

ADDENDUM

Adopted July 2014

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM

FY2015 TIP
for PENNSYLVANIA
(FY2015-2018)



DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Addendum for the DVRPC FY2015 TIP for Pennsylvania

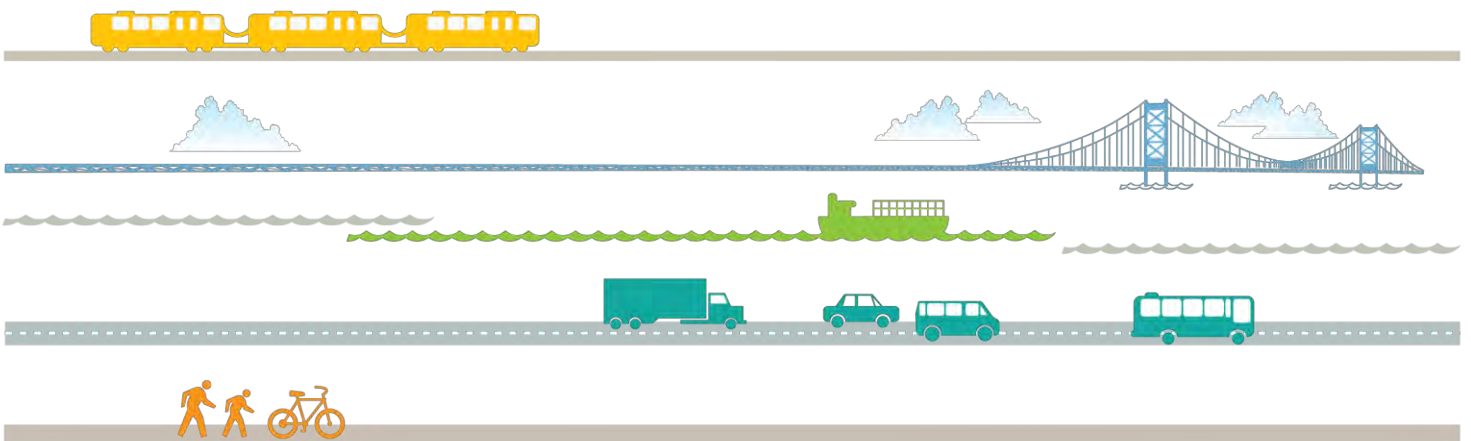
This addendum contains several documents that are critical components of the TIP development and adoption process. This addendum includes the following documents:

- ▶ The DVRPC TIP Project Benefit Criteria was developed to evaluate new TIP candidate projects and those on the PA Illustrative Unfunded List from the FY2013 TIP for PA to better inform the selection process for projects to be included in the DVRPC FY2015 TIP and more effectively balance programming the region's needs and resources;
- ▶ The Executive Summary of the Documentation of the Conformity Finding demonstrates that the transportation priorities, strategies, and programs in the FY2015 TIP are consistent with air-quality goals established in the State Air Quality Implementation Plans for achieving the NAAQs;
- ▶ The overview summary of the TIP Public Involvement Process;
- ▶ The abbreviated summary/index of the public comments that were received during the formal Public Comment Period, which was held from May 30, 2014, through June 30, 2014;
- ▶ The unabridged, full public comments received during the Public Comment Period (each comment is assigned an "Item #," which is used to identify each individual submission/comment and corresponds to the response that was provided to that comment by the appropriate agency. Some lengthy submissions that address multiple issues have multiple Item #'s. Public comments were submitted from the public via: the public comment web application, e-mail, US ground mail service, or fax);
- ▶ The responses to the public comments (responses have been provided by the appropriate agency for whatever project or issue is raised in the public comment. DVRPC compiles the comments and responses that were received during the Public Comment Period and provides this information to the DVRPC Board prior to requesting adoption of the TIP. This process is meant to provide the DVRPC Board with viewpoints and input from the general public on the program, and to assist the Board in determining whether adoption of the TIP is appropriate);
- ▶ The Recommended Changes to the FY2015 to FY2018 Draft TIP based on recommended comments made during the Public Comment Period (if approved by the Board, these changes are incorporated into the final FY2015 to FY2018 TIP. The DVRPC Board is presented with the Draft Program and the List of Recommended Changes for adoption as the region's official selection of transportation projects); and
- ▶ Several items of supporting documentation (included are: the DVRPC formal public notice on the Public Comment Period; SEPTA's Notice of Public Hearing for the Capital Budget; a "Highlights" document of the Draft TIP, which is e-mailed to a wide distribution list and made available to the public to describe the program, process, and projects in an abbreviated manner; documentation of outreach to Tribal Nations; and proofs of publication of the legal notices for the formal 30-day Public Comment Period in area newspapers, as required).

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APPENDIX D

DVRPC TIP Project Benefit Criteria



DVRPC TIP Project Benefit Criteria

An update to the criteria used to evaluate projects that are added to the Transportation Improvement Program (TIP) was adopted by the DVRPC Board on February 27, 2014. Universal criteria were established that can be used to evaluate a variety of modes (roadway, transit, bike, pedestrian, freight) and project types, and can be used in the Pennsylvania and New Jersey counties in the DVRPC region. Using evaluation criteria is one means to most effectively balance programming the region's needs and resources. Other factors that are considered for new TIP project candidates include local and regional priorities, asset management system rankings, public input, political support, geographic distribution, fund eligibility, project readiness, leveraging investments, and ensuring that various project types are considered in the TIP project selection process, such as all types of non-major roadway, transit, bike/pedestrian, preservation, operational improvement, and freight projects.

More specific project criteria will continue to be used to evaluate specific, large-scale major regional long-range plan projects, or those using special fund categories. Specific funding sources that have their own criteria developed for very specific analysis include Transportation Alternatives Program (TAP), Highway Safety Improvement Program (HSIP), and Congestion Mitigation and Air Quality (CMAQ). In these instances, the more specific project evaluation criteria will be used in conjunction with or in place of the TIP benefit criteria. During the development of the Draft FY2015 TIP, only new TIP candidate projects and those that were on the Pennsylvania Illustrative Unfunded List from the FY2013 TIP for Pennsylvania were assessed by DVRPC's universal benefit criteria.

The criteria were developed with Pennsylvania and New Jersey members of a working subcommittee of the DVRPC Regional Technical Committee (RTC) and were designed to align directly with the multimodal goals of the *Connections 2040* Plan as well as reflect the increasingly multimodal nature of projects in the TIP. The criteria generally consider one of two key questions:

- ❖ Is this project in a location where we want to make investments? Or,
- ❖ How beneficial or effective is this project?

The TIP Benefit Criteria were developed to represent the following characteristics:

- ❖ Align with the Long-Range Plan and other regional objectives;
- ❖ Be relevant to different types of TIP projects;
- ❖ Indicate differences between projects;
- ❖ Avoid measuring the same goal(s) multiple times;
- ❖ Cover the entire 9-county region;
- ❖ Be more quantitative than qualitative;
- ❖ Use readily available data with a strong likelihood of continued availability; and
- ❖ Be simple and understandable

The following briefly summarizes the criteria for project evaluation.

- ❖ **Facility / Asset Condition** – brings a facility or asset into a state-of-good repair, extends the useful life of a facility, or removes a functionally obsolete bridge rating.
- ❖ **Safety** – impacts safety-critical element for transit, high-crash road location, or incorporates an FHWA proven safety countermeasure.
- ❖ **Reduce Congestion** – location in CMP (Congestion Management Process) congested corridors, or appropriate everywhere CMP strategy; AADT per lane, and daily transit riders per daily seats.
- ❖ **Invest in Centers** – location in Connections 2040 Center or Freight Center, or high, medium-high, or medium transit score areas, or connection between two or more key centers.
- ❖ **Facility / Asset Use** – levels of daily vehicle miles traveled (VMT), trucks, and transit ridership.
- ❖ **Economic Competitiveness** – provides reduced operating/maintenance costs, or is part of an economic development or TOD project.
- ❖ **Multimodal Bike/Pedestrian** – accounts for bicyclists and pedestrians using the facility; new trails, sidewalks, or bike lanes, and connections to other multimodal facilities.
- ❖ **Environmental Justice** – benefits census tracts with high Indicators of Potential Disadvantage (IPD – previously known as Degrees of Disadvantage or “DOD”) communities.
- ❖ **Air Quality/Green Design** – Stresses air quality benefits and incorporates environmentally friendly principals.

After defining the criteria, a web-based decision-making tool was used to weigh the criteria. Each criterion could receive up to a maximum of 1 point. Each project can receive a total score that is the sum of the weight times the rating for each criteria. The tool can compare the projects estimated total state and federal cost to the total score, as a benefit-cost ratio. Other sources of funding that may increase a project's benefit-cost ratio, such as additional local funding beyond match requirements; non-traditional funding grants; and developer or private contributions, will not count toward a project's cost for the benefit-cost ratio. The tool provides a ranking of projects with the highest benefit-cost ratios, but the Regional Technical Committee recommends and ultimately the DVRPC Board makes the final decisions to determine TIP project selections.

TIP Evaluation Criteria and Measures

The following sections detail each of the proposed criteria.

1. Facility / Asset Condition

This criterion relates to the *Connections 2040* goal of rebuilding and maintaining the region's transportation infrastructure. The region has a substantial backlog of road, bridge, and transit infrastructure repair needs. These "fix-it-first" projects need to be the regional priority until a state-of-good repair is achieved. Data will come from road, bridge, and transit asset management systems.

Transit Project Rating

- 1 point if the improvement brings the asset into a state of good repair, or
- 0.5 points if project extends the useful life of a facility/asset not in poor condition.

Roadway and Bridge Project Rating

- 1 point if the project will bring a Bridge deck/super/sub/culvert rating of 3 or less, a posted or weight-restricted bridge, an interstate road segment with an IRI of ≥ 180 , an NHS facility with an IRI ≥ 200 , a roadway with more than 2,000 vehicles per day with an IRI ≥ 230 , or a roadway with less than 2,000 vehicles per day and an IRI of ≥ 260 into a state-of-good repair;
- 0.8 points if the project will bring a facility or asset with a "Poor/Worst on four or five point scale" asset management system rating into a state-of-good repair;
- 0.5 points if the project will extend the useful life of a facility that is not in poor condition, or resolves a fracture critical issue on a bridge;
- 0.25 points if project eliminates a functional obsolete issue on a bridge.

2. Safety

This criterion relates to the *Connections 2040* Plan goal of creating a safer transportation system. Projects that improve DOT identified high-crash locations and have a safety component will score 0.5 points per high-crash location. In addition, projects that incorporate one or more FHWA proven safety countermeasure can score 0.5 points per countermeasure, (defined at: <http://safety.fhwa.dot.gov/provencountermeasures/>).

Transit projects that are deemed safety critical will receive one point.

Transit Safety Rating

1 point if project is a safety critical transit project.

Roadway Safety Rating

Up to a maximum of 1 point:

- 0.5 points per safety improvement in 1 or more DOT identified high crash location (up to 1 point),
 - Pennsylvania Roadway Departure Improvement Program (RDIP) – the project must implement the specific identified safety improvement: enhanced signs and markings for curves (CSM), enhanced

signs and markings for curves + high friction surfaces (CMS-HFS), centerline rumble strips (CLRS), edge line rumble strips or shoulder rumble strips (ELRS/SRS), wider shoulders / edge line rumble strips (WS-ELRS), center and edge line pavement markings (C&EL PM), alignment delineation / lighting (ADL), high friction surfaces (HFS), guiderail relocations / safety enhancements (GR), tree removal / safety enhancements (TR), utility pole removal / safety enhancements (UP), enforcement and education – alcohol related (EEA), enforcement and education – speeding related (EES), enforcement and education – restraint related (EER), infrastructure improvements – speeding related (II), or install cable median barrier (CMB);

Pennsylvania Intersection Safety Improvement Program (ISIP) – the project must implement the specific identified safety improvement: STOP, SIGNAL, LEFT TURN, PED, or SPEED;

- 0.5 points per incorporated FHWA proven safety countermeasure (up to 1 point);
 - Roundabouts;
 - access management;
 - signal back-plates with retro-reflective borders;
 - longitudinal rumble strips and stripes on two-lane roads;
 - enhanced delineation and friction for horizontal curves;
 - safety edge;
 - medians and pedestrian crossing islands in urban and suburban areas;
 - pedestrian hybrid beacons; or
 - road diets.

3. Reduce Congestion

Reducing congestion is a goal in the *Connections 2040* plan. This has a significant impact on the region's economy, as competitiveness within a global economy means the region needs to be able to efficiently move people and goods. This criterion considers location in CMP corridors and the facility's existing level of congestion or overcrowding.

Is the project located in a CMP Priority or Congested Subcorridor?

The CMP has conducted considerable analysis of the regional transportation network and the impact of congestion. Developed with the counties, DOTs, transit operators, and other regional stakeholders, the CMP has identified a subset of Priority Sub-corridors for transportation investment with specific strategies for mitigating congestion. This criterion also considers Congested Sub-corridors and Emerging Corridors as additional rating factors. In areas where Priority, Congested Sub-corridors, or Emerging Corridors overlap, only the higher value will be counted.

CMP Rating

Maximum of A or B:

- A. 0.5 points if project implements an appropriate everywhere strategy in the CMP.
CMP appropriate everywhere strategies include:
 - safety improvements and programs;
 - signage;
 - context sensitive design;
 - improvements for walking and bicycling;
 - basic upgrade of traffic signals;
 - signal prioritization for emergency vehicles;

- making transfers easier for passengers;
- intersection improvements of a limited scale;
- bottleneck removal of a limited scale;
- environmental justice outreach for decision-making;
- access management;
- marketing/outreach for transit and TDM services;
- revisions to existing land use or transportation regulations;
- growth management;
- smart growth; or
- complete streets.

B. (Project length in priority corridor x 100 percent + project length in congested corridor x 70 percent + project length in emerging corridor x 30 percent) divided by total project length.

What is the average AADT divided by the average number of lanes or transit ridership divided by the number of seats?

This criterion looks at facility or route specific congestion or overcrowding. AADT and average lanes data will come from the Roadway Management System (RMS). Transit seats will be computed by seats per vehicle multiplied by average number of vehicles (for rail routes) multiplied by daily service frequency. This data will come from annual route statistics reports, or the transit agency itself.

Congestion / Overcrowding Rating

- For limited-access facilities: 1 point if Daily AADT/Lane is greater than 25,000; else AADT/Lane divided by 25,000.
- For arterials, collectors, and local roads: 1 point if Daily AADT/Lane is greater than 12,500; else AADT/Lane divided by 12,500.
- For Transit Facilities: 1 point if Daily Passengers/Daily Seats (# of vehicles * seats per vehicle * Total Daily Service frequency) is greater than 1; else Daily Passengers/Daily Seats.

4. Invest in Centers

This criterion reflects the *Connections 2040* core plan principle to create livable communities within more than 120 regional development centers and 44 freight centers. Identifying focus areas for future development creates a better linkage between land use and transportation.

Projects will be rated on how well they serve centers by their location within centers, or high, medium-high, or medium transit score areas. A hybrid GIS layer has been created with a ¼ mile around all *Connections 2040* centers (from the metro center to rural and neighborhood centers), and all non-center areas of the region are high, medium-high, or medium transit score locations, or none of the above. All project limits within the Centers and Center buffer areas, or within high transit score areas will receive one point. All project areas within medium-high transit score areas will receive 0.75 points. All project limits within medium transit score areas will receive 0.5 points. The sum of the project within these three limits (multiplied by the rating), will then be divided by the total project length to get a centers/transit score rating.

Projects can also be rated for being a critical link between two or more centers. Projects that either maintain or improve service on a facility that links centers will get 0.25 points added to their centers/transit score rating (up to a maximum of one point).

Centers Rating

(100% x Project length within ¼ mile or inside Plan and Freight Centers + 100% x project length in high transit score areas + 75% x project length in medium-high transit score areas + 50% x project length in medium transit score areas)/total project length.

Bonus: +0.25 points (up to 1 point maximum) if the project improves or maintains a critical facility that links two or more regional Plan or freight centers.

5. Facility/Asset Use

This criterion looks at how much use the facility or asset receives in a multimodal manner, to determine the scale of the project's impact on the transportation system. Use will be determined by the total number of vehicle miles traveled (VMT), average number of daily trucks, or affected daily transit riders. The greater the facility's use, the more important it is in terms of risk to negative regional impacts, and the broader the benefits are that can be delivered by implementing the project. Only existing users are counted, and the evaluation criteria do not attempt to estimate future users as a result of the project.

Vehicle Miles Traveled

Vehicle miles traveled will be determined by using the average AADT for all segments multiplied by facility length. Data will come from the Roadway Management System (RMS). Projects that are located at specific intersection(s) and bridge(s) will assume a project length of 1 mile, essentially using AADT as the proxy for usage. Intersections and bridges that are improved as part of a larger corridor project will be embedded into the overall project length (and will not use the one mile assumption). New segments will use their length multiplied by the average AADT for the facilities they connect to (beginning and endpoints only). Data will come from the Roadway Management System (RMS).

Daily VMT Rating

1 point if the average AADT of all road segments multiplied by the total length of the segments within the project limits is more than 500,000; else, total daily VMT divided by 500,000.

Daily Trucks

Daily trucks will be determined by multiplying the percent daily trucks by the average AADT for all segments. Data will come from the Roadway Management System (RMS). For freight rail projects, DVRPC will work with the private rail company to estimate daily truck equivalents.

Daily Trucks Rating

1 point if the average road segment has more than 7,500 trucks or truck equivalents per day; else trucks or truck equivalents per day divided by 7,500.

Daily Affected Transit Riders

Daily affected transit riders will account for the average daily ridership using the route in question, or routes the asset depends on. For example the Jenkintown Substation powers the Lansdale-Doylestown, Warminster, and West Trenton lines. A project to improve the Jenkintown substation affects the riders of all three lines.

Daily Affected Transit Riders Rating

Ridership values will come from annual route ridership reports published by the transit agencies, or direct transit agency data. 1 point if the number of daily transit riders affected is 50,000 or above; else daily affected ridership divided by 50,000.

6. Economic Competiveness

This criterion rewards projects that build the regional economy by investing in transportation improvements related to economic development or transit-oriented development (TOD); reducing agency operating or maintenance costs; or reducing transportation system user costs. Projects rated for economic development or TOD must indicate the specific development it is supporting.

Economic Competiveness Rating

Sum of each checkbox, up to a maximum of 1 point:

- Does the project reduce agency maintenance or operating costs?
(0 points if cost increases; 0.25 points if no change; 0.5 points if cost decreases)
- Does the project reduce public/private transportation system user vehicle maintenance or operating costs? (0 points if cost increases; 0.25 points if no change; 0.5 points if cost decreases)
- Does project support a known economic development project or a transit-oriented development (TOD)? (0.5 points if it supports)

7. Multimodal Bike/Pedestrian

This criterion relates to the *Connections 2040* Plan goal of fostering a multimodal transportation system. It will rate new facilities based on length and connections to existing multimodal facilities; or existing use of facilities. In some cases a road may add a bike lane, where there is already significant bicycle use. This project will be able to score based on both the new bike lane and the existing use.

The rating for existing facilities will be based on daily bicyclists and pedestrian use. This data will come from DVRPC counts, and can be supplemented with county counts if no DVRPC counts are available. New bike and pedestrian facilities will be rated based on project length and connections to other existing bike and pedestrian facilities, transit stations, or bus routes. Projects that make a critical last mile transit connection or link facilities over a difficult connection, such as a bridge, will receive a 0.5 point bonus.

Sum of each checkbox, up to a maximum of 1 point:

- 1 point if the number of daily bicyclists and pedestrians is 1,000 or above; else daily bicyclists and pedestrians divided by 1,000.
- Up to 0.5 points for a new trail, sidepath, bike lane, or sidewalk; total length in miles divided by 10.
 - 0.1 points for each bus route, each train station, or each existing bike/ped facility the proposed new bike/ped facility connects to.
 - +0.5 points for new sidewalks and bike facilities to fill a difficult gap, such as on a bridge, or new 'first/last mile' bike/ped connection to a public transit station or key destination.

8. Environmental Justice

Does the project serve Environmental Justice communities and the additional population groups with additional transportation needs, as defined by the DVRPC Indicators of Potential Disadvantage (IPD) methodology? This indicator also helps to ensure that these communities do not suffer from worse overall infrastructure condition than other communities.

Environmental Justice Rating

(100% x project length in 7-8 IPD communities + 70% x project length in 5-6 IPD communities + 30% x project length in 3-4 IPD communities) divided by total project length.

9. Air Quality/Green Design

This criterion relates to the *Connections 2040* Plan goal of limiting transportation impacts on the natural environment. Projects will rate if they provide air quality benefits, incorporate green design principles, use green or recycled materials, or reduce environmental impact. Examples of projects for each category are shown below, but this list is not intended to be limited to these examples only. Other green design principles not listed here can also be considered with TIP subcommittee group consensus.

Air Quality Rating

0.5 points for air quality improvements:

- Air quality: low emissions vehicles (hybrid, hydrogen, LPN, genset/clean diesel); trees, sound walls or other buffers that reduce exposure to transportation noise and emissions; separating freight and diesel traffic from local roads, schools, parks, or residential areas; reduce vehicle hours of driving, vehicle miles traveled, greenhouse gas emissions, or vehicle idling.

Green Design Rating

0.5 points for incorporating any one of the checkboxes below:

- Green design: bioswales/rain gardens, tree trenches, vegetated medians (more than just grass)/vegetated curb bump-outs, naturalized stormwater basins.
- Green or recycled materials: use warm-mix asphalt, long-life pavement materials, pervious pavement, or smog absorbing concrete; use of recycled materials (fly ash, glass, plastic, etc.), or project supports or enhances recycling efforts.
- Reduced environmental impact: alternative energy generation (solar, wind, regenerative braking); climate adaptability/resiliency components; enhance habitat connectivity or wildlife crossings.

Future Revisions

It is intended that these evaluation criteria are part of a living document. The criteria will need to be revisited and updated as appropriate, particularly as new data or analysis techniques become available. A known future impact will be better aligning with MAP-21 performance measures.

MAP-21 Performance Measures

Moving Ahead for Progress in the 21st Century (MAP-21) is the current federal transportation legislation. Among its reforms is to create 13 performance measures related to the nation's Interstate and National Highway System road networks, and a set of criteria related to the transit system. While the exact criteria have not yet been identified, they will measure the following goals.

Interstate and National Highway System

- Infrastructure condition - To maintain the highway infrastructure asset system in a state of good repair.
 - Pavement Condition (Interstate/NHS)
 - Bridge Condition (NHS)
- System reliability - To improve the efficiency of the surface transportation system.
- Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
 - Injuries / VMT;
 - Fatalities / VMT;
 - # of Serious Injuries;
 - # of Fatalities
 - Measures used to address safety on all public roads
- Congestion reduction - To achieve a significant reduction in congestion on the National Highway System.
- Environmental sustainability- To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Freight movement and economic vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Reduced project delivery delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Transit System

- Safety
- Condition

Other Issues

On the roadway side, the TIP project benefit criteria have a measure related to nearly all the goals; only the system reliability and reduced project delivery delay measures could be considered missing. Project delivery will be determined in the LPN process in Pennsylvania and the Concept Development Screening in New Jersey. Project selection discussion can also consider project readiness. System reliability is partially addressed through the CMP process, where the most critical congested corridors have been identified. Investments in these areas should help to improve system reliability.

What the actual MAP-21 indicators will be is still to be determined. Once these national indicators have been defined, the TIP evaluation criteria may need to be revised to better reflect the federal measures.

Risk

While the TIP project evaluation does not include a specific measure for the risk involved with a project, it is effectively captured through three of the criteria:

- Safety
- Use
- Facility/Asset Condition

Health in All Policies

The *Connections 2040* plan calls for a 'health in all policies' framework, which encourages the integration of health in policy assessment, decision-making, and public investments. While the TIP project evaluation criteria do not employ a specific health measure, they can help to anticipate better health outcomes. Key transportation related health outcomes were identified by the American Public Health Association in *The Hidden Health Costs of Transportation* report. These outcomes include physical activity and body weight, air pollution, traffic safety, household expenses and equity. There is a TIP project evaluation criteria related to improving each of these outcomes.

Transportation Health Outcome	TIP Project Evaluation Criteria
Physical Activity and Weight	Multimodal Bike/Pedestrian – does the project add new bike or pedestrian facilities?
Air Pollution	Air Quality/Green Design – does the project help to lower emissions?
Traffic Safety	Safety – does the project improve a high-crash road location, or incorporate an FHWA proven safety countermeasure.
Household Expenditures on Transportation	Economic Competitiveness – does the project reduce user vehicle operating or maintenance cost.
Equity	Environmental Justice – does the project benefit high indicators of potential disadvantage (IPD) communities.

Source: DVRPC 2014, modified from APHA 2010

Detailed Evaluation Criteria

Main Criteria	Sub-Criteria	Data Source	Rating Scale (each Main/Sub criteria can score up to 1 point)
Invest in Centers	-	Connections 2040 Centers, Freight Centers, Transit Score Index	+ (100% x Project length within ¼ mile or inside Plan or Freight Centers + 100% x project length in high transit score areas + 75% x project length in medium-high transit score areas + 50% x project length in medium transit score areas) /total project length. + 0.25 points if project improves or maintains a <i>critical</i> facility that links two or more regional Plan or freight centers.
	Reduce Congestion	CMP CMP Appropriate Everywhere Strategies, CMP Priority Corridors	Maximum of A or B below: A. 0.5 points if project implements an appropriate everywhere strategy in the CMP <input type="checkbox"/> safety improvements and programs; <input type="checkbox"/> signage; <input type="checkbox"/> context sensitive design; <input type="checkbox"/> improvements for walking and bicycling; <input type="checkbox"/> basic upgrade of traffic signals; <input type="checkbox"/> signal prioritization for emergency vehicles; <input type="checkbox"/> making transfers easier for passengers; <input type="checkbox"/> intersection improvements of a limited scale; <input type="checkbox"/> bottleneck removal of a limited scale; <input type="checkbox"/> environmental justice outreach for decision-making; <input type="checkbox"/> access management; <input type="checkbox"/> marketing/outreach for transit and TDM services; <input type="checkbox"/> revisions to existing land use or transportation regulations; <input type="checkbox"/> growth management; <input type="checkbox"/> smart growth; or <input type="checkbox"/> complete streets. B. (project length in priority corridor x 100 percent + project length in congested corridor x 70 percent + project length in emerging corridor x 30 percent)/total project length.
	Congestion / Overcrowding	Roadway Management System (RMS)	A. Limited-access facilities: 1 point if Daily AADT/Lane is greater than 25,000; else AADT/Lane divided by 25,000. B. Arterials, collectors, and local roads: 1 point if Daily AADT/Lane is greater than 12,500; else AADT/Lane divided by 12,500. C. Transit facilities: 1 point if daily passengers/daily seats (# of vehicles * seats per vehicle * total daily service frequency) >1; else daily passengers/daily seats.
Environmental Justice	-	Indicators of Potential Disadvantage (IPD)	(100% x project length in 7-8 IPD communities + 70% x project length in 5-6 IPD communities + 30% x project length in 3-4 IPD communities)/total project length.
Facility / Asset Use	Daily VMT	Roadway Management System (RMS),	1 point if the average AADT of all road segments multiplied by the total length of the segments within the project limits is more than 500,000; else total daily VMT divided by 500,000. For computation of VMT, projects that only involve bridges or intersections assume that each of these facilities is 1 mile in length. In this case the value will be the average AADT multiplied by the number of bridges or intersections. Projects where bridge or intersection improvements are a part of a larger scope will rely on the limits of the larger project.
	Daily Trucks	Roadway Management System (RMS),	1 point if the average road segment has more than 7,500 trucks or truck equivalents per day; else trucks or truck equivalents per day divided by 7,500.
	Daily Transit Riders	Transit Agencies,	1 point if the number of daily transit riders affected is 50,000 or above; else daily affected ridership divided by 50,000.
Multimodal – Bike and Pedestrian	New facilities	DVRPC multi-use trail network, bus routes, train/trolley/subway stations; DVRPC Bike/Ped counts	Up to a maximum of 1 point: <input type="checkbox"/> Up to 0.5 points for any new trail, sidepath, bike lane, or sidewalk: total length in miles divided by 10; <input type="checkbox"/> 0.1 points for each bus route, each train station, or each existing bike/ped facility that a proposed new bike/ped facility connects to; <input type="checkbox"/> 0.5 points if new sidewalks and bike facilities fill a difficult gap, such as on a bridge, or new 'first/last mile' bike/ped connection to a public transit station or key destination; and <input type="checkbox"/> 1 point if number of daily bicyclists and pedestrians is 1,000 or above; else daily bicyclists and pedestrians divided by 1,000.

