2007 Supplemental Projects Status:
DVRPC Congestion Management Process

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Introduction:

This document provides an update on the status of supplemental commitments to major Single Occupancy Vehicle (SOV) capacity-adding projects in the nine-county Delaware Valley Regional Planning Commission (DVRPC) area. These supplemental projects are a requirement for federally funded transportation projects that add SOV capacity. This review of supplemental project status is an expected part of DVRPC's Congestion Management Process (CMP) as well as a useful tool for coordinated transportation planning.

The CMP (known as the Congestion Management System in previous federal transportation legislation) was established to encourage efficiency and effectiveness in part by having agencies and stakeholders explore alternatives to adding SOV capacity to the road system. Where additional SOV capacity is appropriate, the process adds supplemental strategies that enhance the benefits of the capacity additions and extend the useful life of the capacity-adding project.

The requirement that SOV capacity-adding projects have supplemental strategies comes from the Federal Metropolitan Planning Regulation (23 CFR Section 450.320 (b)), as follows:

> *In TMAs designated as non-attainment for ozone or carbon monoxide, Federal funds may not be programmed for any project that will result in a significant increase in carrying capacity for single occupant vehicles (a new general purpose highway on a new location or adding general purpose lanes, with the exception of safety improvements or the elimination of bottlenecks) unless the project results from a congestion management system* (CMS, later changed to CMP by SAFETEA-LU in 2005) *meeting the requirements of 23 CFR part 500. Such projects shall incorporate all reasonably available strategies to manage the SOV facility effectively (or to facilitate its management in the future). Other travel demand reduction and operational management strategies, as appropriate for the corridor, but not appropriate for incorporation into the SOV facility by itself, shall be committed to by the State and MPO for implementation in a timely manner, but no later than the completion date for the SOV project.*

The CMS reference in the paragraph above is for requirements that should be done in this mandatory management system. The outline in the Management and Monitoring Regulations (23 CFR part 500 Section 109) clarifies the requirement to provide an appropriate analysis of all reasonable (including multimodal) travel demand reduction and operational management strategies for the corridor in which a project that will result in a significant increase in capacity for SOVs is proposed. If the analysis demonstrates that travel demand reduction and operational management strategies cannot fully satisfy the need for additional capacity in the corridor and additional SOV capacity is warranted, then the CMP shall identify all reasonable strategies to manage the SOV facility effectively (or to facilitate its management in the future).

As the Philadelphia region's Metropolitan Planning Organization (MPO), DVRPC is charged with developing and implementing the CMP for the region. In reviewing what worked and what needed strengthening from the 1997 DVRPC CMS, it was emphasized internally and by Federal Highway Administration (FHWA) to better demonstrate and document that supplemental project commitments were implemented. An element of the DVRPC CMP adopted in 2006 is an agreement to produce an annual memorandum on the status of all CMP commitments, identifying which have been implemented, which are advancing, and which need follow-up. DVRPC will draft this document and then coordinate with NJDOT, PennDOT, and other

agencies/organizations as appropriate to refine it and agree on next steps to promote implementation of the agreed-upon CMP commitments. This document will be prepared in time to assist with the Transportation Improvement Program (TIP) process so that CMP commitments being funded through the TIP receive adequate funding and are ultimately implemented.

This document is the first formal cycle of review of supplemental projects from major SOV capacity-adding projects since DVRPC adopted its original CMS in 1997. The majority of the projects addressed in this document were the subjects of Congestion Management System or Transportation Improvement Studies conducted between 1994 and 1999, which identified supplemental commitments. The studies and attendant commitments were adopted by DVRPC Board resolution as required by regulation to make the projects eligible for federal funding. Eight additional projects are also addressed in this document. They are the the PA 309 Reconstruction Project, I-95 Reconstruction Project (sections GIR, AFC, BRI, BSR, CPR and DO1) and US 202 Section 500 Widening Project. Commitments for each of these projects have been developed by PennDOT and project stakeholders. The recommended CMP commitments are included in this document for review.

This document provides an update on the first group of major SOV capacity projects (parent projects) to have been part of the CMS process as adopted by ISTEA in 1991. The document focuses on the status of the supplemental commitments associated with these projects. Due to the nature of implementing large, capital intensive and sometimes controversial public transportation projects, a number of these projects have not yet begun construction or are just finalizing the required environmental and public outreach processes. Other projects were constructed a number of years ago. Since the commitments for these projects were adopted between seven and twelve years ago, tracking of implementation has been a challenge. DVRPC staff has been researching the status of the supplemental commitments by contacting the respective state Departments of Transportation (DOTs), Transportation Management Associations (TMAs) and transit agencies.

For the additional projects addressed in this document, CMP outreach has assisted the DOT project managers in updating or formally identifying commitments for the SOV capacity adding project. DVRPC will continue to track the status of these projects until completed and greatly appreciates assistance with this task.

Future coordination between the TIP and CMP will include brief descriptions of supplemental commitments in the parent project descriptions included in the TIP. Faithful annual review of these projects will prevent a similar backlog of project reviews in the future.

It is the purpose of this document not only to track the status of supplemental CMP commitments but to work with the projects' sponsors to guarantee that the CMP is functioning properly. This means committing to the long term management of SOV facilities, employing effective transportation demand management strategies (TDM) and prolonging the effectiveness of SOV capacity-adding projects. Since a number of commitments were adopted long before projects were actually ready for construction, project scope sometimes changed or more effective TDM or Intelligent Travel System (ITS) strategies have been developed. It is DVRPC's intent that this annual review will help in cases where more appropriate CMP commitments have emerged and an update of original commitments may be needed. In some instances, where project scope has drastically changed and Environmental Impact Statements (EIS) or Environmental Evaluation Reports (EER) have been approved, DVRPC recommends that the commitments from the environmental report replace outdated or inappropriate CMS

commitments from previous studies. Overall, the intent is to enhance communication with project sponsors in order to have a solid CMP and to move people and goods effectively.

It is DVRPC's intent not only to request information but to provide resources to assist project managers working with the CMP. These resources include analysis of appropriate supplemental strategies, providing information regarding relevant reports, and technical support.

Project Review

DVRPC staff reviewed the status of CMP commitments from major SOV capacity-adding projects that were the subject of Congestion Management System or Transportation Improvement Studies conducted between 1994 and 1999. These studies, along with the CMS commitments contained in them, were adopted by the DVRPC Board by resolution as required to be eligible for federal funding.

As this document was being developed, staff met with PennDOT project managers to discuss the status of supplemental CMP commitments and eight additional projects were added to the document. Those projects are the PA 309 Reconstruction Project, the I-95 Reconstruction Projects and the US 202 Section 500 Widening Project.

DVRPC is expected by FHWA to track CMP commitments. Supplemental CMP projects must be implemented in order for the parent project to continue to receive federal funding. The document then will help determine which supplemental projects are progressing and which projects require more attention or follow-up.

In all, twenty parent projects were reviewed. Five of the projects have proceeded to completion or been dropped from consideration, while the remaining fifteen are in various stages of construction, planning or environmental review. In the case of the completed projects, staff has worked with the state DOTs, TMAs, and transit agencies, as well as searching public documents and websites to determine the status of CMP commitments. For projects that have not yet been constructed, this tracking is an on-going process, as some commitments are being planned, are in design or are completed during or after construction of the parent project.

All twenty projects are described in the body of this document which is divided into two sections: Pennsylvania Projects and New Jersey Projects. Tables 1 and 2 indicate the name of the projects, the DVRPC board resolution adopting the CMP commitments, where relevant, and the projects' status. The body of the document gives a brief description of the SOV capacity-adding project and a brief narrative of the overall status of the supplemental projects. Tables containing the actual commitments from the CMS studies and their known status are included in Appendix I of this document. Appendix II contains commitments from approved EISs and EERs which will replace commitments from CMS reports for projects whose scope has significantly changed. An example for which the original CMS commitments no longer align with the new scope of the project is the US 202 Section 700 Project. This project's scope has been revised from a major new limited access highway to urban parkway.

DVRPC staff is continuing to work with the DOTs, TMAs and other stakeholders to track the status of commitments and will continue to communicate with the project managers to ensure that these annual memoranda benefit the management of new SOV facilities. Review of more recent SOV capacity-adding projects will be included in future memoranda.

Project managers will want to familiarize themselves with the full CMP report for an overview of the management process as well as *Technical Memorandum 3: CMP Procedures and Coordination with the TIP*. These documents provide useful information to help develop supplemental projects and meet related regulations. In particular, the technical memorandum includes checklists and steps for developing appropriate commitments. The development of a major SOV capacity-adding project (defined in the technical memorandum) must include work with a multi-modal scoping group. The goal of the scoping group is to develop an agreed-upon list of supplemental strategies to manage the SOV facility effectively. These strategies can be funded through a variety of sources but the responsible organization / agency must commit to implement the supplemental project. DVRPC should be involved throughout this process to act as a resource and to assist in the tracking of supplemental project implementation. Ultimately this involvement will simplify the annual reporting process for all of the participants and ensure that major SOV capacity-adding projects are complying with the CMP. Major SOV projects that are not consistent with the CMP will not be approved for Federal funding in the TIP.

SOV Projects

Pennsylvania SOV Projects

Table 1 lists the SOV capacity-adding projects included in the first round of CMP Status review and the current status of each project.

Table 1. CMP Parent Project Status

Pennsylvania Projects

Project	DVRPC Board Resolution	Date	Status
Welsh Road, Blair Mill Road, Dresher Road	B-FY95-007	12/9/94	Dresher Road: Completed Welsh and Blair Mill Roads: Dropped from TIP
PA 463 Widening	B-FY98-016	6/25/98	Completed
US 202 (Section 300)	B-FY99-016	6/24/99	In construction
US 202 (Section 400)	B-FY95-012	3/23/95	Completed
US 202 (Section 500)	-	-	Final Design
US 202 (Section 600)	B-FY96-004	7/27/95	Final Design
US 202 (Section 700)	B-FY96-005	7/27/95	Preliminary engineering and environmental review
PA 309 Sections 100,101,102 and 103 Reconstruction	-	-	In construction
I-95 Reconstruction Section GIR	-	-	Final Design
I-95 Reconstruction Section AFC	-	-	Final Design
I-95 Reconstruction Section BRI	-	-	Final Design
I-95 Reconstruction Section BSR	-	-	Final Design
I-95 Reconstruction Section CPR	-	-	Final Design
I-95 Reconstruction Section DO1	-	-	Planning

Welsh Road, Blair Mill Road and Dresher Road

These three road widening projects were treated as one corridor for the purpose of the 1994 CMS study due to their connectivity and proximity. The Welsh Road and Blair Mill Road projects were subsequently dropped from the TIP and never constructed. CMS commitments related to those facility improvements were therefore not completed.

The Dresher Road project was constructed. The road was widened to four lanes and included five foot bike lanes on each shoulder between Welsh and New Roads. Supplemental projects related to the Dresher Road widening have been largely completed. The Partnership TMA continues to perform employer outreach and education regarding employer trip reduction strategies and promoting ride share services to local businesses in Horsham Township as part of the Mobility Alternatives Program. The Horsham Breeze shuttle service is an example of a successful CMS commitment from this project. The service began operation in 1996 and continues today with support from SEPTA and local businesses.

