted businesses located northwest of the City of Philadelphia. The Township occupies a land area of 24 square miles with over 250 miles of public roads of which 84% are Township Roads. In addition, the Township is traversed by four (4) major rail lines. Included in this major transportation network are many of the Delaware Valley's most critical and heavily traveled transportation arteries including:

- Schuylkill Expressway (I-76)
- Mid-County Expressway (Blue Route, I-476)
- City Avenue (US. Route 1)
- Lancaster Avenue (U.S. Route 30)
- Montgomery Avenue
- Conshohocken State Road (State Route 23)
- Haverford Avenue (State Route 3044)
- Belmont Avenue (State Route 3045)
- Spring Mill Road (State Route 320)
- AMTRAK's New York to Chicago Main Line
- SEPTA's Ivy Ridge Line
- SEPTA's Philadelphia and Western Line – Red Arrow
- Norfolk Southern Railroad (formerly Conrail's Main Line)

Although certainly beneficial to the Township's residents, this extensive transportation network, in particular the major north/south and east/west arteries, provides significant benefit to the entire Delaware Valley. The costs to Township residents, however, extend far beyond the obvious financial burden and include the detrimental effects of air and noise pollution, increased stormwater runoff, traffic congestion and the associated police burden. Without the continued financial support of the state and federal governments in maintaining and upgrading the roads and bridges and mass transit facilities that are integral to this transportation network, the residents of Lower Merion Township will be subject to a disproportionate share of this burden. Given the present demands on tax revenues at all levels of



government, any increase in burden at the Township level will most certainly be difficult to fund out of local taxes and may result in a deterioration of current conditions.

We are especially concerned about the current condition, funding, and scheduled replacement of three (3) key bridges over AMTRAK's New York to Chicago Main Line that bisect the Township along an east-west axis. These bridges, all of which are on the current Transportation Improvement Plan, are located in areas of intense residential and commercial development, are critical transportation elements linking the north and south segments of the community divided by this formidable physical barrier. Since the demise of the Penn Central Railroad in 1970, the financial responsibility for many infrastructure components has fallen to the taxpayer. The replacement of these bridges have higher than normal costs because of special railroad insurance and construction requirements, railway electrification modifications, restrictive working conditions, and right-of-way acquisition. In addition, Union Avenue over SEPTA and River Road over Mill Creek are two (2) additional orphan bridges programmed for replacement that are critical elements in the Township's road network and of special concern. Your continued support of these projects as they progress toward construction is critical. Updated status and funding requirements are provided later in the document. In addition, there are two new or proposed projects that are consistent with the Transportation Program goals to improve safety, enhance mobility, move goods and preserve the transportation system. One of these new projects, the Ardmore Transit Center, presents the added benefit of stimulating economic revitalization in Ardmore, an established first tier suburb and thus reducing pressure for suburban sprawl in outlying areas.

We request the Commission's support for the following projects:

- Ardmore Transit Center – Proposed Project

Significant parking and mass transit facilities deficiencies have been identified in Ardmore, the municipal seat of Lower Merion Township. These deficiencies include the need for parking and new facilities for the SEPTA/Amtrak train station, commuter parking, the municipal complex and the business district. In 2002, the Township received a grant from The Delaware Valley Regional Planning Commission (DVRPC) to undertake master planning for the development of an Ardmore Transit Center. Since that time, the Township and Montgomery County have approved the Ardmore Redevelopment Area Plan that includes the revitalization of the train station area, commuter parking lots and pedestrian and bus linkages.

The Township has been successful in its efforts to secure federal and state funding for a number of the proposed transportation projects. In December of 2004, Septa and the Township received notification of a \$6M appropriation in the Federal Transportation Administration budget in the Omnibus Appropriation Bill for the transit improvements. The Ardmore Transit Center will be a mixed-use inter-modal transit facility incorporating a new train station, platforms, pedestrian connections with bus routes, parking garage, mixed-use facilities (retail, commercial, residential, etc.) and associated public infrastructure improvements. The Center will have the added benefit of stimulating economic revitalization in the Ardmore Business District and improving the existing pedestrian, traffic, parking, and environmental conditions in Lower Merion.

In 2005, the Township received notification from the Delaware Valley Regional Planning Commission that funding of \$518,880 for improvements to the Anderson Avenue underpass was approved in the State's Home Town/Safe Streets budget. The Township also received a matching grant of \$100,000 from the Montgomery County Community Revitalization Program for this project. The kick-off meeting was held in July and preliminary work is now underway with the

consultant team, Amtrak, DVRPC and PENNDOT. The Township has also received a \$300,000 grant from the County Revitalization program to proceed with improvements to the Lancaster Avenue and Ardmore Avenue intersection. These two transportation, traffic and pedestrian related improvements were proposed in the Ardmore Transit Center Master Plan.

Now in Phase IV, funding for Phase I was provided from a Transportation and Community Development Initiative (TCDI) grant provided by the DVRPC, Community Development Block Grant and matching local funds provided by the Township of Lower Merion. The Township continues to request funding for transportation related portions of the project under the State Transportation Program (Twelve Year Plan), and has also been requested as a line item project under the Federal Transportation Appropriations Process (SAFETEA). The implementation of the Ardmore Transit Center has commenced with contracts now being completed among the Township, Septa, Amtrak and the Federal Transit Administration.

Preliminary engineering and cost estimating for the train station facility, pedestrian connections, and track and high-level platform improvements are underway with Amtrak and Septa. The federally required Environmental Assessment including Section 106 and section 4F reviews are also underway. Recommended funding levels are at \$3,240,000 for final engineering, planning and design and \$28,000,000 for construction. The recommended funding source for engineering design and construction is 80% federal, 15% state and 5% local. The Township has budgeted its proportional share in the capital improvement program and is working in partnership with both SEPTA and Amtrak. The Township plans to issue a Request for Proposal for the project in order to pursue public/private partnerships with the business and development community as a means of increasing local funding.

The Ardmore Transit Center project is consistent with the Pennsylvania Transportation Policy Plan since it meets the goal for enhanced inter-modal connections between inner-city and regional rail lines. The project will significantly encourage the use of mass transit, thus reducing congestion on local, regional and interstate roadways and further supporting and expanding improved transit accessibility for commuters. Since the Ardmore station is the only Amtrak stop in Montgomery County, it will encourage the use of rail for both inter-state and intra-state passenger transportation. This will be a significant enhancement for riders regularly using the Northeast Corridor Amtrak system. The improvement of public transit infrastructure will contribute to increased economic development and meet State urban revitalization goals. A discreetly functional complex of pedestrian, mass transit, parking, shopping, retail, services and businesses, the Ardmore Redevelopment Area Plan and the Ardmore Transit Center project will enhance the community and establish growth in an organized and desirable approach significantly contributing to the revitalization of the commercial center of this major first tier suburb, thus reducing pressure for suburban sprawl in the outlying areas.

- Conshohocken Road/Mill Creek Road Reconstruction – Proposed Project

This project consists of the repair and reconstruction of Conshohocken State Road, (Pa. Route 23) from Mill Creek Road to Hollow Road and of Mill Creek Road south of Conshohocken State Road to River Road. Conshohocken State Road is a key alternate route and feeder to the Schuylkill Expressway (I-76) which is heavily used when severe congestion occurs on the Expressway. Mill Creek Road feeds Conshohocken State Road and serves as a connection to River Road another alternative to the Expressway, although limited to automobile traffic due to overhead clearance restrictions. Both roadways are exhibiting signs of severe distress requiring

major repairs and/or reconstruction to prevent further deterioration including possible embankment failure that would severely limit or prevent their continued use. A preliminary engineering analysis identified signs of pavement and subgrade failure, pavement sliding and dipping, roadway embankment failure, retaining wall movement and inadequate drainage facilities. The design phase of this project is scheduled to begin in 2006 with construction planned for 2007. The funding levels are recommended at \$75,000 for design and \$750,000 for construction. The recommended funding source is 100% Local for design and 100% State and Federal for construction in the first four (4) years of the program. The Township has budgeted its proportional share in its capital improvement program.

- Rock Hill Road/Belmont Avenue Corridor Improvements – Existing Project

This project addresses existing traffic congestion resulting from high volume and restrictive geography that negatively affects the traffic flow and restricts economic revitalization through redevelopment. This heavily traveled corridor serves as a major east-west route from the Schuylkill Expressway (I-76), the Manayunk section of Philadelphia and the Township. The Township, neighborhood civic associations, property owners and members of the business community in the corridor completed preliminary planning studies in 2000 and 2002. This multi-year program will provide the improvements necessary to resolve current infrastructure deficiencies for several intersections in the project area that are classified as Level of Service "D" or worse, some of which are currently operating at level of Service "F". This project includes the design and construction of roadway, traffic signal, stormwater, landscape, and pedestrian and bicycle circulation improvements in the Rockhill Road/Belmont Avenue corridor. It will also provide additional capacity to the current system to facilitate and support future commercial development and economic revitalization in this corridor. The Township is working with the City of Philadelphia to maximize the benefits while minimizing the impacts on City facilities. The Township is currently in the Preliminary Engineering phase of design of these improvements and is working with PENNDOT and Norfolk Southern on project details. PENNDOT will be completing the right-of-way acquisition and construction of the project as early as 2007. The project is currently on the PENNDOT Transportation Improvement Plan (TIP), listed as MPMS# 64795. The funding sources for design are 100% local and for right-of-way acquisition and construction are 35% local, 10% state, and 55% federal in the first four (4) years of the program. The Township has budgeted its proportional share in its capital improvement program. Continued funding levels are recommended at \$1,700,000 for design, and \$2,000,000 for right-of-way acquisition. Increased construction funding is recommended at \$10,000,000 which includes construction engineering/inspection, and represents an increase of \$3,500,000 above the existing approved amount for construction of \$6,500,000, currently scheduled for 'other years'.

- Business District Signage Program – Existing Project

This project entails the fabrication and installation of a multi-layered signage system of wayfinder and parking directional signs for the eleven business districts located in Lower Merion Township (Ardmore, Bala Avenue, Merion-Cynwyd, Rock Hill/Belmont Hills, Bryn Mawr, Gladwyne, Haverford, Penn Valley, Penn Wynne and Wynnewood) as well as the installation of Township gateway signs. The multi-layered signage system will allow the traveling public, including pedestrians and bicyclists to better identify and navigate the highly developed business districts within the Township, thus enhancing safety and improving traffic flow. Users will be able to better identify business districts and local landmarks, including public parking. The

signage system has been designed to compliment the architectural style and color scheme within the districts and the designated roadways. The Township has already designed the comprehensive signage system and has already installed banners and gateway signs for various districts and parking regulatory signs within each of the Township public parking lots independent of this project. The project is currently on the PENNDOT Transportation Improvement Plan (TIP), listed as MPMS# 65908. The process to obtain the required approvals and the preparation of construction documents for use in bidding the project under the PennDOT system is nearing completion, and is scheduled to be let in September or October of 2005. The currently programmed funding source for design is 100% local and for construction is 100% federal in the first four (4) years of the program. Increased construction funding is recommended at \$500,000 for the initial construction, which includes construction engineering/inspection, and represents an increase of \$155,000 above the existing approved amount for construction of \$345,000. An additional \$290,000 is recommended for a second phase. The Township has budgeted its proportional share in its Capital Improvement Program. An application for Transportation Enhancement Funding will be submitted shortly.

- Church Road Bridge over AMTRAK's Main Line -- Existing Project

This ±70-year old, severely deteriorated steel and concrete bridge carried over 5,000 vehicles per day across AMTRAK's Main Line in the heart of the Ardmore business district. It was constructed using iron trusses from another bridge originally constructed in the 1880's. The bridge is severely deteriorated and posted with a 3-ton weight restriction. It serves as a key interconnect between Lancaster Avenue (U.S. Route 30) and Montgomery Avenue, both major arterials. The design phase of this project is nearing completion. Right-of-way acquisition is also nearing completion. The Letting of a contract for construction for both Church Road and Merion Avenue Bridges is anticipated in 2005. The funding source for design is 80% state and 20% local. For construction, the current 80% federal, 15% state, and 5% local is recommended. Continued funding levels are recommended at \$480,000 for design, \$150,000 for right-of-way, and \$5,750,000 for construction in the first four (4) years of the Program. The Township has budgeted its proportional share in its Capital Improvement Program.

- Merion Avenue Bridge over AMTRAK's Main Line -- Existing Project

This ±80-year old, severely deteriorated, steel and concrete structure, posted at 10 tons, carries over 6,000 vehicles per day across AMTRAK's Main Line in the Bryn Mawr-Rosemont area of the Township. It serves as a key interconnect between Lancaster Avenue (U.S. Route 30) and Montgomery Avenue, both major arterials. The design phase of this project is nearing completion. Right-of-way acquisition is complete. Letting of a contract for construction for both Church Road and Merion Avenue Bridges is anticipated in 2005. The funding source for design is 80% state and 20% local. For construction, the current 80% federal, 15% state, and 5% local is recommended. Funding levels are recommended at \$470,000 for design, \$120,000 for right-of-way, and \$5,063,000 for construction in the first four (4) years of the Program. The Township has budgeted its proportional share in its Capital Improvement Program.

- Pennswood Road Bridge over AMTRAK's Main Line -- Existing Project

This ±70-year old steel and concrete bridge carries 3,500 vehicles per day across Amtrak's main line in the Haverford area of the Township. It serves as a link between Lancaster Avenue (U.S. Route 30) and Montgomery Avenue, both major arterials in the Haverford/Bryn Mawr area. The



design phase of this project is underway with construction contract letting anticipated in 2007. The funding source for design is 80% state and 20% local, and for construction, 80% federal, 15% state, and 5% local. Continued funding levels are recommended at \$600,000 for design, \$900,000 for right-of-way, and \$4,410,000 for construction in the first four (4) years of the Program. The Township has budgeted its proportional share in its Capital Improvement Program.

- Union Avenue Bridge over SEPTA's Ivy Ridge Line – Existing Project

This +85-year old bridge has serious structural deficiencies resulting in a weight restriction of 5 tons. Union Avenue is located near and parallel to the heavily congested City Avenue (U.S. Route 1). It is often used as an alternate route at peak rush hours. The final design phase of this project is nearing completion with construction contract letting anticipated in 2006. The funding source for design is 80% state and 20% local and for construction, 80% federal, 15% state, and 5% local. Continued funding levels are recommended at \$560,000 for design, \$300,000 for right-of-way, and \$2,720,000 for construction in the first four (4) years of the Program. The Township has budgeted its proportional share in its Capital Improvement Program.

- River Road Bridge over Mill Creek – Existing Project

River Road Bridge was initially inspected by PennDOT in 1985 under the Schuylkill Expressway (I-76) Reconstruction Project. It was found to be seriously deficient and in need of re-decking. A subsequent inspection determined that the substructure has experienced settlement. This, coupled with the overall advanced deterioration of the bridge, resulted in a recommendation to replace the structure. The design phase of this project is nearing completion with construction contract letting anticipated in 2005. The funding source for design is 80% state and 20% local, and for construction is 80% federal, 15% state, and 5% local. Continued funding levels are recommended at \$250,000 for design, \$20,000 for right-of-way, and \$850,000 for construction in the first four (4) years of the Program. The Township has budgeted its proportional share in its Capital Improvement Program.

- Traffic Signal Closed Loop System, Montgomery Avenue – Existing Project

This project consists of a closed loop traffic signal system for the Montgomery Avenue corridor from City Avenue (U.S. Route 1) to Grays Lane. The project includes 20 intersections over a distance of 4.5 miles with average daily traffic volume (ADT) as high as 27,000 vehicles. This traffic responsive system will link all 20 signals together with a central computer in the Township's Public Safety Building, greatly enhancing the operational efficiency and smooth flow of traffic on this major transportation corridor where there is little opportunity for constructing physical improvements. In addition, this will complement the closed loop system (a PennDOT project) nearing completion for Lancaster Avenue (U.S. Route 30). The design phase is nearing completion. Construction is anticipated in Spring 2006. The funding source is 100% local for design and 100% state for construction. Continued funding is recommended at \$2,900,000 for construction in the first four (4) years of the Program.

All of the aforementioned projects provide significant benefits that transcend the boundaries of Lower Merion Township.

LOWM 0800-157.10

August 18, 2005

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Page 7

The Township has in the past and will continue to actively support the Twelve Year Program and its goals to improve safety, enhance mobility, the movement of goods, and the preservation of the transportation system by providing worthy candidates that provide regional as well as local benefits, and by providing the local required funding. The financial support of the State Transportation Commission is essential to the success of the above initiatives. Therefore, we respectfully request your continued support.