Detailed Evaluation Criteria (Continued)

Main Criteria	Sub-Criteria	Data Source	Rating Scale (each Main/Sub criteria can score up to 1 point)										
<i>Air Quality / Green Design</i>	-	Project sponsor / project scope	<input type="checkbox"/> 0.5 points for air quality benefits such as: low emissions vehicles (hybrid, hydrogen, LPN, genset/clean diesel); trees, sound walls or other buffers that reduce exposure to transportation noise and emissions; separating freight and diesel traffic from local roads, schools, parks, or residential areas; reduce vehicle hours of driving, vehicle miles traveled, greenhouse gas emissions, or vehicle idling; and/or 0.5 points for any one of the green design checkboxes below: <ul style="list-style-type: none"> <input type="checkbox"/> Green design such as bioswales/rain gardens, tree trenches, vegetated medians (more than just grass)/vegetated curb bump-outs, naturalized stormwater basins; <input type="checkbox"/> Green or recycled materials such as: use warm-mix asphalt, long-life pavement materials, pervious pavement, or smog absorbing concrete; use of recycled materials (fly ash, glass, plastic, etc.), or project supports or enhances recycling efforts; <input type="checkbox"/> Reduced environmental impact, such as: alternative energy generation (solar, wind, regenerative braking); climate adaptability/resiliency components; enhance habitat connectivity or wildlife crossings. 										
<i>Economic Competitiveness</i>	-	Project sponsor, RTC, DVRPC	Up to a maximum of 1 point: <ul style="list-style-type: none"> <input type="checkbox"/> Project saves or reduces agency operating/maintenance costs: 0 points if project increases costs; 0.25 points if no change; 0.5 points if cost decreases; <input type="checkbox"/> Project saves user or public/private vehicle operating costs: 0 points if project increases costs; 0.25 points if no change; 0.5 points if cost decreases); <input type="checkbox"/> 0.5 points if project supports a known economic development (ED) project or a transit-oriented development (TOD). 										
<i>Safety</i>	-	Transit agency, DOT, project sponsor/scope	<p><u>Transit Projects Only:</u> safety critical transit project =1 point</p> <p><u>Roadway/Bike/Ped. Projects:</u> 0.5 points per safety improvement/critical safety location (up to 1 point)</p> <ul style="list-style-type: none"> <input type="checkbox"/> The project is in 1 or more DOT identified high crash location: <ul style="list-style-type: none"> <input type="checkbox"/> Pennsylvania Roadway Departure Improvement Program (RDIP) – the project must implement the specific identified safety improvement: enhanced signs and markings for curves (CSM), enhanced signs and markings for curves + high friction surfaces (CMS-HFS), centerline rumble strips (CLRS), edge line rumble strips or shoulder rumble strips (ELRS/SRS), wider shoulders / edge line rumble strips (WS-ELRS), center and edge line pavement markings (C&EL PM), alignment delineation / lighting (ADL), high friction surfaces (HFS), guiderail relocations / safety enhancements (GR), tree removal / safety enhancements (TR), utility pole removal / safety enhancements (UP), enforcement and education – alcohol related (EEA), enforcement and education – speeding related (EES), enforcement and education – restraint related (EER), infrastructure improvements – speeding related (II), or install cable median barrier (CMB); <input type="checkbox"/> Pennsylvania Intersection Safety Improvement Program (ISIP) – the project must implement the specific identified safety improvement: STOP, SIGNAL, LEFT TURN, PED, or SPEED; <input type="checkbox"/> The project incorporates one or more FHWA proven safety countermeasures (see http://safety.fhwa.dot.gov/provencountermeasures/): <table border="0" style="width: 100%;"> <tr> <td><input type="checkbox"/> roundabouts;</td> <td><input type="checkbox"/> safety edge;</td> </tr> <tr> <td><input type="checkbox"/> access management;</td> <td><input type="checkbox"/> medians and pedestrian crossing islands in urban and suburban areas;</td> </tr> <tr> <td><input type="checkbox"/> signal backplates with retroreflective borders;</td> <td><input type="checkbox"/> pedestrian hybrid beacons; and</td> </tr> <tr> <td><input type="checkbox"/> longitudinal rumble strips and stripes on two-lane roads;</td> <td><input type="checkbox"/> road diets.</td> </tr> <tr> <td><input type="checkbox"/> enhanced delineation and friction for horizontal curves;</td> <td></td> </tr> </table> 	<input type="checkbox"/> roundabouts;	<input type="checkbox"/> safety edge;	<input type="checkbox"/> access management;	<input type="checkbox"/> medians and pedestrian crossing islands in urban and suburban areas;	<input type="checkbox"/> signal backplates with retroreflective borders;	<input type="checkbox"/> pedestrian hybrid beacons; and	<input type="checkbox"/> longitudinal rumble strips and stripes on two-lane roads;	<input type="checkbox"/> road diets.	<input type="checkbox"/> enhanced delineation and friction for horizontal curves;	
<input type="checkbox"/> roundabouts;	<input type="checkbox"/> safety edge;												
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<input type="checkbox"/> longitudinal rumble strips and stripes on two-lane roads;	<input type="checkbox"/> road diets.												
<input type="checkbox"/> enhanced delineation and friction for horizontal curves;													

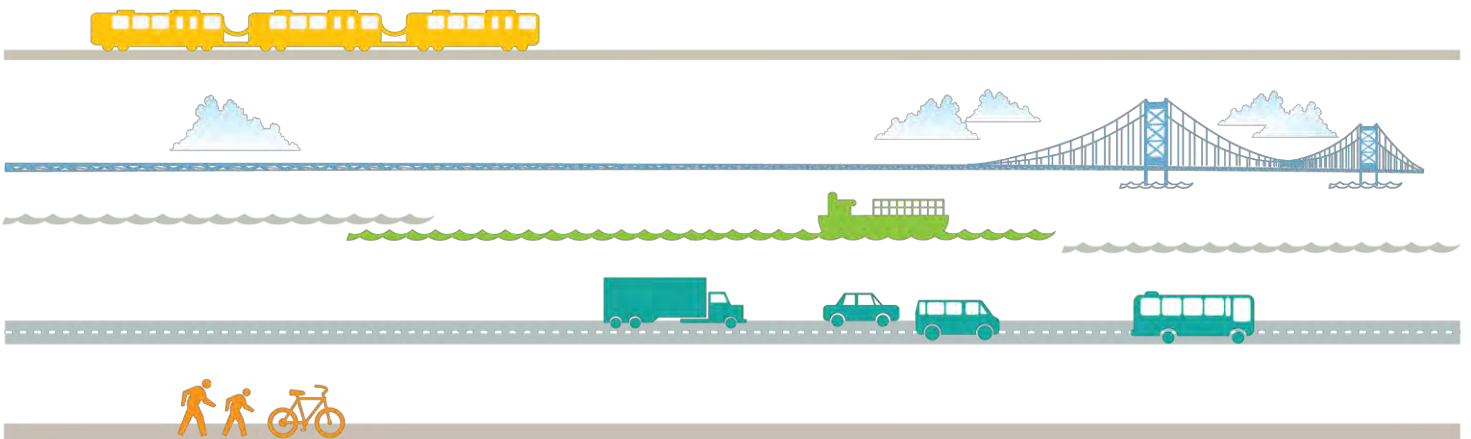
Detailed Evaluation Criteria (Continued)

Main Criteria	Sub-Criteria	Data Source	Rating Scale (each Main/Sub criteria can score up to 1 point)
			<p><u>Transit Projects (up to 1 point):</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> 1 point if the improvement brings the asset from a poor condition into a state of good repair; <input type="checkbox"/> 0.5 points if project extends the useful life of a facility / asset not in poor condition.
Facility / Asset Condition	-	Asset Management System Rating	<p><u>Roadway and Bridge Projects (up to 1 point):</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> 1 point if the project will bring a bridge deck/super/sub/culvert rating of 3 or less, a posted or weight-restricted bridge, an interstate road segment with an IRI of ≥ 180, an NHS facility with an IRI ≥ 200, a roadway with more than 2,000 vehicles per day with an IRI ≥ 230, or a roadway with less than 2,000 vehicles per day and an IRI of ≥ 260 into a state-of-good repair; <input type="checkbox"/> 0.8 points if the project will bring a facility or asset with a "poor/worst on four or five point scale" asset management system rating into a state-of-good repair; <input type="checkbox"/> 0.5 points if project extends the useful life of a facility not in poor condition, or resolves a fracture critical issue on a bridge; <input type="checkbox"/> 0.25 points if project removes a functional obsolescence issue on a bridge.

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APPENDIX E

Executive Summary of the Documentation of the Conformity Finding



Executive Summary

Overview

Transportation conformity is the process by which Metropolitan Planning Organizations (MPOs) or departments of transportation (DOTs) demonstrate that transportation projects included in a region's Long-Range Plan (Plan) or Transportation Improvement Programs (TIPs) do not cause new air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standards (NAAQS). Transportation conformity is a requirement of the Clean Air Act (CAA) in areas that do not meet the NAAQS or have previously been in violation of the NAAQS. Areas currently not meeting the NAAQS are known as nonattainment areas. Once a previously nonattaining area meets the NAAQS and submits plans to demonstrate how the area will continue to meet federal air quality standards, the United States Environmental Protection Agency (US EPA) can re-designate that area as either an attainment area or a maintenance area. The transportation conformity requirements are still applicable for up to 20 years after a nonattainment area is redesignated to ensure that the region continues to meet the NAAQS.

A transportation conformity demonstration is required at least once every four years or when an MPO: (1) adopts a new Plan or TIP; or (2) amends, adds, or deletes a regionally significant, nonexempt project in a Plan or TIP. This conformity demonstration is required due to the new *FY 2015 TIP for Pennsylvania* and the addition of regionally significant and nonexempt projects being amended in the *Connections 2040* Long-Range Plan in the Pennsylvania portion of the region.

Since there are no changes to regionally significant, nonexempt projects in the New Jersey counties in the Delaware Valley Regional Planning Commission (DVRPC) region, DVRPC will reaffirm the previous conformity analysis of the FY 2014 TIP for New Jersey and the New Jersey portion of *the Connections 2040* Long-Range Plan in lieu of performing a full conformity analysis.¹ This analysis was adopted by the DVRPC Board on July 25, 2013 and approved by the United States Department of Transportation (US DOT) in October, 2013.

The reaffirmed emissions analysis results and MVEBs for the New Jersey portion of the region are included in this report for informational purposes. For further discussion on the procedure used to demonstrate conformity for the FY 2014 TIP and New Jersey projects in the Plan, please see the DVRPC publication 13063: *Transportation Conformity Demonstration: FY 2013 Pennsylvania TIP, FY 2014 New Jersey TIP, and Connections 2040 Long-Range Plan*.

¹ As permitted by 40 CFR93.122(g)

The DVRPC region is in nonattainment for two of the NAAQS (ozone and fine particulate matter [PM_{2.5}]).² Portions of the region are maintenance areas for a third NAAQS (carbon monoxide [CO]).

This transportation conformity demonstration shows that the region's TIPs and *Connections 2040* Long-Range Plan are following, or "conforming to," the respective State Implementation Plans (SIPs) to meet the NAAQS.

This Executive Summary highlights DVRPC's conformity demonstration for:

☞ **Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NO_x) meeting the 2008 Eight-Hour Ozone NAAQS requirements in:**

- ❖ The DVRPC portion of the Philadelphia–Wilmington–Atlantic City Ozone Nonattainment Area.

☞ **Direct Fine Particulate Matter (PM_{2.5}) and Precursor NO_x meeting the 1997 Annual and 2006 24-Hour PM_{2.5} NAAQS requirements in:**

- ❖ The DVRPC portion of the Philadelphia–Wilmington, Pennsylvania–New Jersey–Delaware (PA–NJ–DE) Annual PM_{2.5} Nonattainment Area;
- ❖ The DVRPC portion of the Philadelphia–Wilmington, PA–NJ–DE 24-Hour PM_{2.5} Nonattainment Area;
- ❖ The DVRPC portion of the New York–Northern New Jersey–Long Island, New York–New Jersey–Connecticut (NY–NJ–CT) Annual PM_{2.5} Nonattainment Area; and
- ❖ the DVRPC portion of the New York–Northern New Jersey–Long Island, NY–NJ–CT 24-Hour PM_{2.5} Nonattainment Area.

☞ **Carbon Monoxide (CO) meeting the 1971 CO NAAQS requirements in:**

- ❖ The Philadelphia–Camden CO Maintenance Area;
- ❖ The City of Burlington in Burlington County, New Jersey CO Maintenance Area; and
- ❖ The City of Trenton in Mercer County, New Jersey CO Maintenance Area.

This summary serves as an inclusive document that demonstrates the transportation conformity of the DVRPC Plan and TIPs with all applicable SIPs and NAAQS requirements for the above pollutants within the noted areas. The full conformity determination document is available at www.dvrpc.org.

² The US EPA has published "Clean Data Determinations" in the *Federal Register* for the Pennsylvania counties of the DVRPC Region for the 1997 and 2006 PM_{2.5} Standards and has approved Maintenance Plans for the New Jersey counties in the DVRPC Region. The region will remain designated as a nonattainment areas until all of the states in the nonattainment area submit, and the US EPA approves, plans to redesignate the region as either attainment or maintenance areas for each of these standards.

Analysis Approach

Plan and TIP Projects

There are three categories of projects in the Plan and TIPs:

- ☞ *REGIONALLY SIGNIFICANT PROJECT*: a nonexempt highway or transit project on a facility that, regardless of its length, serves regional needs and is normally included in the regional travel simulation model;
- ☞ *EXEMPT PROJECT*: a project listed in Table 2 or 3 of the Final Conformity Guidance (Final Rule; 40 CFR 93) that primarily enhances safety or aesthetics, maintains mass transit, continues current levels of ridesharing, or builds bicycle and pedestrian facilities; and
- ☞ *NOT REGIONALLY SIGNIFICANT PROJECT/NONEXEMPT*: a highway or transit project on a facility that does not serve regional needs, or is not normally included in the regional travel simulation model and does not fit into an exempt project category in Table 2 or 3 of the Final Rule (40 CFR 93). These projects are determined to have minimal or no impact on regional air quality.

Regional Emissions Analysis

Conformity Test

The Final Rule stipulates that the emissions analysis of transportation plans and programs must model all regionally significant, nonexempt projects. Each project has an associated alphanumeric air quality code for the conformity determination and exempt eligibility identification purposes.

For an area with an implemented SIP, the motor vehicle emissions budget (MVEB) prescribed in the SIP sets a regional emissions amount that functions as a threshold against which conformity is tested. This process is commonly known as the “budget” test. The Final Rule stipulates that each SIP is sovereign and that, for a multistate MPO such as DVRPC, conformity applies separately to individual state portions of its planning area under respective SIPs.

Beginning in March 2013, MPOs and state DOTs are required to use the Motor Vehicle Emissions Simulator (MOVES) emissions model to demonstrate transportation conformity by the US EPA. The MOVES model replaces the MOBILE 6.2 emissions model. This change of model reflects a significant shift from vehicle emission rates based on aggregate driving cycles to an operational mode that accounts for different driving patterns and emission profiles from various vehicle types. The expanded capabilities of the MOVES model result in substantially different results in emissions analysis from the MOBILE 6.2 model, particularly for NO_x and Direct PM_{2.5}.

The DVRPC region has implemented SIP budgets for the 1997 Eight-Hour Ozone Standard in Pennsylvania and New Jersey. The Final Rule requires that for regions with existing MVEBs for a standard of the same pollutant (i.e., 1997 Eight-Hour Ozone and 2008 Eight-Hour Ozone), the approved budget test is required to demonstrate conformity for the new standard. Therefore,

DVRPC will utilize the 1997 Eight-Hour Ozone MVEBs in Pennsylvania to demonstrate conformity to the 2008 Eight-Hour Ozone Standard.

The US EPA approved a Pennsylvania SIP revision on April 3, 2013 (78 FR 19991), which established MOVES-based PM_{2.5} and NO_x MVEBs for use in determining conformity under the 1997 Annual and 2006 24-Hour PM_{2.5} NAAQS.

Current conformity guidance states that nonattainment areas with Annual PM_{2.5} SIP budgets must use those budgets to demonstrate conformity for the 24-Hour PM_{2.5} Standard. In practice, this means that the budget test for the Annual PM_{2.5} Standard is a surrogate that demonstrates conformity to the 24-Hour PM_{2.5} Standard. Therefore, DVRPC's Pennsylvania counties will use the Annual PM_{2.5} Standard Budget Test to demonstrate conformity for both PM_{2.5} standards.

DVRPC is reaffirming the previously approved emissions analysis for the region's New Jersey counties as a part of this conformity demonstration.

Analysis Years

For this conformity demonstration, the mobile source ozone emissions analysis years for VOCs and NO_x in the Philadelphia–Wilmington–Atlantic City Ozone Nonattainment Area are 2015 (the attainment date for the 2008 Eight-Hour Ozone Standard), 2025 (an interim year selected to keep all analysis years no more than 10 years apart), 2035 (a second interim year selected to keep all analysis years no more than 10 years apart), and 2040 (the horizon year of the DVRPC Plan). VOCs and NO_x, which are heat-sensitive ozone precursors, are estimated for a July day. To demonstrate conformity, projected ozone emissions in all analysis years must not exceed the established MVEBs in prior years.

In the New York–Northern New Jersey–Long Island, NY–NJ–CT PM_{2.5}, and Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Nonattainment Areas, the analysis years are 2015 (a near-term year within the four-year TIP), 2025 (a SIP budget year in New Jersey and interim year selected to keep all analysis years no more than 10 years apart), 2035 (a second interim year selected to keep all analysis years no more than 10 years apart), and 2040 (the horizon year of the DVRPC Plan).

To demonstrate conformity, projected PM_{2.5} emissions in analysis years must not exceed the 2009 (for analysis years before 2025) and 2025 (for analysis years 2025 and later) budgeted emissions in the New Jersey portion of the Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Nonattainment Area and Mercer County in the New York–Northern New Jersey–Long Island, NY–NJ–CT PM_{2.5} Nonattainment Area; and the 2009 budgeted emissions in the Pennsylvania portion of the Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Nonattainment Area.

Both New Jersey and Pennsylvania have approved limited maintenance plans for CO, and regional emissions analysis for CO is no longer required to demonstrate conformity.

Findings

The DVRPC Plan and the TIPs are found to be in conformity with the current Pennsylvania and New Jersey SIPs under the CAA. The forecasted emissions levels of VOCs, NO_x, and PM_{2.5} do not exceed the respective budgets established by the state departments of environmental protection (state DEPs) in accordance with the Final Rule under the current NAAQS governing applicable pollutants.

The transportation conformity analysis meets all applicable conformity criteria, including, but not limited to, the following:

Pennsylvania

- ☞ That the Plan and the TIPs are fiscally constrained [40 CFR 93.108];
- ☞ That this determination is based on the latest planning assumptions [40 CFR 93.110];
- ☞ That this determination is based on the latest emissions estimation model available [40 CFR 93.111];
- ☞ That DVRPC has made the determination according to the applicable consultation procedures [40 CFR 93.112];
- ☞ That the Plan and the TIPs do not interfere with the timely implementation of transportation control measures (TCMs) [40 CFR 93.113]; and
- ☞ That the Plan and the TIPs are consistent with the MVEBs in the applicable implementation plans [40 CFR 93.118]; and

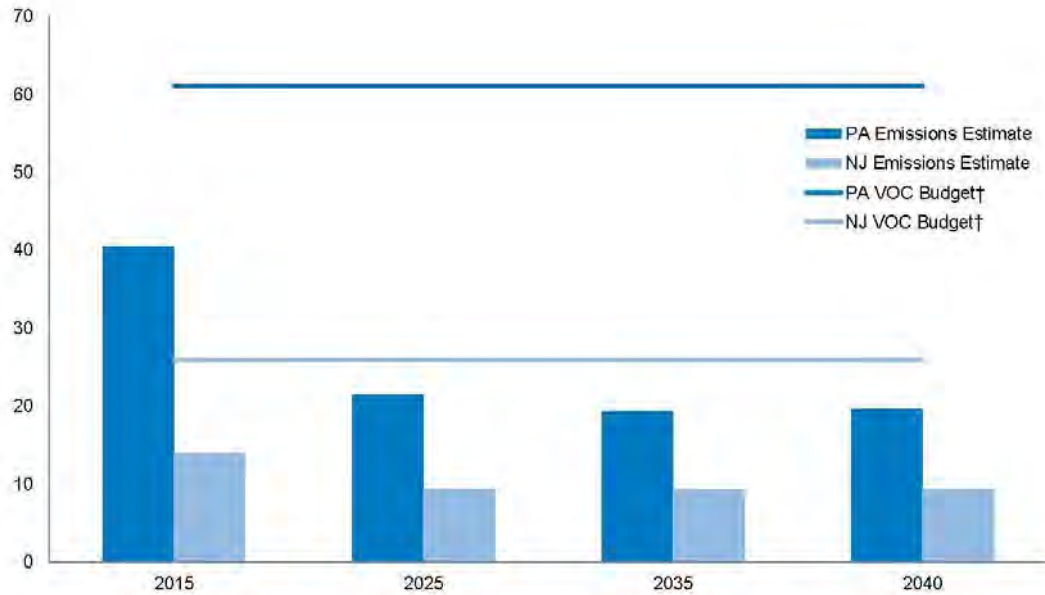
New Jersey

- ☞ DVRPC is reaffirming the conformity analysis for the FY 2014 TIP for New Jersey and New Jersey projects in the *Connections 2040 Long-Range Plan* that was adopted on July 25, 2013, and approved by the US DOT in October 2013 [40 CFR 93.12].

Figures 1 through 4 detail the emissions analysis results for transportation projects included in the Plan and TIPs for Pennsylvania and New Jersey. The data for these figures is detailed in Tables 6 through 8, found on pages 34 and 35. These estimates of emissions results confirm that the transportation projects in the Plan and TIPs conform to the respective SIP and Final Rule conformity requirements.³

³ Emissions analysis for the New Jersey counties are from the conformity analysis adopted by the DVRPC Board on July 25, 2013.

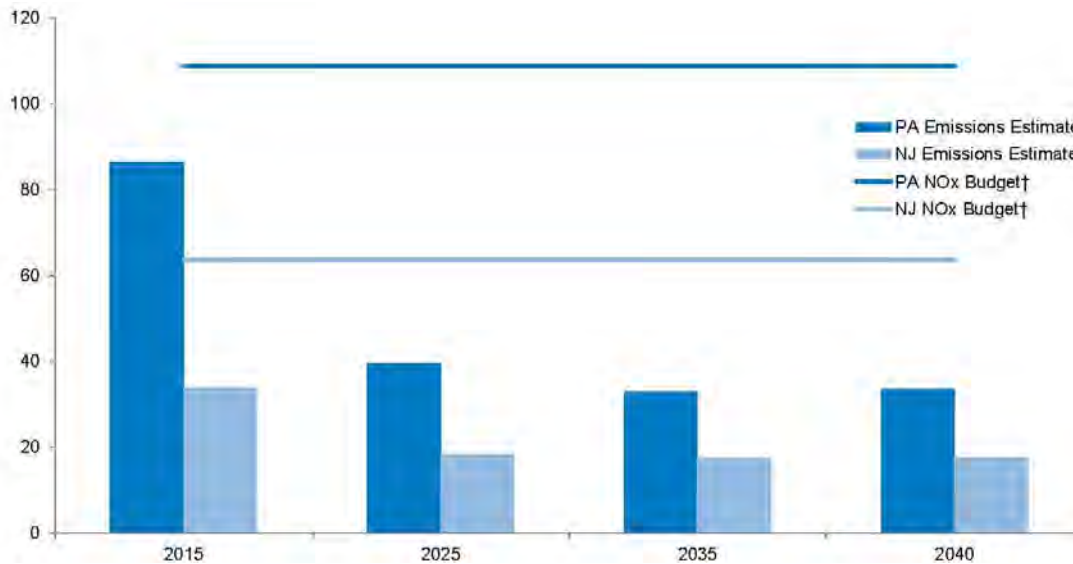
Figure 1. Volatile Organic Compounds Emissions Analysis Results (Tons/July Day)



Source: Delaware Valley Regional Planning Commission, 2014.

Note : The most recent Eight-Hour Ozone SIP MVEBs (2008 in Pennsylvania or 2009 in New Jersey) will apply to all future analysis years.

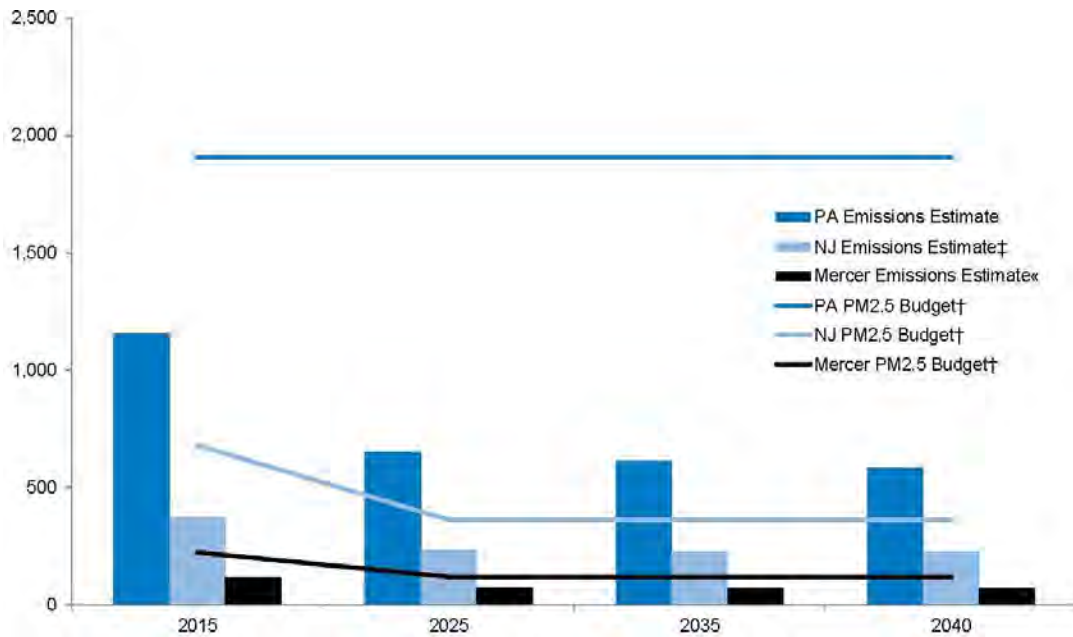
Figure 2. Nitrogen Oxides Emissions Analysis Results (Tons/July Day)



Source: Delaware Valley Regional Planning Commission, 2014.