PA 463, Horsham Road Widening

The PA 463 Horsham Road widening project consisted of widening this two lane road to four travel lanes and a center turn lane at intersections between PA 611, Easton Road and Babylon Road. Shoulders were widened between PA 611 and Babylon Road to accommodate bicycles. The road was widened to three lanes between Babylon Road and PA 152, Limekiln Pike. Construction of this project has been completed.

The Partnership TMA continues to perform employer outreach and education regarding transportation demand management strategies and promoting ride share services to local businesses in Horsham Township as part of the Mobility Alternatives Program. Similarly Transitchek promotion has taken place in this area as part of regional marketing and outreach efforts.

US 202, Section 300

The US 202, Section 300 project consists of the widening and improvement of a 6.3 mile long stretch of highway between US 30 and North Valley Roads in East Whiteland and Tredyffrin Townships. Improvements to the highway will consist of reconstructing existing travel lanes, adding a third lane of travel in each direction, widening bridges to accommodate new lanes, installing ITS, as well as additional intersection and off-site improvements. This project was scheduled to begin construction in 2006.

Commitments are being tracked by the PennDOT project manager, Chester County Planning Commission and the TMA of Chester County (TMACC). The Greater Valley Forge TMA (GVFTMA) maintains a website (www.us202.com) which provides timely and valuable updates on the project's progress. CMS commitments are making good progress in this project with significant involvement from Chester County Planning Commission, TMACC and GVFTMA.

US 202, Section 400

The US 202, Section 400 project consisted of the widening and improvement of a five mile long stretch of highway between North Valley and North Gulph Roads in Tredyffrin and Upper Merion Townships. Improvements to the highway consisted of reconstructing existing travel lanes, adding a third lane of travel in each direction, and improving interchanges with I-76, US 422 and Chesterbrook Boulevard. Construction of this project has been completed.

Commitment status has been tracked by PennDOT along with commitments for Section 300 of US 202. Most of the supplemental projects have been confirmed as implemented. There has been good coordination of supplemental projects among all of the CMS stakeholders. Information regarding this project is available at www.us202.com.

US 202, Section 500

This project consists of improving existing Markley Street between Main Street and Johnson Highway and along Johnson Highway between Markley Street and Powell Street in Norristown Borough. Markley Street will be rehabilitated (no widening) between Main Street and Marshall Street, widened to accommodate one northbound lane, two southbound lanes and a common center turn lane between Marshall Street and James Street (just north of Harding Boulevard.) and reconfigured between James Street and Johnson Highway to accommodate one travel lane in each direction with a common center left turn lane along with parking lay-bys at key locations in residential areas. This project includes improvements to four bridges (Main Street Bridge, north bound and south bound Markley Street Bridges, and the Elm Street Bridge all over the Stony Creek). Johnson Highway will be reconfigured to incorporate a center turn lane between Markley Street and Powell Street. The proposed improvements were coordinated closely with Norristown Borough and are the basis of an agreement for the transfer of ownership (and maintenance responsibility) of Markley Street from Norristown Borough to PennDOT. The project is currently scheduled to begin construction in 2010.

Commitments are being tracked by the PennDOT, Montgomery County Planning Commission, and the Greater Valley Forge TMA (GVFTMA). The GVFTMA maintains a web site (www.us202.com) which provides project information and copies of the latest preliminary roadway improvement plans.

US 202, Section 600

The US 202, Section 600 project consists of the widening and improvement of a 6.8 mile long stretch of highway between Johnson Highway in Norristown Borough and PA 309 in Montgomery Township, Montgomery County. The road will be widened to five lanes through most of this section of US 202, including two lanes of travel in each direction with a center turn lane. Improvements will also include upgrades of traffic signals as well as bridge and culvert replacements.

This project is currently in final design and right of way acquisition has begun. The CMS stakeholders have begun meetings regarding the project and some of the commitments from the 1995 CMS study have already been implemented. Information regarding this project is available at www.us202.com.

An EIS has been completed for this project. Due to the long time period that has elapsed since the CMS report was adopted, DVRPC recommends that commitments from the EIS be adopted to replace outstanding CMS commitments for this project. DVRPC will continue to work with stakeholders to tract commitments as this project nears construction.

US 202, Section 700

The US 202, Section 700 project is currently in final engineering and has received environmental approval. The proposed project will create a new four lane, at grade parkway from PA 63, Welsh Road, Upper Gwynedd Township to PA 463, Horsham Road, Montgomery Township. The parkway will continue on to PA 611 in Doylestown Township as a two lane parkway. The proposed project includes five foot wide bike lanes as well as a shared use path

along the length of the project. Bridges and culverts will be replaced and storm water Best Management Practices will be included in the design of this parkway.

Currently improvements to SEPTA Regional Rail (R5) are included in the parent project description in the TIP as part of CMP commitments as well as improvements to related road intersections. Any additional CMP commitments should be included in future TIP reports to facilitate tracking and implementation of supplemental projects.

An EER has been completed for this project with extensive input from communities and organizations in the project corridor. Due to the long time period that has elapsed since the CMS report was adopted, and the significant change in project design and scope from the original proposal, DVRPC recommends that commitments from the EER be adopted to replace outstanding CMS commitments for this project. Original CMS commitments that have already been completed should be credited to this project.

Information regarding this project is available at www.us202.com.

PA 309, Sections 100, 101, 102 and 103

The PA 309 Reconstruction Project consists of the complete removal and replacement of the existing roadway, widening the shoulders on both sides of the road in each direction, extending the acceleration and deceleration lanes, and reconfiguring the Easton Rd. and PA Turnpike interchanges. The project also involves rehabilitating all of the existing structures, including redecking and widening to accommodate the wider roadway.

As a part of this project, the Norristown Road Interchange, in Section 101, will be reconstructed to include new ramps to provide exit access from PA 309 south bound onto Norristown Road and entrance access from Norristown Road onto PA 309 north bound. These new ramps are the component of the project that defines the reconstruction of this section of PA 309 as a major SOV capacity adding project.

I-95 Reconstruction, Section GIR (Race Street to Ann Street)

Section GIR (Construction Sections GR0 through GR4) includes widening and reconstruction of I-95 to eliminate the lane drop (from 4 to 3) in both directions at the Girard Avenue Interchange by providing 4 continuous through lanes in each direction. In addition, an auxiliary lane will be provided in each direction to connect the ramps between adjacent interchanges at Vine Street and Allegheny Avenue. The existing substandard shoulders will be replaced with full width shoulders along most of the project length. Specifically, 22 mainline bridges will be replaced, 4 Girard Avenue Interchange ramp bridges will be replaced, 2 arterial road bridges will be replaced or rehabilitated and 4 Conrail bridges over relocated Richmond Street will be constructed. The Girard Avenue Interchange will be reconfigured to improve access, operation and safety. Specifically, direct access will also be provided from I-95 south bound to Delaware Avenue.

Section RVS (Construction Section GR5) has been combined with Section GIR and includes widening and reconstruction of I-95 to provide 4 continuous through lanes in each direction north of Spring Garden Street. In addition, an auxiliary lane will be provided in each direction to connect the ramps between adjacent interchanges at Vine Street and Girard Avenue. The existing substandard shoulders will be replaced with full width shoulders along most of the project length. Specifically, 8 mainline bridges will be replaced or rehabilitated.

Information on this project can be accessed at www.95revive.com.

I-95 Reconstruction, Section AFC (Ann Street to Wheatsheaf Lane)

This Section AFC project will reconstruct 10 bridges and .9 miles of roadway. The limits of this project extend along I-95 from Ann Street to Frankford Creek for a length of approximately 1.2 miles. The Preferred Build Option for Section AFC would involve the removal of the northbound on-ramp at Castor Avenue and the reconfiguration of the Allegheny Interchange. The northbound off-ramp at the Allegheny Interchange would be relocated further south and would terminate at Allegheny Avenue. A new north bound on-ramp would be added to complete the interchange. The resultant interchange is a conventional diamond configuration. Existing I-95 has 4 lanes north bound and 4 lanes south bound. The proposed I-95 will have 5 lanes north bound and 5 lanes south bound. New ramp movements are not being created, but are being relocated.

The existing disjointed interchange will be reconfigured into a conventional diamond interchange at Allegheny Avenue, complete reconstruction and widening of the existing pavement, reconstruction or redecking of all existing bridges, elimination of a multi-span two-lane ramp viaduct over Castor Avenue and widening of Westmoreland Street to five lanes between Bath Road and Thompson Street.

The four existing ramps (two at Allegheny, one at Westmoreland and one at Castor) are all single lane ramps. All four proposed ramps at Allegheny will be single lane ramps, except at the termini of the off-ramps where they will be widened to two lanes at signalized intersections.

Information on this project can be accessed at www.95revive.com.

I-95 Reconstruction, Section BRI (Wheatsheaf Lane to Orthodox Street)

This Section BRI will eliminate lane drops at Betsy Ross Interchange by providing four through lanes in each direction. The project will also reconstruct / replace 17 northbound and southbound bridges and reconstruct 0.1 mile of northbound and southbound I-95.

Completion of interchange for single point accessat Aramingo Avenue. Elimination of the bridge Street Ramps. Construction of new ramps down Orthodox Street.

Information on this project can be accessed at www.95revive.com.

I-95 Reconstruction, Section BSR (Orthodox Street to Levick Street)

The Section BSR project will eliminate lane drops on I-95 at Bridge Street Interchange by providing fourth through lane in each direction. The project will also reconstruct t/ replace 11 northbound and southbound bridges, relocate south bound off-ramp from James Street and reconstruct 1.1 mile of north bound and south bound I-95

Information on this project can be accessed at www.95revive.com.

I-95 Reconstruction, Section CPR (Levick Street to Bleigh Avenue)

This project will reconstruct 8 bridges and 1.2 miles of roadway. Widen I-95 in the area of Princeton-Cottman interchange to accommodate new south bound on-ramps from Cottman Avenue and Longshore Avenue; and north bound slip-ramp from Milnor Street. This project involves the widening and reconstruction of SR 95-CPR at its modified directional interchange with SR 73 (Cottman and Princeton Avenues) in the City of Philadelphia. The adjacent I-95

interchanges are located approximately 2.4 miles north at the Academy Road interchange and 2.1 miles south at the Bridge Street interchange.

The mainline will be reconfigured to eliminate the lane drop between the interchange ramps, and will result in 4 through lanes in each direction. The south bound on-ramp at Princeton Avenue will be eliminated and replaced with south bound on-ramps at State Road / Longshore Avenue and at Cottman Avenue. A north bound slip-ramp from Milnor Street to the north bound on-ramp will also be provided. Off-line work on Cottman and Princeton Avenues will restore 2-directional traffic to these current 1-way state routes. An additional south bound lane will also be added to State Road between Cottman Avenue and New State Road. Associated intersection lane configuration upgrades will also be incorporated at the: Cottman / State, Cottman / Torresdale, State / Princeton and Bleigh / State intersections. An east bound lane will also be created on Princeton Avenue beneath the I-95, restoring the Tacony community connection with the Delaware Riverfront at this location. Complete mainline pavement replacement with associated drainage and safety upgrades is included.

Information on this project can be accessed at www.95revive.com.