G:\Projects\LOWM\15710\Docs\Testimony\Public Hrg 091703

**BRIAN A. GORDON, ESQ.**



3 Cedar Lane  
Merion Station, PA 19066  
Telephone: (610) 667-4445  
E-mail: briangordon4@aol.com

Gordon & Ashworth, P.C.  
GSB Building, Suite 703  
One Belmont Avenue  
Bala Cynwyd, PA 19004-1610  
Telephone: (610) 667-4500  
Fax: (610) 667-4009

**COMMISSIONER  
WARD #12  
TOWNSHIP OF LOWER MERION**

May 4, 2006

Item PA - 7, con't

Mr. Larry Segal  
Executive Director  
Governor's Office of Housing and Community Revitalization  
211 North Front Street  
Harrisburg, PA 17101

Re: Rockland Avenue Bridge

Dear Larry:

Thank you for your interest in the Rockland Avenue Bridge. The Rockland Avenue Bridge is an abandoned and orphaned railroad bridge. Due to lack of safety for cars and trucks, the bridge was closed to vehicular traffic. Further corrosion, deterioration and instability resulted in the closure of the bridge to pedestrian traffic nine years ago. The neighbors on both sides of the bridge would like to have the bridge torn down and replaced with a bridge for pedestrians and bicycles.

The idea of a pedestrian and bicycle walkway to replace the current bridge has broad support of neighbors on both sides. I am happy to enclose a petition of the neighbors containing hundreds of signatures, including mine and my immediate neighbors. The Walk Rockland Coalition gathered over 600 signatures of neighbors in both Merion and Narberth who support this project.

Replacing the bridge with a walkway for pedestrians and bicycles is supported by the Borough of Narberth, the Township of Lower Merion, State Senator Connie Williams, State Representative Mike Gerber and State Representative Daylin Leach.

The Governor would be a hero to neighbors on both sides of the bridge if funds were located for its replacement with a pedestrian and bicycle pathway. The estimated cost of the entire project (including demolition of the existing bridge) is approximately 3 million dollars. I am told that there is currently no funding or grants allocated for this important project.

Page Two

Prior to requesting funds from the Commonwealth, I have asked the Lower Merion Township Engineer to examine the bridge and determine if the bridge can be refurbished and restored for less money than a tear down and replacement. Unfortunately, the cost of restoring the bridge is prohibitive. The decay is too severe. The timbers are rotten, the metal is corroded. Structurally, the bridge cannot be repaired. See enclosed photographs.

The bridge is significant to the neighborhood in a variety of ways which could help solve the puzzle of where funding might be obtained. First and foremost, when the bridge closed, a single neighborhood was divided into two. Merion is located on both sides of the bridge in three quadrants and Narberth on the fourth quadrant. Children on bikes, walkers, joggers, and moms and dads with strollers could no longer cross the bridge to see friends and neighbors.

Second, a pedestrian bridge would be a convenient and safe route to school. If the bridge were replaced, children on the west side of the school could walk to the Merion Elementary School. Merion Elementary borders Rockland Avenue. Children living on Avon Road, Merwin Road, Anthwyn Road, Rockavon Road, Iona Avenue and other streets currently have to walk a long route to get to school which discourages walking. Opening a pedestrian bridge would encourage children (and parents) to walk to school.

Third, the bridge will promote recreation in two ways. A popular walking and jogging route will be restored. Children are permitted to play on Lower Merion School grounds. Opening the bridge would allow children to more easily play organized and pick-up games with their friends at Merion Elementary School.

Fourth, the bridge would have some economic benefit to Narberth. If the bridge were opened, residents on the South Side of the bridge could more easily walk to Narberth's commercial district to shop and go to the movie theater and restaurants.

Fifth, the bridge could be linked into a Township-wide safe bike route and pedestrian trail system.

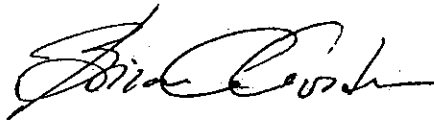
Finally, without being alarmist, the bridge is in decay and will eventually have to be torn down before it falls down on a passing train. As noted by the decay recorded on the photographs, the bridge has been determined to be unsafe even for pedestrians.



Page Three

For all of these reasons, we would deeply appreciate your help to obtain the funds to remove the existing Rockland Avenue Bridge and replace the same with a pedestrian and bicycle path bridge. Thank you for your interest and help.

Yours sincerely,



Brian A. Gordon  
Township Commissioner 12<sup>th</sup> Ward

---

Enclosures: photos and petitions  
Douglas Cleland, Township Manager, w/o encl  
President and Members of the Township Board of Commissioners, w/o encl  
Bill Martin, Borough Manager  
President and Members of the Narberth Board Council  
Roberta Rossman, Walk Rockland Coalition, w/o encl  
Connie Williams, State Senator  
Mike Gerber, State Representative  
Daylin Leach, State Representative  
Kathy Manderino, State Representative

**Elizabeth Schoonmaker**

---

**From:** chris [chrisminni@comcast.net]

**Sent:** Friday, May 26, 2006 9:00 AM

Item PA - 8

**To:** tip-plan-comments@dvrpc.org

**Subject:** support for alternative transportation options in all new traffic plans

**I live in Bucks County.**

**I strongly believe in alternative transportation (bikes, pedestrian paths and transit oriented development)**

**which will decrease our dependence on foreign oil and foster livable communities.**

**Please consider dedicating small streets through every town for only bike and resident traffic.**

**In this way, kids can use the bikeways out of harms way. The kids will develop a bike habit which will increase their health as well as improve the environment.**

**Please stop making streets with no pedestrian crossing options. It is harming communities!!**

**Also, I wanted to take the train to the Philly airport and found that there is no long term parking options nearby to do this.**

**Please make it easier for people to use public transportation.**

**I support the bike coalition supported projects.**

**Christine Minnich**

**[Chrisminni@comcast.net](mailto:Chrisminni@comcast.net)**

**General Comments**

- All road projects should incorporate the PENNDOT Bicycle/Pedestrian Checklist.
- Bucks County needs a comprehensive Bicycle and Pedestrian Plan
- The PA Turnpike Commissions and the Delaware River Joint Toll Bridge Commission should be providing better bicycle, pedestrian, disabled and transit connections across the Delaware River. All major river crossing projects should follow FHWA guidelines that require bicycle and pedestrian access unless special circumstances exist.
- We would like to see a portion of the Highway Safety Improvement funds dedicated to eliminating bicycle hazards such as wheel grabber drainage grates.
- All new transit vehicles should be equipped to accommodate bicycles

## Project Specific Comments

Item PA - 8

57636 Trenton Rd intersection improvements

Trenton Rd is part of Bicycle PA Route E and bicycle friendly improvements should be incorporated into this widening project.

43795-43796 US 202 Parkway

Connections to the shared use path should include Detweiler Road and all subdivisions along the corridor

**Elizabeth Schoonmaker**

---

**From:** bpp1999@juno.com

**Sent:** Saturday, May 27, 2006 11:20 PM

Item PA - 9

**To:** tip-plan-comments@dvrpc.org

I am writing to offer my complete support of the following traffic improvement projects in Montgomery County:

MPMS 71174 - routes 29 and 113. In addition to what is on the website, the intersection of Route 29 and Hopwood is very dangerous and inadequate. 29 needs to be 2 lanes each way with a center turning lane from Arcola Road straight to the intersection of 29 and Main Street.

MPMS 16382 route 29/Main Street in Collegeville. This intersection is also terribly inadequate. I think it causes much of the daily backups on the Perkiomen Bridge.

MPMS 71206 - Main Street through Trappe needs to be re-stripped so that it's a lane in each direction and a dedicated center turning lane, similar to how it is near Ursinus College.

I fully support the interim improvements to 422, as well as the long overdue Betzwood Bridge replacement and widening of 422 from 363 to 202. In addition, I would like to see an additional lane in each direction (using the grassy median) on 422 from 363 all the way out to the Sanatoga interchange. The traffic is only going to get worse, with or without the Schuylkill Valley Metro Train.

I fully support the long-overdue widening of 202 from Johnson Highway all the way up to the Montgomery Mall to 5 lanes. Only in Pennsylvania would a major thoroughfare such as this be only 2 lanes.

I think widening of routes 29, 73, and 113 to add a center turning lane and adequate shoulders (and street lighting and sidewalks) is long overdue.

The intersection of routes 29 and 113 is an abomination. There is no reason for the daily backups, except for the fact that there are no turning lanes. As a short-term fix, how about taking 5 feet of grass from the property at the northwest corner of the intersection to create a left turn lane for southbound 113 traffic? This causes most of the backup. A long-term fix is to add turning lanes (if this requires property condemnation, so be it) at all four approaches.

Similarly, the intersection of Main Street and 113 in traffic needs fixing. Specifically, northbound 113. How about taking 5 feet of grass from the funeral home property to construct a shoulder wide enough for traffic to get around cars trying to turn left? A long-term fix is to dig out and move the old stone walls near the historical properties to add turning lanes.

Ridge Pike from Egypt Road in West Norriton out to at least Eagleville needs to be 2 lanes in each direction, with a turning lane.

Germantown Pike west from North Wales Road needs to be 2 lanes in each direction, along with a turning lane, straight out to at least Methacton High School.

Slip ramps near Unisys are long overdue. Also, slip ramps near Merck are overdue. We have a totally

underutilized turnpike, and totally overburdened local road system.

Item PA - 9

I know these projects will cost millions. I also know that I'm part of the problem.

Also, it's time for the DVRPC and the county planning commissions to be more proactive. Too often, good projects get shot down by the vocal minority (think slip ramps in Blue Bell). This vocal minority refuses to accept the fact that Montco is no longer the country hinterland that it was 50-75 years ago. Why do other regions seem to be able to accomodate their growth, while this region continues with it's backwoods country roads? Traffic is here to stay, and it's only going to get worse.

Brian Pugliese, Trappe, PA

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**From:** Joshua Ratner [joshua.ratner@gmail.com]  
**Sent:** Friday, May 26, 2006 6:55 PM  
**To:** tip-plan-comments@dvrpc.org  
**Subject:** The Draft DRVPC Transportation Improvement Program (TIP) public comment.

Dear DVRPC,

I am a member of the Bicycle Coalition of Greater Philadelphia, and I fully support all their comments for the DVRPC. I am a resident of West Philadelphia, 19139, and I especially encourage DVRPC to focus on the following:

MPMS 70810  
expedite planning and work on the Schuylkill River Trail, Schuylkill River Park to 23rd Street Path,

MPMS 60582  
implement bike-friendly improvements as part of SEPTA Rail Car Overhaul - (Hanging Bike Racks and folding seats should be installed in the center vestibule cut-outs on the Silverliner IV's. Hanging bike racks should also be installed on the Norristown HSL cars)

Please also make every effort to accomodate all of the Bicycle Coalition's comments, pasted below.

Thanks,

Josh Ratner  
4630 Locust St.,  
Philadelphia, PA

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General Comments -

Philadelphia Streets Department, On many streets with bike lanes there are drop outs for small segments of the road due to insufficient width. Where this occurs the Streets Department should put down shared lane markings also known as sharrows to help avoid cyclists being pinched to the curb or right turn lanes.

All road projects should incorporate the PENNDOT Bicycle/Pedestrian Checklist.

The PA Turnpike Commission, Delaware River Joint Toll Bridge Commission and the Delaware River Port Authority should be providing better bicycle, pedestrian, disabled and transit connections across the Delaware River. All major river crossing projects should follow US Code "Title 23 Section 270(e)" that requires bicycle and pedestrian access unless special circumstances exist.

A portion of the Highway Safety Improvement Program funds should be dedicated to eliminating bicycle hazards such as wheel grabber drainage grates.

All new fixed route transit vehicles should be equipped to accommodate bicycles , this includes bus, regional rail and local shuttles.

Philadelphia Highway Program

MPMS# 17112 PA 63 Woodhaven Road - Bicycle Improvements should be

included along and across this corridor

Item PA -10

MPMS 17350 Henry Ave over Wissahickon - This 5 lane road is a pinch point for bicyclists and this bridge should be reconfigured for bike

lanes. Philadelphia University parking should be managed to reduce the need for parking on the bridge.

MPMS 17464 Holme Avenue Bridge - This is a pinch point for bicyclists on a high speed 4 lane road, shoulders should be included.

MPMS 46958 Philadelphia Naval Shipyard Access - This road should be designed with bike lanes

MPMS 50522 Manayunk Recreation Path - This project is the highest priority for bicyclists in the city

MPMS 57893 - Lehigh Ave - Include pedestrian signals and implement reverse angle parking

MPMS 57904 PA 291 Platt Bridge - Rehabilitate the walkway and provide a path connection to the street network on the west side of the bridge

MPMS 69913 - Grays Ferry Bridge - The bike lanes over this bridge are poorly maintained and should be swept more often

MPMS 70014 Center City Signal Improvement - Pedestrian signals with countdown timers should be included with every signal updrade in Center City

MPMS 70810 Schuylkill River Park to 23rd Street Path - This project seems to be a very low priority as the Preliminary Engineering phase is now 3 years away. Given the growing importance of Schuylkill River Park we feel that this project should be prioritized.

MPMS 72597 Ben Franklin Bridge - Bicycles and Pedestrians need to be considered for this project.

MPMS 72847 - South Street Bridge Detour - will displace 1000 bicyclists and 4000 pedestrians daily and also need to be accommodated in the detour plans

Pennsylvania Transit Program

MPMS 64652 - TCDI This program should be marketed to encourage more bicycle and pedestrian plans for eligible municipalities.

MPMS 59935 Pottstown Urban Transit - Money should be set aside for bike racks on buses

MPMS 60540 Rail Stations and Parking Program - Bike racks should be included in all of these projects as a minimum standard for bike parking part of a SEPTA parking management system.

MPMS 60582 SEPTA Rail Car Overhaul - Hanging Bike Racks and folding seats should be installed in the center vestibule cut-outs on the Silverliner IV's. Hanging bike racks should also be installed on the Norristown HSL cars

MPMS 60611 - Fare Collection System Upgrade - A smart card system interchangeable with adjacent transit systems should be initiated.

MPMS 60619 Transit Enhancements - We support The current process of allocation process of including funds with the Transportation Enhancements Program. However a portion of these funds should be set aside for bicycle racks on vehicles and at stations.

MPMS 60629 Job Access and Reverse Commute - Bus routes funded by JARC should be bike accessible, this would expand the range of coverage for these suburban and rural routes.

MPMS 60638 Regional Rail Car Acquisition - We support the inclusion of bicycle tie-downs on these rail cars

Item PA -10



## TIP Comments

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**From:** royer156@comcast.net  
**Sent:** Wednesday, May 31, 2006 10:55 PM  
**To:** tip-plan-comments@dvrpc.org  
**Cc:** shannonroyer@comcast.net  
**Subject:** TIP Plan Comments, 202 section 100

Item PA - 11

In the current draft TIP it appears that the 202, section 100 project is being placed on the back burner. The draft proposal suggest that funding will be cut from this project and that it will be delayed until additional funding is made available for the project.

As a resident of the area near this project I can say with confidence that this section of Rt. 202 is one of the largest traffic problems in Chester County. 202 is a major artery through South Eastern PA. The 100 section links our region to Delaware. Each day we see thousands of cars traveling to jobs in both Wilmington and Philadelphia. These motorist are forced to sit in long lines of traffic because the current roadway just cannot handle the present volume. These delays cause additional traffic congestion on adjacent roads and also a substantial amount of pollution from cars sitting in long lines of traffic. This project cannot be delayed!

Please restore the funding for this project at least back to the levels presented in the previous version of the TIP. I would also encourage DVRPC to consider suggesting additional funding to help resolve the problem in a timely fashion. Thank you for your consideration.

Shannon E. Royer  
1213 Grove Rd.  
West Chester, PA 19380

Item PA - 12

**TIP Comments**

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**From:** Dee Durham [save@kennett.net]  
**Sent:** Monday, June 05, 2006 3:03 PM  
**To:** tip-plan-comments@dvrpc.org  
**Cc:** lwhitmore@chesco.org; lakaplan@stroudcenter.org; tdhoughton7@comcast.net;  
tom.tillett@mail.house.gov; tiobrien@state.pa.us; dpileggi@pasen.gov;  
ahershey@pahousegop.com; Rcutler@State.Pa.Us; 'Denworth, Joanne'  
**Subject:** TIP Comment - Chester County - PA 41 SAMI project

On behalf of S.A.V.E., I would like to take this opportunity to request that the design and construction of the SAMI improvements at the PA 41 & Old Baltimore Pike South intersection be expedited. This applies to the "long term" solution consisting of a proposed roundabout. At least two feasibility studies have already shown that a modern roundabout would function well at this location. The intersection is in dire need of safety improvements. And, it provides a perfect location for a model or demonstration project for roundabouts in the corridor, as conceptualized by Glatting Jackson, and on roads throughout the Commonwealth.

The design phase and environmental review should be actively moving forward now, even while discussions continue for the Route 41 corridor project.

Thank you very much for your consideration and action on this request.

Dee

\*\*\*\*\*

Dee Durham, Executive Director  
Safety, Agriculture, Villages, and Environment, Inc. (S.A.V.E.)  
101 East Street Road  
Kennett Square, PA 19348  
610-925-0041  
610-925-3172 FAX  
[www.save41.org](http://www.save41.org)

**"Insanity: Doing the same thing over and over and expecting the same results."  
~ Albert Einstein**

**TIP Comments**

Item PA - 13

**From:** Jim O'Neill [lmtoneill@comcast.net]  
**Sent:** Sunday, June 04, 2006 2:06 PM  
**To:** tip-plan-comments@dvrpc.org  
**Cc:** State Representative Sue Cornell; State Representative Bernard O'Neill; State Representative Scott Petri; Ms. Pat Beadling; State Senator Stewart Greenleaf  
**Subject:** Comments from Tri-County Coalition: 2007 DRAFT TIP for Woodhaven Road Project  
**Importance:** High

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**Public Comments to Delaware Valley Regional Planning Commission**

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To Whom It May Concern:

Attached are the Tri-County Coalition's comments/testimony regarding the Woodhaven Road Extension Project which is listed in the Draft 2007 TIP.