Note : The most recent Eight-Hour Ozone SIP MVEBs (2008 in Pennsylvania or 2009 in New Jersey) will apply to all future analysis years.

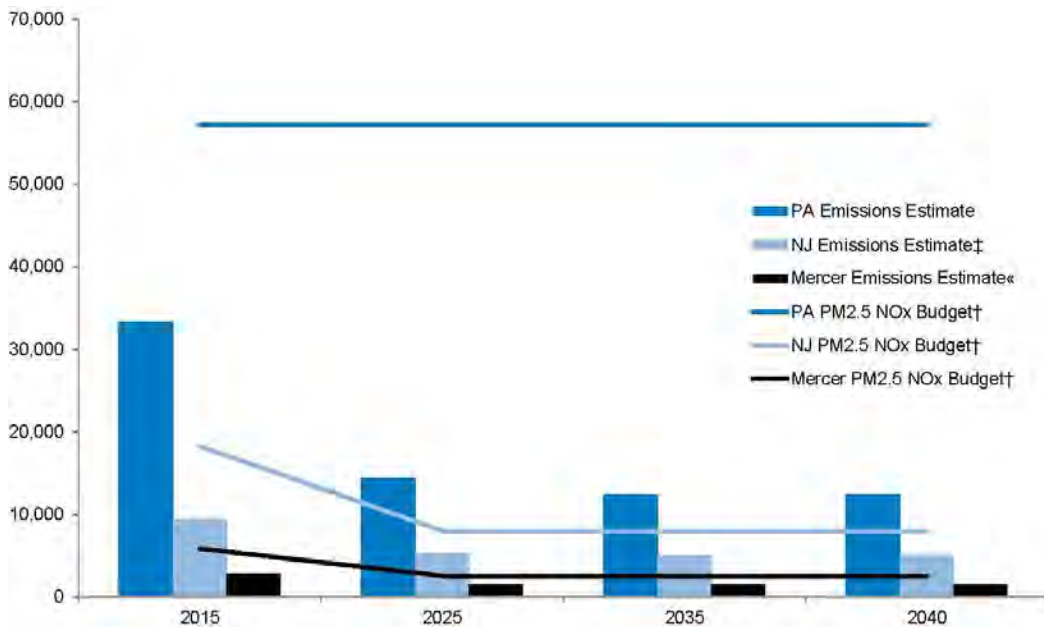
Figure 3. Annual and 24-Hour Direct Fine Particulate Matter Emissions Analysis Results (Tons/Year)



Source: Delaware Valley Regional Planning Commission, 2014.

Note: Associated 2009 and 2025 (in New Jersey only) MVEBs apply to all future analysis years.
 ‡ Results are only for Burlington, Camden, and Gloucester counties, which are the New Jersey portion of the Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Nonattainment Area.
 « Results are only for Mercer County, which is the DVRPC New Jersey portion of the New York–Northern New Jersey–Long Island, NY–NJ–CT PM_{2.5} Nonattainment Area.

Figure 4. Annual and 24-Hour NO_x Precursor Emissions Analysis Results (Tons/Year)



Source: Delaware Valley Regional Planning Commission, 2014.

Note: Associated 2009 and 2025 (in New Jersey only) MVEBs apply to all future analysis years.

‡ Results are only for Burlington, Camden, and Gloucester counties, which are the New Jersey portion of the Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Nonattainment Area
« Results are only for Mercer County, which is the DVRPC New Jersey portion of the New York–Northern New Jersey–Long Island, NY–NJ–CT PM_{2.5} Nonattainment Area.

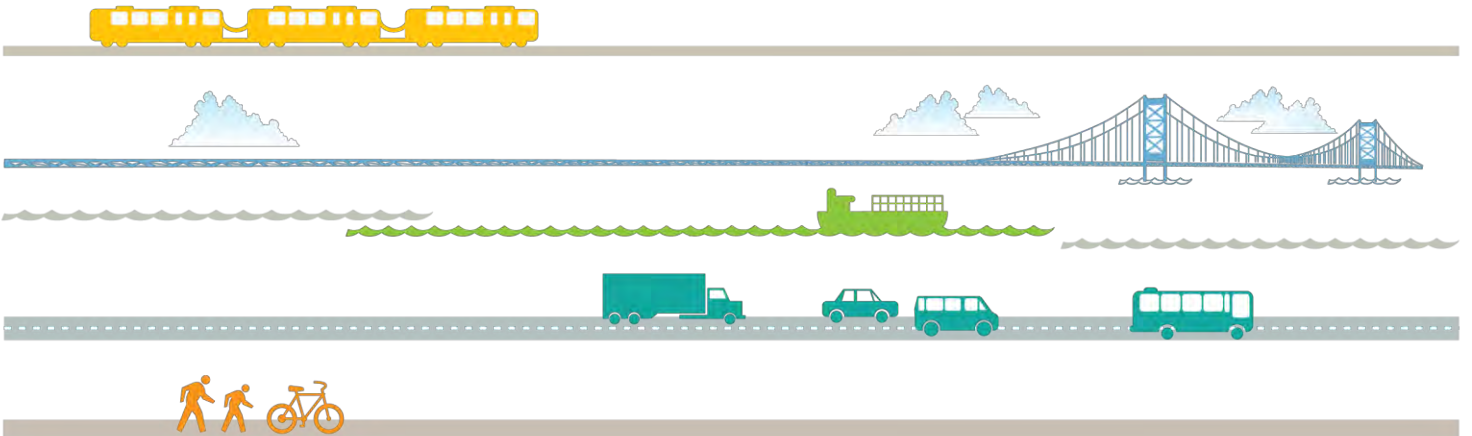
These findings reaffirm transportation conformity of the FY 2014 New Jersey TIP, and demonstrate transportation conformity of the FY 2015 Pennsylvania TIP, and the DVRPC *Connections 2040* Long-Range Plan with the corresponding state SIPs and the Final Rule requirements under CAA, including:

- ❧ The 2008 Eight-Hour Ozone NAAQS in the Philadelphia–Wilmington–Atlantic City Ozone Nonattainment Area;
- ❧ The 1997 Annual and 2006 24-Hour PM_{2.5} NAAQS in the Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Nonattainment Area;
- ❧ The 1997 Annual and 2006 24-Hour PM_{2.5} NAAQS in the DVRPC portion of the New York–Northern New Jersey–Long Island, NY–NJ–CT PM_{2.5} Nonattainment Area; and
- ❧ The 1971 Eight-Hour CO NAAQS in the Philadelphia–Camden CO Maintenance Area; in the City of Burlington in Burlington County, New Jersey; and in the City of Trenton in Mercer County, New Jersey.

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APPENDIX F

Summary of Public Involvement Process, Index of Comments, Original Public Comments, Responses to Public Comments, List of Recommended Changes, Public Comment Outreach Documentation, the Draft Highlights of the FY2015 Draft TIP for Pennsylvania, Tribal Nations email, and Proof of Publication.



SUMMARY OF THE PUBLIC INVOLVEMENT PROCESS FOR THE FY2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA

The Delaware Valley Regional Planning Commission (DVRPC) has a long history of public participation in its planning process. We firmly believe in the principles of public participation by reaching out to as many stakeholders and members of the public as possible in an equitable and timely manner. Public participation is the only way to ascertain the interests of a wide variety of residents across the region. The need for public involvement is inherent to sound decision-making. DVRPC strives to provide a variety of opportunities for residents to be informed, participate, and be made aware of the decisions that will affect the future of this region.

DVRPC engages in an extensive public outreach program in order to provide a variety of opportunities to comment and receive information on the TIP. DVRPC encourages the public to pose questions about the TIP to state, county, transit, and DVRPC staff through its ongoing public involvement process, and in particular, during the 30-day public comment period. The public comment period for the DVRPC FY2015 TIP for Pennsylvania opened on May 30, 2014, and closed on June 30, 2014 at 5:00 p.m. (EST). Notice of the public comment period and the scheduled public meeting were distributed to over 13,500 individuals and organizations that comprised a variety of stakeholders in the region, including: non-profit organizations; traditional transportation and transit users; underserved, minority and low income populations; the private sector; and the general public. TIP documents were also mailed to Tribal representatives for comment.

Legal notices were placed in the Philadelphia Inquirer, the Philadelphia Tribune, Al Dia, the Trentonian, and the Courier-Post. An article also appeared in DVRPC's monthly newsletter. Announcements were made on DVRPC's Facebook page and Twitter feed. Public notices and requests for comment were sent to Tribal organizations. A public meeting was held on:

THURSDAY, JUNE 26, 2014
4:00 p.m. - 6:00 p.m.
DVRPC Conference Center
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106

The public was also given the option of participating in the meeting remotely via webinar.

DVRPC's website (www.dvrpc.org) is a vital tool in public outreach, and continued to serve a useful purpose during this TIP update cycle. The public notice and the entire TIP document was placed on the DVRPC website, as were the date and location of the public meeting, and other general information. TIP information and public commenting were made available online as part of DVRPC's web-based TIP public comment application at www.dvrpc.org/TIP. Users were able to submit project-specific or general comments online.

In addition, an email address was established (tip-plan-comments@dvrpc.org) to facilitate the submission of comments. Comments were also received by U.S. Mail.

For those without internet access, TIP documents were available at selected area libraries (see Table X) for review, at the DVRPC Resource Center, at the public meeting, and were mailed to individuals by request.

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Index of Comments on the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the Individuals		
Bucks County		
MPMS #64781 - Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek		
A.1	Rep. Steve Santarsiero	Asks for support of the rehabilitation of the bridge without any significant widening of the bridge base.
MPMS #88083 - Stoopville Road Improvements - Phase 2		
A.2	Rep. Steve Santarsiero	Asks for support for the following prioritization of the items included in the project: <ol style="list-style-type: none"> 1.Design and construction drainage improvements; 2.Construct multi-purpose trail; 3.Improve Highland Road and Route 532 intersection to include left turn lane from Highland to 532; 4.Improve Dolington Road and Route 532 intersection; 5. Improve Route 413 and Stoopville Road intersection.
MPMS #102105 - Municipal Bridge Line Item		
A.3	Patricia L. Scott	Supports Municipal Bridge Line Item in Fy2015 TIP and it is important for East Rockhill Township to have safe and fully operational bridges.
A.4	Jim Nietupski	Supports Municipal Bridge Line Item in FY2015 TIP.
A.5	Willard Mismar Jr	Supports Municipal Bridge Line Item in FY2015 TIP.
A.6	Bob & Monica Kennedy	Supports Municipal Bridge Line Item in FY2015 TIP.
A.7	James P. Deegan	Supports Municipal Bridge Line Item in FY2015 TIP.
A.8	Greg Lippincott	Supports Municipal Bridge Line Item in FY2015 TIP.
A.9	Marianne Morano	Supports Municipal Bridge Line Item.
A.10	Marianne Morano	Supports Rockhill Road bridge for inclusion into the Municipal Bridge Line Item.
A.11	Carol Critelli	Supports Municipal Bridge Line Item in FY2015 TIP.
A.12	Bill Trolio	In support of Municipal Bridge Line Item as it will ease the financial burden on local taxpayers for funding reconstruction of unsafe bridges. Branch Road bridge is open, however bridges on Ridge Road and Schwenmill Road are still closed. Closures add significant time, gas, and car exhaust to both commute to work on a local shopping errands as well as emergency services.
A.13	Fred Kershaw	Supports Municipal Bridge Line Item.
A.14	Fred Kershaw	Submits Rockhill Road Bridge (BMS # 09 7207 0437 0001) in Bucks County as a candidate for funding through this Municipal Bridge Line Item.
A.15	Pete Boyce	Supports Municipal Bridge Line Item in FY2015 TIP.
A.16	Chris Tate	Supports Municipal Bridge Line Item in FY2015 TIP.
A.17	Joe Berardi	Supports Municipal Bridge Line Item in FY2015 TIP.
A.18	Joe Berardi	School taxes for Pennridge School District are out of control due to the pension for the teachers. Teacher's salaries and pensions must be stopped because it is ethically wrong.
A.19	Richard Althouse	Supports Municipal Bridge Line Item in FY2015 TIP.
A.20	Evelyn Althouse	Supports Municipal Bridge Line Item in FY2015 TIP.
A.21	Sharon & Chris Staehle	Supports inclusion of the Municipal Bridge Line Item in the FY2015 TIP.
A.22	Theodore S. Valentine	Supports inclusion of the Municipal Bridge Line Item in the FY2015 TIP.
A.23	Hans Schnitzler	Supports inclusion of the Municipal Bridge Line Item in the FY2015 TIP.
A.24	Ed & Suzanne Hogan	Supports inclusion of the Municipal Bridge Line Item in the FY2015 TIP.
A.25	Dr. Kristin J.M. Ploeger	Supports Municipal Bridge Line Item in FY2015 TIP.
A.26	Carol Nagle	Supports Municipal Bridge Line Item in FY2015 TIP.
A.27	Richard C. Landt	Supports Municipal Bridge Line Item in FY2015 TIP.
A.28	Gregory Langston	Supports Municipal Bridge Line Item in FY2015 TIP.

Index of Comments on the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the Individuals		
A.29	Kathleen Hart	Supports Municipal Bridge Line Item in FY2015 TIP.
A.30	Gregory Hart	Supports Municipal Bridge Line Item in FY2015 TIP.
A.31	Earl and Virginia Hendricks	Supports Municipal Bridge Line Item in FY2015 TIP.
A.32	Anne Fenley	Supports Municipal Bridge Line Item in FY2015 TIP.
A.33	Willard Wismer Jr	Supports Municipal Bridge Line Item in FY2015 TIP.
A.34	Anne Newton Boyes	Supports Municipal Bridge Line Item in FY2015 TIP.
A.35	Katherine L. Wiley	Supports Municipal Bridge Line Item in FY2015 TIP.
A.36	Cheryl Krivda	Supports Municipal Bridge Line Item.
A.37	Bruce Costa	Supports Municipal Bridge Line Item in FY2015 TIP.
Delaware County		
MPMS #63406 - Retrofit for Bike Lane and Shoulders		
A.38	John Boyle	County Bike and Ped plans lack the design details for implementation. Counties have identified priorities for bike lane implementation and PENNDOT is investigating ways to reduce the municipal burden of the Bikeway Occupancy Permit.
A.39	John Boyle	Wants funds to be placed into MPMS 63406 "Retrofit for Bike Lane and Shoulders" for implementation.
MPMS #69816 - US 322, US 1 to Featherbed Lane (Section 101)		
A.40	Harriet	Hopes that project is completed soon.
A.41	Harriet	Wants SEPTA train service connecting West Chester, Media, and Center City Philadelphia.
Montgomery County		
MPMS #16334 - PA 73, Church Road Intersection and Signal Improvements		
A.42	Ken Daskus	Is in favor of projects that reduce traffic on local roads of Wyncote.
A.43	Laura Kelly	The intersection needs sidewalks and crosswalk signals along with bike lanes on Greenwood Ave. and both sides of Church Rd.
A.44	Kurt Ahrens	Wants the intersection to be more safe by adding bike lanes and crosswalks.
A.45	Dennis Fisher	Pedestrian movements across the intersection is difficult due to a lack of sidewalks.
A.46	Teresa Warnick	Advocates for sidewalks on both sides of Greenwood Avenue and on Church Road to the Wyncote elementary school.
A.47	Hannah Mazzaccaro	Supports intersection improvement, installation of sidewalks and painted crosswalks.
A.48	Kristina Denzel	Supports the installation of sidewalks and bike lanes for safety.
A.49	Amy Steffen	Supports bike and pedestrian access along Church Rd. and Greenwood Ave. along with signal improvements at the intersection.
A.50	Susan Meles	The intersection is dangerous and would like the street widened and sidewalk installed.
Philadelphia County		
MPMS #102274 - Schuylkill River Swing Bridge		
A.51	stenn	Supports Schuylkill River Swing Bridge Project.
A.52	M. Capillary	Supports Schuylkill River Swing Bridge Project.
A.53	doug	Supports Schuylkill River Swing Bridge Project.
A.54	Danielle Fike	Supports Schuylkill River Swing Bridge Project.
A.55	Tyler Fike	Supports Schuylkill River Swing Bridge Project.
A.56	Lane Fike	Supports Schuylkill River Swing Bridge Project.
A.57	C. Cavalieri	Supports Schuylkill River Swing Bridge Project.
A.58	chris clayton	Supports Schuylkill River Swing Bridge Project.
A.59	Blaise Syrnick	Supports Schuylkill River Swing Bridge Project as well as funding for The Circuit.
A.60	Kathleen Wiseman	Supports Schuylkill River Swing Bridge Project.
A.61	megan	Supports Schuylkill River Swing Bridge Project as well as funding trails projects in general.
A.62	mary beth	Supports Schuylkill River Swing Bridge Project.

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the Individuals		
A.63	amy and greg sadowski	Supports Schuylkill River Swing Bridge Project.
A.64	chris	Supports Schuylkill River Swing Bridge Project.
A.65	Mark Kocent (Univ of Penn)	Supports Schuylkill River Swing Bridge Project.
TIP funding for Bicycle and Pedestrian Plans		
A.66	John Boyle	Wants TIP funding for implementation of bicycle and pedestrian plans for the Southeastern Pennsylvania counties and the region.
Various Counties		
MPMS #61714 - Manayunk Canal Restoration		
A.67	Charles Brant	The recent upgrade has many problems.
MPMS #64984 - Transportation Alternatives Program (TAP) Line Item		
A.68	Eugene Friesen	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.69	Debra Wile	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.70	Graham Bier	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.71	Uri Feiner	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.72	Brian Luckenbill	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.73	David Dannenberg	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.74	Silvia Ascarelli	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.75	Catherine Bennett	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.76	Steven Schon	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.77	Stewart Leftow	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.78	Jason Gabriel	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.79	Kris Chirapongse	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.80	Joseph Brady	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.81	Michael Olszewski	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.82	Mary Westervelt	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.83	Dave Broadbent	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.84	John Cannon	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.85	Peter Sody	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.86	Robert Thomas	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.87	Elissa Garofalo	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.88	Kyle Konopka	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.89	James Burns	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.90	Joseph Dougherty	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.91	Donna Dougherty	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.

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<i>ITEM #</i>	<i>COMMENTOR</i>	<i>SUMMARY OF COMMENT</i>
Comments Received from the Individuals		
A.92	Joan Hall	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.93	John Spangler	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.94	Harry Wood	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.95	Debra Walker	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.96	Gerard Dwyer	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.97	Ariel Kirkwood	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.98	Ross Hennesy	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.99	Ilene Hass	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.100	Dan Allis	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.101	Chris Stanford	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.102	Owen Sindler	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.103	Michael Bowen	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.104	Meg O'Brien	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.105	Dennis Winters	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.106	Blake Rubin	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.107	Kat Buckley	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.108	Brian Hamilton	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.109	Bob Pasquini	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.110	Ronald McGuckin	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.111	Danielle Gray	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.112	Pamela Coleman	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.113	Charlie Karl	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.114	Rich Nadeau	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.115	Sara Dubberly	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.116	Patrick Sherlock	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.117	Michelle Lee	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.118	Michelle Udicious	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.119	Christian Conroy	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.120	Dodge Johnson	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.121	Adam Buchanan	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.

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<i>ITEM #</i>	<i>COMMENTOR</i>	<i>SUMMARY OF COMMENT</i>
Comments Received from the Individuals		
A.122	David Curtis	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.123	Mike Heisler	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.124	Kathryn Potalivo	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.125	Stephanie Funk	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.126	Elliot Titcher	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.127	Jonathan Nyquist	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.128	Carolyn Duffy	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.129	Arthur Vogel	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.130	Joe Dietrick	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.131	Eathan Janney	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.132	Lee Tabas	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.133	Ruth Kirkner	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.134	Gregory Milbourne	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.135	Jill Gefvert-Minick	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.136	Margaret van Naerssen	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.137	Jennifer Mann	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.138	Mariann Dempsey	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.139	Janice Mulugeta	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.140	Judith Baron	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.141	Joel Hecker	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.142	John Bryan	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.143	Chris Kendig	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.144	Gorkem Dagdelen	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.145	Zoe Axelrod	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.146	Andrew Ascher	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.147	Jennifer Yuan	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.148	Walter Cooper	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.149	Timothy Breen	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.150	Robert Daines	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.151	Ronald Loftis	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the Individuals		
A.152	Stewart Leftow	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.153	Marni Duffy	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.154	Gordon Laubach	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.155	Chuck Cruitt	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.156	Howard Isaacson	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.157	James Castellan	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.158	Thomas M. Vernon, MD	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.159	Gary Mann	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.160	Larry Bliss	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.161	Fred Lukens	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.162	Dennis Barnebey	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.163	Robert Pierson	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.164	Jason Hughes	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.165	Harvey Fountaine	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.166	Evan Suzuki	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.167	Joseph Syrnick	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.168	Renee Quaterman	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.169	Tanya Seaman	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.170	Rob Lange	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.171	George Gorman	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.172	Tony Spagnoli	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.173	Michael Del Vecchio	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.174	Laurel Drew	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.175	Daniel Orfe	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.176	Matthew Hugg	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.177	David McGinn	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.178	John Seidel	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.179	Paul Stavros	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.180	Mike Dellapenna	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.181	Michael Geisinger	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.

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Comments Received from the Individuals		
A.182	Duane Stanton	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.183	Derek Beyer	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.184	Mark Davis	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.185	Valerie Borek	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.186	Deb Faulkner	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.187	Ellyn Avila	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.188	Erin Engelstad	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.189	Jackie Syrnick	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.190	Jennifer Mahar	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.191	Joshua Dubin	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.192	Julien Delbastoy	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.193	Katie Pytel	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.194	Samantha Corson	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.195	Susan Syrnick	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.196	Virginia Goldberg	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.197	Andreina Perez	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.198	Brandon Hoover	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.199	Chad Carreras	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.200	Charles Brant	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.201	Max Steinbrenner	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.202	Christine Reimert	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.203	Peter Furcht	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.204	Manny Menendez	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.205	Andries Cregar	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.206	Frank Santaguida Sr.	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.207	Eric Huefner	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.208	Jeffrey Lawton	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.209	John Seidel	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.210	Ken Boyle	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.211	Lisa Gares	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.

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<i>ITEM #</i>	<i>COMMENTOR</i>	<i>SUMMARY OF COMMENT</i>
Comments Received from the Individuals		
A.212	Nick Rogers	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.213	Paula green	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.214	perry benson	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.215	Sara Hirschler	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.216	Rose Rudi	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.217	Spencer Finch	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.218	Tom Rickards	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.219	Byron Hawthorn	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.220	Beth Resta	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.221	Matthew o Perry	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.222	Elise Sochacki	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.223	Kristen Rolison	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.224	John Hogan	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.225	Paul Paul	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.226	Debra Long	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.227	Robert Blackburn	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.228	Jon Kimmel	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.229	Jonathan Kimmel	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.230	Matt McDaniel	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.231	Jeff Knowles	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.232	Mark Sullivan	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.233	Ernest Losso	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.234	James Donaghy	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.235	Kenneth Rymdeko	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.236	Ronnie Cameron	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.237	S. Fisher	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.238	Debra Wile	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.239	Tara Pakrouh	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.240	Charles Liedike	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.241	James Dulin	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.