I-95 Reconstruction, Section DO1 (Street Road Interchange)

The scope of work for this Section D01 includes the reconstruction of existing interchanges of I-95 and Street Road and reconfiguration of the adjacent interchange with US 13 / Bristol Pike. The interchange will be reconstructed again into a “tight”, urban diamond” interchange configuration. Existing Street Road will be widened from east of Dunksferry Road to Forrest Road and this will include the reconstruction / widening to a 7-lane wide structure over AMTRAK mainline. The reconstruction of the interchange includes the widening and reconstruction of 3 main bridges. I-95 will remain 3 lanes in each direction. Pedestrian facilities will be accommodated adjacent to the existing SEPTA R7 Eddington Station. Full depth pavement reconstruction will be provided.

New Jersey SOV Projects

Table 2 lists the New Jersey SOV capacity-adding projects included in this round of CMP commitment status review and the current status of each project. Two projects are completed, one is still in study and development and two other projects are undergoing environmental review. The I-295 / I-76 / NJ 42 project was broken into two projects, one of which (Missing Moves) is entering engineering and construction; and the other, Direct Connection, is awaiting the final EIS. DVRPC has been in contact with NJDOT regarding the projects and will continue to help meet federal regulations with supplemental commitments for the planned projects as they enter final design and construction.

Table 2. CMP Parent Project Status

New Jersey Projects

Project	DVRPC Board Resolution	Date	Status
Penns Neck Area	B-FY98-012	3/26/98	Project Development
I-95 / Scotch Road & I-95 / NJ 31	B-FY98-013	3/26/98	Completed
NJ 41Sec 1A & 2A; NJ 42F Sec 14 M	B-FY98-015	5/28/98	Completed
I-295 / I-76 / Route 42	B-FY99-0015	4/22/99	Direct Connection: Awaiting final EIS

I-295 / I-76 / Route 42	B-FY99-0015	4/22/99	Missing Moves: Engineering, Right of Way Acquisition and Construction
NJ 55: Deptford Center Road Interchange	B-FY99-014	4/22/99	Study and Development

Penns Neck Area

The purpose of this project is to address traffic congestion, mobility constraints and safety concerns on US 1 and the east-west cross streets in the Penns Neck area. The Final Environmental Impact Statement (EIS) and Record of Decision have resulted in the selection of the preferred alternative which will include US 1 in a cut at Washington Road, with Washington Road crossing over US 1; a new grade-separated, single-point interchange at Harrison Street; a new west side connector road parallel to Lower Harrison Street connecting the new Harrison Street interchange with existing Harrison Street near the D&R Canal crossing; a one-way frontage road system on both sides of US 1 between Washington Road and the new Harrison Street interchanges; and a Vaughn Drive Connector Road located west of existing Station Drive, connecting Washington Road and existing Vaughn Drive. Bicycle/pedestrian crossings of US 1 will also be studied. This project is currently in development.

The Millstone Bridge replacement has been broken off of this larger project for more timely implementation. The structure is in poor condition. The bridge carries six travel lanes of US 1 with no shoulders or sidewalks on either side. The existing bridge also carries gas, water, telephone and fiber optic utilities. The new structure will be two spans, 110 feet long and 126 feet wide and will accommodate six travel lanes with full shoulders/auxiliary lanes for bicycles and two sidewalks for pedestrians. This bridge is currently a safety hazard and NJDOT received approval to replace the bridge ahead of the larger Penns Neck Project as a hyper-build project.

An EIS has been completed for this project. Due to the long time period that has elapsed since the CMS report was adopted, and the significant change in project design and scope from the original proposal, DVRPC recommends that commitments from the EIS be adopted to replace outstanding CMS commitments for this project. Commitments from the EIS are included in Appendix II of this document. CMP commitments from the original CMS study are included in Appendix I to this document.

I-95 / Scotch Road and I-95 / NJ 31 Interchange Improvements

Improvements to the I-95 and Scotch Road Interchange included construction of a full grade-separated interchange on all four quadrants and collector-distributor roadways along I-95, new interstate and stream crossing structures, new ramps, realignment of existing ramps, as well as new highway lighting installation.

Improvements to the I-95 and NJ 31 Interchange included an upgrade to the existing partial grade-separated interchange, and the addition of a ramp and realignment of existing ramps to improve geometries.

CMP commitments for this project are complete.

NJ 41Section 1A & 2A; NJ 42F Section 14 M Improvements

The project included widening of NJ 41 from south of Deptford Center Road to Clements Bridge Road in order to provide a center left-turn lane, one lane in each direction, and outside shoulders. The existing interchanges on NJ 42 Freeway for Clements Bridge Road and NJ 41 were reconfigured to improve the access to and from NJ 42 Freeway and improve the

circulation of the existing network of roads and ramps. The NJ 41 Bridge over NJ 42 Freeway was rehabilitated.

Construction for this project is complete. CMP commitments for this project have been completed.

I-295, NJ 42, I-76 Direct Connection

The I-295, NJ 42, I-76 Direct Connection is currently in the Draft Environmental Impact Statement (DEIS) stage. The project will provide a direct connection for I-295 traffic through the interchange with I-76 and NJ 42. The project will improve safety and reduce congestion by eliminating ramp movements on mainline I-295 as well as eliminating the merge of I-295 traffic with I-76 and NJ 42 traffic.

Presently, I-295 traffic must use exit ramps that are posted at 35-mph to merge onto I-76 for a short distance before returning to the I-295 mainline. Drivers traveling through the interchange on I-295 must contend with vehicles entering from NJ 42 and I-76, creating dangerous weaving movements.

The Direct Connect project is currently in the Draft Environmental Impact Statement (DEIS) stage. The original list of 26 alternatives has been reduced to a short list of five for further study. Alternatives include a tunnel to carry I-295 under I-76/NJ 42, stacking northbound and southbound I-295 over each other, and side-by-side alignments. The proposed project must deal with several constraints and challenges including impacts on residential/commercial properties, a cemetery, and wetlands/floodplains. As a hyper-build project, the proposed schedule was to complete technical environmental work in 2005, circulate the DEIS in 2006, issue Final EIS and Record of Decision in 2007, undertake design engineering in 2007-2009, and advance to construction in 2009-2012.

Originally the Direct Connection and Missing Moves Projects were one project. They have subsequently been separated and FHWA recognizes the utility of each project independently.

CMP commitments from the original CMS report are completed.

I-295, NJ 42, I-76 Missing Moves

The Missing Moves project is currently in the final design, right of way acquisition and construction phase. The project will provide new ramps and related improvements to enable motorists to make movements between I-295 and Route 42 which are not possible in the current configuration. This project is proceeding through final design, right of way acquisition and construction phase. FHWA has approved the independent utility of both projects.

Originally the Direct Connection and Missing Moves Projects were one project. They have subsequently been separated and FHWA recognizes the utility of each project independently.

CMP commitments from the original CMS report are completed.

NJ 55: Deptford Center Road Interchange

This project when originally studied in the 1999 CMS Report proposed extending Deptford Center Road, across NJ 55 to connect with Clements Bridge Road and proposed replacing the partial interchange between Deptford Center Road and NJ 55 with a full interchange.

Currently NJDOT is conducting smart growth and regional traffic studies to determine the need for this project. Depending on the results of these studies, and potential changes in scope of the interchange improvements, (reduction in scope from new interchange movements to simply reconfiguring the intersection while conserving existing movements) may not require implementation of the CMS commitments identified in the original 1999 report.

This is currently a study and development project and no action is anticipated on the original commitments until the project scope is determined. DVRPC will communicate with NJDOT and track this project's progress.

Conclusions

This document is the first attempt to track the status of CMP commitments to major SOV capacity-adding projects that were the subjects of Congestion Management System and Transportation Improvement Studies between 1994 and 1999. Due to the complexity in the regulatory, funding and public opinion environments many of these SOV projects are still in planning stages, have undergone significant changes in scope or have been dropped from consideration altogether.

In the situations where projects scopes have significantly changed, it is DVRPC's recommendation, in consultation with the project stakeholders, that the commitments from the projects' Environmental Impact Statements or Environmental Evaluation Reports replace the commitments from the original CMS studies. In many cases these commitments are very similar to the CMS commitments but benefit from being more up to date and relevant to the preferred alternative facility that is being constructed.

While this document was being developed, and through outreach efforts and communication that were a direct result of the CMP, DVRPC was made aware of a number of major SOV capacity adding projects that were not subject to DVRPC adopted CMS studies and have moved towards construction. With the assistance of the project managers and stakeholders, supplemental commitments for these projects are presented in this document.

The CMP commitments for projects that have been completed or are currently in construction have been largely implemented. Significant time was spent on this document tracking programmatic efforts, ambiguously worded or small scale commitments that may have occurred five years ago or more. Therefore there are some cases that require more investigation or verification. This fact underscores the importance of communication, not only for the tracking of these projects, but to also identify cases and situations when commitments should be reevaluated or updated by the stakeholders. DVRPC appreciates the continued cooperation and assistance provided by the state DOTs, Transit Agencies, TMAs and municipalities.

Projects in the planning and study phases are making progress in developing CMP supplemental strategies with the input of project stakeholders. These projects present a good opportunity to enhance dialog with the SOV project managers on developing and tracking supplemental projects. Communication between DVRPC staff, project managers and stakeholders early in the project development phase will improve the efficacy of the CMP and allow project managers to take advantage of support services provided by DVRPC. These services include analysis of appropriate supplemental strategies, providing technical assistance and facilitating supplemental project development.

This document serves as a starting point to begin implementing a more productive process. In subsequent years this document will be published early enough in the TIP update cycle to help project managers consider which supplemental CMP projects require further attention and funding. Future descriptions of major SOV projects will contain mention of CMP commitments and link supplemental commitments to their parent projects. Moving forward this effort will result in a strong CMP that will help move people and goods efficiently and effectively throughout the region.

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APPENDIX I
Status of CMP
Commitments by Project

Table A-1. Welsh Road, Blair Mill Road, Dresher Road: Congestion Management System Analysis Summary of Findings*			
Commitment	**Status**	**Lead Agency / Organization**	**Comments**
Route study of Routes 22 and 55	Completed	SEPTA	
Bus service to bus / rail service at Willow Grove	Completed	SEPTA	Horsham Breeze
Develop bus shelter program	On-going – Not corridor specific	GVFTMA	GVFTMA Program in Upper Dublin still working with Clear Channel and property owners
Fund ETR outreach programs	On-going – Not corridor specific	DVRPC / PennDOT	MAP Program, PTMA outreach to large employers in Horsham.
Continue education and outreach programs to local business regarding ETR programs	On-going – Not corridor specific	PTMA /GVFTMA	MAP Program, PTMA outreach to large employers in Horsham.
Initiate a regional Share-A-Ride program	Completed	PTMA /GVFTMA	Share-a-ride, PTMA outreach to large employers in Horsham.
Continue promoting ridesharing to local businesses	On-going – Not corridor specific	PTMA / GVFTMA	Share-a-ride, PTMA outreach to large employers in Horsham.
Erect signs of phone info for ridesharing	Status uncertain	PennDOT	
Construct Park and Ride lot on Blair Mill Road	No Action		Blair Mill project dropped
Continue PennDOT's 12 year program	On-going	PennDOT	
Add / Replace sidewalks along the eastern side of Blair Mill Road	No Action		Blair Mill project dropped
Replace / Maintain sidewalks along the northern side of Welsh Road	No Action		Welsh Road project dropped
Add sidewalks on the west side of Dresher Road	Replaced	Horsham Township	Local stakeholders supported bike lanes on both shoulders instead of sidewalk.
Conduct public education programs aimed at reducing SOV traffic	On-going – Not corridor specific	PTMA / GVFTMA	MAP Program, PTMA outreach to large employers in Horsham.
Continue education and outreach programs	On-going	PTMA / GVFTMA	MAP Program, PTMA outreach to large employers in Horsham.
Welsh Road placed on official Bike Master Plan	Completed	Montgomery County Planning Commision	Bike Mobility Plan for Montgomery County
Include Welsh Road in county trails plan	No Action		Welsh Road project dropped
Construct a 5’ bike lane on each side of Welsh Road from Limekiln Pike to Blair Mill Road	No Action		Welsh and Blair Mill projects dropped
Erect Share the Road signs on Welsh Road	No Action	PennDOT	Welsh Road project dropped
Construct a 5’ bike lane on each side of Dresher Road from Welsh Road to New Road	Completed	Horsham Township	

Source: McCormick, Taylor and Assoc. *Congestion System Management Analysis: Welsh Road, Blair Mill Road, Dresher Road Corridor Improvement Projects.* December 1994

* Only Dresher Road Project was constructed.