Thank you for the opportunity to submit this information, and I will be contacting your office in the near future to discuss arranging a meeting.

Regards,  
Jim O'Neill

**JIM O'NEILL, Spokesperson**  
**TRI-COUNTY COALITION**  
215.947.7516 home  
215.837.1824 mobile  
[lmtoneill@comcast.net](mailto:lmtoneill@comcast.net)

Testimony  
for  
**“The Woodhaven Road Extension Project”**  
**#17112**  
Draft 2007 Transportation Improvement Program (TIP)

Submitted  
to  
The Delaware Valley Regional Planning Commission

by  
The Tri-County Coalition  
James O’Neill, Spokesperson  
June 4, 2006

## OVERVIEW

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As the DVRPC is aware, the Tri-County Coalition has been working with PENNDOT since 2003 regarding the Woodhaven Road Extension Project. The TCC has galvanized the communities against this project, and most recently, over 1,000 residents attended our April 2006 Woodhaven Road Update Meeting where we obtained signatures 731 signatures on the petition to the Governor and Secretary Biehler. (Those signatures are in addition to the 5,000+ signatures obtained since 2002.) See attached link for local news coverage and video. [http://cbs3.com/local/local\\_story\\_097075317.html](http://cbs3.com/local/local_story_097075317.html)

To reacquaint the DVRPC with our position, the TCC is against extending the Woodhaven Extension to Bustleton Avenue. We continue to support the Route 1 Build Alternative and at minimum, we support intersection improvements throughout the Woodhaven Road Extension Project Area.

Since our June 2004 testimony submitted to DVRPC, we met with the Secretary Biehler in July 2004 to discuss our concerns regarding this project. At that time we requested that a Working Committee be formed. The 'Committee' is comprised of 5 members of the TCC and 5 members of the Somerton Civic Association. PENNDOT began the sessions in October 2005 when they stated that if the Committee did not achieve consensus by April 2006, PENNDOT would walk away from the project area.

To that end, the meetings were conducted from November to January. The January meeting was the final meeting since PENNDOT 6-0 threatened to shut down sessions if the TCC did not turn off our Dictaphone. We refused to turn off the Dictaphone since we cited examples of (1) key omissions and (2) misinterpretations in meeting documentation from the previous meetings. This accumulation of deficits of information in conjunction with PENNDOT's resistance to correct their meeting summaries showed they had no intention of producing accurate public records of key discussions and events that transpired at these work sessions.

## REQUEST

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**The TCC requests that the DVRPC remove the Woodhaven Road Extension Project from the 2007 TIP, the Long Range Transportation Plan, from any future consideration of the DVRPC, and divert funding to other priority projects in the Delaware Valley region if:**

- (a) PENNDOT continues to refuse to implement the Route 1 Build Alternative **or**
- (b) PENNDOT refuses to improve key intersections in the project area.

## ISSUES

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**We will demonstrate and validate that the following is true and relevant, and justifies that the subject of the Woodhaven Road Extension Project be forever closed and receive no future consideration of the DVRPC IF PENNDOT is not agreeable to the either of the above requests.**

1. PENNDOT Deputy Secretary Cutler continues PENNDOT's strategy to discredit the Route1 Build Alternative, intentionally provide false information, and disregard due process.
2. PENNDOT broke multiple Committee agreements, of which these sessions were founded on.
3. PENNDOT's new alternative will not solve project needs.
4. PENNDOT has lied about the pending connection of the Bennett Industrial Park to the proposed Extension.
5. PENNDOT's has minimized the clustering of impacts to the sensitive, susceptible and vulnerable members of our population in order to attempt to build the Extension that will be a 55 MPH tractor-trailer truck route located directly behind 2 Senior Citizen's Apartment Complexes.
6. The Woodhaven Road Project is unwarranted since the premise, which was documented as the need to separate regional from local traffic - is no longer a valid factor – and cannot legitimately move forward.

**A. Questionable Performance by PENNDOT 6-0 Executive Prevents Project Resolution**

**PENNDOT 6-0's Deputy Secretary Rina Cutler's exhibited bias during the last work session is consistent with PENNDOT 6-0's inclination to distort the truth, preventing chances of satisfactory project resolution.**

1. **Third party meeting transcripts document Deputy Secretary Rina Cutler's 1-12-06 statement** that described the Route 1 Build Alternative as one of **intersection improvements and signage improvements only**.
  - As Figure 1 (below) clearly indicates, the Route 1 Build Alternative's specifications include: "modifications to the Route 1 cloverleaf and a series of roadway, signal and intersection improvements" as documented in the Draft 2007 TIP.
2. **Third party meeting transcripts also document Deputy Secretary Rina Cutler's 1-12-06 statement** that described the definition of a 'No-Build' alternative as one that does not build in the 'PENNDOT right-of-way'.
3. **Deputy Secretary Cutler is INCORRECT on both counts.**
  - PENNDOT refused to acknowledge the full scope of the Route 1 Build Alternative in order to eliminate it as a potential agreed upon alternative. Deputy Secretary Cutler attempted to steer the committees into 'compromising' for a 2-Lane Extension in the PENNDOT right-of-way instead of facilitating constructive work sessions in order that the Committee may identify mutually agreeable means of traffic mitigation.
4. **Deputy Secretary Cutler's performance is unacceptable** and her involvement with this project will not be value added if she maintains this position. The committee is comprised of upstanding citizen's and we will not be treated like pawns in what is clearly a game to PENNDOT. Her statement that we have the ability to impact voters at the ballot box is most inappropriate for a government agency.

Item PA - 13, con't

Figure 1 ... Page from the Draft 2007 TIP for the Woodhaven Road Project

## DVRPC FY 2007-2010 TIP for PA

Draft for Public Comment

### Pennsylvania - Highway Program

**Philadelphia**

**MPMS# 17112**      *PA 63, Woodhaven Road Project*  
 AQ Code X5      US 1 (Roosevelt Blvd.) to Philmont Ave.  
 Supplemental CMP Strategies are required in subcorridor(s) 12, 5H      Northeast Phila., Lower Moreland Twp.

This project involves an EIS with several possible alternatives considered including the following: (1) no build; (2) widening the existing Byberry Rd. including extending the Woodhaven Expressway to Byberry Rd.; (3) extending Woodhaven Rd. from its current terminus at Evans Ct. to a point further west; (4) a Reduced Impact Alternative which would limit the number of roadway widenings in the project; and 5) the Route 1 Build Alternative which includes modifications to the Route 1 cloverleaf and a series of roadway, signal, and intersection improvements.

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2007	FY2008	FY2009	FY2010	
FD	STU	800				
FD	H-STATE	200				
Fiscal Year Total		1,000	0	0	0	0
		Total FY 07-10		1,000		

## B. PENNDOT 6-0 Breaks Committee Agreements Established by PENNDOT Harrisburg

PENNDOT 6-0's Most Recent Alternative Disregards PENNDOT Harrisburg and the Committee Goals:

On 1-12-06, at our fourth Work Session, (months after PENNDOT Deputy Secretary Gary Hoffman established common areas of Agreement during the 10-24-05 kick-off meeting), PENNDOT 6-0 presented an alternative to the Committee which proposed to construct a 2-lane alignment from the Woodhaven Expressway to Bustleton Avenue that would permit truck traffic.

Their new alternative (which has not been publicly presented) disregarded the Agreements – *the foundation of the consensus alternative* – as if there were no agreements at all. According to PENNDOT's website, Figure 2 (see below) the two agreements that were disregarded are noted as follows:

1. **"No new traffic should be introduced into the study area."**
  - Building a new alignment equates to increasing road capacity. Increasing road capacity will increase traffic volumes – which is NOT what PENNDOT Harrisburg or the Committee agreed to.
2. **"Truck traffic should continue to be restricted on Byberry Road when the bridge spanning the CSX Bridge is replaced."**
3. **Regardless of their play on words on the website;** after 3 months of discussing our concerns at the work sessions PENNDOT was fully aware of our intent which was: Truck traffic will be restricted from going west, into the surrounding neighborhoods, not just restricted on a portion of Byberry Road.
  - At these sessions, lengthy discussions took place on this subject and our position was made clear. It was accepted as an Agreement as one of the building blocks these sessions were based on.
4. **By their calculated actions, it is clear that PENNDOT 6-0 planned to defy** Committee concerns and Deputy Secretary Hoffman's areas of agreement, and in essence, hijack these work sessions. It is unfortunate that these sessions were a ruse to 'check the box' so PENNDOT can say they tried to work with the Community. \*TCC is still awaiting documentation from PENNDOT regarding McCormick Taylor's invoices for these sessions in addition to other request information.

Item PA - 13, con't

Figure 2 ... Page from the PENNDOT Website Documents Common Areas of Agreement Established by Harrisburg

WOODHAVEN ROAD PROJECT

Pennsylvania Department of Transportation District 6

PROJECT NEWS PROJECT OVERVIEW ALTERNATIVE OVERVIEW ENVIRONMENTAL OVERVIEW TRAFFIC AND TRANSPORTATION COMMUNITY INVOLVEMENT

COMMUNITY INVOLVEMENT

Survey  
Feedback  
Contact Information  
Mailing List  
Photo Gallery

### Community Involvement

#### Working Committee

In November 2005, PennDOT held the first meeting of the Working Committee that included five members of the Somerton Civic Association (SCA) and five members of the Tri-County Coalition (TCC). The goal was to provide a forum for collaborative dialogue between PennDOT and community representatives to explore options for traffic relief in the area.

#### Identification of Mutual Issues and Concerns

PennDOT and the committee members began by identifying traffic issues in the project area. We continued by discussing the replacement of the CSX bridge, the growth and development of housing and commercial properties in the area, the stability of the transportation network, ongoing development pressures, how project needs relate to identified issues and a new transportation concept.

The committee settled on the three highest priority issues, and these areas of agreement were:

1. Traffic congestion needs to be alleviated on Byberry Road between Evans Street and Bustleton Avenue.
2. No new traffic should be introduced through the study area, and
3. Truck traffic should continue to be restricted on Byberry Road when the bridge spanning the CSX tracks is replaced.

### C. PENNDOT's Newest Alternative Will NOT Meet Project Needs

On 10-24-2005, Deputy Secretary Hoffman set the bar for the Committee (with Deputy Secretary Cutler in attendance): The Committee needed to agree to methods of traffic alleviation, if that did not happen by April 2006, PENNDOT would walk away. Deputy Secretary Cutler somehow became the new liaison, attended the 1-12-06 work session, reset the bar that the Committee's alternative must now 'solve' project needs which was an attempt to set the stage for PENNDOT to make another push for the Extension.

Based on the revised premise that the selected alternative must SOLVE project needs (see Figure 3), then the alternative PENNDOT presented to the Committee on 1-12-06 (and to legislators on 3-6-06) should be expected to SOLVE project needs as well.

Based on PENNDOT's proposed actions, it will be impossible to solve congestion when (1) additional vehicular traffic, (2 & 4) additional tractor-trailer truck traffic, and (3) an additional intersection will all be directed into/built within the same study area that are already experiencing congestion & delay, and unsafe conditions in the study area.

	PENNDOT's PROPOSED ACTIONS per NEWEST ALTERNATIVE	PROJECT NEEDS		
		Reduce Congestion/Delay	Improve Pedestrian & Traffic Safety	Improve Traffic Collection & Distribution
1	To extend the Woodhaven Expressway from the terminus to Bustleton Avenue/Route 532.	NO	NO	NO
2	To allow tractor-trailer truck traffic onto the new Extension.	NO	NO	NO
3	To create a signalized intersection at the proposed intersection of the Woodhaven Expressway and Bustleton Avenue - along the Bustleton Avenue corridor slightly north of the traffic light at the Leo Mall Entrance.	NO	NO	NO
4	To extend Hornig Road from the Industrial Park to the Extension, further increasing the amount of tractor-trailer truck traffic. (PENNDOT denies this was ever a part of this project, but we have documentation it IS a part of this project. See Figure 4)	NO	NO	NO



Figure 3... Page from the Woodhaven Road Project DEIS Defines the Project Needs

### Project Needs

As a result of an extensive analysis of travel conditions in the study area, the following four project needs were identified:

- *The Byberry Road Bridge Over the CSX – Trenton Line Tracks is Structurally Deficient*  
A structurally sound bridge over the CSX – Trenton Line tracks must be provided, even in the No Build Alternative.
- *Vehicular Congestion and Delay Impedes Travel in the Project Area*  
Transportation improvements must reduce congestion and delay in the project area.
- *Traffic and Pedestrian Safety*  
Transportation improvements must improve conditions that affect traffic and pedestrian safety.
- *Traffic Collection and Distribution is Inefficient*  
Transportation improvements must improve traffic flow through the local roadway system.

Figure 4... PENNDOT Blueprint Documents Proposed Connection of Industrial Park to Extension

**Text in red box states:** "Access to businesses from highway to be provided by Hornig Road." PENNDOT has LIED (3-30-06 Intelligencer Article) by saying there has never been a plan to connect the Extension to the Industrial Park. This blueprint clearly shows the proposed connection. (See Figure 5 on next page.)

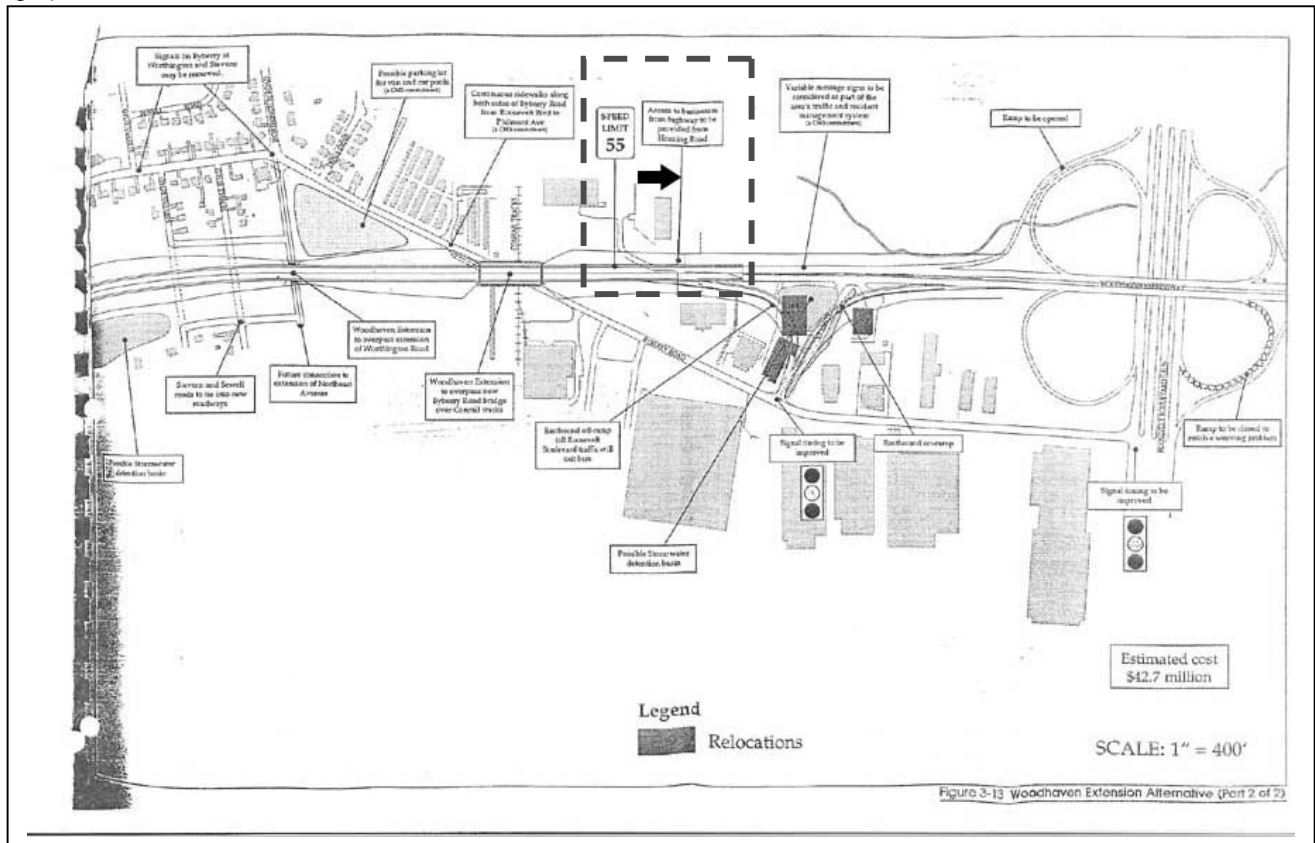


Figure 5... 3-30-06 Article from the Montgomery County Intelligencer

Text in red box highlights PENNDOT's statement which claims no knowledge of the connection between Hornig Road and the Extension.