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Comments Received from the Individuals		
A.242	Parker Snowe	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.243	James Howe	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.244	Andrea Mannino	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.245	Ron Bilotti	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.246	Caitlin Quigley	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.247	Jesse Leonard	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.248	David Bennett	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.249	Karen Smith	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.250	Christine Reimert	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.251	Samantha Corson	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
MPMS #90144 - Schuylkill River Trail, Shawmont Avenue to Montgomery County Line (TIGER)		
A.252	Charles Brant	The dangerous design that dumps cyclists into intersection of Shawmont and Nixon (the stop sign for cyclists has been missing for months despite being reported to SeeClickFix); no parking was added - could have used PECO right of way off Shawmont Avenue for parking and as the trail entrance instead of the ridiculously ugly and expensive wall along Nixon street.
MPMS #102274 - Schuylkill River Swing Bridge		
A.253	Samantha Corson	Supports Schuylkill River Swing Bridge Project.
A.254	Danielle Gray	Supports Schuylkill River Swing Bridge Project.
A.255	Tom Rickards	Supports Schuylkill River Swing Bridge Project.
A.256	Virginia Goldberg	Supports Schuylkill River Swing Bridge Project.
A.257	Susan Syrnick	Supports Schuylkill River Swing Bridge Project.
A.258	Samantha Corson	Supports Schuylkill River Swing Bridge Project.
A.259	Katie Pytel	Supports Schuylkill River Swing Bridge Project.
A.260	Julien Delbasty	Supports Schuylkill River Swing Bridge Project.
A.261	Joshua Dubin	Supports Schuylkill River Swing Bridge Project.
A.262	Zoe Axelrod	Supports Schuylkill River Swing Bridge Project.
A.263	Joseph Syrnick	Supports Schuylkill River Swing Bridge Project.
A.264	Karen Smith	Supports Schuylkill River Swing Bridge Project.
A.265	Ellyn Avila	Supports Schuylkill River Swing Bridge Project.
A.266	Erin Engelstad	Supports Schuylkill River Swing Bridge Project.
A.267	Jackie Syrnick	Supports Schuylkill River Swing Bridge Project.
A.268	Jennifer Mahar	Supports Schuylkill River Swing Bridge Project.
BETZWOD/SULLIVAN'S BRIDGE		
A.269	Charles Brant	\$9 million??? Why isn't a cheaper bike/ped crossing being integrated into the proposed motor vehicle bridges at Betzwood?
Bicycle Infrastructure in Region		
A.270	Dr. Alistair (Alix) Howard	Thankful for DVRPC's work on expanding and improving bicycle infrastructure in region.
Concerned about accessing Cross County Trail at Germantown Pike and Chemical Road		
A.271	Robert Daines	The Cross County Trail currently ends at the corner of Germantown Pike and Chemical Rd. This is an extremely busy and intimidating intersection. What are people supposed to do at that point? Just turn around and go home?
Concerned about the amount The Circuit segments in Delaware County		

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the Individuals		
A.272	Chuck Cruit	Would like to see completion of: East Coast Greenway, Chester Creek Trail, Octoraro Trail, Newtown Square Branch, Darby Creek Trail, Forge to Refuge Trail
PORT ROYAL TO MONTGOMERY COUNTY LINE - SRT		
A.273	Charles Brant	Is not being maintained or even mowed by the city.
SCHUYLKILL PARKS CONNECTOR BRIDGE		
A.274	Charles Brant	\$6 to 8 million??? That is a ridiculous amount of money for a simple pre-built concrete bridge. The nearby CSX gate crossings are not working – due to flooding of gate mechanism. This is an area that floods – how could the gate mechanisms have been placed low enough to be damaged by a flood? Who designs and plans with such stupidity – at taxpayer expense?
Wants bicycle lanes and trails added to widened roads or new/reconstructed bridges.		
A.276	Michael Gross	Would like new procedure of installing bicycle lanes on roads that are planned to be widened and trail underpasses where new bridges are reconstructed.
WISSAHICKON BIKE PATH		
A.275	Charles Brant	poor design/lack of maintenance leads to flooded and muddy areas; many sections were not raised so they are frequently flooded; little or no trimming back of vegetation along the path by the city.
Comments Received from the Planning Partners		
Chester County		
MPMS #60574 - Paoli Transportation Center		
B.277	Zoe Robertson (SEPTA)	<p>Add a total of \$24,000,000 to the first first-years from SEPTA and PennDOT Bureau of Public Transit to advance Phase 1 of the project, accordingly: \$8,000,000 overall (\$3,200,000 5307-S/ \$3,871,000 Sec 1514/ \$800,000 Sec 1516/ \$129,000 Local) for each FY15, FY16, and FY17 CAP phase. AMTRAK will provide the remaining \$12,000,000 that is needed to complete Phase 1 for ADA improvements.</p> <p>Reduce FY22 CAP by \$4,000,000 overall by decreasing \$19,452,000 Sec 1514 funds to \$15,581,000 and decreasing \$648,000 Local funds to \$519,000 to add back to the SEPTA Reserve Line Item (MPMS #90600).</p> <p>Reduce FY23 CAP by \$19,691,000 overall by decreasing \$25,065,000 Sec 1514 funds to \$6,009,000 and decreasing \$835,000 Local funds to \$200,000 to add back to the SEPTA Reserve Line Item (MPMS #90600).</p>
MPMS #86698 - Osborne Road Bridge Over Beaver Creek		
B.278	Randy Waltermeyer	Chester County requests that \$1.3 million of construction funding be added for the MPMS #86698 (Osborne Road over Beaver Creek) project in Fiscal Year 2015 of the FY2015 draft TIP.
MPMS #90600 - SEPTA Reserve Line Item		
B.279	Zoe Robertson (SEPTA)	<p>Decrease line item over 12-Years by an overall \$19,683,000 due to MPMS #60574, accordingly:</p> <p>Decrease \$12,000,000 overall in FY15, FY16, and FY17 from \$35,000,000 to \$23,000,000 to fund Phase 1 of the Paoli Transportation Center (MPMS #60574) by:</p> <p>-Reducing FY15 CAP phase from \$19,355,000 Sec 1514 funds to \$15,484,000 and decreasing \$645,000 Local funds to \$516,000.</p> <p>-Reducing FY16 and FY17 CAP phases each by decreasing \$4,839,000 Sec 1514 funds to \$968,000 and decreasing \$161,000 Local funds to \$32,000.</p> <p>Add a \$4,000,000 CAP phase to FY22 (\$3,871,000 Sec 1514/ \$129,000 Local).</p> <p>Add a \$19,691,000 CAP phase to FY23 (\$19,056,000 Sec 1514/ \$635,000 Local).</p>
Delaware County		
MPMS #15251 - US 1, Baltimore Pike Interchange Improvements		
B.280	Thomas Shaffer	The project scope recently was expanded to include the intersections of Routes 1/452 and 452/352.

Index of Comments on the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the Planning Partners		
Montgomery County		
MPMS #16577 - Ridge Pike, Butler Pike to Philadelphia Reconstruction and Signal Upgrade		
B.281	Leo Bagley	The County will divide the entire project into two segments and fund them differently. The County will fund preliminary engineering and final design with local funds, but pursue federal funding in future TIPs for the ROW, Utility and Construction phases of the Butler Pike to Crescent Avenue segment. For the segment from Crescent Avenue to Philadelphia City line the County will fund all phases as 100% local.
MPMS #48175 - Ridge Pike, Norristown Boro to Butler Pike		
B.282	Leo Bagley	Per discussion at the PA subcommittee, the County will federalize the construction phase in the FY 17 TIP Update for the Carland Road to Regal Drive segment. In addition, the County intends to modify the limit to extend, at 100% County funding, the project from Regal Drive to Chemical Road. The County will reconstruct/rehabilitate Ridge Pike, eliminate the jug handle at Alan Wood Road by providing double left turn lanes onto Alan Wood Road; signalize he modify the I-475 SB off-ramp; modify and potentially signalize the I-476 NB off-ramp; and extend the ITS components to Chemical Road.
MPMS #92807 - PA 23 - Skippack Pike Bridge Replacement		
B.283	Leo Bagley	Change the title route number from PA-23 to PA-73
MPMS #95447 - County Bridge Line Item		
B.284	Leo Bagley	The County suggests that title should be modified to "City/County Bridge Line Item".
MPMS #102105 - Municipal Bridge Line Item		
B.285	Leo Bagley	The County suggests that prior to the FY 17 TIP update, DVRPC lead an evaluation/prior setting effort to assess the realistic need for City and County bridges, as well as Municipal bridges, and that the PA Subcommittee allocate an appropriate amount to both line items. These allocations should occur early in the TIP update process rather than near the end.
MPMS #102273 - Second Collegeville Bridge Crossing		
B.286	Leo Bagley	Second Collegeville Bridge Crossing: Add Lower Providence Township to the Municipalities list.
MPMS #102275 - Study Line Item		
B.287	Leo Bagley	This line item, as discussed at the PA Subcommittee, list those studies identified in the Decade of Interest. As those studies are better understood developed, the recommendations would be considered for advancement into preliminary engineering.
MPMS #102665 - Signal Upgrade Line Item		
B.288	Leo Bagley	Thank you for establishing this line item which may allow for funding to be allocated during the next two fiscal years.
Philadelphia County		
MPMS #74822 - North Delaware Avenue Extension Phase 2		
B.289	Vadim Fleysh	Add an inadvertently omitted projet back into the TIP by programming as follows:STUDY: 400 SXF, 100 LOC, FY15 PE: 400 SXF, 106 LOC, FY15 FD: 202 SXF, 57 LOC, FY17 ROW: 400 SXF, 116 LOC, FY18 UTL 400 SXF, 116 LOC, FY18 CON 3,206 SXF, 956 LOC, FY19
Comments Received from the Organizations/Agencies		
Bucks County		
MPMS #64781 - Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek		
C.290	Kurt M. Ferguson (Newtown Township Manager)	Requests removal of project from TIP.
C.291	Susan Herman (Residents for Regional Traffic Solutions)	Implores DVRPC RTC and Board to oppose this project.
MPMS #88083 - Stoopville Road Improvements - Phase 2		

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the Organizations/Agencies		
C.292	Susan Herman (Residents for Regional Traffic Solutions)	Opposes this project.
MPMS #102105 - Municipal Bridge Line Item		
C.293	David Nyman (Chairman, Board of Supervisors East Rockhill Township)	Supports Municipal Bridge Line Item in FY2015 TIP.
C.294	David Nyman (Chairman, Board of Supervisors East Rockhill Township)	Submits Rockhill Road Bridge (BMS # 09 7207 0437 0001) in Bucks County as a candidate for funding through this Municipal Bridge Line Item.
Distribution of Draft TIP Material for Review		
C.295	Bonney Hartley (Stockbridge-Munsee Mohican Nation)	Stockbridge-Munsee Mohican Nation is only interested in receiving TIP projects listed that are: 1) Located in Bucks County, and 2) that involve new ground disturbance. For instance, a project which proposes to remove a previous pipe and replace it in the same location is not of concern to us and we do not wish to receive Section 106 project materials for review.
Terry Drive Extension		
C.296	Kurt M. Ferguson (Newtown Township Manager)	Would like this project developed and funded in the next couple of years.
Chester County		
MPMS #14532 - US 30, Coatesville Downingtown Bypass Reconstruction Design		
C.297	P. Timothy Phelps (TMACC)	Concerned that earmark funds for design will be lost if not obligated.
C.298	Mary Ann Severance (GVRCC)	Concerned that earmark funds for design will be lost if not obligated.
C.299	Donna W. Siter (Western Chester County Chamber of Commerce)	Concerned that earmark funds for design will be lost if not obligated.
MPMS #84884 - US 30, Coatesville Downingtown Bypass (CWR-Western Section)		
C.300	Mary Ann Severance (GVRCC)	Concerned about final design starting in FY20 and would like the phase and construction phase moved up sooner.
C.301	P. Timothy Phelps (TMACC)	Concerned about final design starting in FY20 and would like the phase and construction phase moved up sooner.
C.302	Donna W. Siter (Western Chester County Chamber of Commerce)	Concerned about final design starting in FY20 and would like the phase and construction phase moved up sooner.
MPMS #87781 - US 30, Coatesville Downingtown Bypass (CER-Eastern Section)		
C.303	Mary Ann Severance (GVRCC)	Concerned that construction is not showing up in the 12 year program and would like the construction phase moved forward.
C.304	P. Timothy Phelps (TMACC)	Concerned that construction is not showing up in the 12 year program and would like the construction phase moved forward.
C.305	Donna W. Siter (Western Chester County Chamber of Commerce)	Concerned that construction is not showing up in the 12 year program and would like the construction phase moved forward.
Delaware County		
MPMS #15251 - US 1, Baltimore Pike Interchange Improvements		
C.306	W. Bruce Clark (Middletown Township Manager)	Supports expanding the project limits to include both the intersections of US 1 & PA 452 (Pennell Road) and PA 352 (Middletown Road) and PA 452. The Township asks that the text description of the project within the TIP be amended to reflect this adjustment. Would like the project description to include multi-modal initiatives the Township is pursuing as it relates to the interchange. Township asks for consideration be given to incorporating elements into the project to improve the aesthetics of the project, especially south of the interchange.
Montgomery County		
MPMS #16097 - Graterford Road Bridge		
C.307	Cecile M. Daniel (Perkiomen Township Manager)	Requests that the bridge be added to the TIP.
MPMS #16565 - PA 363, Valley Forge Rd.		
C.308	Daniel Littley Jr. (Chair of Towamencin Township Board of Supervisors)	Township requests that MPMS #16565 - PA 363, Valley Forge Rd. be added back into the TIP.
MPMS #57851 - Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements		
C.309	Cecile M. Daniel (Perkiomen Township Manager)	Requests that the project not be delayed.

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the Organizations/Agencies		
MPMS #64795 - Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road		
C.310	Donald K. Cannon (Lower Merion Township Public Works)	Township is requesting that the description be revised to include the proposed improvement at the intersection of Conshohocken State Road (SR 0023) and Rock Hill Road.
C.311	Angela Murray AICP (Lower Merion Township)	Request that funds for acquisition of ROW be advanced to 2015-16 from 2019.
C.312	Brian Keaveney (Lower Merion Township Engineer)	Requests that the description be revised to include the improvements at the adjacent intersection of Conshohocken State Road and Rock Hill Road.
MPMS #89715 - US 422, Sanatoga Interchange Ramp Improvements		
C.313	Daniel K. Kerr (Limerick Township Manager)	Limerick Township requests that MPMS #89715, the US 422, Sanatoga Interchange Ramp Improvements be added back into the FY 2015 TIP.
Bridge Replacement of Bustard Road at Morris Road		
C.314	Daniel Littley Jr. (Chair of Towamencin Township Board of Supervisors)	Township requests a new bridge replacement project be added to the TIP.
Delaware County - Route 252: Mary Jane Lane to Rose Tree Rd		
C.315	John Boyle (Bicycle Coalition of Greater Philadelphia)	Requests funding on this road at these limits for bike lane striping
Delaware County - Route 320: Wesley Rd to Baltimore Pike		
C.316	John Boyle (Bicycle Coalition of Greater Philadelphia)	Requests funding on this road at these limits for bike lane striping
Montgomery County - Morris Road: US 202 Dekalb Pike to Valley Forge Road		
C.317	John Boyle (Bicycle Coalition of Greater Philadelphia)	Requests funding on this road at these limits for bike lane striping
Rt 113 & Rt 29 Intersection Improvement		
C.318	Cecile M. Daniel (Perkiomen Township Manager)	Requests that this project be added to the TIP.
S.R. 0113 Relocation		
C.319	Joe Czajkowski (Lower Salford Township Manager)	Requests that S.R. 0113 Relocation be added to the Draft TIP.
Widening PA 63 Forty Foot Road near Tomlinson Road		
C.320	Daniel Littley Jr. (Chair of Towamencin Township Board of Supervisors)	Township requests a new TIP project be added to the TIP.
Philadelphia County		
Penn's Landing Access and Community Improvement		
C.321	Jay Goldstein (Delaware River Waterfront Corporation)	Would like the Penn's Landing Access and Community Improvement Project to be included in the TIP for \$5 Million for the preliminary Engineering phase.
Various Counties		
MPMS #13014 - Clay Ridge Road Bridge Over Beaver Creek (CB #30)		
C.322	Maya K. van Rossum (The Delaware Riverkeeper)	Opposes Project
MPMS #13716 - Headquarters Road Bridge Over Tinicum Creek		
C.323	Maya K. van Rossum (The Delaware Riverkeeper)	Opposes project.
MPMS #17511 - City Ave o/ SEPTA (Bridge)		
C.324	Dennis Winters (Clean Air Council)	The bridge rebuild should consider pedestrian stair and ramp connections to both the existing Bala Regional Rail Station and the proposed Parkside-City Line multi-use trail.
MPMS #17581 - Bells Mill Road		
C.325	Dennis Winters (Clean Air Council)	Project design should consider a shared use sidepath on one side of the road in lieu of sidewalks on both sides.
MPMS #17622 - Adams Avenue Bridge Over Tacony Creek		
C.326	Dennis Winters (Clean Air Council)	Bridge replacement should include sufficient width for the construction of sidewalks.
MPMS #17697 - Island Avenue Signal Upgrade		

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the Organizations/Agencies		
C.327	Dennis Winters (Clean Air Council)	Feet First Philly supports the pedestrian improvements include implifying intersections and extending curbs; we also recommend that improvements consider SEPTA's plan for new ADA accessible trolleys.
MPMS #17816 - Chestnut Street Bridges (4) at 30th Street		
C.328	Dennis Winters (Clean Air Council)	The sidewalks on the Chestnut Street bridges should be widened to match the Walnut Street bridge, and they should have a walking zone of 6 feet clear of any obstructions.
MPMS #48193 - Allen`s Lane Bridge Over SEPTA R8 Rail Line		
C.329	Dennis Winters (Clean Air Council)	The design should ensure that a walking zone of 6' is maintained clear of all obstructions, on both sidewalks.
MPMS #48711 - This project is not a highway project. May be a typo by commentor.		
C.330	Dennis Winters (Clean Air Council)	The Bridge Street interchange project should be designed to improve pedestrian safety and mobility on the street net-work in the immediate vicinity.
MPMS #57276 - Montgomery Avenue Bridge over Amtrak at 30th Street (CB)		
C.331	Dennis Winters (Clean Air Council)	Bridge replacement should include standard width sidewalks and sidewalk replacement on ap-proaches from both W. Greenwood Avenue on the east and W. Sedgley Avenue on the west.
MPMS #57897 - Haverford Avenue Signal Modernization		
C.332	Dennis Winters (Clean Air Council)	Consider Leading Pedestrian Intervals where wide turning radii encourage high-speed turns.
MPMS #57901 - Lincoln Drive (3R)		
C.333	Dennis Winters (Clean Air Council)	The west side sidewalk should be widened and converted to a shared use path.
MPMS #61712 - North Delaware Riverfront Greenway/Heritage Trail/K&T Line Item		
C.334	Dennis Winters (Clean Air Council)	A 16-foot paved trail should be seriously considered in order to provide safety for all users once the full 9-mile trail is completed.
MPMS #64984 - Transportation Alternatives Program (TAP) Line Item		
C.335	Sarah Clark Stuart (Bicycle Coalition of Greater Philadelphia)	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit. Recommend that the final TIP include a paragraph explaining clearly what the \$1Million will support.
C.336	Madeline Bell (The Children's Hospital of Philadelphia)	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
C.337	Julie Slavet (TTF Watershed Partnership)	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
MPMS #69828 - Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB)		
C.338	Dennis Winters (Clean Air Council)	The design should ensure that a walking zone of 10' or 1/2 the total sidewalk width, whichever is greater, is maintained clear of all obstructions, on both sidewalks.
MPMS #69913 - Grays Ferry Avenue Bridge Over Schuylkill River		
C.339	Dennis Winters (Clean Air Council)	Bridge reconstruction should include sufficient width to provide expand the north sidewalk.
MPMS #69914 - Fifth Street over Conrail (Bridge)		
C.340	Dennis Winters (Clean Air Council)	Once bridge is removed, new roadway should include standard width sidewalks with 6' of walkway width.
MPMS #70014 - Center City Signal Improvements (North) - Phase 3		
C.341	Dennis Winters (Clean Air Council)	Consider Leading Pedestrian Intervals where wide turning radii encourage high-speed turns.
MPMS #70243 - American Street Streetscape		
C.342	Dennis Winters (Clean Air Council)	The excessive crossing distance on American Street should be reduced wherever possible through measures such as curb extensions.
MPMS #72597 - Ben Franklin Bridge Philadelphia Operational Improvement		
C.343	Dennis Winters (Clean Air Council)	This project needs to factor in pedestrian and bicycle movement through the area and to and from the bridge walkways, particu-larly the south walkway.

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the Organizations/Agencies		
MPMS #74828 - American Cities/Safe Routes to School - Phase 3		
C.344	Dennis Winters (Clean Air Council)	We support the use of these funds for traffic calming and other safety improve-ments that can benefit pedestrians.
MPMS #78758 - JFK Boulevard Bridges (3) Over 21st/22nd/23rd Streets		
C.345	Dennis Winters (Clean Air Council)	We support this project in-cluding a shared use side path on the north sidewalk. Will the project include a ramp and stair-way connection to 22nd Street?
MPMS #78764 - W Girard Ave O/CSX (Bridge)		
C.346	Dennis Winters (Clean Air Council)	Sidewalks included in rehabilitation or replacement of bridge should include sidewalks of sufficient width to provide a minimum of "walking zone" width of 6 feet.
MPMS #79908 - I-95: Kennedy to Levick (Section BS1) (IMP)		
C.347	Dennis Winters (Clean Air Council)	The Bridge Street interchange project should be designed to improve pedestrian safety and mobility on the street net-work in the immediate vicinity.
MPMS #79910 - I-95: Margaret to Kennedy (Section BS2) (IMP)		
C.348	Dennis Winters (Clean Air Council)	The Bridge Street interchange project should be designed to improve pedestrian safety and mobility on the street net-work in the immediate vicinity.
MPMS #80054 - Bridges Over Vine Street Expressway (I-676) (PAB) - Part 3		
C.349	Dennis Winters (Clean Air Council)	We support this project for its many benefits but, as final design advances.
MPMS #80104 - Henry Ave Corridor Safety Improvements		
C.350	Dennis Winters (Clean Air Council)	We support the pedestrian signals and bumpouts. What is the purpose of the proposed tree removal, and what will be the effect on pedestrians walking along Henry Avenue, given the fact that Henry Avenue is missing sidewalks for much of its length?
MPMS #81292 - Frankford Av/Frankford Ck (Bridge)		
C.351	Dennis Winters (Clean Air Council)	The designs for this bridge should con-sider the proposed Frankford Creek Greenway which will run along the creek below this bridge. The bridge design should include stair and ramp connections.
MPMS #85417 - Allegheny Avenue Safety Improvements		
C.352	Dennis Winters (Clean Air Council)	Installing median refuge islands should be considered instead of fences. Consider Leading Pedestrian Intervals where wide turning radii encourage high-speed turns.
MPMS #85419 - Erie Av: Broad St. - K St		
C.353	Dennis Winters (Clean Air Council)	Consider Leading Pedestrian Intervals where wide turning radii encourage high-speed turns. The intersection of Erie/2nd/Sedgley needs simplification to improve safety.
MPMS #87107 - School District of Philadelphia Improvement (SRTSF) - Round 1		
C.354	Dennis Winters (Clean Air Council)	Are all the sidewalk re-pairs to be done on sidewalks immediately adjacent to the school properties or will consideration be given to improving the walking route on nearby sidewalks that lead to the school and which may be in far worse condition?
MPMS #88767 - Bridges Over Vine Street Expressway (I-676) (PAA) - Part 1		
C.355	Dennis Winters (Clean Air Council)	The curb radii on both northeast and northwest corners of the intersection of the Vine Expressway with 22nd Street should be tightened to shorten pedestrian crossing distances and reduce turning speed. Also, we request that the project descriptions for this and related projects be clarified. For example, preliminary engineering for the 21st and 22nd St bridges is covered under MPMS 80054, but what about final design? What happened to Part 2? The Spring Garden bridge has been broken out to two MPMS numbers that are the same.
MPMS #90482 - North Delaware Riverfront Greenway (TIGER)		
C.356	Dennis Winters (Clean Air Council)	Trail construction between Al-legheny Avenue and Lewis Street should be of sufficient width to provide for safe use by pedes-trians and bicyclists alike. A minimum width of 16 feet should be considered.

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the Organizations/Agencies		
MPMS #92376 - Walnut Lane Bridge Over Wissahickon Creek Restoration		
C.357	Dennis Winters (Clean Air Council)	Some of the approach sidewalks are in very poor condition and should be upgraded with this project.
MPMS #96223 - Philadelphia Signal Retiming- CMAQ Comp		
C.358	Dennis Winters (Clean Air Council)	Consider Leading Pedestrian Intervals where wide turning radii encourage high-speed turns.
MPMS #98207 - I-95 Congestion Management		
C.359	Dennis Winters (Clean Air Council)	Congestion mitigation for I-95 should also support non-motorized transportation travel options to SEPTA's regional rail stations including improved or new sidewalk connections, improving intersections for pedestrian and cyclists near stations, and providing upgraded bus passenger shelters for intersecting lines.
MPMS #98221 - Stock's Grove Road over Beaver Creek		
C.360	Maya K. van Rossum (The Delaware Riverkeeper)	Opposes Project.
MPMS #102102 - North Delaware Avenue Phase 1B		
C.361	Dennis Winters (Clean Air Council)	The project should provide sidewalks of sufficient width to provide for higher than normal use by pedestrians and families with strollers, etc.
MPMS #102274 - Schuylkill River Swing Bridge		
C.362	Madeline Bell (The Children's Hospital of Philadelphia)	Supports Schuylkill River Swing Bridge Project.
MPMS #102279 - Traffic Calming Program (ARLE 4)		
C.363	Dennis Winters (Clean Air Council)	We support this program of traffic calming and safety measures.
MPMS #102280 - Broad Street Pedestrian Crossing Improvements (ARLE 4)		
C.364	Dennis Winters (Clean Air Council)	We support the replacement of Z-block crosswalks with asphalt and standard markings where it is cost-effective. We also support the test of a partially raised crosswalk in lieu of a standard ADA ramp and believe that similar alternatives should be tested elsewhere in the City.
Design and Construction funding needed for trails		
C.365	Sarah Clark Stuart (Bicycle Coalition of Greater Philadelphia)	Bicycle Coalition of Greater Philadelphia determined that there are least 61 Circuit trail projects that have undergone planning and need design/construction funding.
PennDOT's policy on replacing single lane bridges with two lane bridges		
C.366	Maya K. van Rossum (The Delaware Riverkeeper)	It is PennDOT's policy to replace single lane bridges with two lane structures. Experts on roadway safety have indicated maintaining single lane crossings has a calming effect on traffic reducing speeds in many rural areas.
Replacing Rather than Replacing Historic Structures		
C.367	Maya K. van Rossum (The Delaware Riverkeeper)	Unless the bridge is part of Pennsylvania's Covered Bridge or Stone Arch Bridge program PennDOT routinely opts for replacing rather than repairing historic structures.
Request to Dedicate Funding to complete The Circuit		
C.368	Sarah Clark Stuart (Bicycle Coalition of Greater Philadelphia)	Bicycle Coalition of Greater Philadelphia urge DVRPC to make a concerted effort to develop a process to prioritize and allocate funding for at least the identified 61 Circuit projects in order to maintain a rate of completing ten miles a year by the five SE PA counties.

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**ORIGINAL COMMENTS ON THE
DRAFT DVRPC FY2015-2018
TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) FOR
PENNSYLVANIA**

**COMMENTS RECEIVED AS PART OF THE
PUBLIC COMMENT PERIOD**

STEVE SANTARSIERO, MEMBER
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House of Representatives
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

COMMITTEES

APPROPRIATIONS
COMMITTEE ON ETHICS
EDUCATION, DEMOCRATIC SECRETARY
ENVIRONMENTAL RESOURCES & ENERGY,
SUBCOMMITTEE ON PARKS &
FORESTS – DEMOCRATIC CHAIR
TRANSPORTATION, SUBCOMMITTEE ON
RAILROADS – DEMOCRATIC CHAIR

DELEGATION

SOUTHEAST

June 30, 2014

Jane Meconi
Manager, Public Involvement and Title VI Compliance
c/o DVRPC Public Affairs Office
190 N. Independence Mall West
Philadelphia, PA 19106-1520

Dear Ms Meconi:

I respectfully request to include the following into comments into TIP Plan on two projects planned in the 31st Assembly District (Yardley-Newtown-Morrisville, Bucks County).

Regarding the Pennswood Road Bridge over a Branch of the Neshaminy Creek on Swamp Road in Newtown Township (MPMS #64781) I ask for support of the rehabilitation of the bridge without any significant widening of the bridge base.

Regarding the Stoopville Road Phase II (MPMS #88083) I ask for support for the following prioritization of the items included in the project:

1. Design and construction drainage improvements;
2. Construct multi-purpose trail;
3. Improve Highland Road and Route 532 intersection to include left turn lane from Highland to 532;
4. Improve Dolington Road and Route 532 intersection;
5. Improve Route 413 and Stoopville Road intersection.

Thank you for your attention to these matters. Please call my office at 215-493-5420 to discuss these comments further if needed.

Sincerely,

A handwritten signature in black ink that reads "Steve Santarsiero".

Steve Santarsiero

Item ID# A.3

Name: Patricia L. Scott

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

Please support the Municipal Bridge Line Item in your 2015-2018 Transportation Improvement Program. It is very important to our municipality to have its bridges be in a safe and fully operating condition. Thank you for your consideration of this request.

Comment ID: 247

Item ID# A.4

Name: Jim Nietupski

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

I am a resident of East Rockhill Township. As our bridges are an important part of the Pennsylvania infrastructure, I very much support including the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. This line item will reduce the burden on local taxpayers for funding reconstruction of unsafe bridges. Thank you.

Comment ID: 248

Item ID# A.5

Name: Willard Mismer Jr

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges.

Comment ID: 249

Item ID# A.6

Name: Bob & Monica Kennedy

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding construction of unsafe bridges. Thank you.