Table A-2. PA 463, Horsham Road: Congestion Management System Analysis Summary of Findings

Commitment	Status	Lead Agency / Organization	Comments
Sidewalks, signals, and pavement markings making pedestrian travel safer and easier	Completed	PennDOT	
Provisions for bike lanes or paths, striping, signage, and storage facilities for bicycles	Completed	PennDOT	Bike lanes included in parent project TIP # 16446 (FY 2003-06 TIP)
Better manage transportation demand in congested areas with a high concentration of employees	On-going – Not corridor specific	PTMA	MAP Program, PTMA outreach to large employers in Horsham.
A share ride program that encourages workers to travel to the workplace with others who work in the vicinity	On-going – Not corridor specific	PTMA	MAP Program, PTMA outreach to large employers in Horsham.
Guaranteed Ride Home Program provides a reliable back-up ride	On-going – Not corridor specific	DVRPC	MAP Program, PTMA outreach to large employers in Horsham.
Transit marketing increases efforts to make the public aware of transit services	On-going – Not corridor specific	PTMA	Promotional brochure, "Take Transit" programs for seniors produced by PTMA
Ride matching provides employees the names of others who live close by and have an interest in ridesharing to same general destination	On-going – Not corridor specific	PTMA	Share-A-Ride Program, PTMA outreach to large employers in Horsham.
Promote Transitchek as a benefit that employees use for transit	On-going – Not corridor specific	DVRPC	Transitchek program on-going
Use of islands at intersections to channelize, guide, and protect traffic making turns	Determined to be unwarranted	PennDOT	
Coordinate and upgrade signals to improve traffic flow and reduce congestion	Completed	PennDOT	
Computerize signal system for a more responsive system	Completed	PennDOT	

Source: DVRPC. *PA 463 Congestion Management System Report*. June 1998

Table A-3. US 202, Section 300: Congestion Management System Analysis Summary of Findings			
Commitment	**Status**	**Lead Agency / Organization**	**Comments**
Provide new bus service to GV corporate Area, including SEPTA 205,306 and TMACC BEELINE	Completed / Ongoing	SEPTA / Chester County Planning Commission / TMACC	BEELine initiated service March 2007. SEPTA service in April 2007
Subscription cruise east line inter-corporate shuttle service between rail stations, park and ride lots, and employment sites	Operational	PennDOT /GVFTMA	
Subscription cruise west line inter-corporate shuttle service between rail stations, park and ride lots, and employment sites	Planned	PennDOT, TMACC	started delayed to coincide with mainline construction.
Early morning R5 train from Philadelphia to Thorndale to serve reverse commute	Operational	SEPTA	Initiated on April 2001 funded by Job Access Reverse Commute (JARC)
Provide midday and late evening service on Route 206	Operational	SEPTA	This a carryover project from US 202 Section 400, funded by JARC
TMAs work closely with the business communities for commute alternatives	Completed / On-going	GVFTMA / TMACC	Funded through MAP Program and TMA Assistance grants
Provide assistance in setting up car and vanpools and provide ride matching with DVRPC	Completed / On-going	GVFTMA / TMACC	MAP Program
Provide information and assistance to employees who are looking to set up alternative work schedules or telecommuting	Completed / On-going	GVFTMA / TMACC	US 202, Section 300 / 400 CMS Commitment log[1]
Explore expanding Park and Ride lot capacity.	Completed	PennDOT / SEPTA	US 202, Section 300 Park and Ride Lot Study (2001). Planned expansion of parking at SEPTA's Exton Station and P&R at US 322 at US30.
Expand Park and Ride at Exton and Thorndale	In design	PennDOT	
Construction of Chester Valley Trail from Norristown to Exton	In planning	Montgomery & Chester Counties	In design process
Install bike lockers at five R5 stations	Replaced	SEPTA	SEPTA will not provide bike lockers for security reasons. Racks will be installed system wide
Pave lot at Malvern Station to add 50 spaces	Planned	SEPTA	In SEPTA' s capital plan (2006)
PennDOT's 12 Year Program and on-going corridor related roadway, intersection, and signal improvements	Planned	PennDOT	US 202, Section 300 / 400 CMS Commitment log[1]
ITS and IMS initiatives will be considered in final design	Completed	PennDOT	US 202, Section 3IT
News releases and traffic operational brochures will be prepared during the various phases of US 202 improvement project	On-going	TMACC / GVFTMA	www.us202.com
PennDOT will provide sidewalks as part of a 3 new bridge structures	Designed	PennDOT	US 202, Section 300 / 400 CMS Commitment log[1]

Commitment	**Status**	**Lead Agency / Organization**	**Comments**
Pursue a voluntary parking management program in the corridor	Deferred	GVFTMA / TMACC	Met with weak response
Continuation of county and municipal planning initiatives	Completed / On-going	Chester County Planning Commission	Chester County *Landscapes Plan* advocates TDM

Source: DVRPC. *US 202 Section 300; Congestion Management System Report.* July 1999

[1] US 202, Section 300 / 400 CMS Commitment log is a an ongoing record of CMS implementation activities being tracked by Penn DOT and stakeholders group involved in project. Some commitments from the US 202 Section 400 project were carried over into Section 300.

Table A-4. US 202, Section 400: Congestion Management System Analysis Summary of Findings			
Commitment	**Status**	**Lead Agency / Organization**	**Comments**
Improve public transit in US 202 Corridor, with SEPTA Route 204 and 208.	Completed / On-going	SEPTA	US 202, Section 300 / 400 CMS Commitment log[1]
Provide additional midday service on the R5 between Thorndale and Center City	Completed / Ongoing	SEPTA	US 202, Section 300 / 400 CMS Commitment log[1]
Provide 1/2 hour bus service on Route 92 between King of Prussia and Paoli	Completed	SEPTA	Express bus service between King of Prussia and Paoli Station
Establish a Small Bus Circulator System for employees within the area	Completed	SEPTA	US 202, Section 300 / 400 CMS Commitment log[1]
Improve peak hour bus service on Routes 124,125	Completed	SEPTA	
Provide bike racks at Gulph Mills, King of Prussia, Norristown, and Paoli Transportation Centers	On-going	SEPTA	Racks installed at Paoli.
Install bike lockers at Norristown station	Replaced	SEPTA	SEPTA will not provide bike lockers for security reasons. Racks will be installed system wide
Create parking spaces for Routes 125, 205 patrons at US 202 & S. Gulph Mills Road	Completed	SEPTA	Newly constructed park and ride lot
Help coordinate business participation	Completed / On-going	GVFTMA/ TMACC	US 202, Section 300 / 400 CMS Commitment log[1]
Continue developing TDM programs for businesses in the corridor	Completed / On-going	GVFTMA/ TMACC	US 202, Section 300 / 400 CMS Commitment log[1]
Construct a multi-purpose parking facility at US 202 and S. Gulph Mills Road	Completed	PennDOT	US 202, Section 300 / 400 CMS Commitment log[1]
Expand programs to help local businesses to telecommute	Completed / On-going	GVFTMA / TMACC	
Initiate Congestion Management focused regional Share-a-Ride program	Completed/ On -going	GVFTMA / TMACC	US 202, Section 300 / 400 CMS Commitment log[1]
Maintain signs of phone info for ridesharing	Completed	PennDOT	
PennDOT's 12 Year Program	Completed	PennDOT	Special funds provided in TIP
SEPTA's Intermodal Mobility Initiatives	On-going	SEPTA	
PennDOT's corridor and off-line roadway, intersection and bridge rehab program	Completed	PennDOT	US 202, Section 300 / 400 CMS Commitment log[1]

Commitment	Status	Lead Agency / Organization	Comments
Corridor related roadway intersection and signalization improvements by local Twps.	Completed	Local Townships	US 202, Section 300 / 400 CMS Commitment log[1]
Expand TIMS program to US 202 Section 400 to manage traffic during and after construction	Completed	PennDOT	
Develop Park and Ride facilities along US 422 and I-476	Completed	PennDOT	US 202, Section 300 / 400 CMS Commitment log[1]
Develop additional Park and Ride facilities at Exton, Paoli Pike and Matthews Rd.	Completed	PennDOT	US 202, Section 300 / 400 CMS Commitment log[1]
Expand US 422 Limerick Park and Ride lot by 20 spaces	Completed	PennDOT	MPMS# 16210 (FY 2003-06 TIP)
Place Chester Valley Bike Path on official Bicycle Master plan	Completed	Chester and Montgomery Counties	
Construct a bike path along Chester Valley rail corridor from Downingtown to King of Prussia (KoP)	Planned / Partially completed	Chester and Montgomery Counties	Critical segments completed as part of US 202 Section 300
Construct a bike path from Hughes Park to Old Eagle School Road (KoP)	Planned / Partially completed	Chester and Montgomery Counties	Critical segments completed as part of US 202 Section 300
The curb lanes on the new Old Eagle School Road Bridge will accommodate bike lanes	Completed	PennDOT	
Proposed Upper Merion multipurpose facility provides parking spaces and lockers to support the Chester Valley bike trail	Completed	Montgomery County / Upper Merion Twp.	
Provide sidewalks as part of new bridge structures constructed as part of this project	Planned / On going	PennDOT	US 202, Section 300 / 400 CMS Commitment log[1]
Future sidewalks along Swedesford Road, Warner Road, Old Eagle School Road, Devon Park Drive Extension	Not completed	PennDOT / Township	
Within the construction area, retain or replace any existing sidewalk or pathway system	Completed	PennDOT	
Continuation of county and municipal planning initiatives	Completed / On-going	Chester County Planning Commission	Chester County *Landscapes Plan* advocates TDM
Evaluate the feasibility of implementing a TRO Program	Completed	Upper Merion	Township investigated feasibility pf TRO
Conduct public education programs aimed at reducing SOV traffic	Completed	GVFTMA / TMACC	
Project construction news releases and traffic brochures prepared for various phases of the project	Completed	GVFTMA / TMACC	www.us202.com

Source: DVRPC. *US 202 Section 400; Congestion System Management Program.* February 1995

[1] US 202, Section 300 / 400 CMS Commitment log is a an ongoing record of CMS implementation activities being tracked by PA DOT and stakeholders group involved in project. Some commitments from the US 202 Section 400 project were carried over into Section 300.