- As we have proven in Figure 4 (previous page), there are detailed drawings of this planned connection, proving that PENNDOT is lying.
- It is logical to conclude that PENNDOT has lied on other occasions and they are not a credible or honorable agency.

Item PA - 13, con't

# Road project opponents return to the spotlight

*The Tri-county Coalition, opposed to the Woodhaven Road extension, has emerged unsatisfied from months of private meetings with PennDOT.*

BY JESSE ABRAMS-MORLEY  
THE INTELLIGENCER

They're ba-a-a-ack.

After months of private meetings with state Department of Transportation officials and supporters of the Woodhaven Road extension, the project's opponents are taking their case back to the public.

The Tri-County Coalition, composed of residents of Northeast Philadelphia and neighboring suburbs in Bucks and Montgomery counties, will hold a



neighborhoods.

The idea was to try to find a compromise both sides could live with, Blaum said, somewhere between the four-lane expressway on previous plans and the no-extension alternative proposed by Tri-County.

Tri-County spokesman Jim O'Neill said PennDOT asked task force members not to go to the press or the public with details of the meetings. Blaum said that was because PennDOT wanted all the task force's mem-

would link the Byberry Industrial Park with the road and put both more truck traffic and more overall traffic on the expressway, O'Neill said. Hornig Road comes off Roosevelt Boulevard just south of the Lower Southampton-Philadelphia line.

Blaum said connecting Hornig Road to either Byberry or Woodhaven has never been part of a PennDOT proposal, either in task force discussions or earlier plans.

Mary Jane Hazell, president of the Somerton Civic Association, downplayed the possibility of increased truck traffic and compared Tri-County's tactics to "Nazism."

"They're scaring the hell out of these people, especially the seniors," she said.

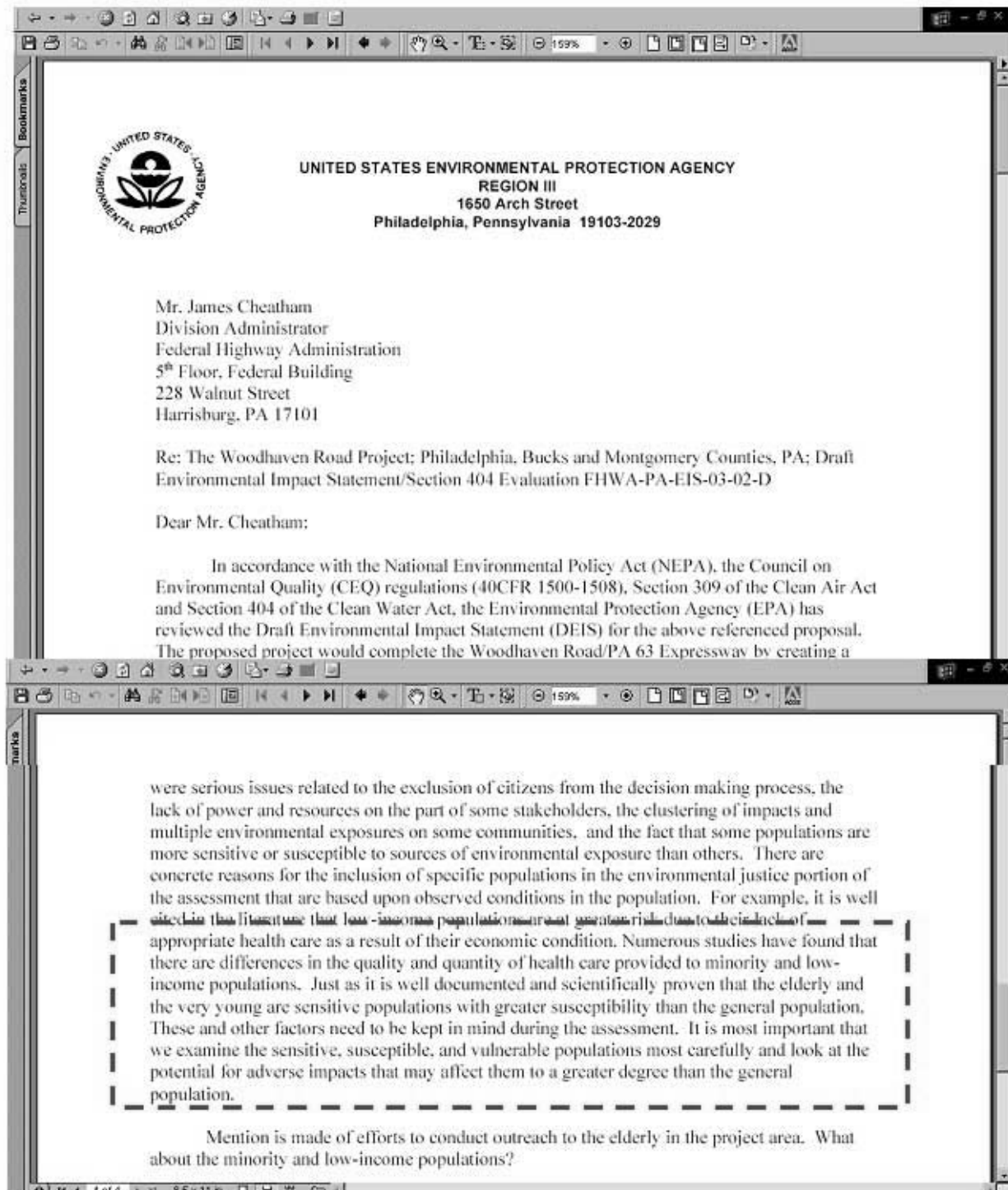
Planning for Woodhaven Road began in 1954 with the current expressway, ending just west of Roosevelt Boulevard (Route 1), completed in 1966.

The road was intended to connect Interstate 95 with the Pennsylvania Turnpike. Those plans

## D. EPA Cautions PENNDOT of Laws of Environmental Justice, Expresses Concerns of Impacts of PENNDOT's Proposed Actions to the Young and Elderly

**PENNDOT is planning to construct an Extension of the Woodhaven Expressway directly behind 2 Senior Citizen's Apartment Complexes.** The elderly are more vulnerable to impacts from PENNDOT's actions than the general population. In this case, due to the extremely close proximity between the proposed 55 MPH tractor-trailer truck route and their apartments, it is logical to conclude that the impacts will be substantial and PENNDOT actions should be exploiting our senior population which should be likened to a form of elder abuse.

**Figure 6... Page from the EPA's Letter to PENNDOT Regarding Concern for Vulnerable Populations**



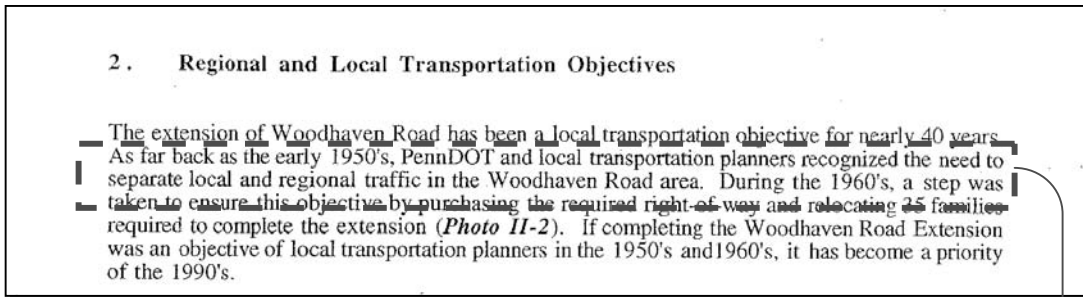


## E. The Woodhaven Road Extension Project is Unwarranted Since the Need to Separate Regional and Local Traffic Does Not Exist

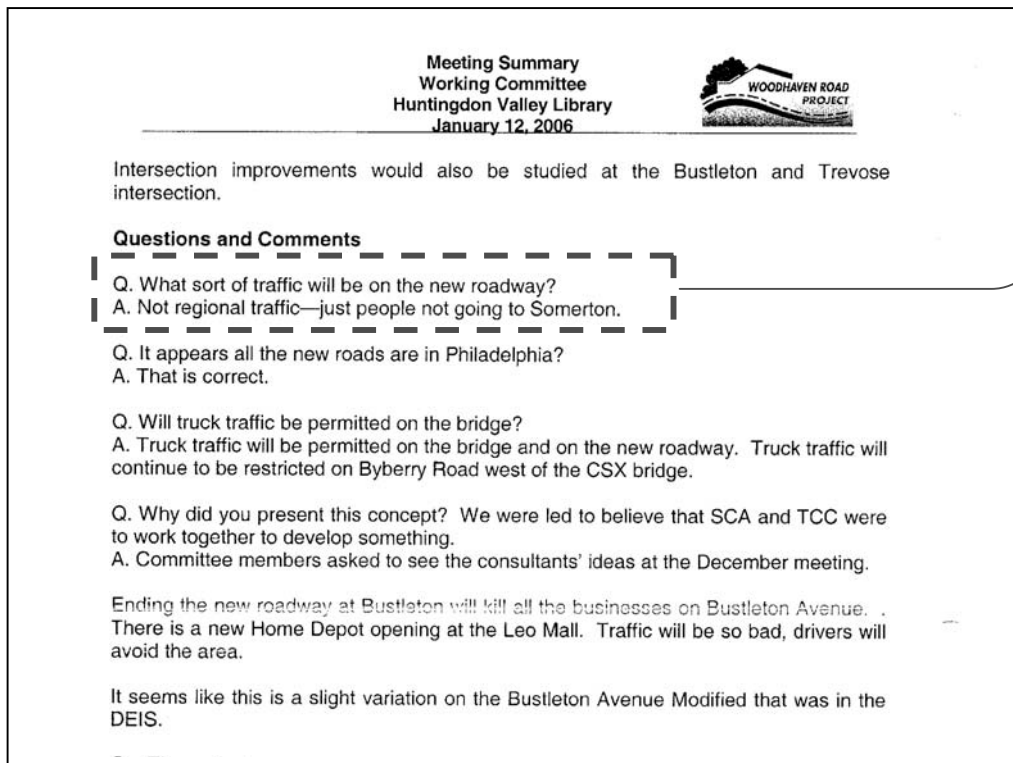
And finally, the "Evaluation of Project Need" report which serves to document the need for this project, states: "**As far back as the early 1950s, PENNDOT & local transportation planners recognized the need to separate local & regional traffic in the Woodhaven Road area.**" (See Figure 7 below). According to third party transcripts, in conjunction with PENNDOT's meeting summary from the 1-12-06 Woodhaven Road Work Session, (see their answer in Figure 8 below): "Regional traffic will NOT be utilizing the Woodhaven Extension."

- Therefore, the need for this project as defined in the Evaluation of Project Need, has been proven otherwise.
- There is no need to separate regional and local traffic, and as a result there is no need to continue 'studying' this project any longer.
- All current work being performed by McCormick Taylor should cease to avoid wasting additional taxpayers dollars studying this project any further.

### Figure 7... Page from Woodhaven Road Extension Project Evaluation of Project Need Establishes Need for Separation of Local and Regional Traffic



### Figure 8... Page from 1-12-06 PENNDOT Meeting Minutes Confirm Project is Unwarranted



# The **US Route 422** **Corridor Coalition**

June 2, 2006

Delaware Valley Regional Planning Commission  
Public Affairs Office, 8th Floor  
190 N. Independence Mall West  
Philadelphia, PA 19106-1520

Item PA - 14

To Whom It May Concern:

The US Route 422 Corridor Coalition is a collaboration of municipalities, private-sector businesses and Chambers of Commerce along the US Route 422 corridor. Our mission is to offer a forum in which the business community, municipal, county and state officials can cooperatively address and seek a resolution of traffic-related problems affecting the US Route 422 Corridor area. By enhancing mobility and safety, through the reduction of congestion and pollution, the US Route 422 Corridor Coalition helps to promote the area's orderly growth, sustain its quality of life, and ensure its continued economic vitality.

The townships that represent the 422 Corridor Coalition would like to add their support to expedite and continue funding for the following projects of greatest importance to our corridor:

### **Chester County**

- MPMS # 64220- US 422 Expressway/Chester County- M03/M2B
- MPMS# 64222- US 422 Expressway/Chester and Montgomery M1A
- MPMS# 64493- US 202, US 30 to North Valley Rd. (Section 310)
- MPMS# 64494- US 202, Swedesford Rd. to Rt. 29 (Section 320)
- MPMS# 64498- US 202, Exton Bypass to Rt. 29 (Section 330)
- MPMS# 65613- US 202, US 30 to North Valley Rd. (Section 311)

### **Montgomery County**

- MPMS# 16211- I-76 Ramps Phase 3- Henderson/Gulph Rd. Widening
- MPMS# 16489- Old Betzwood Bridge
- MPMS# 16738- US 422 Expressway Section M1B

- MPMS# 48172- PA 23 Relocation
- MPMS# 48187- I-76 Ramps Phase 2- Henderson/Gulph Road Widening
- MPMS# 64796- US 422/ PA 363 Interchange
- MPMS# 66952- PA 23/ US 422 Interchange & North Gulph Rd. Improvements
- MPMS# 66986- US 422, Berks County to Schuylkill River (Bridge)
- MPMS# 68064- I-76 Ramps Phase 1- Henderson/Gulph Rd. Widening
- MPMS# 74648- US 422 Interim Improvements, River Crossing Complex

Thank you for your time and your support of the projects in Southeastern Pennsylvania and on the 422 Corridor.

Sincerely,

Ronald G. Wagenmann

Chairman- US Route 422 Corridor Coalition  
Township Manager- Upper Merion Township

**Bucks County Agency Comments for FY07 Draft TIP for PA**

1. MPMS# 49315 - The map illustrating MPMS# 49315 (Portzer Road Connector) is incorrect. A line emanating from Pa Route 663 just east of MPMS# 13440 and continuing north and hooking back into Pa Route 309 would better illustrate the project limits.
2. MPMS# 13166 - "Replacement" in the project description is misspelled.
3. MPMS# 13248 - The county would recommend removing the second sentence in the project narrative which starts as "The project status...".
4. MPMS# 13342 - The location should be "Riegelsville".
5. MPMS# 13347 - The location should be Bristol, Bensalem and Middletown Twps.
6. MPMS# 13609 - The project description should be deleted and replaced with "Roadway and intersection realignment and widening".
7. MPMS# 47396 - The project title should include a space between "202" and "Parkway".
8. MPMS# 50633 - The project location should include the following municipalities; Buckingham, Doylestown, Warwick and Warminster Twps.
9. MPMS# 57624 - Project Limits should be changed to "Woodbourne".
10. MPMS# 64780 - The county recommends that the second and third sentences within the project narrative be eliminated due to project completion.
11. MPMS# 65922 - The location should be "Tullytown Borough"
12. MPMS# 72644 - The first sentence within the project narrative should have a space between "of" and "2004".

## TIP Comments

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**From:** Shaffer, Thomas P. [shaffert@co.delaware.pa.us]

**Sent:** Friday, June 02, 2006 2:35 PM

**To:** 'Elizabeth Schoonmaker'

**Subject:** TIP Comments

Item PA - 16

Elizabeth,

I have reviewed the draft FY 2007-2010 PA TIP and have comments on the following projects (indicated by MPMS #):

1. 14767, 14891, 15225, 15251, 15281, 15298, 15299, 15345, 15367, 15396, 15406, 15438, 15468, 47993, 48168, 57750, 61695, 64790, 64791, 64821, 64822, 64843, 65127, 68027, 69665, 70229, and 70245 - Change "This project is proposed for inclusion in the Delaware County Bicycle Plan" to "This road segment is proposed for inclusion in the Delaware County Bicycle Plan." This wording would be more accurate; the TIP projects themselves are not included in the bike plan. Note that there are several projects with your original wording whose wording should not be changed because they are bicycle projects.
2. 15225, 15406, 57750, and 70219 - Funding amounts for the toll match need to be included.
3. 15299 - Second line should read "over SEPTA Chester Creek Branch Rail Line" or "over SEPTA Chester Creek Branch Line."
4. 47986 - In the first line of the description text, "out-of-service" should be changed to "inactive." In second line, insert "Middletown Township and" before "Chester Heights Borough."
5. 47993 - In second line of the description text, change "bus routes 117 and 119" to "bus route 119."
6. 57780 - Why was the sentence beginning "It also includes the construction of Seaport Drive..." added to the description? To my knowledge and Chester City staff's knowledge, the ramp/new interchange project and the Seaport Drive project are separate projects and Seaport Drive has been completed for a couple of years.
7. 65127 - In first line of the description text, insert "in" after "\$500,000." At end of second line, add "(The Wharf at Rivertown)" after "a brownfield redevelopment project."
8. 65911 - In first line of description text, delete "of" after "and reduction of."
9. 65914 - Delete "This project is proposed for inclusion in the Delaware County Bicycle Plan." The adjacent road is included in the plan, but this project only addresses a station building.
10. 68027 - In the first line of the description text, insert "of" after "\$538,000," and change "is" to "are." In the second line, delete "the."
11. 69816 - Delete the third line ("US322. US1 TO FEATH").
12. 69817 - In first line, delete "(Cherry Tree Road."
13. 70245 - Is this project the recipient of a Congressional earmark? I've asked Chester City staff if it is and they are inquiring.
14. 36927 (in Various section) - In description text, potential 2007 locations column, first Edmonds Ave. listing

7/26/2006



should have "(N)" after it, first Turner Ave. listing should have "(N)" after it, Irvington "Ave." should be Irvington "Rd.", Fairfax "Ave." should be Fairfax "Rd.", "Windermere" is misspelled, second Turner Ave. listing should have "(S)" after it, and Burmont "Ave." should be Burmont "Rd."