Comment ID: 250

Item ID# A.7

Name: James P. Deegan

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

Dear Sir or Madam; As a business owner within East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. This addition will ease the burden on local taxpayers for funding reconstruction of unsafe bridges. Regards,

Comment ID: 251

Item ID# A.8

Name: Greg Lippincott

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges. Thank you.

Comment ID: 252

Item ID# A.9, A.10

Name: Marianne Morano

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

I fully support having a municipal line item on the TIP, there are many local municipality bridges deteriorating in addition to County owned bridges. In particular I support Rockhill Road bridge located in East Rockhill Township, Bucks County.

Comment ID: 261

Item ID# A.11

Name: Carol Critelli

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges. Thank you

Comment ID: 262

Item ID# A.12

Name: Bill Trolio

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

Dear Sirs: As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges. In my immediate neighborhood, the Branch Road bridge is finally open, however, those on Ridge Road and Schwenkmill Road remain closed to traffic. These closures add significant time (gas and car exhaust) to both my commute to work as well as local shopping and errands. Emergency services are also affected.

Comment ID: 263

Item ID# A.13, A.14

Name: Fred Kershaw

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

I strongly support the Municipal Bridge Line Item (MPMS 102105) programmed on the Draft DVRPC FY 2015 -2018 TIP for PA. This line item will provide much needed funding for replacement municipally owned bridges across the region. In particular, East Rockhill Township submits Rockhill Road Bridge (BMS # 09 7207 0437 0001) in Bucks County as a candidate for funding through this Municipal Bridge Line Item.

Comment ID: 184

Item ID# A.15

Name: Pete Boyce

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge line item in the 2015-2018 Transportation Improvement program. This will ease the burden of many local taxpayers for funding of reconstruction of unsafe bridges. Thank You.

Comment ID: 264

Item ID# A.16

Name: Chris Tate

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges. Residents can not afford any higher taxes to fund this. Thank you.

Comment ID: 265

Item ID# A.17, A.18

Name: Joe Berardi

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township in Bucks County, PA, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges. Our taxes are out of control because of the School Taxes for Pennridge School District are increasing 3.6% for this coming year due to the unsustainable Pension for the teachers. There was an exception granted to exceed the legal limit of 2.1%. The teacher salaries and pensions must be stopped before we all go broke trying to pay for something that is ethically wrong. It is not right for a teacher to make \$100,000 for 9 months of work when the average salary in the district is around \$40,000 for 12 months of work. What a scam!

Comment ID: 266

Item ID# A.19

Name: Richard Althouse

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township in Perkasio, Pennsylvania, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges.

Comment ID: 267

Item ID# A.20

Name: Evelyn Althouse

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township in Perkasie, Pennsylvania, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges.

Comment ID: 268

Item ID# A.21

Name: Sharon & Chris Staehle

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges.

Comment ID: 243

Item ID# A.22

Name: Theodore S. Valentine

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on us, the taxpayers, for funding reconstruction of unsafe bridges. Thank you,

Comment ID: 244

Item ID# A.23

Name: Hans Schnitzler

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges. Thank you.

Comment ID: 245

Item ID# A.24

Name: Ed & Suzanne Hogan

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

To Whom it May Concern, My wife, Suzanne and I are Senior's and as residents of East Rockhill Township for the last 45 years, We fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges. Thanking you in advance for all considerations,

Comment ID: 246

Item ID# A.25

Name: Dr. Kristin J.M. Ploeger

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

I want to reach out to voice my strong support of including a Municipal Bridge Line Item in your Transportation Improvement Program for 2015-2018. I recognize how important this funding is to provide much-needed funding for replacement of municipally owned bridges across the region, many of which were constructed in the first half of the 20th century and are now in critical need of repair or replacement. As a resident of East Rockhill Township, I know this will ease the burden on local taxpayers for funding reconstruction of unsafe bridges.

Comment ID: 281

Item ID# A.26

Name: Carol Nagle

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a long time resident of East Rockhill Township, Buck County, Pennsylvania I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding the important reconstruction of unsafe bridges. These bridges and roadways in Bucks County are old and need improvement.

Comment ID: 282

Item ID# A.27

Name: Richard C. Landt

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges. Thank you.

Comment ID: 283

Item ID# A.28

Name: Gregory Langston

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a long time resident of East Rockhill Township, Bucks County, Pennsylvania I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges. These bridges and roadways in Bucks County are old and need improvement.

Comment ID: 284

Item ID# A.29

Name: Kathleen Hart

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges.

Comment ID: 292

Item ID# A.30

Name: Gregory Hart

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges.

Comment ID: 293

Item ID# A.31

Name: Earl and Virginia Hendricks

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support the inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges. Thank you.

Comment ID: 521

Item ID# A.32

Name: Anne Fenley

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

I am a resident of East Rockhill Township and understand you are considering adding a Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. I strongly support this Line Item addition as it will greatly benefit the taxpayers who must pay to repair the many unsafe bridges.

Comment ID: 653

Item ID# A.33

Name: Willard Wismer Jr

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges.

Comment ID: 649

Item ID# A.34

Name: Anne Newton Boyes

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges.

Comment ID: 543

Item ID# A.35

Name: Katherine L. Wiley

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

Dear People: I live in East Rockhill Township, Pennsylvania. The township is in the midst of refurbishing and renovating unsafe bridges. This is a costly process which falls upon the local taxpayers to fund. Many of us do not have the extra moneys available for increased taxation, yet the bridge repair is quite necessary. Therefore, I urge you to include the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will help ease the burden on us local taxpayers for funding reconstruction of unsafe bridges. Please keep me apprised of the progress of this issue. Thank you.

Comment ID: 576

Item ID# A.36

Name: Cheryl Krivda

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges. Thank you.

Comment ID: 241

Item ID# A.37

Name: Bruce Costa

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges. Thank you.

Comment ID: 269

Item ID# A.38, A.39

Name: John Boyle

County: Delaware County

Project Title: Retrofit for Bike Lane and Shoulders

MPMS ID: 63406

Comment:

County Bike and Ped plans lack the design details for implementation. Counties have identified priorities for bike lane implementation and PENNDOT is investigating ways to reduce the municipal burden of the Bikeway Occupancy Permit. The line item originally appearing in the 2001 TIP as MPMS 63406 "Retrofit for Bike Lane and Shoulders" was conceived to develop bike lane and shoulder striping plans on state roads. However it is nearly depleted of funds. The Bicycle Coalition requests that this fund be replenished to continue efforts to plan for bike lanes on state roads.

Comment ID: 594

Item ID# A.40, A.41

Name: Harriet

County: Delaware County

Project Title: US 322, US 1 to Featherbed Lane (Section 101)

MPMS ID: 69816

Comment:

I hope that the widening of US 322 between Route 1 and I-95 is completed soon. The road, as it is today, is a nightmare when congested (i.e., during rush-hour and when major events are scheduled in Philadelphia). As a note, I wish there was Septa train service connecting West Chester, Media and Center City Philadelphia; there are definitely times when it would be more convenient to use a train than drive.

Comment ID: 61

Item ID# A.42

Name: Ken Daskus

County: Montgomery County

Project Title: PA 73, Church Road Intersection and Signal Improvements

MPMS ID: 16334

Comment:

I am for anything that gets traffic off the neighborhood streets of Wyncote.

Comment ID: 185

Item ID# A.43

Name: Laura Kelly

County: Montgomery County

Project Title: PA 73, Church Road Intersection and Signal Improvements

MPMS ID: 16334

Comment:

This intersection NEEDS sidewalks with crossing signals/crosswalks and bicycling lanes on Greenwood on both sides of Church Rd. Children who live on opposite sides of Greenwood, separated by Church, have no opportunity to walk to their friends' house or to the arboretum, a local treasure. We need to make our neighborhoods more accessible by foot and bicycle!

Comment ID: 201

Item ID# A.44

Name: Kurt Ahrens

County: Montgomery County

Project Title: PA 73, Church Road Intersection and Signal Improvements

MPMS ID: 16334

Comment:

It is vitally important to add bike lanes and crossing zones at this intersection. There are very few non-motorized commute options in the Cheltenham township and this particular intersection is egregiously unsafe. This lack of safety and the consequent lack of non-motorized options is contrary to Cheltenham's recently adopted Sustainability Plan, and prevents children and adults from using their feet to reach parks, schools, and work.

Comment ID: 121

Item ID# A.45

Name: Dennis Fisher

County: Montgomery County

Project Title: PA 73, Church Road Intersection and Signal Improvements

MPMS ID: 16334

Comment:

This intersection is very important for motor vehicles, and even more so for pedestrians, because it presently serves as an obstacle to passage for all but the most capable and stout-hearted. Pedestrian passage may be a challenge, due to private property lines, but the proper functioning of the township requires that pedestrians be afforded safe passage through all of the most important areas. It seems that a sidewalk inside the property of the arboretum should be relatively simple, leaving only a small section of Greenwood to be negotiated to get across the nearby bridge. People should not be mandated to use an automobile to safely cross this intersection and continue onward. The initial construction and maintenance costs for pedestrian passage are far less than those of automobile thoroughfares, and result in something much more durable.

Comment ID: 141

Item ID# A.46

Name: Teresa Warnick

County: Montgomery County

Project Title: PA 73, Church Road Intersection and Signal Improvements

MPMS ID: 16334

Comment:

As a homeowner on Greenwood, I strongly advocate for sidewalks on both sides of Greenwood and on Church to the new Wyncote elementary school. I am willing to maintain the sidewalk. Sincerely, Teresa Warnick

Comment ID: 221

Item ID# A.47

Name: Hannah Mazzaccaro

County: Montgomery County

Project Title: PA 73, Church Road Intersection and Signal Improvements

MPMS ID: 16334

Comment:

I fully support the improvement of this intersection. It currently is unsafe and has a poor level of service due to a lot of turning traffic. I also fully support the addition of sidewalks and painted crosswalks at this intersection. The existing stone walls can be moved and rebuilt to maintain the historic look. If that is not feasible, there at least need to be wide shoulders to allow pedestrians and bicycles to have a safe area of travel. Curtis Arboretum is a destination for many township events, and a cut-through for students traveling to the Junior High, so it should be more accessible by bike and foot. ALL of Church Road through Cheltenham Township needs wider shoulders for bicycles! Thank you for your consideration.

Comment ID: 181

Item ID# A.48

Name: Kristina Denzel

County: Montgomery County

Project Title: PA 73, Church Road Intersection and Signal Improvements

MPMS ID: 16334

Comment:

I strongly encourage sidewalks and bike lanes. I think sidewalks should be a priority everywhere, but especially around parks, and that particular area of Church road is very dangerous if you are a pedestrian (or a bicyclist, for that matter!).

Comment ID: 162

Item ID# A.49

Name: Amy Steffen

County: Montgomery County

Project Title: PA 73, Church Road Intersection and Signal Improvements

MPMS ID: 16334

Comment:

Glad that the signal improvements will be made. They are needed. I also support bike and pedestrian access along Church Rd and Greenwood Ave.

Comment ID: 161

Item ID# A.50

Name: Susan Meles

County: Montgomery County

Project Title: PA 73, Church Road Intersection and Signal Improvements

MPMS ID: 16334

Comment:

This is a dangerous intersection for cars and an impossible intersection for anything else (bike, pedestrian). It is very close to a high school and an elementary school (be rebuilt). Too many times I have seen bikers nearly hit at this intersection while a car tries to go around another car which is turning. Please create a wide enough street and a safe sidewalk so that kids going to school can negotiate this corner safely and without fear!

Comment ID: 182

Item ID# A.51

Name: stenn

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

more trails everywhere but especially on the Schuylkill. the swing bridge will be a destination in and of itself. if you build it they will come. so build it please and soon. thank you.

Comment ID: 485

Item ID# A.52

Name: M. Capillary

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

I support the proposed Schuylkill River Swing Bridge Project (102274) that would connect the Grays Ferry Crescent with the Bartram's Mile.

Comment ID: 290

Item ID# A.53

Name: doug

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

I support this important trail project. please fund it asap

Comment ID: 462

Item ID# A.54

Name: Danielle Fike

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

I support the proposed Schuylkill River Swing Bridge Project (102274) that will connect the Grays Ferry Crescent with the Bartram's Mile.

Comment ID: 286

Item ID# A.55

Name: Tyler Fike

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

I support the proposed Schuylkill River Swing Bridge Project (102274) that will connect the Grays Ferry Crescent with the Bartram's Mile.

Comment ID: 287

Item ID# A.56

Name: Lane Fike

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

I support the proposed Schuylkill River Swing Bridge Project (102274) that will connect the Grays Ferry Crescent with the Bartram's Mile.

Comment ID: 288

Item ID# A.57

Name: C. Cavalieri

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

We support the Schuylkill River Swing Bridge Project (102274) that will connect the Grays Ferry Crescent with Bartram's Mile.

Comment ID: 289

Item ID# A.58

Name: chris clayton

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

I love the idea of using the abandoned RR bridge as a trail crossing. Schuylkill Banks has completely changed Phila and it more of it there is the better. I'd like to see the schedule for this advanced and the design to do something whimsical

Comment ID: 483

Item ID# A.59

Name: Blaise Syrnick

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

I support Circuit funding in the 2015 TIP especially the Schuylkill River Swing Bridge in Gary Ferry (Project No. 1022740.

Comment ID: 650

Item ID# A.60

Name: Kathleen Wiseman

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

I love to ride my bike and walk around Philadelphia. I support trail funding im general and the proposed Schuylkill River Swing Bridge project in particular which will enhance the area.

Comment ID: 651

Item ID# A.61

Name: megan

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

a big YES for trail projects in general and the Schuylkill river swing bridge in particular. this is the king of big thinking projects that will set the Delaware Valley trail network apart.

Comment ID: 482

Item ID# A.62

Name: mary beth

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

please support and fund this project which extends the Schuylkill trail. fund the final desing now

Comment ID: 461

Item ID# A.63

Name: amy and greg sadowski

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

I recently took a Schuylkill river boat tour and learned of a very cool bridge project that would allow the trail to cross the river near Grays Ferry Ave. I am excited by this project and want to know what I can do to help it get implemented. My husband Greg feels the same way. T wo votes for speeding up this project. thank you for tho opportunity to comment.

Comment ID: 481

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Item ID# A.64

Name: chris

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

I am writing to express support for the Schuylkill River bridge crossing at Grays Ferry avenue. this is a great idea but why does it take so long to do?

Comment ID: 484

Item ID# A.65

Name: Mark Kocent (Univ of Penn)

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

I support funding for all trails in general, and the proposed Schuylkill River Swing Bridge project (Project No. 102274) in particular.

Comment ID: 501

Item ID# A.66

Name: John Boyle

County: Philadelphia County

Project Title: General Comment

Comment:

The TIP lacks any funding towards implementation of bicycle and pedestrian plans. 4 of the 5 PA counties have adopted either countywide or sub-county plans. For example the Central Chester County Bicycle and Pedestrian Circulation plan calls for 21 miles of bike lanes, 62 miles of sidewalks and 83 intersection improvements with an estimated plan buildout cost of 25 million dollars. The plan is unique among the counties in that it provides a ball park cost estimate for completion of the plan but it highlights a realistic level of investment needed to implement. The region has a history of developing bike/ped plans and leaving them on the shelf (Montgomery County Bike Network 1998 and Southeastern Pennsylvania Bicycle and Pedestrian Mobility Plan 1995).

Comment ID: 590

Item ID# A.68

Name: Eugene Friesen

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

I'm delighted to see the addition of \$1 million designated for the Circuit in the 2015-1018 TIP. It's a part of the Philly bike infrastructure that I use heavily: the Schuylkill River Trail is my commuting route and a great weekend path, and I've been seriously eyeing the Cobbs Creek Trail for a trip in the near future. Every dollar invested into bike infrastructure is highly appreciated, and I hope the investments have a chance to grow in the future.

Comment ID: 361

Item ID# A.69

Name: Debra Wile

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 362

Item ID# A.70

Name: Graham Bier

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because as a bicyclist myself I often wish I had better and safer routes to get around the Philadelphia area. I would commute this way more often if I could and am looking forward to the availability of more and better trails as soon as they can be created!

Comment ID: 363

Item ID# A.71

Name: Uri Feiner

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because more and more people are riding bicycles and using trails for exercise and transport. This is especially true for short trips of 3 miles or less. That means the circuit is useful far beyond recreational purposes. It is imperative to support this trend as a matter of public health, to aid the in the cleanup of our environment, boost the local economy, and be consistent with the emerging national and global direction on transportation.

Comment ID: 364

Item ID# A.72

Name: Brian Luckenbill

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I constantly use and enjoy the trails PA has to offer. I ride my bike and my girlfriend walks her dog. Please continue to support the circuit!

Comment ID: 365

Item ID# A.73

Name: David Dannenberg

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because a million dollars barely scratches the surface of what is needed to bring this important infrastructure plan to fruition. There is a direct relationship between the amount of time people spend in a car and the degree to which they are overweight, and a an inverse relationship between the degree to which they are overweight and their level of health. Trails provide access to the outdoors and to exercise that are vital to the improvement of the overall mental and physical health of the citizenry. And the more people utilize trails for transportation, the less they contribute to automotive traffic congestion. Please increase your level of funding for trails to several percent of your budget--not the current less than 1% you have allocated now. Thank you.

Comment ID: 366

Item ID# A.74

Name: Silvia Ascarelli

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. As a big supporter of the East Coast Greenway, I support additional regional funding for the Circuit. Last month I bicycled the 150-mile Great Allegheny Passage from Pittsburgh to Cumberland, Md. It wasn't yet summer vacation, and the number of cyclists on the route was impressive. It also was obvious that many of these businesses would not be there or would not be thriving without this long-distance trail. The East Coast Greenway can have an even bigger impact on our region in addition to serving as a spine for the regional trails network. Please allocate more funding for the Circuit!

Comment ID: 367

Item ID# A.75

Name: Catherine Bennett

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. Of course, I do not believe that this amount is enough and a completion date of 2040 is not acceptable. In 26 years I will be 89 years old and probably unable to enjoy any of the trails. Just last spring I bought a hybrid bike to start riding trails before I lose my sense of balance. Because of distracted and speeding car drivers, it isn't safe for me to ride on streets and roads other than in my housing community. At this time, I am very disappointed by the small number of trails and the distance I need to travel to access one. I support additional regional funding for the Circuit because walking, biking, and enjoying nature and the outdoors will keep people physically fit and mentally refreshed. More people would ride their bikes to work cutting down on car emissions and more people would use the trails to follow an exercise routine. What about some fund raising events to generate more money? I am sure that people and businesses would support activities to get these trails done way before 2040.

Comment ID: 368

Item ID# A.76

Name: Steven Schon

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I and my family are active cyclists, for both commuting and recreation, and welcome the opportunity to explore the region more fully by bicycle. It also brings economic benefits. I know from other bike trails in our area, that property values of homes adjacent to the trails increased when the trails were opened. And local businesses benefit as well, from the additional clientele that the trails bring to the neighborhoods.

Comment ID: 369

Item ID# A.77

Name: Stewart Leftow

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit for several reasons. Multiuse trails are consistently among the most utilized and valued outdoor areas in every community. They provide safe, alternative, healthy and environmentally friendly transportation routes. They are so prized that homes nearby increase in value because they are so desirable. Everyone from mothers with kids in strollers, to little kids needing a safe place to bike, to runners, to dog walkers, to older walkers, to hardcore pedal pushers like me- in other words, everybody in the community- values and utilizes these trails. I often see disabled people exercising in various types of bikes, recumbents, hand powered etc. There is no other safe place for these people to get outside and get some exercise. The trail network needs all the funding it can get, as do safe bike lanes on certain suburban streets. The Circuit has put together a rational and comprehensive plan. I urge you to continue to support it.

Comment ID: 370

Item ID# A.78

Name: Jason Gabriel

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I've lived here since 1976 and I saw what the area was like WITHOUT trails. For example, while there was much argument BEFORE the Perk Trail was built, I have heard NO ONE complain in the last 10 years. It's simple, beautiful, healthy and now a landmark in the area. It connects people and communities more than a wider highway or a new drug store ever will. While another Walgreen's might show some direct tax revenue, amazing trails like this help keep people in the area and draw more people in. That adds MUCH more revenue and return in a community - but much harder to measure directly. Thank you for investing.

Comment ID: 371

Item ID# A.79

Name: Kris Chirapongse

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 440

Item ID# A.80

Name: Joseph Brady

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I use the trails in Philadelphia for both my commute and for leisure. So do an increasing number of residents and tourists respectively. These trails could greatly benefit from further funding which would in turn benefit the city of Philadelphia.

Comment ID: 441

Item ID# A.81

Name: Michael Olszewski

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 533

Item ID# A.82

Name: Mary Westervelt

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because it is a step towards enabling travel by bicycle or on foot. I also support funding and municipal design that makes it easy to bike or walk.

Comment ID: 534

Item ID# A.83

Name: Dave Broadbent

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 535

Item ID# A.84

Name: John Cannon

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 536

Item ID# A.85

Name: Peter Sody

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because it improves various traffic aspects and makes Chester County in general more attractive

Comment ID: 537

Item ID# A.86

Name: Robert Thomas

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I travel.daily by bicycle and because I appreciate the health, conservation and economic development benefits brought about by trails

Comment ID: 538

Item ID# A.87

Name: Elissa Garofalo

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 589

Item ID# A.88

Name: Kyle Konopka

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 557

Item ID# A.89

Name: James Burns

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because it is a cheap and effective way to reduce traffic on our roads and make biking safer while improving the health and fitness of our citizens.

Comment ID: 558

Item ID# A.90

Name: Joseph Dougherty

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 559

Item ID# A.91

Name: Donna Dougherty

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 560

Item ID# A.92

Name: Joan Hall

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 561

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Item ID# A.93

Name: John Spangler

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I am a volunteer in East Bradford Township, Chester County, helping to develop trails. I have first hand experience of how a trail system helps a community. I believe the development of a regional trail system will have far reaching benefits to the greater Philadelphia region.

Comment ID: 562

Item ID# A.94

Name: Harry Wood

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 563

Item ID# A.95

Name: Debra Walker

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 564

Item ID# A.96

Name: Gerard Dwyer

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I ride my bike 20 miles a day to work and even with the bicycle lanes in Philly it is still a hazardous ride. On the weekend I escape to the quiet of one of our bike trails. We need a safe place to take our family and friends to show them the benefits of biking. Thank you, Ger

Comment ID: 566

Item ID# A.97

Name: Ariel Kirkwood

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 341

Item ID# A.98

Name: Ross Hennesy

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 342

Item ID# A.99

Name: Ilene Hass

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit ... these trails provide an invaluable benefit to our community as they make it easier to connect people with nature, more safely travel by bicycle, get cars off the roads and beautify the region.

Comment ID: 343

Item ID# A.100

Name: Dan Allis

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I ride my bike to work and on the weekend for sport. Connecting the Circuit makes it safer for all bike riders.

Comment ID: 344

Item ID# A.101

Name: Chris Stanford

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because it gives my family great outdoor experiences and active ways to spend time together. It also gives me opportunity to get places without using my car.

Comment ID: 345

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Item ID# A.102

Name: Owen Sindler

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 346

Item ID# A.103

Name: Michael Bowen

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit. This project will have untold benefits to thousands of residents in and around Delaware County. At a time when too many of our citizens are overweight and unhealthy, when there are too many cars on our highways, these types of infrastructure projects are more important than ever. Invest in the future of Delaware County and the region! Thank you!

Comment ID: 347

Item ID# A.104

Name: Meg Obrien

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I feel it is vitally important to have access to these types of trails now and in the future. Biking should be encouraged as a healthy alternative mode of transportation.

Comment ID: 348

Item ID# A.105

Name: Dennis Winters

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. However, as a regular user of the growing regional trail network, I wholeheartedly support additional regional funding for the Circuit. While available for wide-spread recreational use, the Circuit also provides capacity for utility and work trips. I see a growing number of commuters on the trails every day.

Comment ID: 349

Item ID# A.106

Name: Blake Rubin

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because alternate transportation options is critical for the health and growth of the metropolitan area.

Comment ID: 350

Item ID# A.107

Name: Kat Buckley

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I am an avid biker. I often want to go further than the current trail system provides, find new paths, and go on adventures during my daily rides. I'm confident that the Circuit project will enable me to do just that, and you can bet that I will be taking my friends on these paths. They will be well-used, and a great accomplishment to Pennsylvania. Please consider giving additional funding to the Circuit!

Comment ID: 351

Item ID# A.108

Name: Brian Hamilton

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because access to the circuit and to the additional areas open to riders can only benefit not only the health and well being of those who currently ride, but of those that will take up bicycling as a result of more and safer trails and paths. In addition, while riding, my group often frequents local businesses and contribute to their success. We need a well developed and extensive network of bicycle and walker friendly trails and paths. As many other cities have discovered, "If you build it they will come and use it".

Comment ID: 374

Item ID# A.109

Name: Bob Pasquini

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I believe the trails are an asset to the people and the communities they pass through.

Comment ID: 375

Item ID# A.110

Name: Ronald McGuckin

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because its simply good for the Region's economy, historic character, natural beauty and the health of the residents.

Comment ID: 376

Item ID# A.111, A.254

Name: Danielle Gray

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because safe bicycle and pedestrian routes are vital for attracting and retaining new businesses and residents, for keeping people active and healthy, and for reducing traffic congestion and protecting the environment. Trails and other pedestrian and bicycle infrastructure is much less expensive per mile than automobile infrastructure, and has a profound impact on the quality of life within the region. I especially support having the Schuylkill Swing Bridge (Project No. 102274) as it will fill a major gap within the Schuylkill River Trail and provide a vital off-road connection between South Philly/Center City and Bartram's Garden/Southwest Philadelphia.

Comment ID: 377

Item ID# A.112

Name: Pamela Coleman

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because these trails have a proven record of community development, economic investment and improved quality of life. They contribute to a healthier life style, a greater appreciation of our natural riches in our communities and a greater sense of community. The return on investment is tremendous.

Comment ID: 379

Item ID# A.113

Name: Charlie Karl

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because as a recent retiree I look forward to many happy and healthy walks and rides with friends. I love how the trails are peaceful and safe away from the rush of traffic. I think it is great for kids and folks of all ages to have a safe way to access parks, schools, libraries, businesses and friends without competing with cars on the roads. When we go to vacation spots the trails are often the highlight of enjoying a beautiful area. We live in a beautiful area. Let's appreciate it and stay healthy at the same time.

Comment ID: 380

Item ID# A.114

Name: Rich Nadeau

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 381

Item ID# A.115

Name: Sara Dubberly

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because it makes our region a desirable place to live much the way the bike circuits in Denver and Seattle increase the vitality and livability of those cities.

Comment ID: 382

Item ID# A.116

Name: Patrick Sherlock

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because the work is knitting communities together around sustainable transportation corridors - improving people as well as our routes around the city!

Comment ID: 383

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Item ID# A.117

Name: Michelle Lee

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because after having lived and bicycled in New York, San Francisco, and Seattle, I've found Philadelphia's bicycle network and infrastructure to be the best. It's a huge part of why I moved to Philadelphia (including 12 months commuting part-time to NYC via Amtrak) and with a little more funding, signage, programming, and support, everyone will be able to enjoy it too.