Table A-5. US 202, Section 500: Congestion Management System Analysis Summary of Findings			
Commitment	Status	Lead Agency / Organization	Comments
Providing turn lanes at intersection to address congestion.	Planned	PennDOT	SR 202-500 MPMS# 16665 Improvements to the existing intersections are Congestion Management elements.
Maintain and improve existing pedestrian facilities along Markley and Johnson Highway.	Planned	PennDOT	SR 202-500 MPMS# 16665 Project includes reconstruction of sidewalks in areas of impact
Interconnecting the existing and proposed signals along Markley Street and Johnson Hwy.	Planned	PennDOT	SR 202-500 MPMS# 16665
Install bus shelter at NW corner of Markley & Swede Streets.	Completed	SEPTA / GVFTMA	Transit project initiative.
Providing additional center turn lane to address between block congestion points.	Planned	PennDOT	SR 202-500 MPMS# 16665
Route cyclists through Norristown from Section 600 on less traveled roads (down Powell/Swede Street to the Norristown Transfer Center & Schuylkill Valley Trail)	Completed	Montgomery County / PennDOT	
Minimize impacts to SEPTA Elm Street Station	Planned	PennDOT	SEPTA Parking lot impacts avoided under current preliminary design
Continue developing programs for businesses along corridor	Planned	GVFTMA	SR 202-500 MPMS# 16665
Ongoing efforts to reduce congestion and enhance ridesharing	Planned	GVFTMA	SR 202-500 MPMS# 16665

Source: Penn DOT Project Manager, May 2007

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Table A-6. US 202, Section 600: Congestion Management System Analysis Summary of Findings*			
Commitment	**Status**	**Lead Agency / Organization**	**Comments**
Improve public transit in US 202 Corridor	On-going	SEPTA	There have been many improvements to regional rail and bus service in the area.
Parking improvements at Colmar (210 spaces)	Completed	SEPTA	
Transform Lansdale station into multi-modal facility	Completed	SEPTA	
Provide bike racks at 4 regional stations (Lansdale, North Wales, Gwynedd Valley, Pennbrook	Completed	SEPTA	
Expand parking at North Wales and Gwynedd Valley stations and Norristown Transportation Center	In progress	SEPTA	Norristown parking garage in progress. Gwynedd Valley and North Wales on hold.
Provide assistance to PTMA / GVFTMA in conducting Congestion Management programs	*	GVFTMA / PTMA / PennDOT / DVRPC	
Continue developing TDM programs for business in the corridor	*	GVFTMA / PTMA / PennDOT / DVRPC	
Expand programs to help local businesses to telecommute	*	PTMA / PennDOT / DVRPC	
Initiate a regional Share-A-Ride program	Completed	PTMA / DVRPC	MAP Program
Continue promoting carpool programs to local businesses	*	GVFTMA / PTMA / PennDOT	Commitment should relate to corridor and be able to be tracked.
Erect signs of phone info for ridesharing	*	PennDOT	
Ongoing efforts to reduce congestion and enhance ride sharing	*	PTMA / PennDOT	
Implement 12 year program	*	PennDOT	
Intermodal Mobility Initiatives	*	SEPTA	
Improvements along the Markley Street Corridor in Norristown	*	Montgomery County / Norristown Borough	In section 500
Develop a close loop system within the corridor to better manage traffic flow and incidents	In design	PennDOT	
Intersection improvements along Morris Road, Welsh Road, PA 309	Planned	PennDOT	Improvements in FY 2007-2010 TIP (16376, 63493)
Initiate a consortium of local municipalities along US 202 to help manage traffic flows and incidents	*	GVFTMA / PTMA / PennDOT	

Commitment	Status	Lead Agency / Organization	Comments
PennDOT continue to support TMAs	*	PennDOT	
Develop Park and Ride facilities where appropriate	Completed	PennDOT / Montgomery County / municipalities	Consensus of TMP committee and CMP found no appropriate sites
Candidates for park and rides at Matsonford Road and I-476, Germantown Pike and I-476	Completed	PennDOT	Park and Ride at Matson Ford and I 476
Develop regional and county bicycle routes	Completed	Montgomery County Planning Commission	Bike Mobility Plan for Montgomery County
Provide sidewalks between Johnson Highway and Germantown Pike	In design	PennDOT / East Norriton Township	
Replace any sidewalks within the construction area	In design	PennDOT	
Construct a new US 202 bridge over Wissahickon Trail and Creek	In design	PennDOT	
Continuation of county and municipal planning initiatives	In progress	Montgomery County / municipalities	
Conduct public education programs aimed at reducing SOV traffic	*	GVFTMA / PTMA	
Expand Share-a-Ride program within the corridor	*	GVFTMA / PTMA / DVRPC	

Source: DVRPC. *US 202 Section 600; Congestion System Management Program.* July 1995

***Project is in final design. Due to the availability of a more recent environmental evaluation, it is the recommendation of DVRPC staff that these commitments be replaced with those commitments contained in the Environmental Impact Statement for US 202 Section 600. The commitments from the EIS are included in Appendix II of this document.**

Table A-7. US 202, Section 700: Congestion Management System Analysis Summary of Findings*			
Commitment	**Status**	**Lead Agency / Organization**	**Comments**
Improve public transit in US 202 Corridor	On-going	SEPTA	Included in FY 2007-10 TIP, MPMS # 13484
Parking improvements at Colmar (210 spaces) and Doylestown (100 spaces) on R5	Completed	SEPTA	SEPTA Capital Improvement Report (Montgomery County 12/05)
Transform Lansdale station into multi-modal facility	Completed	SEPTA	SEPTA Capital Improvement Report (Montgomery County 12/05)
Provide bike racks at Fortuna, Chalfont, New Britain, Colmar, and Doylestown stations	Completed	SEPTA	
Provide increased service on R5 to Colmar station	*	SEPTA	
Continue developing TDM programs for business in the corridor	*	BCTMA / PTMA / DVRPC	Commitment should relate to corridor and be able to be tracked.
Provide assistance to PTMA in conducting Congestion Management programs	*	PennDOT	Commitment should relate to corridor and be able to be tracked.
Expand programs to help local businesses to telecommute	*	BCTMA / PTMA / DVRPC	Commitment should relate to corridor and be able to be tracked.
Initiate a regional Share-A-Ride program	Completed / On-going	BCTMA / PTMA / DVRPC	MAP program
Continue promoting carpool programs to local businesses	*	BCTMA / PTMA / DVRPC	Commitment should relate to corridor and be able to be tracked.
Erect signs of phone info for ridesharing	*	PennDOT	
Additional efforts of ride sharing	*	PennDOT	Commitment should relate to corridor and be able to be tracked.
Continue PennDOT's 12 year program	*	PennDOT	
SEPTA's Intermodal Mobility Initiatives	*	SEPTA	
Local / Private / public TSM initiatives	*	BCTMA / PTMA / DVRPC	
Intersection improvements along PA 309, US 202, Upper State Road, Stump Road	*	PennDOT	
Continue traffic and incident management systems program	*	PennDOT	
Initiate a consortium of local municipalities along US 202 to help manage traffic flows and incidents	*	PennDOT / Municipalities / TMAs	

Commitment	Status	Lead Agency / Organization	Comments
Develop Park and Ride facilities where appropriate	*	PennDOT	
Develop regional and county bicycle routes	Completed	Montgomery County Planning Commission	Bike Mobility Plan for Montgomery County
Continuation of county and municipal planning initiatives	On-going	Counties / Municipalities	
Within the construction area, retain or replace any existing sidewalk or pathway system	*	PennDOT	
Conduct public education programs aimed at reducing SOV travel	*	BCTMA / PTMA	

Source: DVRPC. *US 202 Section 700; Congestion System Management Program.* July 1995

***Project is in final engineering. Due to the significant change in project scope, it is the recommendation of DVRPC staff that these commitments, with the exception of those already completed, be replaced with those congestion mitigation strategies that are included in the revised US 202 parkway project. The strategies are included in Appendix II of this document.**

Table A-8. PA 309 Sections 100,101,102 and 103 : Congestion Management Process Commitments

Commitment	Status	Lead Agency / Organization	Comments
Signal improvements at Grade Crossings on SEPTA R5 line.	Planned / Completed	SEPTA	Several grade crossing detection and controls systems already completed and more scheduled for completion by 2008.
Extensions of signals and catenary on SEPTA R5 line.	Completed / In Process	SEPTA	New signal systems being implemented in stages from Wayne Junction to Lansdale along R5
Additional equipment for increased service on SEPTA 94 and 98 bus routes.	Completed	SEPTA	New bus placed on Route 94. No new equipment needed for Route 98.
Direct access from PA 309 to SEPTA Fellwick station	Dropped		Not feasible due to grade differences
Station parking improvements at Gwynedd Valley, North Wales, Norristown, Colmar and Lansdale	Completed	SEPTA	Committed as part of PA 202 Section 600. Some difficulties with negotiating purchase of land to expand parking at NW.
Station parking improvements at Fortuna, Link Belt, Chalfont, New Britain and Doylestown	Completed	SEPTA	Committed as part of PA 202 Section 700. Improvements at Fortuna not implemented due to uncertainty of station's future.
US 202 Corridor Car Pool / Van Pool	Planned	PTMA	Committed as part of PA 202 Section 600
Station parking improvements at Penllyn, Ambler, Fort Washington, Oreland, North Hills, Chestnut Hill East, Gravers and Wyndmoor	In Progress	SEPTA	Parking expanded at Ft. Washington and in negotiations in Ambler with property owner. Improvement planned for Wyndmoor and Gravers.
Station improvements at Melrose	Completed	SEPTA	Complete reconstruction
Park and pool lot using existing retail parking locations	Dropped	PennDOT	Dropped due to legal and liability issues – unacceptable to property owners
Intelligent Transportation Systems	Completed / ongoing	PennDOT	$15M incorporated in project
Intersection improvement on Limekiln Pike	Completed / ongoing	PennDOT	$3.9M incorporated for intersection improvements (total)
Intersection improvements on Bethlehem Pike	Completed / ongoing	PennDOT	$3.9M incorporated for intersection improvements (total)
Intersection improvements on Susquehanna Road	Completed / ongoing	PennDOT	$3.9M incorporated for intersection improvements (total)
Intersection improvements on Church Road	Completed / ongoing	PennDOT	$3.9M incorporated for intersection improvements (total)
Corridor improvements on Paper Mill Road	Completed / ongoing	PennDOT	$3.9M incorporated for intersection improvements (total)
Bethlehem Pike signal improvements – equipment upgrades and interconnect 12 intersections	Completed / ongoing	PennDOT	$630K incorporated in project

Source: PennDOT Project Manager, January 2007

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Table A-9. I-95 Reconstruction All Sections: Congestion Management Process Commitments