Thank you.

Tom Shaffer

Item PA - 16

Thomas P. Shaffer

Manager, Transportation Planning

Delaware County Planning Department

Court House & Government Center Building

201 West Front Street

Media, Pennsylvania 19063

Phone: 610-891-5217

Fax: 610-891-5203

E-mail: [shaffert@co.delaware.pa.us](mailto:shaffert@co.delaware.pa.us)

**RECOMMENDATIONS OF THE DVRPC**  
**REGIONAL CITIZENS COMMITTEE**  
**June, 2006**

**DVRPC DRAFT FY 2007**  
**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**General Comments:**

Item NJ - 6 and PA - 17

1. The Draft FY 2007 TIP gives “non-traditional” multi-modal projects, such as pedestrian, bicycle, smart technology, and congestion mitigation only token consideration and severely underfunds them. The TIP does not even have an explicit cost summary funding category for such projects. Project DB# X185 (p. 3 of 47 in the “New Jersey Highway Program Section”) purports to be “a comprehensive program to insure the broad implementation of the Statewide Bicycle/Pedestrian Master Plan,” but only allocates \$5 million per year for the next four fiscal years. Advances in multi-modal projects and promotion of non-automobile travel should be at the forefront, not an after-thought, among the TIP’s projects.
2. RCC members have become frustrated at DVRPC’s unwillingness to require project sponsors to explicitly consider and incorporate pedestrian, bicycle, and mass transit facilities into each highway and bridge project, and to assess the extent to which these facilities have been included in past projects. As a result, DVRPC recently reached an agreement to implement a checklist for projects that in theory will ensure that such issues are considered in preliminary projects. The RCC is cautiously optimistic that this will be sufficient to change historical behavior concerning such projects, but suggests that firmer metrics be developed that define the “reasonableness” of including such projects in future highway projects; these should be part of the TIP.
3. The Regional Citizens Committee is on record with DVRPC as “opposed to SOV [single occupant vehicle] increases.” As such, we urge the Commission to find a balance between highway and transit solutions, and to identify other means of managing congestion that do not result in SOV capacity increases.
4. The TIP does not provide estimates as to the efficacy of a number of major projects with respect to reducing congestion or improving the levels of service through the intersections, improving the movement of people versus single occupant vehicles, or reducing the number or severity of traffic accidents. A number of projects also lack any benefit cost analysis, such as:
  - DB#567, Route 73 Marlton Circle Elimination (p. 3 of 41) would add major new highway capacity and induce further sprawl into Burlington County and rural Camden County and cause further loss of open space and farms. The project will cost more than 37.4 million in FY 2007-2010.

- DB#355 Route 295/42/76 Direct Connection (P. 13 of 41) will add major new capacity and induce further sprawl into rural Camden County and rural Gloucester County and cause further loss of open space and farms. The project will cost is projected to range between \$250 - \$450 million, “depending on the alternative selected.” \$450 million is \$200 million more than NJ DOT proposes to spend in FY 2007 in all four New Jersey counties.
  - DB#355A Route 295/42 Missing Moves, Bellmawr (p. 12 of 41) will add major new capacity and induce further sprawl into rural Camden County and rural Gloucester County and cause further loss of open space and farms. Last year’s TIP estimated that the total project will cost more than \$74 million. The draft FY 2007 TIP projects that the program will cost \$38.3 million between FY 2007 – 2010.
5. The Transportation Demand Management Program Support (DB#X43 ) which is proposed at \$230,000 per year for the '06-08 period is seriously under-funded by orders of magnitude. TDM is the most cost effective mechanism to reduce congestion and increase efficient use of transportation infrastructure. New Jersey, the most densely populated state, should be leading the nation in this category.

#### **Comments Related to NJ Transit:**

Public review of the TIP is a difficult process at best. The sheer size and complexity of the documents is intimidating. But, NJ Transit adds to the difficulty by including out of region projects in its programs. We still need to be shown how money in the transit program will meet the goals for this MPO. Some progress has been made, but we still need clearer explanations of the funding proposals to understand how the programs will move the region toward MPO goals. NJ Transit's programs in the TIP don't always show how or if the monies are to be spent in the MPO. We need to see evidence that progress is being made toward system wide improvements. It's disappointing enough that this MPO only gets 16% of NJ Transit's capital program. That fact makes it important that we ensure the money is well spent.

NJ Transit's Capital Investment Strategy shows that they wish to maintain the system in a State of Good Repair, Expand Capacity, increase Frequency and expand the reach of the Transit System. They state having a goal of a more attractive, reliable and frequent transit system with greater reach that attracts more customers and combats congestion. We're anxious and ready to see such a system. We are also very interested in seeing the application of new or existing technology in the TIP to improve service and attract customers; by rehabilitating stations and improving Customer service Technology; and expand capacity and increase frequency by expanding park & ride capacity and coordinating highway improvements with bus service.

The RCC shares NJ Transit's goals and capital investment strategies, but we need more and clearer information to see how the Transit Programs in the TIP are leading the MPO toward achieving these goals. Unfortunately, it is difficult to see how and if the programs in this TIP will meet the stated goals for this region. The RCC would be more inclined to support a reasonable increase in the fuel tax to support the State Transportation Trust Fund if we got better NJ Transit Program explanations. We would also need assurance that trust fund leaks have been plugged and the increased funds would be directed to mass transit projects.

## Comments Related to DRPA:

Item NJ - 6 and PA - 17

The RCC continues to oppose the **Delaware River Tram (DB #98553)** for the following reasons:

- a) There is no justification for the project.
- b) This project is tantamount to an amusement park ride.
- c) There is much concern about the operation of the tram in different weather extremes.

DRPA should focus on its core missions of expansion of PATCO operation and bridge operation and maintenance. We believe that the entire population should fund economic development projects, rather than the toll-paying motorist. The agency should be addressing other, more timely issues, such as retrofitting the Ben Franklin Bridge walkway to meet ADA requirements. The agency should improve and expand ferry operations, including expanding hours for commuters as needed to include airport and stadium complex service.

## Project-Specific Comments:

### **Cramer Hill Waterfront Access Study (DB#02395):**

The Plan for Cramer Hill has been abandoned and Cherokee Land Developers will be presenting a new plan to the City of Camden. Why is this project still in the TIP when the parameters of the project have changed? Is this study still pertinent?

In any case, DVRPC's approval of this item in the TIP and its continued participation in the Cramer Hill studies is seen and used as an explicit endorsement of the development projects, which have serious environmental justice issues apart from significant and adverse environmental impacts. Therefore, for the reasons stated above, the RCC respectfully recommends that VRPC decline to include DB# 02395A in the final TIP.

### **Cramer Hill Truck Management (DB#02395):**

This preliminary design (PD) project is unnecessary. Prior studies by the Camden County Highways Department have concluded that trucks can be prohibited from driving on River Road (through Cramer Hill) by installing signage that reads "No Truck Traffic".

### **Alternate Funding for Scudders Falls Bridge:**

The RCC urges the Board to pass a resolution, directed to the Delaware River Joint Toll Bridge, that supports efforts to have a bicycle/pedestrian facility included in the plans for the reconstruction of the Scudders Falls Bridge over the Delaware River between Bucks County and Mercer County. The additional cost for such a facility relative to the entire projects falls with federal guidelines, and if the project is not built concurrent with the reconstruction of the bridge, it will probably never be built. The addition of such a facility also falls within federal guidelines for accommodating bike/ped needs.



## Elizabeth Schoonmaker

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**From:** John Boyle [john@bicyclecoalition.org]  
**Sent:** Tuesday, May 30, 2006 7:02 PM  
**To:** tip-plan-comments@dvrpc.org  
**Subject:** Bicycle Coalition of Greater Philadelphia - NJ TIP Comments

Item NJ - 1

Comments from the Bicycle Coalition of Greater Philadelphia for NJ Projects.

John Boyle  
 Advocacy Coordinator  
 The Bicycle Coalition of Greater Philadelphia  
 215.242.9253 ext. 2

### General Comments

- All road projects should be designed as complete streets to include the needs of bicyclists, pedestrians, transit riders and the disabled
- In the entire NJ DVRPC TIP there is only one unique bicycle and pedestrian project listed - The Delaware River Heritage Trail, totaling only \$800,000 out of \$1.8 Billion. NJDOT and the counties should be taking a more active role in planning and establishing a regional trail network.
- The Delaware River Port Authority, NJ/PA Turnpike Commissions and the Delaware River Joint Toll Bridge Commission should be providing better bicycle, pedestrian, disabled and transit connections across the Delaware River. All major river crossing projects should follow FHWA guidelines that require bicycle and pedestrian access unless special circumstances exist.
- We would like to see a tiny portion of the HSIP funds dedicated to eliminating bicycle hazards such as the replacement of unsafe drainage grates
- We greatly appreciate the project descriptions that say that a project is bicycle/pedestrian compatible.
- Bike racks should be installed on every NJ TRANSIT bus throughout the state including cruiser buses.

### Project Comments

- DB X107 - The Transportation Enhancements selection process should be allocated and executed at the MPO level, similar to the arrangement that PENNDOT has with DVRPC, this will allow greater public input and will help ensure that selected projects will conform with regional plans.
- DB X03E The Resurfacing Program should include the consideration of bike lanes where there is sufficient width.
- DB T111 Bus Acquisition Program - NJ TRANSIT should adopt a policy that requires all bus orders to include factory installed bicycle racks, this policy should include cruiser buses to maximize bicycle access to transit.
- DB T53G Rail Fleet Overhaul - Rail car overhaul should include the installation of vertical bicycle racks similar to those installed on the RiverLINE rail cars.
- DB T210 Transit Enhancements - Some of these funds should be used to improve bicycling access to Transit such as bike racks on trains, cruiser buses and bicycle parking at major transfer points such as Trenton, Avondale and Woodbury.
- DB X185 Bicycle and Pedestrian Facility Accommodations - We strongly support this program and would like to see a similar line item in Pennsylvania, however we are wondering if using CMAQ instead of STATE funds will slow down the process since these projects will have to

**DVRPC FY 2007 Transportation Improvement Program  
Agency Responses to Public Comments on Draft FY07 TIP  
for New Jersey and Pennsylvania**

***Agency Response by NJDOT***

**Items #NJ-1, NJ-2, NJ-3, NJ-4**

**Bike/Ped Issues, and Complete the Streets** - The department has a strong policy on considering bicycle and pedestrian accommodations in all new independent and reconstruction roadway projects.

**Items #NJ-1, NJ-2, NJ-3, NJ-4**

**Various Bike/Ped Issues** - The Department is looking into extending The Delaware River Heritage Trail to Camden. The planning for this project will begin in FY07. The Department relies on the partnerships with municipalities and counties to outline the vision for trails throughout the state. The Local Aid for Bicycles Program has funded many trail and bike lane projects throughout the DVRPC area. It is a goal of the Department to provide connectivity of those trails but we cannot do it without the support of local government. The NJ Statewide Bicycle & Pedestrian Master Plan gives us the tool to map out that connectivity. The counties within the DVRPC area will be trained on how to use this tool beginning in September. With this knowledge, each county can design a plan to provide unique bicycle and pedestrian projects that will connect communities.

**Item #NJ-5, Burlington County**

**(DB #191A) Route 295/38 Missing Moves** - This project is currently in Preliminary Design. We will seek Preliminary Design funds in FY07 to fund us through Preliminary Design Submission (completion of Preliminary Design). In FY08 we will seek Final Design funding when Preliminary Design is finished.

**Item #NJ-1, NJ-2, NJ-3, NJ-4**

**Various Bike/Ped Issues - Re: NJ Transportation Enhancement Selection Process** - Awaiting response from NJDOT.

**Item #NJ-1, NJ-2, NJ-3, NJ-4**

**Various Bike/Ped Issues - Re: Bike accommodations in Resurfacing Program** - Awaiting response from NJDOT.

**DVRPC FY 2007 Transportation Improvement Program  
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for New Jersey and Pennsylvania**

***Agency Response by NJ TRANSIT***

**Items #NJ-1, NJ-2, NJ-3, NJ-4**

**Various Bike/Ped Issues - Re: Bus Acquisition Program DB #T111 and Accommodating Bicycles on all new vehicles-** NJ TRANSIT is currently preparing specifications for 1200 buses to be replaced over 6 years. All of these buses will be equipped with bike racks. We are also in a contract with Millennium Transit Services for 289 new buses replacing the 1989 Flxilbe Metro B Fleet (city transit buses). They have both a front and a rear door and are very boxy in shape. The buses for South Jersey will have bike racks (approximately 100). If we can find funding, all 289 will be bike rack equipped.

**Items #NJ-1, NJ-2, NJ-3, NJ-4**

**Various Bike/Ped Issues - Re: Rail Fleet Overhaul DB #T53G and Accommodating Bicycles on all new vehicles-** The current manner of accommodating bicycles on commuter rail cars is addressing the current demand for bicycle accommodation. During peak periods all seats are needed to accommodate fare paying customers. Installation of vertical bike racks such as that provided on the River Line Cars would require that a seat be removed, or in the case of a new vehicle would preclude an additional passenger seat, and at this time NJ TRANSIT does not have sufficient seating capacity to opt for the bike rack over the passenger seat. Commuter rail cars are interchanged between various rail lines so the rail cars need to be configured for the maximum passenger load.



**DVRPC FY 2007 Transportation Improvement Program  
Agency Responses to Public Comments on Draft FY07 TIP  
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***Agency Response by DRPA/PATCO***

**Items #NJ-1, NJ-2, NJ-3, NJ-4 and PA-1, PA-8, PA-10**

**Various Bike/Ped Issues - Re: PA MPMS #72597 Ben Franklin Bridge**

**Philadelphia Operational Improvements** - In FY05, DRPA received a \$5 million FHWA earmark to ascertain the causes of roadway congestion at the west end of the Benjamin Franklin Bridge and to implement certain improvements. We will soon be conducting a needs assessment, letting a consultant contract to study the area, identify problems and recommend alternative solutions. Meetings have been held with City of Philadelphia Streets Department, PennDoT, and Philadelphia City Planning Commission staff to discuss various issues involving the project. Bicycle and pedestrian concerns have been included in these discussions. DRPA will be actively involving the affected communities as the project progresses and welcomes input from citizen and modal groups. DRPA expects to convene public meetings during the course of the project.

**Items #NJ-1, NJ-2, NJ-3, NJ-4 and PA-1, PA-8, PA-10**

**Various Bike/Ped Issues - Re: Improved Delaware River Crossing for**

**Bike/Ped/Disabled/Transit** - DRPA is very proud of our record with regard to providing excellent access and connections for travel across the Delaware River. Our facilities, including Betsy Ross Bridge, Benjamin Franklin Bridge, Walt Whitman Bridge, Commodore Barry Bridge, PATCO and RiverLink ferry, provide unexcelled transport across the river.

PATCO was one of the first transit systems in the county to be ADA compliant, and we offer a generous fare reduction for disabled and elderly patrons. Disabled patrons can comfortably access the RiverLink ferry system. Wheelchair accessibility on the Ben Franklin Bridge walkway is being studied. ADA compliance on the north side would not be possible; on the south side, ADA compliance would involve extending the south walkway eastward, relocating existing roadway lighting, and would reduce the available sidewalk width along 5th Street. There are also significant issues relating to the existing overhead lane use gantry located near the toll plaza. The estimated cost to make the south walkway accessible is \$3 million.

Regarding bike/ped connections, bicycles are allowed at all times on PATCO and the RiverLink ferry.

Con't...

**DVRPC FY 2007 Transportation Improvement Program  
Agency Responses to Public Comments on Draft FY07 TIP  
for New Jersey and Pennsylvania**

***Agency Response by DRPA/PATCO, Con't...***

The Benjamin Franklin Bridge is one of only a few bridges in the country to accommodate three modes: bike/ped, commuter rail and vehicles. We make every attempt to keep the south walkway open for public access, only closing it for weather, security or construction purposes. We have introduced a new web page specifically dedicated to walkway news on our website, [www.drpa.org](http://www.drpa.org); information on changes in walkway hours, planned closures and special events is updated 24 hours a day. People can subscribe to automatic email notification of news on the walkway by visiting our website and enrolling in this service.

We are also planning improved signage along the walkway to make it easier for users to access their destinations. Beginning in March, 2006, the DRPA CEO has committed to meeting quarterly with representatives of the Bicycle Coalition of Greater Philadelphia to address concerns and discuss possible solutions to various bike/ped issues.

Regarding transit, PATCO service is unequalled in the industry. We provide 24/7 service with an on-time rate of nearly 99%. We are constantly upgrading and enhancing our system, as seen by recent projects to rehabilitate interlockings, replace over 53,000 wood ties with concrete, design and install a new transit fare card system, replace transit cars, and the like. Half hour daily ferry service is provided by the River Link system, operating between May and October each year and linking Camden waterfront with Penn's Landing in Philadelphia. A large number of NJ Transit busses traverse the Benjamin Franklin Bridge every day, providing another means for (primarily) NJ commuters to use transit to commute to work in Philadelphia.