Comment ID: 384

Item ID# A.118

Name: Michelle Udicious

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 385

Item ID# A.119

Name: Christian Conroy

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because these trails are critical to building a healthier population and making our region more attractive - both critical issues facing the Greater Philadelphia region. Other places have managed to accomplish much more. If we don't keep up with these critical community amenities, then we will continue to be uncompetitive. Thus, this is simply an economic development issue - which is part of DVRPC's mission. Please consider allocating more funds to this project.

Comment ID: 386

Item ID# A.120

Name: Dodge Johnson

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 406

Item ID# A.121

Name: Adam Buchanan

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 372

Item ID# A.122

Name: David Curtis

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because these transportation *investments* are critical to attracting and retaining the residents who help our city and region thrive. One need only glance at the Schuylkill River Trail to see the economic, health, environmental impacts that we can generate with a strong investment. These investments have very high returns on a per-dollar basis and require very low maintenance/operational costs. Each dollar spent on these trails creates more jobs and has a greater return (in terms of tax revenue alone, but also including reduced healthcare costs and increased productivity) than a dollar spent on other types of transportation. It's simply the best that money can buy.

Comment ID: 373

Item ID# A.123

Name: Mike Heisler

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. This is a great start but more funding is needed. An interconnected trail circuit helps the entire region. It encourages people to get outside and enjoy their communities. It encourages fitness and exercise. It provides a safe place to ride and helps keep bikes off of dangerous roads. It lifts property values in communities close to trails. Please increase the funding for this important work. Help make Philadelphia region one of the premier trail areas in the country! Lower Delco is in particular need of trail work. There is no good north/south routes thru the county and no access to the Delaware River. The roads are extremely congested and dangerous to travel on. Continuing the Darby Creek trail north to connect with the Haverford Reserve would be a great addition. Of particular importance would be to find a safe way to cross West Chester Pike at the Lawrence Road/Blue Route intersection.

Comment ID: 387

Item ID# A.124

Name: Kathryn Potalivo

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 403

Item ID# A.125

Name: Stephanie Funk

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I enjoy riding my bicycle on the wonderful network of trails in Chester and Montgomery counties.

Comment ID: 404

Item ID# A.126

Name: Elliot Titcher

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I use these trails and so do a lot of the people I bike with. We would like to stay off the streets whenever possible. The trails are safer than riding on streets that do not have dedicated bike lanes.

Comment ID: 405

Item ID# A.127

Name: Jonathan Nyquist

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 417

Item ID# A.128

Name: Carolyn Duffy

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I live in Philadelphia County very near to the Schuylkill River Trail, since the trail inception this has never been lacking for user often times getting very busy. The completion of the trails of all these trails will make a for a big boon to the area.

Comment ID: 418

Item ID# A.129

Name: Arthur Vogel

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit. I bike a few times a week and need safe trails for riding. Biking is great for my health, and helps me stay in shape. I also find more and more people want to live in places where they can easily go out and get in a walk or ride as quickly and safely as possible. Please continue to build new trails!!!!

Comment ID: 419

Item ID# A.130

Name: Joe Dietrick

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 420

Item ID# A.131

Name: Eathan Janney

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I believe that the promotion of cycling is an excellent way to address problems of global warming as well as human health in general.

Comment ID: 421

Item ID# A.132

Name: Lee Tabas

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because trails are one of the few functions that can only be done by the government. If we make biking more accessible people will do more riding for recreational and work purposes.

Comment ID: 423

Item ID# A.133

Name: Ruth Kirkner

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because the use of bike paths is important to the community. It affords save places to ride our bikes and exercise. It is a wonderful way to experience our community without creating polution.

Comment ID: 424

Item ID# A.134

Name: Gregory Milbourne

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 425

Item ID# A.135

Name: Jill Gefvert-Minick

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because we need more active transportattioon and because I use these trails

Comment ID: 393

Item ID# A.136

Name: Margaret van Naerssen

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 394

Item ID# A.137

Name: Jennifer Mann

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because 1. Supports businesses like mine along the trail 2. Community uses it for exercise. 3. Transportation route. Easier to bike into some communities than to drive and pay for parking. 4. Access to BEAUTIFUL scenery that will otherwise be lost due to lack of access and maintenance. 5. Provide volunteer opportunities for youth in the community. 6. Provide safe routes for non-profit organizations to host fundraising events. 7. Open up areas to river access, for boating and fishing. Also to game lands for hunting.

Comment ID: 395

Item ID# A.138

Name: Mariann Dempsey

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 396

Item ID# A.139

Name: Janice Mulugeta

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 398

Item ID# A.140

Name: Judith Baron

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 399

Item ID# A.141

Name: Joel Hecker

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I, my family, and many, many of my friends and fellow cyclists have benefited from the increased bicycle paths in the region. More bike riding means better health, reduced medical costs state-wide, reduced traffic congestion, and a more attractive place for people to move and call home.

Comment ID: 400

Item ID# A.142

Name: John Bryan

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because a well designed and well maintained trail system can provide a green and healthy alternative to the automobile, besides encouraging healthy recreational activities.

Comment ID: 401

Item ID# A.143

Name: Chris Kendig

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because it makes sense on so many levels: economic, environmental, and health.

Comment ID: 402

Item ID# A.144

Name: Gorkem Dagdelen

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 407

Item ID# A.145, A.262

Name: Zoe Axelrod

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because safe bicycle and pedestrian routes are vital for attracting and retaining new businesses and residents, for keeping people active and healthy, and for reducing traffic congestion and protecting the environment. Trails and other pedestrian and bicycle infrastructure is much less expensive per mile than automobile infrastructure, and has a profound impact on the quality of life within the region. I especially support having the Schuylkill Swing Bridge (Project No. 102274) as it will fill a major gap within the Schuylkill River Trail and provide a vital off-road connection between South Philly/Center City and Bartram's Garden/Southwest Philadelphia.

Comment ID: 378

Item ID# A.146

Name: Andrew Ascher

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 408

Item ID# A.147

Name: Jennifer Yuan

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 409

Item ID# A.148

Name: Walter Cooper

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. Although nearly 79 years old, I have found biking on trails is one of the best ways to keep healthy and still a great outdoor experience. Please continue to support programs involving outdoor activities.

Comment ID: 410

Item ID# A.149

Name: Timothy Breen

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 411

Item ID# A.150, A.271

Name: Robert Daines

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because these trails provide both a safe and convenient network for alternate travel. A completed comprehensive network of trails will reduce dependence on cars and encourage people to exercise. However, the trails will only be of maximum use if there is a completed network of connected trails that lead somewhere. For example, the Cross County Trail currently ends at the corner of Germantown Pike and Chemical Rd. This is an extremely busy and intimidating intersection. What are people supposed to do at that point? Just turn around and go home? We must connect and complete our network of trails.

Comment ID: 412

Item ID# A.151

Name: Ronald Loftis

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I actually use some of it for both recreation and occasionally for bicycle commuting. More trails would make my commute safer.

Comment ID: 413

Item ID# A.152

Name: Stewart Leftow

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because these trails are used by all sorts of county residents: kids, young families, runners, cyclists, skaters, dog walkers, the elderly and disabled. They are among the most desired amenities in every community, increase property values and are good for local businesses. The trail network increasingly provides a healthy, green, economical alternative form of transportation. It deserves increased funding to complete the trails that are on the drawing board.

Comment ID: 414

Item ID# A.153

Name: Marni Duffy

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 426

Item ID# A.154

Name: Gordon Laubach

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because trails are important for recreation and exercise.

Comment ID: 427

Item ID# A.155, A.272

Name: Chuck Cruit

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because Delaware County is far behind other counties in the region and has many segments that need funding for design and construction. These include: East Coast Greenway Chester Creek Trail Octoraro Trail Newtown Square Branch Darby Creek Trail Forge to Refuge Trail Additional Circuit funding in the TIP is essential if we are to make progress on these important segments of the Circuit.

Comment ID: 428

Item ID# A.156

Name: Howard Isaacson

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 429

Item ID# A.157

Name: James Castellan

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because bike use for commuting as well as recreation and exercise is increasing when the infrastructure makes reasonable accommodations for bikes.

Comment ID: 430

Item ID# A.158

Name: Thomas M. Vernon, MD

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because as a physician I am particularly well aware of the health benefits for an entire community from accessible and safe bicycling.

Comment ID: 431

Item ID# A.159

Name: Gary Mann

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because the natural environment needs to organically-naturally developed for the betterment of all the walkers/riders of Delaware County.

Comment ID: 432

Item ID# A.160

Name: Larry Bliss

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 433

Item ID# A.161

Name: Fred Lukens

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because riding bikes for exercise is every bit as important as bikes being a sustainable alternative transportation method. These bike trails/circuits will be the legacy we leave our children to help let them know our values. Please fund Chester County trails.

Comment ID: 434

**Public Comment Form
Draft FY2015 for PA**



Item ID# A.162

Name: Dennis Barnebey

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 435

Item ID# A.163

Name: Robert Pierson

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because the bicycle is a low-impact mode of transportation to work, shopping, or for recreation as I have discovered living in Philadelphia for the past 41 years without a car. In the face of global warming, let's support the infrastructure that reduces, not increases, greenhouse gas emissions.

Comment ID: 436

Item ID# A.164

Name: Jason Hughes

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 437

Item ID# A.165

Name: Harvey Fountaine

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 438

Item ID# A.166

Name: Evan Suzuki

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 439

Item ID# A.167, A.263

Name: Joseph Syrnick

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

I am writing to express support for bicycle and trail projects in the TIP. I support adding \$1 million for the Circuit and I support funding for the Schuylkill River Swing Bridge project (Project 102274). Thank you.

Comment ID: 397

Item ID# A.168

Name: Renee Quaterman

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I value the ability to get outside and to explore the area in a healthy, safe, community-minded way. The easier it is to use the trails, the more I will bike and the less I will use my car.

Comment ID: 352

Item ID# A.169

Name: Tanya Seaman

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because the Circuit can become an excellent transportation network for safely traveling between regional destinations. Bicycling opportunities afford a healthier trip as more people get on bikes instead of cars, and the circuit creates safer, off-road trails that allow bicyclists to travel without the danger of motor vehicles. The dollars spent on bicycle facilities represent a much better and longer-enduring investment than road construction, with more potential jobs, greater positive environmental benefits, and the ability to move more people than the same investment in roads.

Comment ID: 353

Item ID# A.170

Name: Rob Lange

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because these types of project will continue to improve Philadelphia, making it that much closer to a world class city.

Comment ID: 355

Item ID# A.171

Name: George Gorman

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because public projects like these trails greatly improve the quality of life for our residents by knitting communities together, enabling the use of bikes instead of cars for commuting and errands and encouraging a healthier life style.

Comment ID: 356

Item ID# A.172

Name: Tony Spagnoli

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. But regional funding for trails projects need to be a much higher priority. With more people using trails to commute to jobs, school and other activities, the trails now serve as a vital pipeline to more people around the region, just like our streets. Additionally the health benefits are numerous and the economic benefits has been equally proven. I hope you will consider giving significantly more funding to the Circuit so that it may build out its trail system fully. It is part of the long range plan and it should be treated as such.

Comment ID: 357

Item ID# A.173

Name: Michael Del Vecchio

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because of the many benefits that biking adds to our community. In addition to the obvious health benefits of having a more active population there is the decrease in use of autos and this less strain on our transportation system. There is also increased safety to cyclist when there is improvements in the cycling infrastructure. As an avid cyclist both to work and for pleasure, I now consider the ability to safely cycle a basic need to any city that desires to thrive in the 21st century.

Comment ID: 358

Item ID# A.174

Name: Laurel Drew

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because it is an awesome chance to increase outdoor sports and trail usage/maintenance---very important to keep people and trails healthy!

Comment ID: 359

Item ID# A.175

Name: Daniel Orfe

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because it provides safe recreational activity while promoting the preservation of greenspace and history.

Comment ID: 360

Item ID# A.176

Name: Matthew Hugg

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because this system is vital to the economic development of the entire region. I am a Montco resident writing from Vermont while riding bike trails for my vacation. Having trails bring tourists, and make people healthier physically and emotionally. Let's get the circuit done!

Comment ID: 522

Item ID# A.177

Name: David McGinn

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because trails increase the opportunity to exercise safely. I also believe the trails increase the value of our homes. People are willing to pay a little extra to live near trails.

Comment ID: 523

Item ID# A.178

Name: John Seidel

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because: My wife and I are both retired, the trails give us a place to go that is not expensive, and gives us both needed exercise & fresh air. PLEASE SUPPORT THE TRAILS.

Comment ID: 524

Item ID# A.179

Name: Paul Stavros

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I believe it will encourage people to ride bikes to work and for pleasure. And of course there are the health benefits that last a lifetime. Thanks

Comment ID: 525

Item ID# A.180

Name: Mike Dellapenna

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because safe places to ride are minimal in Chester County.

Comment ID: 526

Item ID# A.181

Name: Michael Geisinger

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because bicycling provides the healthy exercise that we all need in low cost manner that also brings with it social interaction with others. Certainly the health benefits of bicycling cannot be overlooked nor the fact that exercise lowers the cost of health care in our country. The safety provided by bicycling paths is what some people need to get out there to do it on a regular basis. Not everyone needs a path closed to the interference of traffic but there are certainly many who would enjoy the activity if it were not for the danger presented on the roadways. The trails being multiuse allows it to be for the use of others in addition to the cyclists including those who choose to walk, jog, roller blade and those who choose to sit on the bench alongside the trail enjoying being outdoors in a less stressful location. The trails also provide a connection not always possible for those choosing alternative means of transportation whether it be to work, school, shopping or other destinations. Please support funding for the circuit in the region. It's healthy, useful and beneficial to all the residents of our region.

Comment ID: 527

Item ID# A.182

Name: Duane Stanton

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because trails like the Schuylkill River Trail are already invaluable for recreation and transportation. I commute most days of the week on the Schuylkill River Trail to work, and I can attest that, even on a hot day like today, there is plenty of interest in walking, running, and cycling on our county's pathways. Supporting trail infrastructure further only strengthens the existing network of trails, it enables even more Chester County residents to make use of our promising trail system.

Comment ID: 528

Item ID# A.183

Name: Derek Beyer

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I believe that cycling is an important activity. In a world being choked by noise, pollution, crowding, and vehicular violence, bicycles are the true way forward for personal human transportation. A commitment to cycling infrastructure is the best way forward for this city.

Comment ID: 529

Item ID# A.184

Name: Mark Davis

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 530

Item ID# A.185

Name: Valerie Borek

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I cycle with my family and believe the trails are a way to build community and preserve the environment.

Comment ID: 531

Item ID# A.186

Name: Deb Faulkner

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit bike paths. It adds a wonderful dimension to our lives, to be able to bike from one locale to another.

Comment ID: 532

Item ID# A.187, A.265

Name: Ellyn Avila

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I love to ride my bike around Philadelphia and support trail funding in general and the proposed Schuylkill River Swing Bridge project (#102274) in particular.

Comment ID: 621

Item ID# A.188, A.266

Name: Erin Engelstad

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because bike and pedestrian access will provide essential linkages throughout the city for recreation, exploration, and commuters! The Schuylkill River Swing Bridge is a most important project. It will complete the Schuylkill River Trail to Bartram's garden. But I'd like to see a lot of other trails funded too. This linkage would allow me, a resident of Southwest Philly, to bike safely through a beautiful environment to Center City, South Philly, and beyond. Please support this bill and give these folks the funding they need to complete these amazing trials!!

Comment ID: 622

Item ID# A.189, A.267

Name: Jackie Syrnick

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because when I visit my parents in Philadelphia we go bike riding along the Schuylkill River trail. I love the Schuylkill River trail. Please fund the Schuylkill River swing Bridge so I can visit Bartram's Garden. The Schuylkill River Swing Bridge is a most important project. It will complete the Schuylkill River Trail to Bartram's Garden. But I'd like to see a lot of other trails funded too. I support trail funding in general and the proposed Schuylkill River Swing Bridge project in particular.

Comment ID: 623

Item ID# A.190, A.268

Name: Jennifer Mahar

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because biking is so critical to the success of Philadelphia. In particular, please support the Schuylkill River Bridge project - Project No. 102274. This is an important asset to thousands of commuters and recreational users. Please!

Comment ID: 624

Item ID# A.191, A.261

Name: Joshua Dubin

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I have seen first hand the positive effect they that their development has had on my city. The trails serve an especially important role in the dense urban environment of Philadelphia, providing safe, easily accessible recreation space for residents and visitors alike. I am especially in support of funding for the Schuylkill Swing Bridge (Project No. 102274), which would have an absolutely transformative effect on the two neighborhoods it would connect once completed.

Comment ID: 625

Item ID# A.192, A.260

Name: Julien Delbasty

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because, when I visit my parents-in-law in Philadelphia we also go bike riding along the Schuylkill River trail. I love the Schuylkill River trail. Please fund the Schuylkill River swing Bridge so i can visit Bartram's Garden. The Schuylkill River Swing Bridge is a most important project. It will complete the Schuylkill River Trail to Bartram's Garden. But I'd like to see a lot of other trails funded too. I support trail funding in general and the proposed Schuylkill River Swing Bridge project in particular.

Comment ID: 626

Item ID# A.193, A.259

Name: Katie Pytel

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support funding for all trails in general, and the proposed Schuylkill River Swing Bridge project (Project No. 102274) in particular.

Comment ID: 627

Item ID# A.194, A.258

Name: Samantha Corson

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because there is a lot of work left to do. These trails are heavily used and benefit the entire region. I support funding for all trails in general, and the proposed Schuylkill River Swing Bridge project (Project No. 102274) in particular

Comment ID: 628

Item ID# A.195, A.257

Name: Susan Syrnick

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I support trail funding in general and the proposed Schuylkill River Swing Bridge project in particular.

Comment ID: 629

Item ID# A.196, A.256

Name: Virginia Goldberg

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because it enhances the vitality and fitness of the region. I support the development of the trail projects in general and the Schuylkill Swing Bridge in particular.

Comment ID: 630

Item ID# A.197

Name: Andreina Perez

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 631

Item ID# A.198

Name: Brandon Hoover

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 632

Item ID# A.199

Name: Chad Carreras

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because it makes Philadelphia a more exciting place to be for young professionals.

Comment ID: 633

Item ID# A.200, A.269, A.275, A.67, A.252, A.274, A.273

Name: Charles Brant

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because it provides not only recreational opportunities but also a means of getting to schools and to work, especially for low income people. It also returns to taxpayers (at least to those who pay Federal taxes) a useful, visible benefit. However, a review of several recent projects point out the need for much more careful spending and followups. PUBLIC MEETINGS must be required to review final design plans. INPUT IN THE DESIGN phase by citizens who are very familiar with the area in question must be required. FORMAL REVIEWS of completed projects must be required - To see what went wrong, what went right, is the improvement being maintained? Is it being used? Was parking included/needed? Examples - MANAYUNK CANAL PATH – the recent upgrade has many problems - poor drainage areas before the reconstruction remain or even worsened; the new gravel surface already has ruts and washouts – the original limestone based surface lasted over 30 years; obviously, many sections of the path should have been raised and/or paved; the concrete block at the cobblestones near Shawmont RR crossing has created a very dangerous situation; the canal path is not being maintained by the city – graffiti is increasing, vegetation is already encroaching the path. SCHUYLKILL RIVER TRAIL - SHAWMONT – recent Shawmont improvements – the dangerous design that dumps cyclists into intersection of Shawmont and Nixon (the stop sign for cyclists has been missing for months despite being reported to SeeClickFix); no parking was added - could have used PECO right of way off Shawmont Avenue for parking and as the trail entrance instead of the ridiculously ugly and expensive wall along Nixon street. Trail users parking their motor vehicles on Shawmont Avenue creates a dangerous situation, especially on weekends. Local residents are very unhappy with this situation due to lack of planning. PORT ROYAL TO MONTGOMERY COUNTY LINE - SRT – is not being maintained or even mowed by the city. SCHUYLKILL PARKS CONNECTOR BRIDGE - \$6 to 8 million??? That is a ridiculous amount of money for a simple pre-built concrete bridge. The nearby CSX gate crossings are not working – due to flooding of gate mechanism. This is an area that floods – how could the gate mechanisms have been placed low enough to be damaged by a flood? Who designs and plans with such stupidity – at taxpayer expense? WISSAHICKON BIKE PATH – poor design/lack of maintenance leads to flooded and muddy areas; many sections were not raised so they are frequently flooded; little or no trimming back of vegetation along the path by the city. BETZWOOD/SULLIVAN'S BRIDGE - \$9 million??? Why isn't a cheaper bike/ped crossing being integrated into the proposed motor vehicle bridges at Betzwood? Much more careful spending is needed so that more projects can be funded! Thanks for allowing comments!

Comment ID: 634

Item ID# A.201

Name: Max Steinbrenner

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I use my bicycle frequently for transportation and recreation and would like to pass these values on to future generations.

Comment ID: 354

Item ID# A.202

Name: Christine Reimert

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 635

Item ID# A.203

Name: Peter Furcht

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 567

Item ID# A.204

Name: Manny Menendez

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because cycling is a healthy transportation alternative for all ages. Good cycling trails also add to economic growth by allowing for business opportunities focused on cyclists. In the future the better the trails the more likely people are to visit your area. Last year my wife and I traveled around the country cycling in many areas both rural and urban. It was very clear that cities with good bicycle trails were very vibrant with many people of all ages using the trails for recreation, shopping in local stores, and eating at local restaurants. Thank you for investing in the future.

Comment ID: 568

Item ID# A.205

Name: Andries Cregar

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 569

Item ID# A.206

Name: Frank Santaguida Sr.

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because you get a big bang for your buck. The health benefits are enormous, gives travelers alternate ways to get around, safer for pedestrians, may leave roads a little less congested. Also makes local area more attractive to live there. I hope you'll consider being more generous to this cause. Thank you.

Comment ID: 571

Item ID# A.207

Name: Eric Huefner

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 636

Item ID# A.208

Name: Jeffrey Lawton

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I use the regional trail system (specifically the Perkiomen Trail, Schuylkill River Trail, and Chester Valley Trail) when I commute to and from work by bicycle. Additionally, the trail system provides an important means for me to ride safely, as many of the roads in my community are not especially bike-friendly. I urge expanded funding of transportation alternatives such as the regional trail system, because these are essential transportation corridors for residents in the areas in and around Philadelphia.

Comment ID: 637

Item ID# A.209

Name: John Seidel

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because: My wife and I are both retired, the trails give us a place to go that is not expensive, and gives us both needed exercise & fresh air. PLEASE SUPPORT THE TRAILS.

Comment ID: 638

Item ID# A.210

Name: Ken Boyle

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because improvements like these to our county improve the quality of life for all its citizens, further encourage the best companies to stay or come to Bucks creating high quality careers for people, and drives economic development of our towns, boros, and businesses along the routes.

Comment ID: 640

Item ID# A.211

Name: Lisa Gares

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 641

Item ID# A.212

Name: Nick Rogers

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 642

Item ID# A.213

Name: Paula green

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 643

Item ID# A.214

Name: perry benson

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 644

Item ID# A.215

Name: Sara Hirschler

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 645

Item ID# A.216

Name: Rose Rudi

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because it is a great environmental sound project .

Comment ID: 646

Item ID# A.217

Name: Spencer Finch

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 648

Item ID# A.219

Name: Byron Hawthorn

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP; however I would ask you to consider additional regional funding. I look at this both as an older rider and as a grandfather. It simply is not safe for me or for my grandkids to use our bikes as a way to get around the eastern Main Line. As an older resident, I need the exercise and want to use the bike instead of a car. Currently I drive round-trips from Haverford Twp. (from Bryn Mawr near the Radwyn) to the center of Wayne probably 8 or 9 times a week. I have to drive because there is no way to connect to the Radnor Trail except by Conestoga Road or Lancaster Ave., both being dangerous and having very long, steep portions. The grandkids likewise have no way safely to explore on their own the many activities available beyond our local residential area, things like shopping or movies in Wayne. They eventually will be getting to the age where they will be driving but I want them to have the experiences I had of being able to explore the world without a car first. Falling in love with bikes as a kid can stick with them even when they get the car keys. The Septa rail and bus bike connections are good to get them to more distant areas, but Septa does not help when it comes to the intermediate rides that constitute normal daily activity. Ultimately I want to see the grandkids riding large portions of the Circuit with long, all-day rides to distant parts of the Delaware Valley, on their own steam and without involving cars. Riding like this gives them a wonderful taste of independence as young adults. Drivers these days use cell phones, they are texting, they're speeding and they're distracted. We really need the rest of this amazing bike circuit. I'd like to see it in existence before I and the kids have grown to old for it.

Comment ID: 422

Item ID# A.220

Name: Beth Resta

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because bike and pedestrian infrastructure are important to me. Riding my bike daily has allowed me to and my family to be car-free for 10 years. As a tax payer, I would like to see my dollars being used to support transportation modes I use, such as biking, walking and public transit instead of just supporting car culture.

Comment ID: 565

Item ID# A.221

Name: Matthew o Perry

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because we use these trails to avoid riding nad walking/running on the roads. They provide a safe place for us to take our kids and enjoy outside activities year round including walkng, running biking. In these days when kids are fighting obesity its critical that we continue to fund projects that help make it easier to keep kids and fammiles active and engaged. Thanks for your continued support

Comment ID: 416

Item ID# A.222

Name: Elise Sochacki

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 539

Item ID# A.223

Name: Kristen Rolison

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 540

Item ID# A.224

Name: John Hogan

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 541

Item ID# A.225

Name: Paul Paul

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because having a safe place to reduce my weight and improve my physical condition has been wonderful. However as more and more people take to the trails for the same reasons I have we need more trails and funding. Some of the trails have become over crowded and this year especially with the road condition the roads are not a safe place for my family to ride. My family thanks you and urges you to continue the wonderful investment in our trails that leads to better health. Thank you!

Comment ID: 542

Item ID# A.226

Name: Debra Long

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because of the healthy lifestyle choices it encourages whether biking, hiking, walking, or running. It also promotes a better relationship and appreciation of nature and the environment. Thank you again for the support of the development of the Circuit.

Comment ID: 544

Item ID# A.227

Name: Robert Blackburn

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 545

Item ID# A.228

Name: Jon Kimmel

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because our roads are so crazy busy with cars and trucks that it is unsafe to bicycle ride on the roads any more. I want my kids to have a safe way to get around our beautiful county and get exercise. They certainly can't get that riding the roads I rode as a kid! Given that recreational trails are consistently a positive feature cited in rankings of "best places to live," and that Chester County is one of the wealthiest counties in the state and nation, we should be a leader in building a model network of trails. Please make this a reality.

Comment ID: 546

Item ID# A.229

Name: Jonathan Kimmel

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because our roads are crazy busy with cars and trucks to the point where it is unsafe to bicycle on the roads in much of Delaware County. I want my kids to be able to ride for exercise and independence in the same way I did as a kid but they can't. Given that recreational trails are consistently among the positive factors cited in "best places to live," and given the vast possibilities afforded to us in connection with the rest of metro Philly, please make these trails a reality. Let's have a little Delco pride and take the lead on this!

Comment ID: 547

Item ID# A.230

Name: Matt McDaniel

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I commute by bicycle all the way from Malvern to Center City PA. The bike trails make this commute infinitely safer.