Commitment	Status	Lead Agency / Organization	Comments
Upgrade traffic signal equipment on Torresdale Avenue – (Harbison to Linden)	Completed	PennDOT	SR 1004 Section I95 (MPMS# 17794)
Upgrade traffic signal equipment on Holme Avenue – (US 1 to Willits; Willits Road – Holme to Crispen)	Completed	PennDOT	SR 1016 Section I95 (MPMS# 17795)
Upgrade traffic signal equipment on Frankford Avenue – (Bridge Street to Bucks County Line)	Completed	PennDOT	SR 13 Section S59 (MPMS# 17648)
SR 0013 traffic signal improvements from Bristol Borough to Philadelphia; Knight Road from Philadelphia to Street Road	Completed	Penn DOT/ City of Phila	SR 13 Section I95 (MPMS# 13745)
Allegheny Avenue from I95 to Broad Street	Completed	City of Phila	
Broad Street intersection signal improvements	In construction	PennDOT	SR 611 Section I95 (MPMS# 17796)
New State Road/Tacony Street (Bridge Street to Old State Road) approx 11 intersections	Completed	PennDOT	SR 1007 Section I95 (MPMS# 17797)
Knights Road intersection signal improvements and interconnection (approx 12 intersections) from Frankford Ave to Bucks County Line	Completed	PennDOT	SR 1015 Section I95 (MPMS# 17798)
Roosevelt Boulevard intersections	Completed	PennDOT	
Traffic signal improvements, closed loop system (18 intersections) State Road (Milmer Street to Grant Ave; Princeton Ave from Van Dyke St to State Road; Bleigh Ave at I-95 off ramp)	Completed	PennDOT	SR 1007 Section S60 (MPMS# 17661)
Academy Avenue to Grant Avenue Signal Improvement	Completed	PennDOT	SR 1013 Section S27 (MPMS# 17646)
Signal intersection and corridor improvements on Academy Road from Linden Avenue to Woodhaven Road (11 intersections)	Completed	PennDOT	SR 1013 Section S48 (MPMS# 17660)
Tyson Avenue signal improvements and corridor optimization from Rising Sun to Torresdale Ave	In design	PennDOT/City of Philadelphia	(MPMS# 48195)
Park and Ride Lots for SEPTA, including: Bensalem; Trevose; Yardley; Woodbourne; and Philmont	Completed	PennDOT	SR 95 Section L00(MPMS# 12872)/ L01(MPMS# 13642); SR 95 Section TPR (MPMS# 13510); SR 95 Section YPR (MPMS# 13508); SR 95 Section WPR (MPMS# 13511); Section 95 Section PPR (MPMS# 16449)
ITS traffic and incident management systems (cameras, variable messages signs and detectors) along I95 between Allegheny Ave and Academy Road	Completed	PennDOT	SR 0095 Section RS1 (MPMS# 47314)
Cornwell Heights shuttle	On-going	PennDOT	

Commitment	Status	Lead Agency / Organization	Comments
Provide SEPTA Additional cars, Signal improvements, Track upgrades, Shuttle service at Bensalem Park and Ride (25M)	Completed	Penn DOT	
Prepare and maintain a Transportation Management Plan for I-95 Corridor	Completed	PennDOT	First issued with section ITB. Baker to maintain.
Implement Incident Management Systems strategies along I-95 Corridor	Planned	PennDOT/City of Phila	All Sections
Coordination with Delaware River Port Authority, New Jersey Joint Toll Bridge Commission, Burlington County Bridge Commission	Planned	PennDOT	ITB will connect I-95 ITS with DRPA
Maintain website to update public about I-95 projects and potential detours and delays	On going	PennDOT	www.95revive.com
Westmoreland Viaduct structure restoration including I95 SB off ramp to Allegheny Ave	Completed	PennDOT	SR 0095, Section RS2 (MPMS# 50575)
I95 bridge restoration over AMTRAK widened to accommodate Academy Ave merge onto I95 SB	Completed	PennDOT	SR 0095 Section RS3 (MPMS# 47783)
State Rd Viaduct structure restoration including widening I95 SB off ramp to Bleigh Ave	Completed	PennDOT	SR0095 Section RS3 (MPMS# 47783)

Source: PennDOT Project Manager, May 2007. Updated July 2009.

Table A-10 I-95 Reconstruction Section GIR, Race Street to Ann Street: : Congestion Management Process Commitments

Commitment	Status	Lead Agency / Organization	Comments
Provide replacement parking area at corner of Delaware Avenue and Columbia Avenue with the opportunity to expand existing capacity.	In design	PennDOT	SR 0095, Section GR2 (MPMS# 79825)
Add sidewalk along west side of Delaware Avenue from Columbia Avenue to Cumberland Avenue	In design	PennDOT	SR 0095, Sections GR1 (MPMS# 79686) & GR2 (MPMS# 79825)
Provide two-way, signed, 10' shared-use path along east side of Aramingo Avenue Northbound	In design	PennDOT	SR 0095, Sections GR1 (MPMS# 79686), GR3 (MPMS# 79826) & GR4 (MPMS# 79827)
Maintain 5' bike lane along both sides of Delaware Avenue / Richmond Street	In design	PennDOT	SR 0095, Sections GR1 (MPMS# 79686) & GR2 (MPMS# 79825)
Maintain SEPTA Trolley Route 15 on Girard Avenue and Richmond Street and evaluate potential new stops/platforms	On going	SEPTA/PennDOT	SR 0095, Sections GR1 (MPMS# 79686), GR3 (MPMS# 79826) & GR4 (MPMS# 79827) - PennDOT has been coordinating with SEPTA for required track adjustments
Replace / maintain all existing sidewalks along local streets	In design	PennDOT	SR 0095, Sections GR1 (MPMS# 79686), GR2 (MPMS# 79825), GR3 (MPMS# 79826), GR4 (MPMS# 79827) & GR5 (MPMS#s79828\57874)
Construct sidewalks, traffic signals, signing and pavement markings improving pedestrian access and safety	In design	PennDOT	see comment above
Maintain public parking system under I-95 viaduct from Cumberland Street to Ann Street	In design	PennDOT	SR 0095, Sections GR3 (MPMS# 79826) & GR4 (MPMS# 79827)
Prepare and maintain a Transportation Management Plan	Completed	PennDOT	SR 0095, Sections GR0 (MPMS# 80094), GR1 (MPMS# 79686), GR2 (MPMS# 79825), GR3 (MPMS# 79826), GR4 (MPMS# 79827) & GR5 (MPMS#s 79828\57874)
Implement Incident Management Systems strategies	Planned	PennDOT/City of Phila	see comment above
Maintain/reconstruct ITS for corridor from Betsy Ross Bridge south to the Girard Point Bridge	Let	PennDOT/ City of Philadelphia	Project ITB covers from Girard to vine Street
Add traffic signal at Girard Avenue and Richmond Street intersection	In design	PennDOT	SR 0095, Sections GR1 (MPMS# 79686)
Add traffic signal at I-95 Northbound ramp terminals with Delaware Avenue/Richmond Street	In design	PennDOT	SR 0095, Sections GR3 (MPMS# 79826)
Add traffic signal at I-95 Southbound off-ramp to Aramingo Avenue Southbound	In design	PennDOT	SR 0095, Sections GR0 (MPMS# 80094) & GR4 (MPMS# 79827)
Provide interconnect between traffic signals along Richmond Street / Delaware Avenue and Aramingo Avenue	In design	PennDOT	SR 0095, Sections GR3 (MPMS# 79826) & GR4 (MPMS# 79827)

Commitment	Status	Lead Agency / Organization	Comments
Maintain SEPTA Bus Routes 43, 54, 60 & 89	On going	SEPTA	SR 0095, Sections GR0 (MPMS# 80094), GR1 (MPMS# 79686), GR2 (MPMS# 79825), GR3 (MPMS# 79826), GR4 (MPMS# 79827) & GR5 (MPMS#s79828\57874)
Maintain PA Bicycle Route E	On going	PennDOT	see comment above

Source: PennDOT Project Manager, May 2007. Updated July 2009.

Table A-11 I-95 Reconstruction Section AFC, Ann Street to Wheatsheaf Lane: Congestion Management Process Commitments

Commitment	Status	Lead Agency / Organization	Comments
Restripe streets for Bike lanes – Allegheny Avenue, Castor Avenue,	Completed	Phila. Dept. of Streets/ PennDOT	SR 0095, Section AF1 (MPMS# 79911)
SEPTA – Reactivated the Route 15 Trolley along Richmond Street.	Completed	SEPTA	SR 0095, Section AF1 (MPMS# 79911)
Implement ITS Technology on I-95 between Ann Street and Wheatsheaf Lane	Planned	PennDOT/City of Philadelphia	Section ITB
Maintain 5' bike lanes on Allegheny Avenue and Castor Avenue	In design	PennDOT	SR 0095, Section AF1 (MPMS# 79911)
Provide interconnect between signals on Allegheny Avenue	In design	PennDOT	SR 0095, Section AF1 (MPMS# 79911)
Construct sidewalk along south side of Westmoreland Street, across former ramp, making pedestrian travel safer and easier between playgrounds	In design	PennDOT	SR 0095, Section AF1 (MPMS# 79911)
Construct sidewalk along south side of Castor Avenue, across former ramp, making pedestrian travel safer and easier	In design	PennDOT	SR 0095, Section AF1 (MPMS# 79911)
Prepare and maintain a Transportation Management Plan	Completed	PennDOT	Section ITB
Implement Incident Management Systems strategies	Planned	PennDOT/City of Phila	SR 0095, Section AF1 (MPMS# 79911), Section AF2 (MPMS# 79912)

Source: PennDOT Project Manager, May 2007. Updated July 2009.

Table A-12 I-95 Reconstruction Section BRI, Wheatsheaf Lane to Orthodox Street: Congestion Management Process Commitments

Commitment	Status	Lead Agency / Organization	Comments
Adams Avenue/Torresdale Avenue – Modify signal timings, provide dual left turn lanes and a separate right turn lane for Adams Avenue west bound approach.	Planned	PennDOT	MPMS# 17782
Church Street/Tacony Street – Install traffic signal, provide exclusive right turn lane for Tacony Street north bound approach.	Planned	PennDOT	I-95 Sections BSR and BRI
Installation of closed-loop signal system with time-based coordination back-up along the Aramingo Avenue and Tacony Street arterials.	Planned	PennDOT	I-95 Sections BSR and BRI
Provide turn lanes on Aramingo Avenue and modify signal timings	Planned	PennDOT	I-95 Sections BSR and BRI
Tacony Street/Aramingo Avenue – Modify signal timings.	Planned	PennDOT	I-95 Sections BSR and BRI
Betsy Ross Bridge Off-Ramp/Richmond Street – Install traffic control signal.	Planned	PennDOT	I-95 Sections BSR and BRI
Lefevre Street/Richmond Street – Modify signal timings.	Planned	PennDOT	I-95 Sections BSR and BRI
Prepare and maintain a Transportation Management Plan	Complete	PennDOT	Section ITB
Implement Incident Management Systems strategies	Planned	PennDOT/City of Philadelphia	see comment above

Source: PennDOT Project Manager, May 2007. Updated July 2009.