Finally, it should be noted that DRPA is not in receipt of federal funding for its bridge facilities and is not therefore mandated to follow FHWA guidelines on these facilities. We make every effort to provide the best possible service to the public and to work with our regional partners to make sure that visitors and residents on both sides of the River have safe and enjoyable access to sites in Philadelphia and Camden. We take our pledge to "Keep the Region Moving" seriously, whether it is across our four bridges, on our convenient PATCO trains, the RiverLink ferry or using the Benjamin Franklin Bridge walkway.

**DVRPC FY 2007 Transportation Improvement Program  
Agency Responses to Public Comments on Draft FY07 TIP  
for New Jersey and Pennsylvania**

***Agency Response by PENNDOT District 6***

**Items #PA-1, PA-8, Regionwide**

**Various Bike/Ped Issues - Re: PENNDOT Bicycle/Pedestrian Checklist -**

PennDOT's Design Manual 1-A includes three checklists to identify bicycle and pedestrian considerations (Planning, Scoping and Final Design). District 6-0 agrees that the checklists should be prepared during the design of all projects.

**Items #PA-1, PA-8, PA-10, Regionwide**

**Various Bike/Ped Issues - Re: US 202 Parkway shared use path connections -**

We are presently establishing preliminary alignment of the trail as a basis for determining access points and waterway crossings. Ongoing coordination with the municipalities will continue regarding the trail location, connection points to existing and planned local trails, and location of trailhead parking areas.

**Items #PA-1, PA-8, PA-10, Regionwide**

**Various Bike/Ped Issues - Re: PENNDOT Restriping Plan - Bike Occupancy**

Permits will be a topic of discussion at the next PPAC meeting.

**Items #PA-1, PA-8, PA-10, Regionwide**

**Various Bike/Ped Issues - Re: eliminating bicycle hazards and use of Safety**

**Funds-** The public is encouraged to directly report any unsafe or hazardous conditions on state or local roadways by calling 1-800-FIX-ROAD. PennDOT's County Maintenance Forces will address identified problems or assist the caller to identify the responsible municipality.

**Items #PA-1, PA-10, Regionwide**

**Various Bike/Ped Issues - Re: MPMS # 57904, PA 291 Platt Bridge - Request for**

**Walkway and Connector Improvements -** These suggested improvements are not part of the current project which addresses preventive maintenance in the form of bridge painting. Additional funds for the project would have to be agreed to by the region in order to change the scope of an existing project.

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*Agency Response by PENNDOT District 6, Con't...*

**Items #PA-1, PA-10, Regionwide**

**Various Bike/Ped Issues - Re: Grays Ferry Bridge** - The Gray's Ferry Bridge is a State maintained bridge and any maintenance issues for it should be reported to PennDOT's Philadelphia Maintenance Unit at 215-225-1415. Maintenance issues on State roadways in other counties should be reported to the appropriate Unit: Bucks 215-345-6060; Chester 610-436-2091; Delaware 610-566-0972; Montgomery 610-275-2368.

**Item #PA-3, Regionwide**

**Various Bike/Ped Issues - Re: MPMS # 47131 PA 13 @ PA Turnpike Entrance/MPMS #47392 Bristol Pike/Route 13, PA 413 to Levittown Parkway -**

Regarding MPMS# 47131 PA13 @ PA Turnpike Entrance (Bristol Twp.): Improvements in the area will be addressed by the larger Route 13 improvement project, MPMS# 47392, Bristol Pike, from PA 413 to the Levittown Parkway. We will be making improvements to the intersection of Green Lane and Route 13 as part of this project. Proposed improvements for MPMS #47392 currently involves the following:

- The signalized intersection of Green Lane will be updated.
- The through movements and left turn movements on Green Lane will be maintained.
- Additional right turn lanes are proposed.
- The operation of the signal will take bicycles and pedestrians into account.
- Our proposed typical section includes two 12' travel lanes with an 8' shoulder/parking lane in each direction, and an 18' center median.
- In addition, sidewalks are currently proposed along Route 13 in the vicinity of Green Lane.

We have been coordinating with the Route 13 Revitalization Committee, a group organized by the Bucks County TMA and local officials. This typical section was developed based on the comprehensive transportation-based revitalization plan for the US Route 13 Corridor. Currently we are proposing a "share the road" facility rather than providing a separate bike lane. We are currently working toward Safety Review Submission which will include the standard bike/ped checklist used for all projects. We are working toward environmental clearance by the end of the year. Signage on Route 13 near the ramps will be provided in accordance with AASHTO. We are coordinating with MPMS #13347 regarding the relocation of the Turnpike Ramps. The Turnpike ramps at Route 13 are being reconfigured as part of MPMS#

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13347. The entrance to the Turnpike will be moving away from the Green Lane to the South.

*Agency Response by PENNDOT District 6, Con't...*

**Item #PA-3, Regionwide**

**Various Bike/Ped Issues - Clearance requested on bridges over the Delaware Canal State Park** - As requested, 7' clearance will be provided for 13235 and 13360. MPMS #13661 will maintain the existing clearance for the tow path under the bridge. Regarding MPMS #'s 13340, 13342, 13661, 59496, 69842, 65922, 71159, 70218, PennDOT will consider underclearance improvements during the project development process.

**Item #PA-6, PA-12, Chester County**

**(MPMS #14613) PA 41/Gap Newport Road at Old Baltimore Pike Intersection Improvement - Support for advancing this project using a Round-About alternative.** PennDOT appreciates support of the project. Additional funds have been requested, necessary administrative and fiscal actions are underway. A feasibility study to establishing specific design options will follow. We will make every effort to expedite the design schedule in recognition of the interest in to project that the community has demonstrated.

**Item #PA-9, Montgomery County**

**PA 29 and Route 113, MPMS #71174-** The intersection of Hopwood Road and Route 29 is not within the project area for the SR 0029 Section MT6 project. The draft TIP utilizes all available funding to this region. Inclusion of additional projects at this time, would exceed the fiscal constraints placed on the program. The TIP is updated every two years. Requests for new projects should to sent to your county planning department.

The SR 0029 Section MT6 project will provide the state road infrastructure necessary to support the new Township road (the Arcola Road extension), which will run between Route 29 and Route 113, parallel to Hopwood Road. Thus, the project will enable the establishment of a road that will provide an alternate east-west route, and will decrease the traffic currently using Hopwood Road.

**Item #PA-9, Montgomery County**

**PA 29 Intersections, MPMS #16382** - PennDOT acknowledges your comments. The plans are complete and all approvals have been received. PennDOT expects to go to construction in early 2007 to improve this intersection in Collegeville.

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**Item # PA-11, Chester County**

**US 202, Section 100, MPMS #15385 - Concern about funding shifting to Later Fiscal Years** - \$9 million for final design has been re-programmed in FY10 .

*Agency Response by PENNDOT District 6, Con't...*

**Item #PA-13, Philadelphia**

**Opposition to Woodhaven Road, MPMS #17112** - In PennDOT's judgment this project must continue. A solution that only involves intersection improvements will not be sufficient to address the project need. Discussions with the affected communities will go on in order to establish potential options. Coordination with elected local leadership will be maintained throughout the design process.

**Items #PA-9 and PA-14, Montgomery County**

**Various Projects** - thanks for support for US 422 projects, and widening of 202, MPMS #63486.

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***Agency Response by Bucks County***

**Item #PA-5, Bucks County**

**Various Bike/Ped and Transit Issues - Bus-Rapid Transit Study and Conversion of Proposed Newtown Rail Line Restoration** - The County of Bucks has continually supported the restoration of public transit service on the Newtown Rail Line either by the regional transit provider (SEPTA) or a private entity. To that end the county is currently studying the feasibility of developing a Bus Rapid Transit (BRT) line on the Newtown-Fox Chase right-of-way. At this time the county does not support the conversion of this corridor to a public trail use.

**Item #PA-8, Bucks County**

**Various Bike/Ped Issues - Re: Need for Bucks County Comprehensive Bicycle Plan** - It will be considered as part of Bucks County's planning work program and open space/park planning in 2007.

**Item #PA-8, Bucks County**

**Various Bike/Ped Issues - Re: MPMS #57626 Trenton Road Intersection Improvements** - This project has been designed with pedestrian improvements.

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***Agency Response by Chester County***

**Item #PA-1, PA-8, PA-10, Chester County**

**Various Bike/Ped Issues - Re: MPMS# 59434 Schuylkill River Trail and Delay-**

The TIP Right of Way Phase has been pushed back to FY 2009 and construction to later FY's. This delay was probably due to the longer time expected to get the consultant on board for the design.

**Item #PA-1, PA-8, PA-10, Chester County**

**Various Bike/Ped Issues - Re: MPMS# 62863 Vanguard Improvements -** This project will include bicycle and pedestrian access improvements. The bridge over PA 100 will include the Uwchlan trail.



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***Agency Response by Delaware River Joint Toll Bridge Commission***

**Items NJ-1, NJ-2, NJ-3, NJ-4 and #PA-1, PA-3, PA-8, PA-10, Regionwide Various Bike/Ped Issues - Re: Improved Delaware River Crossing for Bike/Ped/Disabled/Transit Specifically Scudder Falls Bridge** - The Bike/Ped facility initiative was not in the original scope of work for this project. However, as the project progressed and through DRJTBC's extensive Public Involvement program, the Commission received feedback from interest group for a possible Bike/Ped facility on the bridge. Subsequently, the Commission directed the project's Consulting Team to conduct a comprehensive Bike/Ped feasibility study.

The feasibility of incorporating bicycle and pedestrian facilities into the project and this study is now complete. Based on the results of this study, the Commission will include a discussion of the facility in the Environmental Assessment for the project. Because the facility represents an additional cost to the project and it was not originally programmed, a decision about whether or not the facility is built will be made during Final Design as the total project cost estimate is refined. The study concluded that the bicycle and pedestrian facility is feasible based on two of the three criteria that are used to make such decisions. Below is a summary of the findings and conclusions of the study.

To determine the feasibility of a bicycle and pedestrian facility the Commission reviewed federal, state, and regional policies, plans and criteria. It is the policy of the Federal Highway Administration (FHWA), the New Jersey Department of Transportation (NJDOT), the Pennsylvania Department of Transportation (PENNDOT) and the Delaware Valley Regional Planning Commission (DVRPC), the area's metropolitan planning organization, to encourage the incorporation of bicycle and pedestrian facilities in projects like the I-95/Scudder Falls Bridge Improvement Project that meet Federal, State and regional criteria. Projects, however, must meet three general criteria: 1) Bicycles must be permitted to operate at each end of the bridge; 2) Bicyclists and pedestrians must be able to be accommodated safely on the bridge; and 3) Building a bicycle and pedestrian facility can be provided at a reasonable cost.

Con't...

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***Agency Response by Delaware River Joint Toll Bridge Commission, Cont...***

The I-95/Scudder Falls Bridge Improvement Project meets the first two criteria. In terms of bicycles permitted to operate at each end of the bridge, there are bicycle and pedestrian paths along the canal at the Pennsylvania Delaware Canal Trail and at the New Jersey Delaware and Raritan Canal Trail. Additionally, the local roadways in the vicinity of the bridge on both sides of the river are designated bicycle routes. In terms of safe accommodation of bicyclists and pedestrians, the second criteria, the proposed facility on the bridge could be separated from traffic by a physical barrier and fencing. Ramps for cyclists and walkers could be built to connect the facility on the bridge to the trails below to ensure the continued safety of users.

The third criterion that is considered is cost reasonableness. Cost estimates have been prepared for a 10 or 12-foot wide path. These estimates range from approximately \$12 million to \$14 million depending on the width of the path and the amenities that are included. Currently, the cost estimate for the entire Improvement Project is \$185 million (in 2005) without the bicycle and pedestrian facility. Once the Environmental Assessment is completed and the project proceeds through Final Design, project costs will be further refined, and the Commission will decide whether or not building a path over the new Scudder Falls Bridge can be accomplished at a reasonable cost.

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***Agency Response by Pennsylvania Turnpike***

**Items NJ-1, NJ-2, NJ-3, NJ-4 and #PA-1, PA-3, PA-8, PA-10, Regionwide Various Bike/Ped Issues - Re: Improved Delaware River Crossings for Bike/Ped/Disabled/Transit** - The following comments were provided by the PA Turnpike to DVRPC in April 2006 in response to a resolution from the Bicycle Coalition of Greater Philadelphia to include bicycle/pedestrian facilities on the "proposed new I-95 bridge across the Delaware River:"

Re-statement of Proposal

Based on a memorandum from ... the Bicycle Coalition of Greater Philadelphia, the DVRPC Regional Citizens Committee has recommended to the DVRPC Board that phase II of TIP project #13347 be amended to include bicycle and pedestrian facilities on the proposed new Delaware River Bridge. Project #13347 is generally known as the Pennsylvania Turnpike/Interstate 95 Interchange project.

The DVRPC Board has requested comments from the Pennsylvania Turnpike Commission and PennDOT.

Background

Due to a lack of available funds and differing needs based on traffic volumes, the interchange project was subdivided into two separate design and construction phases, following the issuance of the Federal Record of Decision for the project. Phase II programming is being dropped from project #13347 in the latest proposal for the FY 2007-2010 Transportation Improvement Program.

Phase II of the project, consisting of a new Delaware River Bridge and approaches, plus repairs to the old bridge, will be re-programmed under a separate number at some future date when funding has been identified, and traffic volumes have increased to the extent that construction is warranted. The Phase II work lies within both Pennsylvania and New Jersey, and will require joint funding by both states for the work within their boundaries. The new bridge will be part of a one-way pair with the existing bridge, with tolls levied in the westbound direction for vehicular traffic.

Con't...

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***Agency Response by Pennsylvania Turnpike, Con't...***

Although New Jersey cooperated in the preliminary engineering and environmental phases of the entire project, no New Jersey funds have been committed or spent during the study and environmental phases of the project. Financial commitments by the two states would be inherent in the programming of Phase II of the project, and no such commitments exist at present.

**Response To Proposal**

The proposal is untimely since the programming of design and construction of Phase II of the project is not yet underway and may not occur for a period of years, pending traffic need for the new bridge and identification of joint funding sources.

During the closing stages of the environmental clearance process, a proposal to include bicycle and pedestrian facilities on the new bridge and approaches was received from the East Coast Greenway Alliance through their Pennsylvania Coordinator, Mr. Ken Edmunds. Several meetings and exchanges of information and correspondence occurred. However, the proposal was adjudged to be untimely with respect to the staging of the environmental evaluation and clearance process, and it embodied a number of potential regulatory, environmental, facility need, construction, operational, and financial issues that did not seem practical to resolve in conjunction with the pending release of the Final Environmental Impact Statement and federal Record of Decision for the project.

The position of the Pennsylvania Turnpike Commission concerning that proposal was conveyed in an October 31, 2002 letter to Mr. John J. Coscia, Executive Director of the Delaware Valley Regional Planning Commission. In addition, the Federal Highway Administration saw fit to include a section concerning the Bicycle/Pedestrian Facility into its December 31, 2003 Record of Decision for the project. Both documents cite a number of issues surrounding a bicycle/pedestrian proposal along the Pennsylvania and New Jersey Turnpikes and across the Delaware River. However, both documents leave the door open for further consideration of such a facility at such time as the cited issues have been studied and resolved, and design of the bridge is ready to begin.

In summary, we are not aware of the resolution of the cited issues concerning bicycle/pedestrian facility; and design of project Phase II will not be likely to occur until 2013 or later. Therefore the proposal should be deferred until some future time when the surrounding issues are ripe for study and resolution.

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***Agency Response by Montgomery County***

**Items #PA-1, Montgomery County**

**Various Bike/Ped Issues - Re: Implementing County "Road Map" Bicycle Plan -**

The Planning Commission works with PennDOT, the municipalities and the County Road and Bridges Dept on road improvement projects and land development reviews to have any road work being done by that entity or a developer accommodate the recommendations of the Road Map to the best extent possible. Depending on the constraints of the project right of way or related issues we are able to achieve some success by incremental means.

**Items #PA-1, Montgomery County**

**Various Bike/Ped Issues - Re: MPMS# 16098 Spring Mount bridge-** the county and Penndot had extensive coordination on this project and Penndot graciously agreed to build a separate structure for the Perkiomen Trail adjacent to the new bridge they are building.

**Item #PA-4, Montgomery County**

**Henderson Road Interchange Projects, MPMS #'s 68064, 48187, and 16211-** In response to the Gulph Mills Civic Association, Montgomery County concurs that this is an important project for Upper Merion and want to see if implemented in a timely manner. In developing the 2007-10 TIP the region was confronted with the issue of having too little money to fund too many projects. However we were able to fund the interchange portion of the project with subsequent widening of Henderson Rd and South Gulph Rd to follow in future years. We will address those two projects in developing the 2009 TIP.