Comment ID: 548

Item ID# A.231

Name: Jeff Knowles

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because trails help me get to work safely.

Comment ID: 549

Item ID# A.232

Name: Mark Sullivan

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 550

Item ID# A.233

Name: Ernest Losso

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 551

Item ID# A.234

Name: James Donaghy

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 552

Item ID# A.235

Name: Kenneth Rymdeko

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 553

Item ID# A.236

Name: Ronnie Cameron

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because there is not enough fully functional bike lanes and trails available in Philadelphia. Bike lanes and trails are constantly ending abruptly, lanes are often filled with pot holes, glass, stones, cars and the lane lines are fading. That's all, maintenance and expansion.

Comment ID: 554

Item ID# A.237

Name: S. Fisher

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because bicycling is an excellent form of environmentally friendly transportation. The trails make it easier and safer to get to ones destination points without having to ride on very busy streets with potentially frustrated drivers. Another great reason for trails, especially in our region, are the hills. The trails have a way of making the hills in Chester county not so insurmountable as street riding does which adds to my "another reason to ride my bike rather than drive." Lastly, the Schuylkill River Trail has got to be the most used trail on the weekends, to the point that it is a little dangerous between the novice's and the yahoo's. We need more trails to get people off of the one trail and the new trails need to be promoted more. People don't even know that some of these trails exist. Connecting them would be a boon in helping to spread everybody out and making it safer for recreational use, Keep up the good work but let's face it, the day of the automobile as the best means of transportation has got to go and it starts with the government promoting other, better ways.

Comment ID: 572

Item ID# A.238

Name: Debra Wile

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 573

Item ID# A.239

Name: Tara Pakrouh

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 574

Item ID# A.240

Name: Charles Liedike

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 575

Item ID# A.241

Name: James Dulin

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 577

Item ID# A.242

Name: Parker Snowe

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I am a resident of Delaware Co. and use bike trails for commuting to work and for recreation.

Comment ID: 578

Item ID# A.243

Name: James Howe

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I am a frequent user of the Chester and Montgomery County trail system. But as development continues to swallow up real estate it is more imperative than ever to get this Circuit trail system built now to ensure a safe, convenient, environmentally friendly alternative transportation and recreational infrastructure. Great trails make great communities!

Comment ID: 579

Item ID# A.244

Name: Andrea Mannino

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because at infrastructure for cycling increases so does the safety of all: drivers, pedestrians, and cyclists. Not only does safety increase but so does the health and well being of citizens, reducing health care costs, some which hit the government budget's bottom line.

Comment ID: 580

Item ID# A.245

Name: Ron Bilotti

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 555

Item ID# A.246

Name: Caitlin Quigley

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I bike every day.

Comment ID: 581

Item ID# A.247

Name: Jesse Leonard

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 582

Item ID# A.248

Name: David Bennett

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because. Delaware County seems to have the least amount of bike routes, trails, bike lanes and adequate shoulders to ride on. In the Eastern part of the County, we are fortunate to have many sidewalks but in the Western region, there are a lot of newer communities without suitable Pedestrian facilities. Please help us out by planning and implementing bike/ped facilities for the ECG, Chester Creek Trail, Octoraro Trail, Newtown Square Branch, Darby Creek Trail (Plans date back 105 years) and the Forge to Refuge Trail. We also need more on road bike routes in addition to the Bicyclists Baltimore Pike (our only on road bike route). It would also make sense to have bike lanes connecting Upper Darby to West Chester on Route 3, West Chester Pike

Comment ID: 583

Item ID# A.250

Name: Christine Reimert

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 585

Item ID# A.251, A.253

Name: Samantha Corson

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because there is a lot of work left to do. These trails are heavily used and benefit the entire region. I support funding for all trails in general, and the proposed Schuylkill River Swing Bridge project (Project No. 102274) in particular

Comment ID: 586

Item ID# A.255, A.218

Name: Tom Rickards

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because The Schuylkill River Swing Bridge is a most important project. It will complete the Schuylkill River Trail to Bartram's garden. But I'd like to see a lot of other trails funded too.

Comment ID: 652

Item ID# A.264, A.249

Name: Karen Smith

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I am a frequent user of the trail from Norristown to Philadelphia, Grays Ferry Crescent is a beautiful addition to the trail. I support the Schuylkill Swing Bridge project.

Comment ID: 584

Public Comment Form Draft FY2015 for PA



Item ID# A.270

Name: Dr. Alistair (Alix) Howard

County: Various Counties

Project Title: General Comment

Comment:

I am a Montco resident of Abington Township and want to register my thanks for the DVRPC's work on expanding and improving bicycle infrastructure for our area. As you know cycling is a boon to our health, economy, and ecology. I hope our region will continue to be a leader in this respect.

Comment ID: 390

Item ID# A.276

Name: Michael Gross

County: Various Counties

Project Title: General Comment

Comment:

I hope where roads are being widened, that bicycle lanes should be installed as a normal procedure. Where new bridges are fixed potential trail underpasses could be planned.

Comment ID: 81

Item ID# B.277, B.279

Name: Zoe Robertson (SEPTA)

County: Chester County

Project Title: General Comment

Comment:

For MPMS #60574 - Paoli Transportation Center Add a total of \$24,000,000 to the first first-years from SEPTA and PennDOT Bureau of Public Transit to advance Phase 1 of the project, accordingly: \$8,000,000 overall (\$3,200,000 5307-S/ \$3,871,000 Sec 1514/ \$800,000 Sec 1516/ \$129,000 Local) for each FY15, FY16, and FY17 CAP phase. AMTRAK will provide the remaining \$12,000,000 that is needed to complete Phase 1 for ADA improvements. Reduce FY22 CAP by \$4,000,000 overall by decreasing \$19,452,000 Sec 1514 funds to \$15,581,000 and decreasing \$648,000 Local funds to \$519,000 to add back to the SEPTA Reserve Line Item (MPMS #90600). Reduce FY23 CAP by \$19,691,000 overall by decreasing \$25,065,000 Sec 1514 funds to \$6,009,000 and decreasing \$835,000 Local funds to \$200,000 to add back to the SEPTA Reserve Line Item (MPMS #90600). For MPMS #90600 - SEPTA Reserve Line Item Decrease line item over 12-Years by an overall \$19,683,000 due to MPMS #60574, accordingly: Decrease \$12,000,000 overall in FY15, FY16, and FY17 from \$35,000,000 to \$23,000,000 to fund Phase 1 of the Paoli Transportation Center (MPMS #60574) by: -Reducing FY15 CAP phase from \$19,355,000 Sec 1514 funds to \$15,484,000 and decreasing \$645,000 Local funds to \$516,000. -Reducing FY16 and FY17 CAP phases each by decreasing \$4,839,000 Sec 1514 funds to \$968,000 and decreasing \$161,000 Local funds to \$32,000. Add a \$4,000,000 CAP phase to FY22 (\$3,871,000 Sec 1514/ \$129,000 Local). Add a \$19,691,000 CAP phase to FY23 (\$19,056,000 Sec 1514/ \$635,000 Local).

Comment ID: 656



THE COUNTY OF CHESTER



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Executive Director

PLANNING COMMISSION

Government Services Center, Suite 270
601 Westtown Road
P.O. Box 2747
West Chester, PA 19380-0990
(610) 344-6285 Fax: (610) 344-6515

Submitted Electronically

June 26, 2014

Plan/TIP/Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106

Dear Delaware Valley Regional Planning Commission,

Chester County requests that \$1.3 million of construction funding be added for the MPMS #86698 (Osborne Road over Beaver Creek) project in Fiscal Year 2015 of the FY2015 draft TIP. This project is anticipated for letting in the fall of 2014.

I appreciate this opportunity to provide comment.
Regards,

A handwritten signature in black ink that reads "Randy Waltermyer".

Randy Waltermyer, AICP

TIP Plan Comments

From: Shaffer, Thomas P. <shaffert@co.delaware.pa.us>
Sent: Friday, June 27, 2014 2:19 PM
To: TIP Plan Comments
Cc: Hill, Linda; Hufnagle, Louis; John, Alex; Middletown Bruce Clark; Madeleine Fausto; Linda Guarini
Subject: Comment on FY 2015-2018 PA TIP

I have reviewed the draft FY 2015-18 PA TIP and have the following comment:

MPMS 15251 US 1, Baltimore Pike Interchange Improvements SR 0352 – The project scope recently was expanded to include the intersections of Routes 1/452 and 452/352. The PennDOT project manager and Middletown Township should be able to provide a more appropriate project title and description. This revised title and description should be included in the final adopted TIP document.

Thank you.

Tom Shaffer



Thomas P. Shaffer
Transportation Manager
Delaware County Planning Department
201 W. Front Street | Media, Pennsylvania 19063
Phone: (610) 891-5217 | Email: ShafferT@co.delaware.pa.us
Website: <http://www.co.delaware.pa.us/planning>

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MONTGOMERY COUNTY
PLANNING COMMISSION

MONTGOMERY COUNTY COURTHOUSE • PO Box 311
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WWW.MONTCOPA.ORG

JODY L. HOLTON, AICP
EXECUTIVE DIRECTOR

June 24, 2014

Ms. Elizabeth Schoonmaker
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

Dear Elizabeth:

Montgomery County has the following comments on the draft FY 2015-18 TIP document:

1. #16577: The County will divide the entire project into two segments and fund them differently. We will fund preliminary engineering and final design with local funds, but pursue federal funding in future TIPs for the ROW, Utility and Construction phases of the Butler Pike to Crescent Avenue segment. For the segment from Crescent Avenue to Philadelphia City line the County will fund all phases as 100% local.
2. #48175: Per discussion at the PA Subcommittee, the County will federalize the construction phase in the FY 17 TIP Update for the Carland Road to Regal Drive segment. In addition, the County intends to modify the limit to extend, at 100% County funding, the project from Regal Drive to Chemical Road. We will reconstruct/rehabilitate Ridge Pike, eliminate the jug handle at Alan Wood Road by providing double left turn lanes onto Alan Wood Road; signalize and modify the I-476 SB off-ramp; modify and potentially signalize the I-476 NB off-ramp; and extend the ITS components to Chemical Road.
3. #92807: Change the title's route number from PA-23 to PA-73.
4. #102273 Second Collegetown Bridge Crossing: Add Lower Providence Township to the Municipalities list.
5. #102275 Study Line Item: This line item, as discussed at the PA Subcommittee, lists those studies identified in the Decade of Investment. As those studies are better understood or developed, the recommendations would be considered for advancement into preliminary engineering.
6. #102665 Signal Upgrade Line Item: Thank you for establishing this line item which may allow for funding to be allocated during the next two fiscal years.
7. #95447 County Bridge Line Item: We suggest that title should be modified to "City/County Bridge Line Item".
8. #102105 Municipal Bridge Line Item: We suggest that, prior to the FY 17 TIP update, DVRPC lead an evaluation/priority setting effort to assess the realistic need for City and

Ms. Elizabeth Schoonmaker

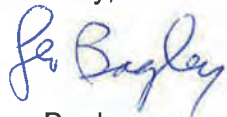
-2-

June 24, 2014

County bridges, as well as Municipal bridges, and that the PA Subcommittee allocate an appropriate amount to both line items. These allocations should occur early in the TIP update process rather than near the end.

Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in blue ink that reads "Leo Bagley". The signature is written in a cursive style with a large initial "L" and "B".

Leo Bagley
Assistant Director



CITY OF PHILADELPHIA

DEPARTMENT OF STREETS
SURVEYS, DESIGN, & CONSTRUCTION DIVISION
830 Municipal Services Building
1401 John F. Kennedy Blvd.
Philadelphia, PA 19102-1676

DAVID J. PERRI, P.E.
Streets Commissioner

June 26, 2014

Barry Seymour
Executive Director
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

Re: DVRPC Draft FY2015 TIP for Pennsylvania/North Delaware Avenue Extension Phase 2
(MPMS# 74822)

Dear Mr. Seymour:

Upon reviewing the Draft DVRPC FY2015 TIP for Pennsylvania, it appears that the City's North Delaware Avenue Extension Phase 2 project (MPMS# 74822) has been inadvertently omitted. The Streets Department would like to request that this project be restored at the levels shown in previous working drafts and that the previously programmed study phase also be re-programmed, as detailed below:

STUDY: 400 SXF, 100 LOC, FY15
PE: 400 SXF, 106 LOC, FY15
FD: 202 SXF, 57 LOC, FY17
ROW: 400 SXF, 116 LOC, FY18
UTL: 400 SXF, 116 LOC, FY18
CON: 3,206 SXF, 956 LOC, FY19

This project is funded through a combination of federally earmarked funds and a local match, and will not impact regional fiscal constraint.

If you have any questions, please contact Michelle Webb at 215.686.5544. Thank you for your assistance in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Darin Gatti".

For

Darin Gatti, P.E.
Chief Engineer and Surveyor



NEWTOWN TOWNSHIP
100 MUNICIPAL DRIVE
NEWTOWN, PA 18940

June 27, 2014

Ms. Elizabeth Schoonmaker
Manager, Officer of Capital Programs
Delaware Valley Regional Planning Commission (DVRPC)
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

**Re: MPMS #64781 Swamp Rd/Penns Wood Road Bridge over Branch of
Neshaminy Creek**

Dear Ms. Schoonmaker:

Please consider this letter a continuation of correspondence sent by the Township, regarding this topic, in October of 2010 and again in 2013.

Swamp Road (SR 2036) provides land access and traffic circulation within the residential neighborhoods and outlying farmsteads within Newtown Township. The roadway is typical of many of Pennsylvania's rural roadways with numerous horizontal and vertical changes in direction that preclude higher speed travel as well as the proximity of streams and a state park that impede the ability to re-align or correct the existing design deficiencies.

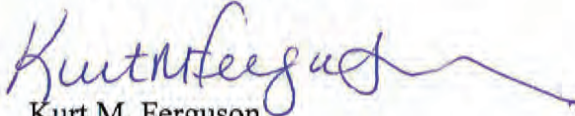
In an effort to preserve this rural nature and encourage the use of traffic calming, Newtown Township respectfully requests that the Swamp Road @ Penns Wood Road Bridge over Branch of the Neshaminy Creek (MPMS #64781) rehabilitation project be removed from the TIP. The bridge in its current state is adequate for the type and amount of traffic using Swamp Road and acts as a traffic calming measure to reduce the speed of vehicles on the roadway.

Newtown Township has at least one project that would have a substantial impact on traffic and congestion within our borders. I would ask the willingness of the DVRPC to consider transferring the funds from MPMS #64781 to another Newtown Township project? We have had discussions over the years for a project known as the Terry Drive Extension that we would like to develop and hopefully fund in the next couple of years. Any insights on this transferring possibility would be appreciated.

Please feel free to contact me directly regarding the project transferring concept, or any other questions you may have. My office number is (215) 968-2800, ext. 250 and my email address is kurtf@twp.newtown.pa.us. Thank you.

Sincerely,

NEWTOWN TOWNSHIP



Kurt M. Ferguson
Township Manager

cc: Board of Supervisors, Newtown Township
Senator Charles T. McIlhinney
Representative Steven Santarsiero
Swamp Road Residents Group

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285

Newtown, PA 18940

rrtsbucks5@gmail.com

Draft DVRPC FY 2015 - 2018 Transportation Improvement Program (TIP) for Pennsylvania

ORAL TESTIMONY Given on: June 26, 2014 # of Pages: 10, # of Exhibits: 4

RE: PROJECT NAMES:

(1) *Stoopville Road Improvements – Phase 2 (MPMS# 88083)*

(2) *Swamp Road/ Pennswood Road Bridge Over Branch of Neshaminy Creek (MPMS# 64781)*

I am Susan Herman, president of Residents for Regional Traffic Solutions, Inc., which is also known as RRTS. RRTS is a regional citizens' group with members from Lower Makefield, Upper Makefield, Newtown, Wrightstown, and Northampton Townships. The organization represents well in excess of 9,000 residents.

On March 28, 2012, Newtown Township officials held a special meeting to solidify a new plan for the Stoopville Road Improvements – Phase 2 Project, essentially abandoning the original plan designed to address serious public safety issues along Stoopville Road in accordance with "Complete Streets" policy. The original plan included installation of a much needed Multi-Use Trail along the full length of Stoopville Road and mitigation of storm water management issues along the full length of the road. (See Exhibit I, Advance of Bucks County article dated 4/5 – 4/11/12, titled "Stoopville Road project enters phase two").

The new plan, which is the current FY2015 *Stoopville Road Improvements –Phase 2 (MPMS# 88083)*, misdirects funds to an intersection upgrade at Route 413 and Stoopville Road. This intersection expansion is inappropriate and not necessary. The new plan misses a serious safety problem with storm water management along the entire length of Stoopville Road. *Stoopville Road Improvements-Phase 2 (MPMS# 88083)* should have addressed storm water management flooding problems and funds should have been allocated to address safety issues along Stoopville Road before being allocated to upgrade and expand any intersections.

The new plan calls for the UPGRADE and EXPANSION of an intersection in neighboring Wrightstown Township. This expansionary project is consistent with the "Northern Bypass" (now called an "Emerging/ Regional Corridor" by the DVRPC), an expressway that the DVRPC and certain politicians

10/3/14

~~Attachment II~~
(pg. 2/10)

continue to attempt to construct in bits and pieces. It is both inappropriate and dangerous to construct this expressway in this heavily residentially developed area.

The Multi-Use Trail that Newtown Township officials abandoned would have run the full-length of Stoopville Road and connected thousands of residents living in neighborhoods along this dangerous road. Stoopville Road is a Minor Collector Road comprised of a heavily developed residential community, with the potential for a minimum of several hundred additional homes, making the safety of residents and their children a major concern. Even with the benefits of traffic calming installed in Phase I of the Stoopville Road Improvements Project, Stoopville Road continues to be a volatile public safety issue due to the high volume of truck traffic coming from the 4 Swamp Road quarries. Quarry truck traffic is compelled to push the speed limit, as drivers are paid by the load and the industry often promises on time deliveries.

Residents are prisoners in their neighborhoods. It is unconscionable that Newtown Township officials abandoned the "Complete Streets" goal of providing a safe way for residents to walk and bike to: each other's homes, two (2) churches located on Stoopville Road, a convenience store at Stoopville Road and Route 532, the future Bucks County Veterans Park at Route 532 and Highland Road, the Federal Veterans Cemetery on Highland Road, and the Lower Makefield Township trail system which leads to the Garden of Reflection 9-11 Memorial on Woodside Road and the Delaware Canal.

Instead, the plan is now to upgrade and expand the intersection of Stoopville Road and Route 413 (Durham Road) in neighboring Wrightstown Township. RRTS OPPOSES the expansion of this intersection as, per the DVRPC's 1988 Newtown Township Traffic Study, this upgrade is a critical part of construction of a major North/South expressway that will connect I-78 to I-95. This North/ South expressway is also known as the "Northern Bypass". This back door effort to construct the expressway in bits and pieces sells out the residents of Bucks County, who cherish the unique and priceless open space character that exists today. The expressway will create uncontrollable growth and building that will significantly change the character and quality of life in our region.

RRTS opposes the Stoopville Road Improvements – Phase 2 Project and WE IMPLORE THE REGIONAL TECHNICAL COMMITTEE AND DVRPC BOARD TO OPPOSE THIS EXPANSION PROJECT.

In the DVRPC's published plan titled 1988 Newtown Township Traffic Study, there will be two (2) southern ends of the expressway; one that runs along Stoopville and Lindenhurst Roads and one that runs along Swamp Road.

- This map (Exhibit II) is a map of the North/ South expressway that was discussed by a regional Traffic Advisory Committee back in the early 1990's. Meeting minutes document the discussions.
- This map (Exhibit III) is a map of the North/ South expressway that appeared in a March 2006 Delaware Valley Regional Planning Commission (DVRPC) publication titled **EXECUTIVE SUMMARY: LIMITING TRAFFIC CONGESTION AND ACHIEVING REGIONAL GOALS.** The expressway runs along Route 611 to I-95 and is referenced in the legend as an "Emerging/ Regional Corridor".

~~11/3/11~~

~~Attachment E~~
(pg. 3/10)

- In the DVRPC's *1988 Newtown Township Traffic Study*, the "**Northern Bypass Alternative**" was studied. One end was along Stoopville Road and an extended Silver Lake Road on the East side of Newtown Borough. The other end was along Swamp Road on the West side of Newtown Borough.

The following excerpts are from the section of the Study titled "**Northern Bypass Alternative**":

- (a) **Page #61** (Exhibit IV) shows a map of the Northern Bypass Scenario projected for **Year 2000**. This map **continues to be** relevant today, as it is customary for the DVRPC to do 25-year Long Range Planning. The map shows the "**Northern Bypass**" as an upgraded Stoopville Road connected to an extended Upper Silver Lake Road. Note the upgraded intersection at Stoopville Road and Route 413 (also known as Durham Road).
- (b) **Page #62** states, "It is further recommended that Buck Road, Swamp Road, and Durham Road be widened to 4 lanes..."

Note that in the not too distant past, PennDOT - working with the DVRPC - tried to expand Swamp Road to accommodate the 4-lane plan. The community rejected this despite pressure from PennDOT and it has, at least temporarily, been stopped.

However, the current Swamp Road project *MPMS# 64781* in the Draft FY 2015 Pennsylvania TIP is a continuation of the project opposed by the community and is a subversive attempt to increase travel speeds on this road.

For over 50 years, the bridge has had two 11.5 foot lanes and served to slow traffic without incident of head- on collision. The affect of slowing traffic is substantially safer than increased travel speeds. History has shown that safety declines at higher traffic speeds, especially in the vicinity of the high concentration of young drivers that Bucks County Community College provides.

RRTS OPPOSES project MPMS# 64781 and WE IMPLORE THE REGIONAL TECHNICAL COMMITTEE AND DVRPC BOARD TO OPPOSE IT.

- (c) **Page #64** states, "Some of the benefits of the **northern bypass** scenario, in particular the diversion of gravel trucks, may be achieved with limited improvements to Stoopville Road."
- (d) **Page #60** states, "Level of service on...Durham Road [Route 413] will be a function of the signalized intersections."
- (e) **Page #73** states,

~~12/3/97~~

~~Attachment II~~
(pg. 4/10)

"Highway Improvement Program,
Five Year Plan
Durham Road/ Stoopville Road Turn Lane & Signalization"

**Note that these are the improvements being done in the current FY2015
Stoopville Road Improvements - Phase 2 (MPMS# 88083)**

In 2001, under the leadership of State Representative Dave Steil, there was a plan made to construct the "Northern Bypass" along Stoopville and an extended Silver Lake Road. The plan was stopped due to opposition from citizens.

Today, because of development impacts, the "Northern Bypass" would have to be constructed along Stoopville and Lindenhurst Roads.

In 2007/2008, residents successfully opposed the roundabout that Dave Steil, Representative Scott Petri, and the DVRPC advocated for at the intersection of Stoopville and Washington Crossing Roads, as it would have realigned Stoopville Road to facilitate construction of a future expressway.* The dead give-away that the roundabout was a key component of the "Northern Bypass" can be found in a May 12, 2008 Bucks County Courier Times Guest Opinion written by Dave Steil and Jay Roth III, an engineer consultant for the DVRPC's Bucks County Regional Traffic Study. In the Guest Opinion, titled "Don't scoff at better, modern roundabouts". Mr. Steil recommended the roundabout because of "the unique geometric and traffic conditions in an area poised for growth and change."

Mr. Steil's view was consistent with a previous statement he made in a June 2002 letter to the president of RRTS in which he stated, "I would disagree with your characterization of Stoopville Road as a 'residential route' and a later reference as it being a 'minor residential collector road'. It is neither of those. It is a state highway. It is clearly an arterial route, routing traffic flows over four municipalities. Again, that is my opinion."

Residents want to preserve the unique and priceless open space character of Bucks County and hope that the safety of our families is the highest priority of the Regional Technical Committee (RTC) and DVRPC Board. **We implore the RTC and DVRPC Board to oppose these two projects in the Draft FY 2015-2018 Pennsylvania TIP: (1) Stoopville Road Improvements – Phase 2 (MPMS# 88083) and (2) Swamp Road/ Pennswood Road Bridge Over Branch of Neshaminy Creek (MPMS# 64781).**

*See DVRPC's Bucks County Regional Traffic Study (BCRTS). Note that the DVRPC erred and did not put its logo on the CD-ROM distributed for the BCRTS. It also neglected to reissue the CD-ROM so that it included the January 2008 Addendum to Final Report that was distributed in hard copy to Stakeholders. Despite RRTS's written plea that the CD-ROM be revised to (a) include the January 2008 Addendum and (b) include the DVRPC logo, the DVRPC "declined our request".

~~12/3/11~~

NEWTOWN TOWNSHIP

Stoopville Road project enters phase two

Work will include the installation of a new traffic signal at Durham and Stoopville roads.

By Petra Chesner Schlatter
BucksLocalNews.com

NEWTOWN TOWNSHIP — Phase II of the Stoopville Road Traffic Calming Project, including the installation of a traffic signal at Durham and Stoopville roads and lane improvements on Durham road, was the topic of discussion during a special meeting on March 28 at the Newtown Township building.

Two engineers briefed residents and the board of supervisors on the next phase of the project, which

is being funded through federal stimulus dollars and is budgeted at \$1.64 million.

Eric Kaufman and Larry Young of the engineering firm of Gilmore and Associates showed detailed maps on a screen of designs for the area.

One of the major elements of the project is the signalization of the intersection at Durham Road (Route 413) and Stoopville Road.

Le Sheppard, a resident of Ryan's Corner, which is located at the intersection of Durham and Stoopville roads, opposes having a traffic light at the intersection. However, he said he was glad that the three municipalities worked closely together on Phase II of the project.

Close to a dozen people from his neighborhood

attended the special meeting held at the township building on Durham Road, not far from the Durham and Stoopville roads intersection.

"I wish they would slow down the corner," Sheppard said after the meeting. He said the same could be done as was done to slow down traffic on Route 413 in Pineville.

He and his neighbors are concerned that traffic backing up from a traffic signal will block their driveways. They want the engineers "to relook" at how they enter and exit their properties, especially when turning against traffic.

Sheppard said, "It's our quality of life."

The engineers said that starting from the westerly side is the intersection of Durham and Stoopville roads where there will be a left-turn lane on the southbound approach on Durham Road heading onto Stoopville Road.

Kaufman detailed plans about a walkway for pedestrians, bikers and runners along Stoopville Road.

The walkway from Rosefield Drive to the Eagleton Farms side will be eliminated because there are too many obstacles such as a house too close to the road and stone walls.

There will be crosswalks at Eagleton Farms at Stoopville. "Then there is Eagle and Stoopville and that's where we're making a right turn with the path taking it down Eagle Road, ending it at the intersection of Eagle and Stoopville."

"Then the path picks up again at Creamery Road and Stoopville Road," Kaufman said. "There is an existing path there that we are connecting to. Then we go down Stoopville Road and we'll end at Route 532 and Stoopville, crossing over into the Village Market."

"At that point the path continues on 532 and goes

to Highland Road and then when it crosses Route 532 and Highland, it will tie into the existing path there. That's where it ends."

Kaufman said the only other intersection of the project is at Dolington Road. "We are putting in a multi-way stop [with three stop signs]."