Table A-13 I-95 Reconstruction Section BSR, Orthodox Street to Levick Street: Congestion Management Process Commitments

Commitment	Status	Lead Agency / Organization	Comments
Wakeling Street/Torresdale Avenue – Modify signal timings.	Planned	PennDOT/ City of Philadelphia	I-95 Sections BSR and BRI
Bridge Street/Torresdale Avenue – Modify signal timings.	Planned	PennDOT/ City of Philadelphia	I-95 Sections BSR and BRI
Torresdale Avenue/Harbison Avenue – Modify signal timings, restripe Harbison Avenue to provide exclusive left turn lanes, provide exclusive left turn lane for Torresdale Avenue westbound approach.	Planned	PennDOT	see comment above
Provide turn lanes on Harbison at Bridge Street, modify signal timing	Planned	PennDOT	see comment above
Bridge Street/Tacony Street – Provide left turn lanes for all approaches, modify signal timings.	Planned	PennDOT	see comment above
Arsenal Access/I-95 south bound off-ramp/Tacony Street – Provide right turn lane for I-95 off ramp east bound approach, new signal.	Planned	PennDOT	see comment above
Modify signal timings on Tacony Street (Kirk and Comly Streets).	Planned	PennDOT/ City of Philadelphia	see comment above
Prepare and maintain a Transportation Management Plan	Complete / on-going	PennDOT	Section ITB
Implement Incident Management Systems strategies	Planned	PennDOT/ City of Philadelphia	see comment above

Source: PennDOT Project Manager, May 2007. Updated July 2009.

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Table A-14 I-95 Reconstruction Section CPR, Levick Street to Bleigh Street: Congestion Management Process Commitments

Commitment	Status	Lead Agency / Organization	Comments
Replace sidewalks on Cottman Avenue between Torresdale Avenue and State Road.	In construction	PennDOT	SR 0095, Section CP1 (MPMS# 79683)
Replace sidewalks on State Road between Cottman and Princeton Avenues.	In construction	PennDOT	SR 0095, Section CP1 (MPMS# 79683)
Install sidewalk bump-outs for traffic calming on Princeton Avenue at the Vandike, Hegerman, Edmund, Tulip & Keystone Street intersections.	In construction	PennDOT	SR 0095, Section CP1 (MPMS# 79683)
Provide 5' wide bike lanes on Princeton Avenue between State Road and Torresdale Avenue.	In construction	PennDOT	SR 0095, Section CP1 (MPMS# 79683)
Provide bike lanes and sidewalk on Princeton Avenue between Milnor Street and State Road.	Planned	PennDOT	SR 0095, Section CP2 (MPMS# 79685)
Install Share the Road signs on New State Road and Millnor Street	In construction	PennDOT	SR 0095, Section CP1 (MPMS# 79683), Section CPU (MPMS# 80014)
Provide 2-way traffic on Cottman Avenue (currently 1-way westbound) to eliminate "cut-through" traffic in neighborhood.	In construction	PennDOT	SR 0095, Section CP1 (MPMS# 79683)
Provide 2-way traffic on Princeton Avenue (currently 1-way eastbound) to eliminate "cut-through" traffic in neighborhood and to re-establish residential character of Tacony area.	In construction	PennDOT	SR 0095, Section CP1 (MPMS# 79683)
Corridor related S.R. 73 roadway intersection and traffic signal improvements on Cottman Avenue between Torresdale Avenue and State Road.	In construction	PennDOT/ City of Phila	SR 0095, Section CP1 (MPMS# 79683)
Corridor related S.R. 73 roadway intersection and traffic signal improvements on State Road/New State Road between Cottman Avenue and Longshore Avenue.	In construction	PennDOT/ City of Phila	SR 0095, Section CP1 (MPMS# 79683), Section CP2 (MPMS# 79683) for installation and joint monitoring

Commitment	Status	Lead Agency / Organization	Comments
Corridor related S.R. 1010 roadway intersection and traffic signal improvements on Princeton Avenue between State Road and Torresdale Avenue.	In construction	PennDOT/ City of Philadelphia	SR 0095, Section CP1 (MPMS# 79683) for installation and joint monitoring
Corridor related S.R. 1004 traffic signal improvements on Torresdale Avenue at Princeton Avenue, Wellington Avenue, Cottman Avenue, & Bleigh Avenue.	In construction	PennDOT/ City of Philadelphia	SR 0095, Section CP1 (MPMS# 79683) for installation and joint monitoring
Expand I-95 corridor ITS system between State Road and Betsy Ross Interchange	Planned	PennDOT/ City of Philadelphia	SR 0095 (MPMS# 79683)
Enhance I-95 corridor Incident Management System between State Road and Betsy Ross Interchange	Planned	PennDOT/ City of Philadelphia / DRPA	SR 0095, Section CP2 (MPMS# 79683)
Install Ride Sharing promotion signs along Cottman Avenue (S.R. 73) approaching I-95.	Planned	PennDOT	SR 0095, Section CP1 (MPMS# 79683)
Install Park and Ride promotion signs within SR95-CPR construction limits directing motorists to existing facilities.	Planned	PennDOT	SR 0095, Section CP2 (MPMS# 79683)
Install Ride Sharing promotion signs along I-95.	Planned	PennDOT	SR 0095, Section CP2 (79683)
Prepare and maintain a Transportation Management Plan	In construction	PennDOT	Section ITB
Implement Incident Management Systems strategies	Ongoing	PennDOT/ City of Philadelphia	CP1 and CP2

Source: PennDOT Project Manager, May 2007. Updated July 2009.

Table A-15 I-95 Reconstruction Section DO1

Commitment	Status	Lead Agency / Organization	Comments
Upgrade traffic signals along Street Road (PA 132) and Bristol Pike (US-13) in vicinity of the interchange	Planned	PennDOT	SR 0095 Section D01 (MPMS# 46948)
Improve safety, upgrade signing, and pavement markings in the vicinity of the interchange	Planned	PennDOT	SR 0095 Section D01 (MPMS# 46948)
Construct Sidewalks along Street Road and Bristol Pike	Planned	PennDOT	SR 0095 Section D01 (MPMS# 46948)
Construct stairs and pedestrian ramp to Eddington Station from Street Road Interchange	Planned	PennDOT/SEPTA	SR 0095 Section D01 (MPMS# 46948)
Maintain a Transportation Management Plan	Planned	PennDOT	SR 0095 Section D01 (MPMS# 46948)
Implement Incident Management Systems strategies	Planned	PennDOT/City of Phila	SR 0095 Section D01 (MPMS# 46948)

Source: PennDOT Project Manager, May 2007

Table A-16. CR. 571, Penns Neck Area: Congestion Management System Analysis Summary of Findings*

Commitment	Status	Lead Agency / Organization	Comments
Facilities for bicycles / pedestrians along a proposed bypass providing a connection	Dropped	NJ DOT	Project no longer includes provisions for bypass
A feasibility study to accommodate pedestrian access across Route 1 between Dinky rail bridge and Washington Road	*	NJ DOT	
Bike lockers at Princeton Junction & Dinky stations	Completed	NJT	
Create Central Jersey Forum	Completed	DVRPC / NJDOT / municipalities in region	CJTF created in 1999
Placement of signs along project, Routes 571 and Route 33 to promote Ridesharing	*	NJ DOT	
Provide preferential parking for people who carpool to the Princeton Junction station	Completed	W. Windsor Parking Authority	
Funding for TMA to provide ridesharing services	On-going	NJDOT	Commitment should relate to corridor and be able to be tracked.
Provide seed money for large employers to develop and implement alternate work schedules	*	NJ DOT	.
Funding for marketing a vanpool program	*	NJ DOT	
Develop a coordinated east-west shuttle system	In-progress	NJT / municipalities	Monroe Twp. Shuttle, US 1 BRT
Sign program to investigate whether traffic between Route 1 and Princeton can be more easily directed to its destination	*	NJ DOT	
Traffic monitoring program prior and after the project	Planned	Mercer County	

Source: Frederic R. Harris Inc. *Congestion Management System Route 571, Penns Neck Area Final Report.* March 1998

***The project Final EIS was completed in 2006. It is the recommendation of DVRPC staff that the commitments contained in the CR 571 Penns Neck Area EIS be adopted as the commitments for this project. The commitments from the EIS are included in Appendix II of this document.**

Table A-17. I-95 / Scotch Road and I-95 / NJ 31 Interchange Improvements: Congestion Management System Analysis Summary of Findings

Commitment	Status	Lead Agency / Organization	Comments
Route 31 & Scotch Road Interchange sidewalk / bicycle mobility improvements	Completed	NJDOT	
Upgrade bike elements of Mercer TDD	Completed	NJDOT	
Maintain 1 lane per direction during construction of Scotch Road	Completed	NJDOT	
Coordinate and upgrade signals to improve traffic flow and reduce congestion	Completed	NJDOT	
Driveway Controls- Apply NJDOT Access Management Code	Completed	NJDOT	
Apply land use policies and regulations through trip based cost allocation to encourage TDM strategies	Status uncertain	Mercer County	
Monitor / report actual site trip making activity	Status uncertain	Mercer County	
Ride-matching Service	On-going – Not corridor specific	GMTMA	Commitment should relate to corridor and be able to be tracked.
Carpool / Vanpool Program	On-going – Not corridor specific	GMTMA	Commitment should relate to corridor and be able to be tracked.
Guaranteed Ride Home Program	On-going – Not corridor specific	GMTMA	Commitment should relate to corridor and be able to be tracked.
Demand Responsive Transit Service	Dropped	NJT	Determined to be infeasible
Ride-match Service Signing	Completed	NJDOT	

Source: DVRPC. *I-95 / Scotch Road and I-95 / NJ 31 Congestion Management System Report*. March 1998

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Table A-18. NJ 41, Section 1A & 2A; NJ 42F, Section 14 M: Improvements: Congestion Management System Analysis Summary of Findings

Commitment	Status	Lead Agency / Organization	Comments
Provide Sidewalks along the west side of NJ 41	Completed	NJDOT	
Design traffic signals on NJ 41 with pedestrian treatments	Completed	NJDOT	
Outside shoulders along NJ 41 will accommodate bicycles	Completed	NJDOT	
Where acel / decel lanes are proposed, travel lanes will be oversized to be bicycle compatible	Completed	NJDOT	
Investigate potential for new bus stop in front of Marriott Hotel along NJ 41	Completed	Deptford Township	NJT discussed with Township. Township has not acted on new bus stop
Provide bus shelters at two existing bus stops along NJ 41	Other	Deptford Township	NJT discussed with Township. Township has not acted on bus shelters.
Local TMA supports various TDM strategies that demonstrate regional benefit	Completed	CCCTMA	
Upgrade all traffic signals within the project limits	Completed	NJDOT	
Investigate potential to coordinate signals within project limits	Completed	NJDOT	Hard wire interconnections not appropriate. Signal coordination is time based
Assure conformance of driveways within the project limits	Completed	NJDOT	
Provide shared center turn lanes along NJ 41 from Deptford Center Road to NJ 41 Overpass	Completed	NJDOT	
Provide shared center turn lanes along NJ 41 from NJ 42 Interchange to Clements Bridge Road	Completed	NJDOT	
Provide channelization for left turn slots at NJ 41 and Deptford Center Road, NJ 42 NB exit/entrance ramps, Clements Bridge Road	Completed	NJDOT	
Provide double left turn lanes from Clements Bridge Road EB to NJ 41 NB	Completed	NJDOT	
Provide striping and painted islands along NJ 41 where applicable	Completed	NJDOT	
Provide striping and concrete islands along Clements Bridge Road near NJ 42 ramps	Completed	NJDOT	
Addition of turning lanes at intersections along NJ 41 and Clements Bridge Road	Completed	NJDOT	