**Item #PA-7, Montgomery County**

**Various Roadway Concerns in Lower Merion Township - Re: Pennswood Ave bridge:** The Township should secure the available right of way and utility funding in the 2005 TIP prior to its expiration. There is \$200,000 of ROW and \$2 million of utility funds available. Similar funding is available in the draft 2007 TIP if additional funding is needed.

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***Agency Response by Montgomery County, Con't...***

**Item #PA-7, Montgomery County**

**Various Roadway Concerns in Lower Merion Township - Re: Conshohocken Rd/Mill Creek Rd-** the twp should work with the Penndot Maintenance Unit to program this through their normal budget/priority process. Funding constraints in the TIP prevented new highway projects from being added.

**Item #PA-7, Montgomery County**

**Various Roadway Concerns in Lower Merion Township - Re: Ardmore Transit Center-** Montgomery County concurs that this project needs to be added to MPMS# 60540 Rail Stations and Parking Program.

**Item #PA-7, Montgomery County**

**Various Roadway Concerns in Lower Merion Township - Re: Belmont Ave/Rock Hill Rd-** the twp, county and Penndot will need to discuss a revision to the original agreement on funding which the twp is requesting. Funding constraints in the TIP prevented construction from being added but this will now depend on a resolution of the funding arrangement.

**Item #PA-7, Montgomery County**

**Various Roadway Concerns in Lower Merion Township - Re: Rockland Avenue Bridge-** new projects for replacement and rehabilitation of bridges will be determined this summer and funding will come from an allocated line item in the TIP to do preliminary engineering. Rockland will be discussed and evaluated at that time.

**Item #PA-9, Montgomery County**

**Various Roadway Concerns in Montgomery County -** In response to Mr Pugliese, we appreciate his support of the projects he identified. Many of the other improvements he mentions are contained in our County Transportation Plan which was adopted in Sept 2005. Our Plan identifies about 25-30 First Priority Projects which we hope to have in some phase of design, right of way, construction or completion by 2025. Though only a couple of the ones he mentions are identified as First Priority for the County, and most are Second or Third Priority, we are well aware that there are more needs than there will ever be funds to address them. We also try to obtain improvements by developers and work with municipalities to assess impact fees on new developments to do improvements like the ones suggested by Mr. Pugliese.

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*Agency Response by City of Philadelphia*

**Items #PA-1, PA-8, Regionwide**

**Various Bike/Ped Issues - Re: Request to Incorporate PENNDOT**

**Bicycle/Pedestrian Checklist** - Bicycle and pedestrian needs are accommodated to the fullest extent possible given the site constraints.

**Items #PA-1, PA-10, Philadelphia**

**Various Bike/Ped Issues - Re: Bike Access on MPMS 46958 Philadelphia Naval**

**Shipyard Access** - The new roadway will make accommodations for bicycles and pedestrians.

**Items #PA-1, PA-10, Philadelphia**

**Various Bike/Ped Issues - Re: High Priority for MPMS 50522 Manayunk**

**Recreation Path** - The Fairmount Park Commission is moving ahead with this project and the first phase should be put out to bid by the end of 2006.

**Items #PA-1, PA-10, Philadelphia**

**Various Bike/Ped Issues - Re: MPMS 57893 - Lehigh Ave Request for pedestrian**

**signals and reverse angle parking**- This project is currently in the preliminary engineering phase and several options including back in angled parking are being explored. Pedestrian signals will be included as part of the signal modernization.

**Items #PA-1, PA-10, Philadelphia**

**Various Bike/Ped Issues - Re: MPMS 70014 Center City Signal Improvement and**

**request for pedestrian signals with countdown timers**- This phase of the Center City signal upgrade will be similar to the first two phases which did not include the countdown signals. However, the countdown signals will be installed at various locations throughout the city as part of a pilot program in the upcoming months.

**Items #PA-1, PA-10, Philadelphia**

**Various Bike/Ped Issues - Re: Request to Advance MPMS 70810 Schuylkill River**

**Park to 23rd Street Path** - Though PE may not begin for several years on this particular connection to the park, the South Street Bridge connection and several trail extensions are actively moving forward.

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***Agency Response by Philadelphia, Con't...***

**Items #PA-1, PA-10, Philadelphia**

**Various Bike/Ped Issues - Re: MPMS 72847 - South Street Bridge Detour and need to accommodate bicyclists and 4000 in the detour plans** -Planned signal improvements will also facilitate bicycle and pedestrian movements through the detour routes.

**Items #PA-10, Philadelphia**

**Various Bike/Ped Issues - Re: Bike lanes that drop out for small segments of the road due to insufficient width and requested use of sharrows-** A type of marking similar to sharrows was installed on Delaware Avenue in the past and did not have the anticipated impact. Also, this pavement marking is not included in the Manual on Uniform Traffic Control Devices.

**Items #PA-1, PA-8, PA-10, Philadelphia**

**Various Bike/Ped Issues - Re: MPMS #69913, Gray's Ferry Bridge** - This is a State maintained bridge and problems's should be reported to PennDOT's Philadelphia Maintenance Unit at 215-225-1415. However, please contact Philadelphia Streets Department Customer Service at 215.686.5560 to report any such roadway conditions on City streets.

**Item #PA-13, Philadelphia**

**Opposition to Woodhaven Road, MPMS #17112** - Since March 2004, the City has supported an approach that called for the extension of four lanes from Roosevelt Boulevard to Bustleton Avenue, and two lanes from Bustleton Avenue to Philmont Avenue with no widening of Byberry Road between Bustleton Avenue and Philmont Avenue. This approach also does not include an extension of Northeast Boulevard from its current terminus. We believe that this approach has the elements to most effectively address the traffic and community impacts which affect this section of Bucks, Montgomery, and Philadelphia Counties, and provides for an even and logical distribution of traffic that is the fairest solution for all involved parties.

We understand PADOT will continue to work with community groups and elected officials to refine this approach.



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***Agency Response by SEPTA***

**Items #PA-1, PA-8, PA-10, Regionwide**

**Various Transit Issues - Re: MPMS #60611, Fare Collection System Upgrade, and Request for a "Smart Card" System** - The Authority's overall objective under this project is the development and implementation of an automatic fare collection system using a consistent design philosophy and compatible software across all transit modes. A project development plan is being prepared that will identify, define, and describe the best approach to implementing a modernized revenue collection system.

There is a desire by transit operators in the New York/New Jersey/Pennsylvania region to implement a smart card platform flexible enough to be used for electronic payment on all regional transportation services. In order for regional interoperability to occur, the interfaces between key system elements must be defined and participants must have the right to openly use these standards to participate in and expand the program. Smart card and its interoperability across the region will be analyzed as part of SEPTA's Fare Collection System Upgrade project.

**Items #PA-1, PA-10, Regionwide**

**Regional JARC (Job Access and Reverse Commute) Program and Request to Accommodate Bikes on Routes** -SEPTA bus routes funded through the JARC program use mostly SEPTA buses that are equipped with bicycle racks that can hold a maximum of two bicycles. These racks can be used at any time.

Some of the Transportation Management Associations (TMA's) that provide JARC service are considering adding bike racks to their shuttles, in particular the Bucks County TMA and the TMA of Chester County. Any of the TMA's in the five county Southeastern PA region that provide JARC service, would be more than happy to speak with the Bicycle Coalition to further discuss this matter.

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***Agency Response by SEPTA, Con't...***

**Items #PA-1, PA-8, PA-10, Regionwide**

**Various Transit Issues - Re: MPMS 60638 Regional Rail Car Acquisition and Accommodating Bicycles on all new vehicles-** It is SEPTA's policy that all new vehicles procured by the Authority will include specifications for bicycle tie downs. In the Silverliner V procurement, there is a provision in the specification to have bicycle tie-downs installed in the wheelchair areas of each car. There are two areas per car designated for these accommodations.

**Items #PA-1, PA-8, PA-10, Regionwide**

**Various Transit Issues - Re: MPMS 60582 SEPTA Rail Car Overhaul and Accommodating Bicycles on all new vehicles-** SEPTA currently accommodates customers, who use their bicycles for part of their journey. In reference to the SLIV (Silverliner IVs) and NHSL (Norristown High Speed Line) vehicles:

On the Regional Rail, space permitting, bikes are allowed in the designated wheelchair areas during off-peak hours, weekdays, and anytime on weekends and holidays. A maximum of five bikes are allowed per train. Folding bicycles are permitted on Regional Rail, at all times. However, they must be collapsed in the folded position and stowed in the designated luggage area of the train.

On the Route 100 - Norristown High Speed Line, bicycles are permitted during off-peak hours, only. A maximum of two bicycles per car are allowed. Bicycles, including folding bikes, must be placed in the rear vestibule of the car.

The installation of hanging bike racks/folding seats on existing Silverliner IV railcars or Norristown High Speed line vehicles is not in SEPTA's approved Vehicle Overhaul program at this time. SEPTA will consider including the installation of hanging bike racks/folding seats or other applicable hardware in future VOH programs.

It is SEPTA's policy that bicycle tie downs will be included in specifications for new vehicle acquisitions.

**Items #PA-1, PA-8, PA-10, Regionwide**

**Various Transit Issues - Re: MPMS #60540 Rail Stations and Parking Program and Request to Include Bike Racks-** It is SEPTA's intent to have bike racks at all SEPTA Rail Stations. SEPTA is actively installing racks at stations that currently are not equipped with bike racks to accommodate bicyclists.

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***Agency Response by SEPTA, Con't...***

**Items #PA-1, PA-10, Regionwide**

**Various Transit Issues - Re: MPMS 60619 Transit Enhancements - set aside for bicycle racks-** In response to public input, SEPTA made its Transit Enhancements Program a competitive program. Every two years, DVRPC announces a call for projects for this program, along with the highway Transportation Enhancements program. In order to remain consistent with the spirit of the program, SEPTA cannot support a set aside for bicycle projects or for any other projects. This would defeat the purpose of having a competitive program. SEPTA, however, would encourage any interested party to submit an application for funding and the subcommittee will evaluate the merit of the project, along with any other applications submitted. Please note that bike projects have been funded with TE funds in the past and will certainly be considered for future funding.

**Items #PA-2, Regionwide**

**Schuylkill Valley Metro, MPMS #60565** - The Task Force, which was convened by Governor Ed Rendell and Congressman Jim Gerlach, is reviewing the Schuylkill Valley Metro project. Changes, as necessary, will be made to the project description and budget based on the recommendations of the Task Force and the Governor's approval. At this time, we would recommend no changes to the project description.

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*Responses from DVRPC Staff*

**Items #NJ-1, NJ-2, NJ-3, NJ-4**

**Various New Jersey Bike/Ped Issues - Re: Transportation Enhancement**

**Selection Process-** DVRPC concurs that the New Jersey Transportation Enhancement selection process should be conducted at the MPO level where greater public and agency involvement is possible, leading to project selections that better serve the region. Currently, project selection is handled on a statewide basis according to pre-established selection criteria and recommending a “short list” of projects for consideration by the Commissioner of Transportation. The Pennsylvania TE program includes both a locally driven and discretionary process.

**Item #NJ-2**

**Various New Jersey Bike/Ped Issues - Re: Route 70 Rail Bridge Walkway -**

DVRPC recently completed a New Jersey Route 70 Corridor Study which noted that many improvements are needed in the area to facilitate safer bike and pedestrian travel in the corridor, though the commentor’s location was not specifically addressed. Concerns have been forwarded to NJDOT’s Office of Bicycle and Pedestrian Programs as well as internally for review as possible future problem statements in the inventories of Project Identification and Prioritization, or the “pre-Study and Development” inventory. Projects that get included in the TIP progress through a process of scrutiny which generally starts at the municipal or county level, and must be recognized as a county priority in order to be advance for funding. County engineers generate lists of potential improvements based on their needs analyses and citizen complaints and inquiries. Since only DVRPC member agencies are typically allowed to formally submit candidate TIP projects, the local proposals are in turn reviewed at the county or major city level, often in consultation with locally based state engineers. If the county agrees that a particular idea has merit, it may decide to act as the project sponsor and work toward refining the initial idea and developing clear project specifications. Project proposals are also generated at the county and state level in much the same way. Certain “quick fix” projects may be undertaken by NDOT as part of their maintenance program, but would have to be identified as a priority relative to current projects in the pipeline.

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***Responses from DVRPC Staff, Con't...***

**Items #NJ-1, NJ-2, NJ-3, NJ-4**

**Various New Jersey Bike/Ped Issues - Re: Individual bike or pedestrian projects listed in the DVRPC New Jersey TIP-** Please note that recently enacted federal transportation legislation, SAFETEA LU, established a mandatory Safe Routes to School Program for all states, and that approximately \$2.5 million is programmed in the existing statewide line item (DB #99358), in the Statewide Highway Program. The program will implement locally initiated pedestrian access and safety projects which provide safe access to schools. Apportionments are based on school enrollments in Primary and Middle Schools, with a minimum of \$1 million per state. 70-90% of the program is to be used for infrastructure projects, and education and marketing can comprise between 10% and 30% of the federal funds. The SRTS Program requires each state to have a full time SRTS Coordinator (paid for out of the infrastructure part of the funding) who is dedicated 100% of the time to SRTS. It is anticipated that New Jersey's SRTS program will function much like NJDOT's state funded Local Aid Safe Routes to School Program (now combined with the Bicycle and Pedestrian Facilities Planning Line item in DB #X185), where applications are sent out to municipalities annually and a committee meets to select grant recipients. NJDOT has established an advisory committee with MPO representation to determine program development and implementation, and DVRPC hopes it will result in a more locally driven process and program of projects. DB #'s 99358 and X185 in the "Statewide" section of the TIP show the \$7.5 million effort programmed for both the state and federal programs.

**Items #PA-1, PA-10, Regionwide**

**DVRPC's TCDI (Transportation and Community Development Initiative)**

**Program and Request for Additional Marketing for Bike and Ped Plans -** The TCDI program awards grants to communities that encourage redevelopment and improve the region's transportation network. The application clearly outlines that the transportation network includes roadways, transit, bicycling, pedestrians, and other modes of transportation.

**Items #PA-1, PA-10, Regionwide**

**Regional JARC (Job Access and Reverse Commute) Program and Request to**

**Accommodate Bikes on Routes -** The new federal SAFETEA-LU guidance for JARC has added bicycling and related activities to the guidance as a permitted activity with JARC dollars. The new program and Coordinated Human Services/Transportation Plan will be expanded to include additional modes of transportation besides shuttle services.

**DVRPC FY 2007 Transportation Improvement Program  
Agency Responses to Public Comments on Draft FY07 TIP  
for New Jersey and Pennsylvania**

***Responses from DVRPC Staff, Con't...***

**Items #PA-1, PA-10, Regionwide**

**Regional Pennsylvania Transit TE (Transportation Enhancements) Program and Request to Set Aside funds for Bike Racks** - DVRPC currently administers a competitive program for Pennsylvania portion of the region for the selection of projects recommended for Transit Enhancements funding received by SEPTA. Each application gets reviewed by the selection committee comprised of representatives from PennDOT District 6-0, the counties, SEPTA, the Regional Citizens Committee and the DVRPC.

Due to the nature of it being a competitive program, set asides are not part of the current process. The Bicycle Coalition could submit a project application as part of this process to provide for a line item for bike racks on vehicles and at stations.

**Items #PA-1, PA-8, PA-10, Regionwide**

**Use of Safety Funding for Bike/Ped** - The Safety Set-Aside is intended to address low cost measures that improve the safety of the transportation system. This could include a variety of treatments such as roadside tree removal, raised pavement markers, edge rumble strips, and a long list of other actions. DVRPC is continuing to work with the PENNDOT District 6 Office to recommend various actions.

It should be noted that bicycle and pedestrian safety is addressed in many projects not funded with federal safety funds. Most of our bike/ped projects are funded with either CMAQ or TE funds. Certainly, providing designated bike lanes along city streets has increased the safety of bicyclists. Intersection improvement projects where there could be pedestrian traffic address these needs. That being said, pedestrian safety is an area where we can continue to do more. The Hometown Streets and Safe Routes to Schools programs directly address pedestrian as well as bicycle safety, and the region continues to invest time, energy, and funding to select projects for these initiatives.

**Items #PA-15 and PA-16 - Various Counties**

**Requests for Technical Corrections**- Will be addressed as part of the final TIP document.

# **Part C**

## **DVRPC PUBLIC OUTREACH DOCUMENTATION**

**Administrative Version  
July 2006**



**Delaware Valley Regional Planning Commission**







**THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION (DVRPC)  
ANNOUNCES FOR PUBLIC REVIEW:**

**THE DRAFT FY 2007 TRANSPORTATION IMPROVEMENT  
PROGRAM (TIP) AND THE TRANSPORTATION CONFORMITY FINDING**

**We have goals in mind for meeting the transportation needs of the many citizens of the Delaware Valley Region ...**

- providing quality infrastructure for motorists, transit users, bicyclists and pedestrians;
- linking land use and transportation decisions; and
- providing ample information and opportunity to comment

The Delaware Valley Regional Planning Commission develops the Transportation Improvement Program (TIP) to implement specific projects for an economically viable and desirable region in the years ahead as contained in the region's long range plan "Destination 2030". Because we want your input, DVRPC has opened a public comment period for the Draft FY 2007 Transportation Improvement Program (TIP) for the counties of Burlington, Camden, Gloucester and Mercer in New Jersey; and for Bucks, Chester, Delaware, Montgomery and Philadelphia counties in Pennsylvania. The Draft TIP for New Jersey contains over 140 projects totaling almost \$1.8 billion for phases to be advanced over the next four years. The Draft TIP for Pennsylvania has nearly 500 projects totaling over \$3 billion extending over the next four years. These Pennsylvania figures do not include 11 projects in the DVRPC region totaling over \$1 billion that have been proposed for inclusion in the new Pennsylvania Statewide Interstate Maintenance Program.