Commitment	**Status**	**Lead Agency / Organization**	**Comments**
New or relocated ramp movements at the NJ 41 / NJ 42 and NJ 42 / Clements Bridge interchanges	Completed	NJDOT	
Project will be constructed in 5 stages to eliminate need for detour and minimize impacts	Completed	NJDOT	Detour necessary for Clements Bridge Rd. between NJ 41 and NJ 42; complete reconstruction needed. Developer needs incorporated into project
Access to the NJ 42 freeway and adjacent business will be maintained during construction	Completed	NJDOT	
Eliminate bottlenecks which occur at intersections along NJ 41	Completed	NJDOT	
Construction will improve response time for emergency vehicles	Completed	NJDOT	
Construction will better accommodate disabled motorists and reduce impact on through traffic	Completed	NJDOT	

Source: DVRPC. *NJ41 Section 1A; NJ42F Section 14M Congestion Management System Report*. May 1998

Table A-19. I-295, NJ 42, I-76 Direct Connection: Congestion Management System Analysis Summary of Findings*

Commitment	Status	Lead Agency / Organization	Comments
Park and Ride lot / Express Bus Service at Hurffville-Cross Keys Road and Fries Mill Road intersection (Washington Twp.)	Other	NJDOT / NJT	Lot was in final design but never built due to local opposition.
Park and Ride lot / Express Bus Service at Kensley Landfill site along Route 47 between Route 47 / 55 Interchange and Route 41 (Deptford Twp.)	Other	NJDOT / NJT	Usable site never located. Funding no longer available from NJT
Monitor demand for future park and ride lots in AC Expressway corridor, NJ 55 corridor, I-295 corridor near Woodbury	On-going	NJDOT / NJT	Avondale Park and Ride Lot constructed. Study concluded no more need in AC exp. Corridor.
Negotiate commitments for future park and ride lots, encourage developers and municipalities to incorporate park and ride lots where appropriate	On-going	NJDOT / NJT	
Concept development of Advanced Traffic Information Systems (ATIS) and Advanced Traffic Management (ATM)	Planned	NJDOT	RIMIS and ITS planned as project progresses
Support Traffic Operations South including Traffic Operations Center, ESP, Incident Management, Route Diversion Plans, HOGS, ITS	Completed	NJDOT	
Feasibility and Concept Development for Southern New Jersey Ferry Services	In progress	DVRPC	Gloucester County Ferry Service Study in 2006 DVRPC Work Plan
Pilot Commuter Based Carpool Program	Completed	CCCTMA	Regional carpool program established
Implementation of EZ Pass lanes at Walt Whitman Bridge Toll Plaza	Completed	DRPA	

Source: URS Grenier Woodward Clyde, Inc. *I-295 / I-76 / NJ 42 Interchange Transportation Investment Study.* June 1999.

***This project was originally one project and has subsequently been broken into two projects, each with independent utility.**

Table A-20. I-295, NJ 42, I-Missing Moves: Congestion Management System Analysis Summary of Findings*

Commitment	Status	Lead Agency / Organization	Comments
Park and Ride lot / Express Bus Service at Hurffville-Cross Keys Road and Fries Mill Road intersection (Washington Twp.)	Other	NJDOT / NJT	Lot was in final design but never built due to local opposition.
Park and Ride lot / Express Bus Service at Kensley Landfill site along Route 47 between Route 47 / 55 Interchange and Route 41 (Deptford Twp.)	Other	NJDOT / NJT	Usable site never located. Funding no longer available from NJT
Monitor demand for future park and ride lots in AC Expressway corridor, NJ 55 corridor, I-295 corridor near Woodbury	On-going	NJDOT / NJT	Avondale Park and Ride Lot constructed. Study concluded no more need in AC exp. Corridor.
Negotiate commitments for future park and ride lots, encourage developers and municipalities to incorporate park and ride lots where appropriate	On-going	NJDOT / NJT	
Concept development of Advanced Traffic Information Systems (ATIS) and Advanced Traffic Management (ATM)	Planned	NJDOT	RIMIS and ITS planned as project progresses
Support Traffic Operations South including Traffic Operations Center, ESP, Incident Management, Route Diversion Plans, HOGS, ITS	Completed	NJDOT	
Feasibility and Concept Development for Southern New Jersey Ferry Services	Completed	DVRPC	Gloucester County Ferry Service Study in 2006 DVRPC Work Plan
Pilot Commuter Based Carpool Program	Completed	CCCTMA	Regional carpool program established
Implementation of EZ Pass lanes at Walt Whitman Bridge Toll Plaza	Completed	DRPA	

Source: URS Grenier Woodward Clyde, Inc. *I-295 / I-76 / NJ 42 Interchange Transportation Investment Study.* June 1999.

***This project was originally one project and has subsequently been broken into two projects, each with independent utility.**

Table A-21. NJ 55 / Deptford Center Road Interchange: Congestion Management System Analysis Summary of Findings*

Commitment	Status	Lead Agency / Organization	Comments
Transit Service Enhancements- establish a bus stop and shelter to serve retail centers	No action	Deptford Township	
Meet with management of Deptford Mall to introduce services- Carpooling, Ridesharing, Guaranteed Ride Home	Completed	CCCTMA	Rejected by Mall
Construct sidewalks along portions of Deptford Center Road	No action	NJDOT	
Construct a mid-block crosswalk along Deptford Center Road in the vicinity of JC Penney	No action	NJDOT	
Outside shoulders along Deptford Center Road will accommodate bicyclists	No action	NJDOT	
Where acel / decel lanes are proposed, travel lanes will be oversized to be bicycle compatible	No action	NJDOT	

Source: DVRPC. *NJ 55 / Deptford Center Road Interchange Congestion Management System Report*. July 1995

*This project is under Study and Development. No action has been taken on CMP Commitments

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APPENDIX II
Environmental Impact Statement
And Environmental Evaluation Report
Commitments by Project

Table B-1 US 202 Section 600 Environmental Impact Statement, Congestion Management System Commitments*			
Commitment	**Status**	**Lead Agency / Organization**	**Comments**
Parking expansion at three regional rail stations (Gwynedd Valley, North Wales and Norristown)	Completed	SEPTA	North Wales expansion determined to be infeasible
Bicycle racks at four stations and college	Completed	SEPTA	
Bicycle lanes along US 202	Planned	PennDOT / Montgomery County	
Traffic and incident management initiatives	In design	PennDOT	
Pedestrian accommodations / sidewalk (5000 ft.)	In-design	PennDOT / East Norriton Township	
Bus pull-off (6)	In-design	PennDOT / Montgomery County / municipalities / SEPTA	
Park and ride lots	Completed	PennDOT / Montgomery County / municipalities	Consensus of CMP and TMP committees found no appropriate sites
Car-pool / vanpool / ridesharing and transit support programs by DVRPC, GVFTMA and PTMA	On-going	DVRPC	

Source: PennDOT. *US 202 – Section 600, Final Environmental Impact Statement, Section 4(f) Evaluation.* August 1999.

[*] **Project has entered final design and stakeholders have been meeting to discuss further mitigation commitments. DVRPC will continue to work with stakeholders to develop and track commitments.**

Table B-2 US 202 Section 700: Congestion Management Process Strategies*

Commitment	Status	Lead Agency / Organization	Comments
R5 Regional Rail Improvements[1]	*On-going /Completed*	*SEPTA*	*MPMS# 13484 in FY 2007 TIP This was an original CMS commitment. SEPTA improvements have been largely completed independent of Rt. 202 project*
Bicycle racks at five R5 stations[1]	*Completed*	*SEPTA*	*This was an original CMS commitment. SEPTA improvements have been largely completed independent of Rt. 202 project*
Initiate regional Share-A-Ride[1] *Program*	*Completed*	*BCTMA / PTMA / DVRPC*	*This was an original CMS commitment.*
Develop regional and county bicycle routes[1]	*Completed*	*Montgomery County Planning Commission*	*This was an original CMS commitment.* Bike Mobility Plan for Montgomery County
Continuation of county and municipal planning initiatives[1]	*On-going*	*Counties / Municipalities*	*This was an original CMS commitment.*
Bicycle accommodations	In design	PennDOT	Bike lane included in preferred alternative
Construct shared use path through the corridor	In design	PennDOT	12' multi use trail included in the design of the preferred alternative
Parking lots to provide access to shared use path (PA 309, County Line Road, Bristol Road & New Britain Road)	In design	PennDOT	Trailhead parking facilities planned for in the preferred alternative
Intersection improvements along County Line Road and Horsham Road	Planned	PennDOT	Included in MPMS #s 50634, 64779, & 57623 (County Line Road) and MPMS # 64811 (Horsham Road) in FY 2007PA TIP.

Sources:
US 202 Section 700; Congestion System Management Program. July 1995
SR0202 Section 700 Environmental Evaluation Report. December 2006

***Strategies have been culled from previous CMS commitments that have been completed and from congestion mitigation strategies contained in the in the *SR0202 Section 700 Environmental Evaluation Report* (12/06). DVRPC will continue to work with stakeholders to track commitments as the project enters construction phase**

[1]Projects were included in original CMS commitments (from *US 202 Section 700; Congestion System Management Program.* July 1995) and have been included here because they have already been completed and serve to extend the useful life of the proposed capacity adding project.

Table B-3 CR. 571, Penns Neck Area: Congestion Management System Analysis Summary of Findings			
Commitment	**Status**	**Lead Agency / Organization**	**Comments**
Millstone sidewalk / bicycle mobility	Planned	NJDOT	
Route 1 pedestrian / bicycle crossing feasibility study	Planned	NJDOT	
Route 1 pedestrian / bicycle crossing implementation	Planned	NJDOT	
Bicycle lockers	Completed	NJDOT	Princeton junction and Dinky Station
Central Jersey Transportation Forum	On-going	DVRPC / NJTPA	CJTF created in 1999
Ridesharing program	On-going	NJDOT / GMTMA	
Transit Service	In-progress	NJT / NJ DOT	Monroe Twp. Shuttle, US 1 BRT (coordinated east-west shuttle system)
Signing program coordination	Planned	NJ DOT	
Traffic monitoring program	Planned	Mercer County	

Source: NJDOT. *Penns Neck Area*, *Final Environmental Impact Statement, Section 4(f) Evaluation.* December 2004

*DVRPC will continue to work with stakeholders to track commitments as projects enter design and construction phases.

Publication Abstract

Title of Report: *2007 Supplemental Projects Status Memorandum: DVRPC Congestion Management Process*	**Date Published:** August 2007 **Publication Number:** 07063

Geographic Area Covered:

The nine-county DVRPC Planning Area, which covers the counties of Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey.

Key Words:

Congestion Management Process, Congestion Management System, Single Occupancy Vehicle, Supplemental Strategies, Major Capacity, Transportation Improvement Program (TIP),

Abstract:

This document is the first formal cycle of review of supplemental projects from major single-occupancy vehicle capacity-adding projects in the region's Transportation Improvement Programs since DVRPC adopted its original Congestion Management System in 1997. Twenty TIP parent projects were reviewed. All projects reviewed were found to be making reasonable progress with supplemental projects in accordance with federal CMP regulations.

Title VI Statement:

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information, please call 215.238.2871.

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