In conjunction with the Draft TIP, DVRPC has issued a conformity finding, which is the process that ensures that plans and programs receiving federal funding are consistent with the region's air quality goals.

Copies of the Draft TIP and Conformity Finding are available for review on the DVRPC website at [www.dvrpc.org](http://www.dvrpc.org) by selecting "TIP" in the Featured Program Quick Link, and comments can be submitted directly through the email link on the website or by emailing to: [tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org) no later than 4:30 p.m. on June 4, 2006.

**Please join us for an open house and information session  
between the hours of 4 and 7 p.m. on:**

**TUESDAY, MAY 23, 2005**  
AMERICAN COLLEGE  
OF PHYSICIANS BUILDING  
DVRPC 8<sup>TH</sup> Floor Conference Center  
190 N. Independence Mall West  
Philadelphia, PA

### **Learn more and share your ideas ...**

You can help make our view of a better tomorrow a reality by taking part in DVRPC's open house which has been set up to hear your comments and concerns.

All DVRPC documents will be available for review at this open house. Anyone needing special assistance at our meeting should contact DVRPC's Public Affairs Office at 215-238-2875. This meeting will also serve as the public meeting for the draft FY2007 - 2009 New Jersey Statewide Transportation Improvement Program (STIP), which is available on the web at [www.state.nj.us/transportation](http://www.state.nj.us/transportation).

Copies of the Draft TIP Highlights and Conformity Finding are also available for review at numerous libraries throughout the Delaware Valley. Complete documents are available in DVRPC's library (located at 190 N. Independence Mall West, Philadelphia, PA) and on the DVRPC web page at [www.dvrpc.org](http://www.dvrpc.org).

Written comments should be mailed to TIP/Plan Comments, c/o DVRPC Public Affairs Office, 8<sup>th</sup> Floor, 190 N. Independence Mall West, Philadelphia, PA 19106-1520; or faxed to 215-592-9125. You may also e-mail your comments to [tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org). All comments must be received no later than 4:30 p.m. on June 4, 2006.

For more information, please contact DVRPC's Public Affairs Office at 215-238-2875 or via email at [csnyder@dvrpc.org](mailto:csnyder@dvrpc.org). We look forward to your input and comments.

**Delaware Valley Regional Planning Commission**  
**190 North Independence Mall West, Philadelphia, PA 19106-1520**  
**phone: 215-592-1800**  
**fax: 215-592-9125**

**[www.dvrpc.org](http://www.dvrpc.org)**



JUNE 2006

# media release

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

**FOR IMMEDIATE RELEASE** (June 29, 2006)

**Contact:** Elizabeth Schoonmaker / TIP Manager / 215-238-2938  
Elise Denmon / Communications Specialist / 215-238-2941

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## **DVRPC Funds \$5.1 Billion in Highway and Transit Improvements for the Region**

The Board of the Delaware Valley Regional Planning Commission (DVRPC) authorized \$5.1 billion in funding for major highway and public transit investments in Pennsylvania and New Jersey when they adopted the Transportation Improvement Program (TIP) for Fiscal Year 2007-2010 on Thursday, June 22. What does this mean for the region? It signifies a continued commitment to target safety, rehabilitation and congestion concerns on the region's transportation network while trying to contain growth and sustain the environment.

Every other year DVRPC develops a TIP that covers both state portions of the region (the New Jersey portion is done every year). Work began in September, 2005 on the development of the FY2007-2010 TIP for each state, which meets the requirements of the federal laws and regulations, including those concerning financial constraint, air quality and public participation.

The FY2007-2010 TIP for the NJ portion of the region contains over 140 projects worth \$1.8 billion, including \$833 million for projects primarily addressing the highway system and \$954 million for transit projects for DRPA/PATCO and NJTRANSIT.

The TIP for the PA portion of the region contains nearly 500 projects worth \$3.3 billion, including over \$1.6 billion for projects primarily addressing the highway system and nearly \$1.7 billion for transit projects for SEPTA, Pottstown Urban Transit and the state's Keystone Service.

The projects in the TIP represent the region's transportation priorities. The TIP lists all projects that intend to use federal funds, along with all state funded projects. The list is multi-modal, and includes highway, transit, bicycle, pedestrian and freight-related projects.

– more –



DELAWARE  
VALLEY  
REGIONAL  
PLANNING  
COMMISSION

DVRPC, 8TH FLOOR  
190 N. INDEPENDENCE MALL WEST  
PHILADELPHIA, PA 19106  
215.592.1800  
WWW.DVRPC.ORG



# media release

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

In an effort to invite extensive public involvement, DVRPC opened a 30-day public comment period that ended on June 4, and held a public meeting to give the public the opportunity to post questions about the process and the projects. TIP documents were distributed to many local libraries and made available on DVRPC's website, [www.dvrpc.org](http://www.dvrpc.org). Individuals and organizations were also able to provide written comments on the TIP via regular mail, e-mail, and fax. Comments were received from individuals, member counties, operating agencies and the Regional Citizens Committee of DVRPC.

In addition to the TIP, the DVRPC Board adopted the Conformity Finding of the FY 2007 TIPs and the *Destination 2030* Long Range Plan. This conformity process ensures that plans and programs receiving federal funding are consistent with national, state and regional air quality goals.

The Delaware Valley Regional Planning Commission serves as the official planning and review agency for the nine-county metropolitan region, which comprises Bucks, Chester, Delaware, Montgomery and Philadelphia counties in Pennsylvania; and Burlington, Camden, Gloucester and Mercer counties in New Jersey. Through data collection, research, coordination and planning efforts, DVRPC sets a framework for government decisions affecting development within the Delaware Valley.

###



D V R P C

DELAWARE  
VALLEY  
REGIONAL  
PLANNING  
COMMISSION

DVRPC, 8TH FLOOR  
190 N. INDEPENDENCE MALL WEST  
PHILADELPHIA, PA 19106  
215.592.1800  
WWW.DVRPC.ORG

Proof of Publication in The Philadelphia Inquirer  
Under Act. No 160, P.L. 877, July 9, 1976

STATE OF PENNSYLVANIA  
COUNTY OF PHILADELPHIA

Just blank  
& white -

Anna Dickerson being duly sworn, that **The Philadelphia Inquirer** is at Broad and Callowhill Streets, Ph Pennsylvania, which was established in the year 1829, since which date said daily newspaper has been regularly published and distributed in said County, and that a copy of the printed notice of publication is attached hereto exactly as the same was printed and published in the regular editions and issues of said daily newspaper on the following dates:

May 4, 2006

Affiant further deposes and says that he is an employee of the publisher of said newspaper and has been authorized to verify the foregoing statement and that he is not interested in the subject matter of the aforesaid notice of publication, and that all allegations in the foregoing statement as to time, place and character of publication are true.

*Anna Dickerson*

Sworn to and subscribed before me this 4<sup>th</sup> day of  
May, 2006

*Mary Anne Logan*  
Notary Public

My Commission Expires:

NOTARIAL SEAL  
Mary Anne Logan, Notary Public  
City of Philadelphia, Phila. County  
My Commission Expires March 30, 2009

Copy of Notice of Publication

PUBLIC NOTICE

The Delaware Valley Regional Planning Commission (DVRPC) will open a public comment period on May 5, 2006 for the Draft FY 2007 Transportation Improvement Program (TIP) for the counties of Burlington, Camden, Gloucester and Mercer in NJ, and for Bucks, Chester, Delaware, Montgomery and Philadelphia counties in PA. The Draft TIP for NJ contains over 140 projects totaling almost \$1.8 billion for phases to be advanced over the next four years. The Draft TIP for PA has nearly 500 projects totaling over \$3 billion extending over the next four years. The PA figures do not include 11 projects in the DVRPC region totaling over \$1 billion that have been proposed for inclusion in the new PA Statewide Interstate Maintenance Program. In conjunction with the TIP, DVRPC has issued a Conformity Finding, which is the process that ensures that plans and programs receiving federal funding are consistent with the region's air quality goals.

An open house/information session to receive comments on the TIP and Conformity Finding is scheduled from 4:00 - 7:00 p.m. on Tuesday, May 23, 2006 at DVRPC's offices at the American College of Physicians Building, DVRPC 8th Floor Conference Center, 190 N. Independence Mall West, Philadelphia, PA. This meeting will also serve as the public meeting for the draft FY 2007-2009 New Jersey Statewide Transportation Improvement Program (STIP), which is available on the web at [www.state.nj.us/transportation](http://www.state.nj.us/transportation).

Copies of the Draft TIP and Conformity Finding are available on the DVRPC website ([www.dvrpc.org](http://www.dvrpc.org)) and in the DVRPC Library, located at the address above. The documents will also be available for review at the public meeting. Written comments should be mailed to TIP/Plan Comments, c/o DVRPC Public Affairs Office, 8th Floor, 190 N. Independence Mall West, Philadelphia, PA 19106-1520; faxed to 215-592-9125. You may also e-mail your comments to [tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org). All comments must be received no later than June 4, 2006.

# Classifieds

The Philadelphia Tribune

Friday, May 5, 2006

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# CLASIFICADOS

TEL: (215) 225-4590 (215) 225-4591

FAX: (215) 225-4592 E-MAIL: LAACTUAL@AOL.COM

## LEGAL NOTICE PUBLIC NOTICE

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State of New Jersey, }  
Mercer County }

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Fee \$37.52

5/4 Times

Judy T. Rizzo

.....  
being duly sworn according to law, on his/her oath says that he/she is Bookkeeper for The Times Newspapers, a newspaper printed and circulated in the City of Trenton, in the County and State aforesaid, and the deponent further states he/she has personal knowledge that an advertisement, of which the annexed is a true copy, was published in the issue of

May 4

2006

Judy T. Rizzo

Sworn and subscribed before me

this 21<sup>ST</sup> day of July 2006

*Martin B. Stewart*

Notary Public for N.J.

MARTIN B. STEWART

NOTARY PUBLIC OF NEW JERSEY

MY COMMISSION EXPIRES JAN. 06, 2008



PUBLIC NOTICE

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(\$47.52)

STATE OF NEW JERSEY  
CAMDEN COUNTY

§

**BRANDON HAWKINS**

of full age, being duly sworn, according to law, says that he/she is bookkeeper of the

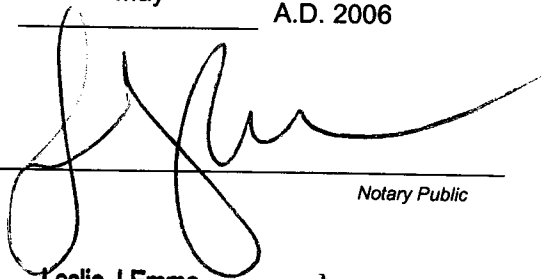
**COURIER-POST**

and that a Notice, of which the annexed is a true copy, was published daily in the *Courier-Post*, a newspaper printed and published daily in the county of Camden, Burlington and Gloucester, State of New Jersey, once on the

4 day of May A.D. 2006



Sworn and subscribed before me this 4<sup>th</sup>  
day of May A.D. 2006



Notary Public

Leslie J Emma  
Notary Public  
Gloucester County, New Jersey  
My Commission Expires 9 / 22 / 2009

2010 072101CP  
\*DEL VALLEY REG 0000932677  
190 N INDEPENDENCE MALL EAST  
8TH FLOOR  
Philadelphia  
PA 191061520

**New Jersey Libraries Displaying the TIP Highlights**

<b>Bordentown Branch Library 18 E. Union St. Bordentown, NJ 08505</b>	<b>Moorestown Library 111 W. Second Street Moorestown, NJ 08057</b>
<b>Camden Free Public Library 418 Federal Street Camden, NJ 08101</b>	<b>Haddonfield Public Library 60 Haddon Avenue Haddonfield, NJ 08033</b>
<b>Cherry Hill Free Public Library 1100 Kings Highway North Cherry Hill, NJ 08034-1970</b>	<b>Oaklyn Memorial Library 602 Newton Avenue Oaklyn, NJ 08107</b>
<b>Monroe Township Public Library 306 S. Main Street Williamstown, NJ 08094</b>	<b>Gloucester County Library System 389 Wolfert Station Rd. Mullica Hill, NJ 08062</b>
<b>Woodbury Public Library 33 Delaware Street Woodbury, NJ 08096</b>	<b>McCowan Memorial Library 15 Pitman Avenue Pitman, NJ 08071</b>
<b>Mercer County Library, Lawrence Headquarters 2751 Brunswick Pike, U.S. Rt. 1 Lawrenceville, NJ 08648</b>	<b>Trenton Public Library 120 Academy Street Trenton, NJ 08638</b>
<b>Camden County Library 203 Laurel Road Voorhees, NJ 08043</b>	<b>Camden County Library Gloucester Rotary Public Library 15 Blackhorse Pike Blackwood, NJ 08012</b>
<b>Camden County Library Echelon Mall, Store #2105 Voorhees, NJ 08043</b>	

Pennsylvania Libraries Displaying TIP Highlights

<b>Ramonita G. Derodriquez Branch Library</b> 600 W. Girard Avenue Philadelphia, PA 19123	<b>Library for the Blind &amp; Physically Handicapped</b> Free Library of Philadelphia 919 Walnut Street Philadelphia, PA 19107
<b>Northwest Regional Library</b> 68 W. Cheltenham Avenue Philadelphia, PA 19144	<b>McPherson Square Branch Library</b> 601 E. Indiana Avenue Philadelphia, PA 19134
<b>Northeast Regional Library</b> 2228 Cottman Avenue Philadelphia, PA 19149	<b>Philadelphia City Institute Library</b> 1905 Locust Street Philadelphia, PA 19103
<b>West Philadelphia Regional Library</b> 125 S. 52 <sup>nd</sup> Street Philadelphia, PA 19139	<b>Free Library of Philadelphia</b> 1901 Vine Street Philadelphia, PA 19103
<b>Bucks County Free Library</b> 150 S. Pine Street Doylestown, PA 18901	<b>Levittown Regional Library</b> 7311 New Falls Road Levittown, PA 19055
<b>Coatesville Area Public Library</b> 501 E. Lincoln Highway Coatesville, PA 19320	<b>Chester County Library</b> 450 Exton Square Parkway Exton, PA 19341
<b>Newtown Public Library</b> 3544 West Chester Pike Newtown Square, PA 19073	<b>J. Lewis Crozer Library</b> 620 Engle Street Chester, PA 19013
<b>Cheltenham Township Library</b> 215 S. Keswick Avenue Glenside, PA 19038	<b>Indian Valley Public Library</b> 100 E. Church Avenue Telford, PA 18969
<b>LaMott Free Library</b> 7420 Sycamore Avenue LaMott, PA 19027	<b>Ardmore Library</b> 108 Ardmore Avenue Ardmore, PA 19003
	<b>Independence Branch Library</b> 18 South 7 <sup>th</sup> Street Philadelphia, PA 19106

**Administrative Version  
DVRPC FY 2007 Transportation Improvement Program (TIP)  
for New Jersey and Pennsylvania**

***Volume IV - Public Outreach***

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**Publication Number:** 06012

**Date Published:** July, 2006

**Geographic Area Covered:** Delaware Valley Region

**Key Words:** Bike and Pedestrian, Bridges, Conformity, Congestion Mitigation and Air Quality, Congestion Mitigation Process, DRPA/PATCO, Environmental Justice, Federally Funded Projects, Goods Movement, Highways, Hometown Streets/Safe Routes to School, New Jersey Department of Transportation, NJ TRANSIT, Pennsylvania Department of Transportation, Public Involvement, Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users, SAFETEA-LU, SEPTA, TEA-21, TIP, Title VI of the 1964 Civil Rights Act, Transit, Transportation, Transportation Improvement Program, Transportation Enhancements, Transportation Equity Act for the 21<sup>st</sup> Century

**ABSTRACT**

The Transportation Improvement Program (TIP) document includes (1) a description of the TIP public involvement process, including how DVRPC has met the requirements of Title VI of the 1964 Civil Rights Act, (2) copies of the comments received by both DVRPC member agencies and the public, and (3) agency responses to the public comments, and 4) documentation relating to the public outreach

---

Delaware Valley Regional Planning Commission  
8<sup>th</sup> Floor  
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Philadelphia, PA 19106-1520

Phone: 215-592-1800

Fax: 215-592-9125

Internet: [www.dvrpc.org](http://www.dvrpc.org)

Staff Contact: Elizabeth Schoonmaker  
Manager, Office of Capital Programming



# TIP



**Delaware Valley  
Regional Planning  
Commission**

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190 N. Independence Mall West  
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**Phone:** 215.238.2868

**Fax:** 215.592.9125

**Web:** <http://www.dvrpc.org/transportation/capital/tip.htm>