Kaufman summarized what happened at the meeting. "I didn't hear a lot of negativity," he said. "There's a concern about how people are going to turn left where the signal is going."

"People come out of driveways on 413, turning left going north because they'll be turning through extra pavement," he said.

Kaufman said there was concern about the drainage. He said, however, "That's really not part of the project except where there's construction."

He wasn't surprised that there was not a big turnout at the meeting. "We have had many meetings,"

Kaufman said.

In attendance were several leaders from Wrightstown and Upper Makefield townships, who had previously participated in a joint meeting when decisions were made about what should be included in the project.

Resident Carol Richardson said she was disappointed "to hear we will not be included in this sidewalk along Stoopville Road." She also said that water runs onto the road and freezes, which creates a hazard on Stoopville Road.

One resident of Wrightstown Road said the idea of having crosswalks is "an excellent idea."

Mike Gallagher, chairman of the Newtown Township Board of Supervisors, stressed that this has been a project that has been talked about for almost two years.

The engineers may have "to tweak it a little bit more," he said.

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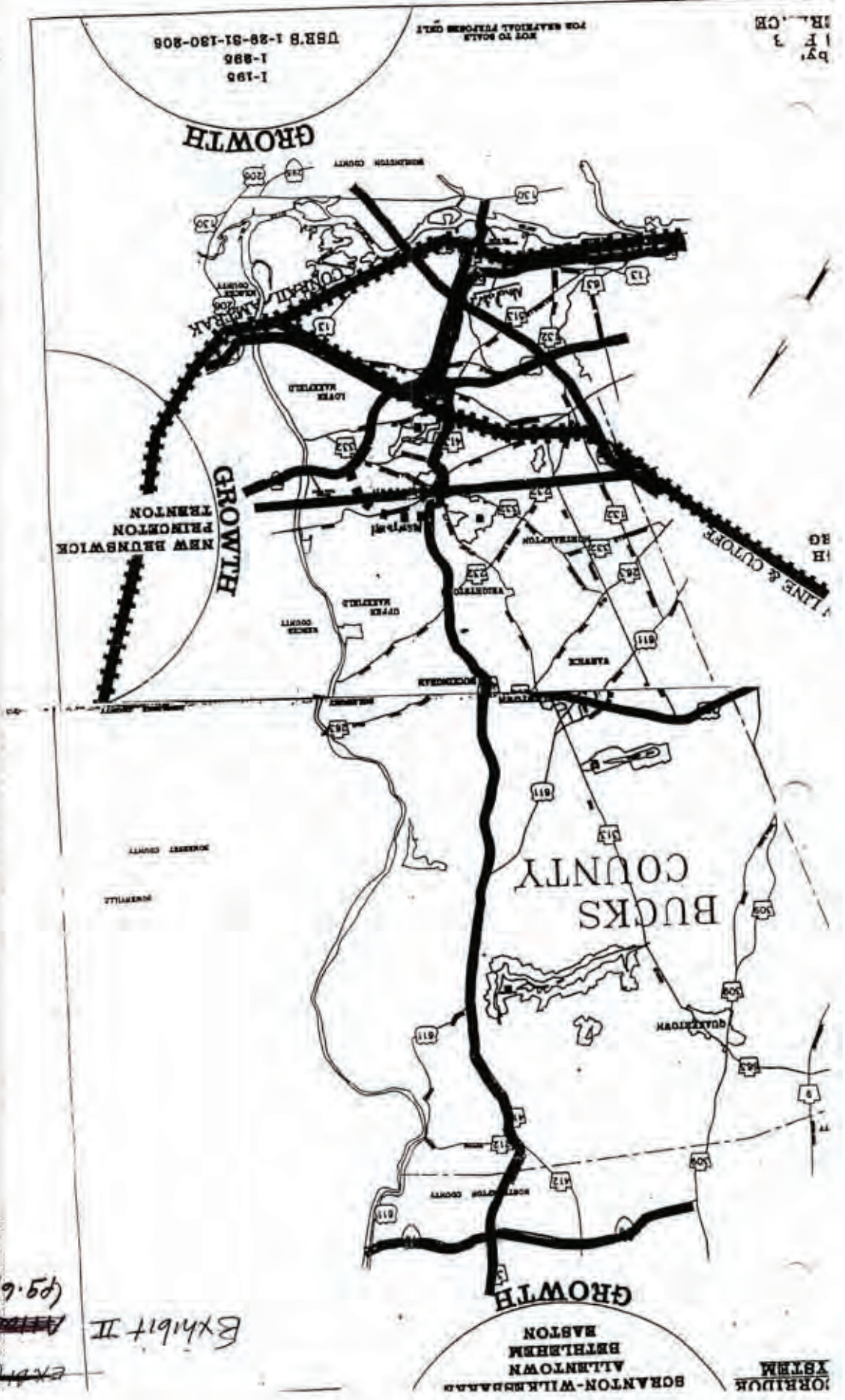
pg 5/10

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NOT TO SCALE
FOR RELAYING PURPOSES ONLY

BY
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R.T. CH

GROWTH

GROWTH
NEW BRUNSWICK
PHILMONT

BUCKS
COUNTY

GROWTH

BOHANTON-WILKINSON
ALLANTOWN
BETHLEHEM
HASTON

YRTHM
ORRIBOR

(49.6/10)

~~ATTACH II~~

Exhibit II

[Handwritten signature]

~~EX. II (pg. 1/1)~~
Ex. III
pg 1/2

DVRPC CONGESTION MANAGEMENT PROCESS

LIMITING TRAFFIC CONGESTION AND ACHIEVING REGIONAL GOALS

~~ATTACH~~
(pg. 7/10)

2006



WHAT IS A CMP?



A CMP is a systematic process for managing congestion that provides information on transportation system performance. It recommends

a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The CMP advances the goals of the DVRPC Long Range Plan and strengthens the connection between the Plan and the Transportation Improvement Program (TIP).

The CMP, as included in current federal transportation regulations, enhances the existing concept of a Congestion Management System (CMS) with emphasis on being an ongoing cycle and other refinements. It identifies congested corridors and multimodal strategies to mitigate the congestion. Where more single-occupancy vehicle capacity is appropriate, the CMP includes supplemental strategies to reduce travel demand and get the most value from the investment. It completes its cycle evaluating the effectiveness of transportation improvements, coordinating with other planning processes, and providing updated analysis of the performance of the transportation system as it goes back around.

HOW DOES THE CMP HELP THE DELAWARE VALLEY?

The CMP improves connections in transportation planning that will help with transportation connections in the real world.

The benefits of an ongoing CMP include:

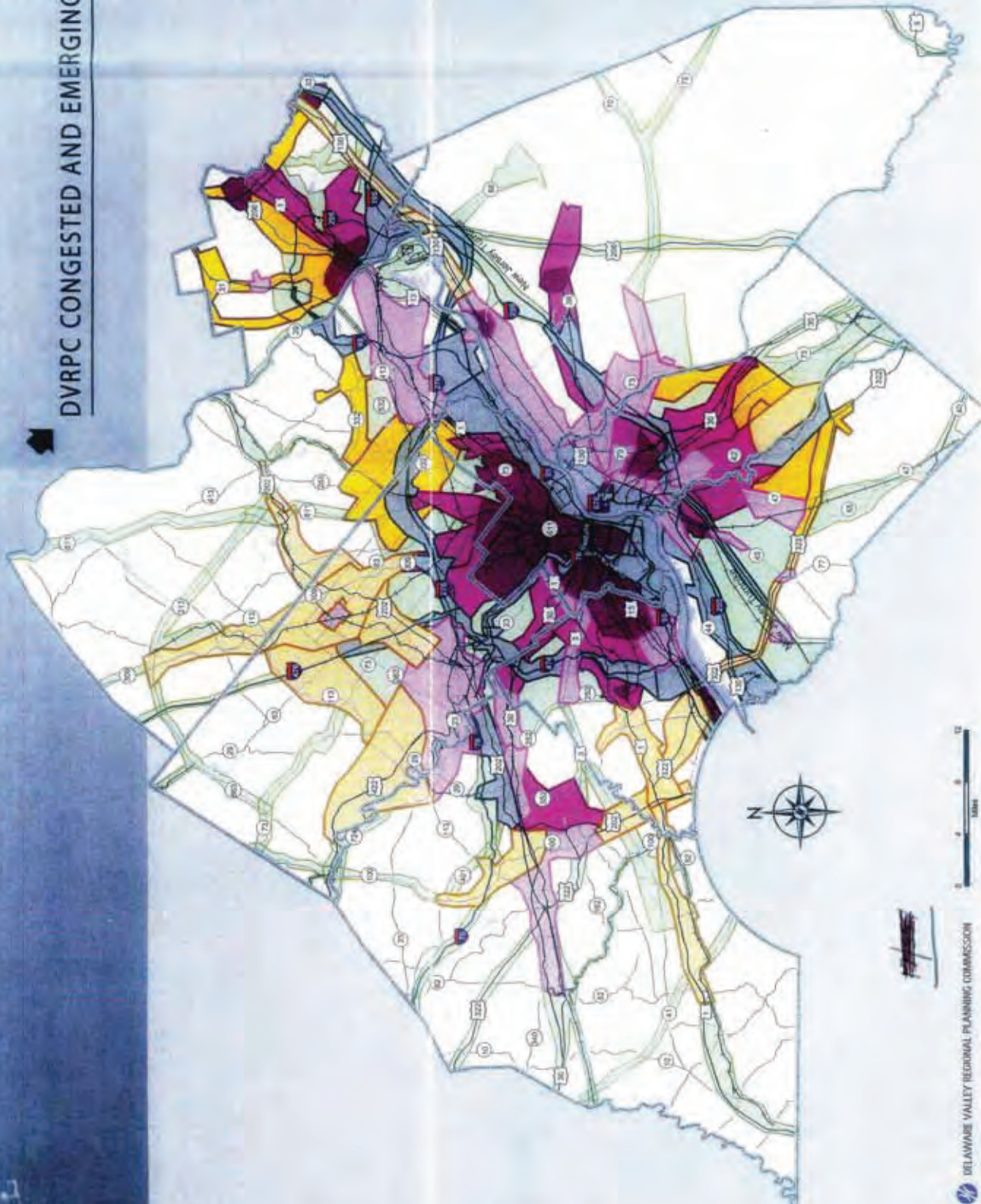
- More focused use of limited federal transportation funds where they can do the most to help the region meet its goals
- Enhanced use of each mode of transportation for what it does well, improved connections among modes, and between transportation, land use, economic development, and environmental planning
- Ways of encouraging a wide range of stakeholders to participate and coordinate including data, guidance on helping projects conform to the CMP, priority for conforming projects in the TIP and LRP update processes, help keeping track of progress, and opportunity for stakeholders' studies to be more widely used
- A program for regular monitoring and evaluation of system performance
- Technical resources useful for a range of projects, such as ongoing analysis of the effectiveness of strategies
- CMP is required by federal regulation

12/15

pg 7/10

Ex III
p. 24
(p. 8/10)

DVRPC CONGESTED AND EMERGING CORRIDORS



- EMERGING / REGIONAL CORRIDORS**
- EMERGING / REGIONAL CORRIDORS
- SUBCORRIDOR TYPES**
- INTERSTATES**
- FREEWAY-FREEWAY FUNCTION, INDUSTRIAL
- DEVELOPED SUBCORRIDORS**
- GRID
 - SUBURBAN NETWORK
 - DEVELOPED ARTERIAL/MAIN STREET
- DEVELOPING SUBCORRIDORS**
- SUBURBAN SECONDARY
 - DEVELOPING ARTERIAL/LIGHTLY DEVELOPED



8/8/10



TRANSPORTATION

Exhibit ~~IV~~ IV
(pg. 1 of 2)

~~Attachment~~ (pg. 9/10)

NEWTOWN TOWNSHIP TRAFFIC STUDY

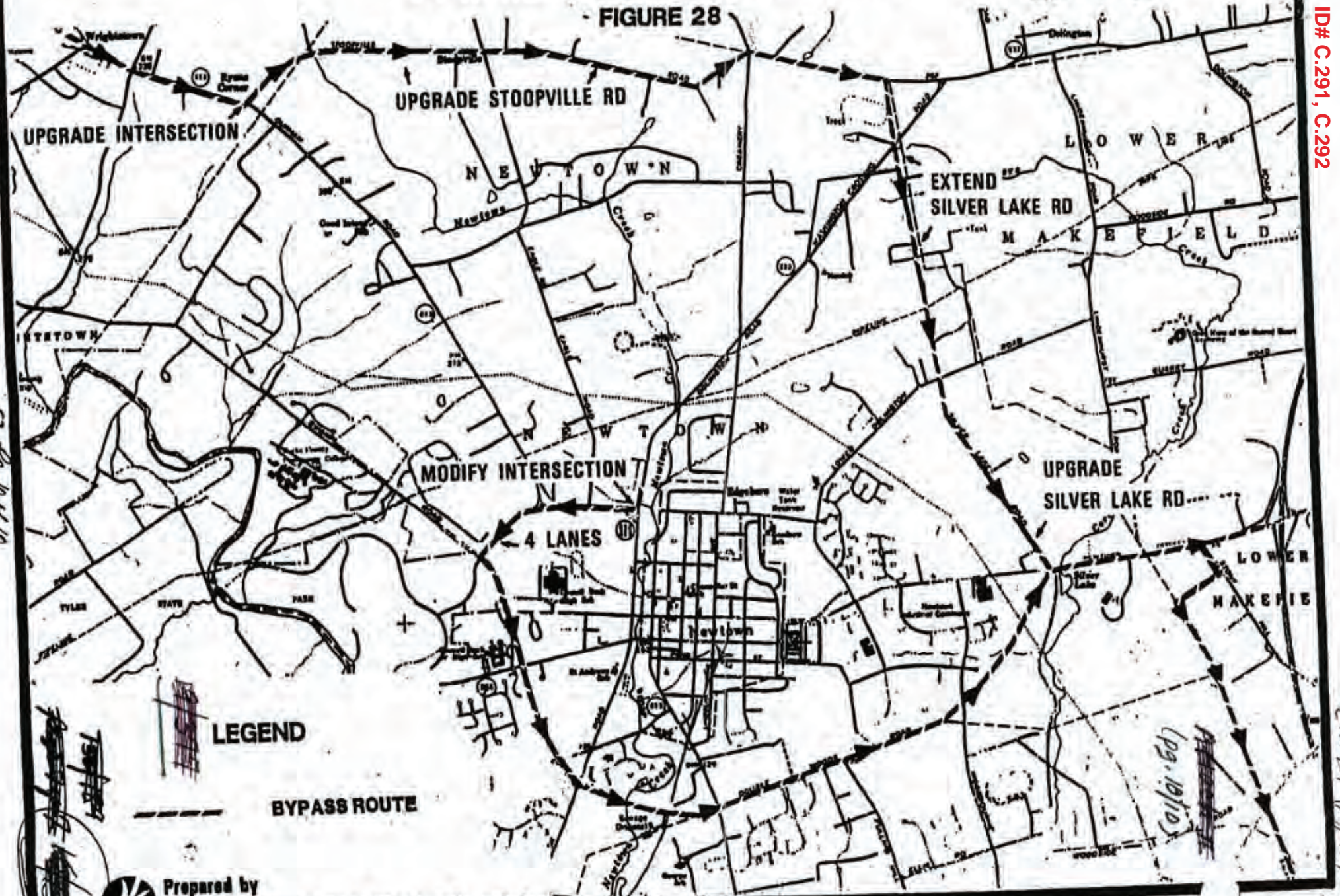


DVRPC

YEAR 2000 HIGHWAY NETWORK NORTHERN BYPASS SCENARIO

Exhibit IV
(pg. 2 of 2)

FIGURE 28



61 pg. 10/11/10

LEGEND

BYPASS ROUTE

Prepared by
Delaware Valley Regional Planning Commission

(pg. 10/11/10)

Item ID# C.291, C.292

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
rrtsbucks5@gmail.com

Candace Snyder; Director, DVRPC Office of Public Affairs and Communications
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

June 27, 2014

**SUBJECT: Draft DVRPC FY 2015 Transportation Improvement Program (TIP) for Pennsylvania
WRITTEN TESTIMONY SUBMISSION RE. TWO (2) PROJECTS:
(1) *Stoopville Road Improvements – Phase 2 (MPMS# 88083)*
(2) *Swamp RD/ Pennswood RD Bridge Over Branch of Neshaminy Creek (MPMS# 64781)***

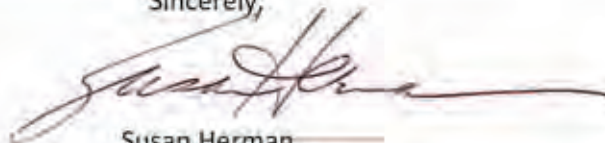
Dear Ms. Snyder,

It has been brought to my attention that there may have been some pages missing in the 377-page WRITTEN TESTIMONY SUBMISSION that Residents for Regional Traffic Solutions, Inc. gave you at yesterday's Public Meeting.

Enclosed please find a complete set of pages numbered 240/377 - 251/377. We respectfully request that you replace the pages numbered 240/377 – 251/377 in our original WRITTEN TESTIMONY SUBMISSION with the enclosed set of pages.

Thank you and we apologize for this inconvenience. We would appreciate your acknowledgement that our request has been done in an email addressed to rrtsbucks5@gmail.com.

Sincerely,



Susan Herman
President

CC: Barry Seymour; Executive Director, Delaware Valley Regional Planning Commission

COUNCIL ROCK SCHOOL DISTRICT

ADMINISTRATION & BUSINESS OFFICES

The Chancellor Center
30 North Chancellor Street
Newtown, PA 18940

TIMOTHY F. KIRBY, Ed.D.
SUPERINTENDENT OF SCHOOLS

TELEPHONE (215) 944-1000
FAX (215) 944-1001

March 30, 2004

Governor Edward Rendell
Main Capitol Building
Harrisburg, PA 17120-3006

RE: Worthington Mill Road, Wrightstown Township, Bucks County, PA

Dear Governor Rendell:

I would like to bring to your attention a safety issue regarding the safe transportation of our school students. This situation involves providing safe bus transportation for our students on the above-referenced road.

Worthington Mill Road has been designated by the Department of Transportation as a hazardous road for school children to walk to school or to their bus stop. As a result, we are required to pick up and drop off students residing on Worthington Mill Road in the traffic lane in front of their homes. During the past several years, we have averaged stopping 40 times per day on this 1.1-mile section of winding, narrow, minor collector road.

Our administration has received many reports of quarry trucks passing stopped school buses from our drivers, school students, and parents. The 34,000 lb. to 80,000 lb. trucks often are unable to stop in time. Parents of school students presented me with videotape of 70 heavy trucks traveling Worthington Mill from 8:00 a.m. to 9:00 a.m. on January 13, 2004, when our buses were running. The potential for a tragic accident is clear and present.

We find it difficult to understand why this high volume of heavy truck traffic would be diverted onto such an inappropriate road. It is clearly apparent from the pictures and videos that this road is inadequate for commercial truck traffic. Worthington Mill Road under its present circumstances requires immediate action to ensure the safety of our students.

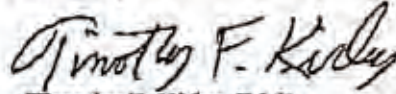
240/377

32

The Council Rock School District would support a truck ban on this 1.1-mile segment of Worthington Mill Road between Swamp Road and Route 413 in the interest of the safety of our school students and bus drivers. In addition, it is obvious that the principal arterial highways in the area are far safer and appropriate roads for this high volume of heavy industrial truck traffic.

We request your personal and immediate involvement in resolving this safety issue before a tragic accident occurs.

Sincerely,



Timothy F. Kirby, Ed.D.
Superintendent of Schools

TFK/tm

241/377



Township of Lower Makefield

BOARD OF SUPERVISORS

Frank J. Fazzalore, Chairman
Norman F. Stainthorpe, Vice-Chairman
Scott I. Fegley, Secretary/Treasurer
Grace M. Godshalk, Supervisor
Steven J. Santarsiero, Supervisor

February 10, 2004

Honorable David J. Steil
Pennsylvania State Representative
8 North State Street
Newtown, PA 18940

RE: **STOOPVILLE ROAD
REHABILITATION PROJECT**

Dear Representative Steil:

The Lower Makefield Township Board of Supervisors is strongly opposed to the Stoopville Road Rehabilitation Project in Newtown Township.

The Supervisors feel it is critical that industrial traffic be channeled to the Newtown Bypass and that the rehabilitation of Stoopville Road will only prove to further invite large truck traffic through residential neighborhoods at higher speeds.

All state and municipal officials should recognize that commercial traffic is best suited for the higher level roads in our region, that is, PA Traffic Routes 413, 232, 332, Newtown Bypass and Principal Arterial Highway, Swamp Road which is the location of the four industrial quarries.

Your perseverance in working toward amicable solutions to regional traffic problems is commendable and sincerely appreciated by the Board of Supervisors and the residents of Lower Makefield Township.

Sincerely,

Terry S. Fedorchak
Township Manager

242/377

TSF:ms

(34)

cc: Scott Petri, State Representative
Tommy Tomlinson, State Senator
Joseph Conti, State Senator
Bucks County Commissioners
Board of Supervisors
State Transportation Commission
Andy Warren, PennDOT
Delaware Valley Regional Planning Commission

243/377

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Township of Lower Makefield

BOARD OF SUPERVISORS

Frank J. Fazzalore, Chairman
Pete Stainthorpe, Vice-Chairman
Scott I. Fegley, Secretary/Treasurer
Grace M. Godshalk, Supervisor
Steven J. Santarsiero, Supervisor

May 25, 2004

John Coscia, Executive Director
Delaware Valley Regional Planning Commission
The Bourse Building 8th Floor
111 S. Independence Mall, East
Philadelphia, PA 19106

RE: **STOOPVILLE ROAD
REHABILITATION PROJECT**

Dear Mr. Coscia:

Lower Makefield Township Board of Supervisors is pleased to note that the Stoopville Road Rehabilitation Project is not included on the draft Transportation Improvement Plan, and we are writing to urge that any requests to modify that aspect of the draft TIP be denied.

The Supervisors feel it is critical that industrial traffic be channeled to the Newtown Bypass and that the rehabilitation of Stoopville Road will only prove to further invite large truck traffic through residential neighborhoods at high speeds.

It should be recognized that commercial traffic is best suited for the higher level roads in the Lower Bucks County region, that is, PA Traffic Routes 413, 232, 332, Newtown Bypass and Swamp Road which is the location of the four industrial quarries.

Your favorable consideration of this request is appreciated.

Sincerely,

Terry S. Fedorchak
Township Manager

TSF:ms

244/377

36

cc: Board of Supervisors
Joseph Conti, State Senator
Tommy Tomlinson, State Senator
David Steil, State Representative
Scott Petri, State Representative
State Transportation Commission
Andy Warren, PennDOT

245/377

(37)

Recent crash/incident history involving heavy commercial traffic in our region

August 3, 2000

Accident where an empty quarry truck killed one woman, permanently injured another woman, and went through the wall of a bank. The August 4, 2000 Bucks County Courier Times article, entitled Runaway truck kills woman and crashes into bank, stated, "A woman was killed and two people were injured yesterday morning when a dump truck plowed into two cars on Eagle Road [Newtown Township], then slammed through the wall of the First Union Bank at the Village of Newtown Shopping Center."

The woman who was killed was driving a large automobile and the woman who was permanently injured was in a small compact car. This incident exemplified the danger and damage that occurs when a quarry truck goes out of control. Because of the nature of these vehicles (empty weight = 20,000 lbs., loaded weight = 80,000 lbs.), truckers should be encouraged to take Swamp Road (shortest route) to the Newtown Bypass, a four-lane, limited-access, divided highway built specifically for commercial traffic. These behemoth trucks should be kept out of residential areas.

Note this quote from AAA World, March/April, 1999:

"Keep in mind that trucks typically weigh 20 to 40 times as much as passenger cars. Automobiles are extremely vulnerable when they collide with a large truck. The collision between an 80,000-pound truck and a 2000-pound car is similar to taking a sledgehammer to an empty tin can. 98 PERCENT OF PEOPLE KILLED IN TWO-VEHICLE CRASHES INVOLVING A CAR AND A LARGE TRUCK ARE THE AUTO OCCUPANTS."

October 16, 2000

Accident between a gasoline tanker and loaded gravel truck on Taylorsville Road in Upper Makefield Township.

The October 17, 2000 Bucks County Courier Times article, entitled Crash spills fuel near canal, stated, "A gasoline tanker and loaded gravel truck [weighing 72,000 lbs.] collided yesterday on Taylorsville Road in Upper Makefield tearing a hole in the tanker truck and spewing 1200 gallons of fuel onto the road. Eleven tons of gravel were tossed into the woods from the other truck near the Delaware Canal."

This incident exemplified the danger and damage that occurs when a quarry truck goes out of control. Because of the nature of these vehicles (empty weight = 20,000 lbs., loaded weight = 80,000 lbs.), truckers should be encouraged to take Swamp Road (shortest route) to the Newtown Bypass, a four-lane, limited-access, divided highway built specifically for commercial traffic. These behemoth trucks should be kept out of residential areas.

246/377

October 31, 2002

Fatal accident between a quarry truck and automobile on Windy Bush Road, Solebury Township.

The November 1, 2002 Bucks County Courier Times article, entitled Woman killed in collision with dump truck, stated, " A 49-year-old New Hope woman was killed yesterday morning when the car she was driving collided with a dump truck on Windy Bush Road near Pidcock Creek Road in Solebury... A load of stone spilled onto the roadway..."

The woman who was killed was driving a small compact car. This incident exemplified the danger and damage that occurs when a quarry truck goes out of control.

* "Fatalities from large trucks have increased approximately 10% from 1995 - 1998. Trucks with a gross weight more than 10,000 lbs., account for a disproportionately large share of traffic deaths based on miles traveled.

People in passenger vehicles are especially vulnerable in collisions with large trucks because of the vast difference in weight between cars and large trucks."

*Quotation from the Washington D.C. based organization, Advocates for Highway & Auto Safety

November 1, 2002

Email from Sue Herman to the Lower Makefield Township Supervisors

*"Dear Scott, Wes, Grace, Pete and Frank,
I am sad to refer you to the front page of the BUCKS section in today's Courier Times. The article is entitled, Solebury- Woman killed in collision with dump truck*

This sad event drives home the point made in this quote:

*'Keep in mind that trucks typically weigh 20 to 40 times as much as passenger cars. Automobiles are extremely vulnerable when they collide with a large truck. The collision between an 80,000-pound truck and a 2000-pound car is similar to taking a sledgehammer to an empty tin can. 98 PERCENT OF PEOPLE KILLED IN TWO-VEHICLE CRASHES INVOLVING A CAR AND A LARGE TRUCK ARE THE AUTO OCCUPANTS.'—
AAA World, March/April 1999*

These trucks are given the opportunity to choose Lindenhurst Rd. and travel at outrageous speeds 24/7 rather than using the Bypass, a four-lane limited access divided highway built specifically for such commercial traffic. The Bypass is where this traffic belongs.

I look forward to the 11/4 BOS meeting where we will discuss this critical matter."

April 21, 2003

A 200 lb. truck tire flies into a back yard along Lindenhurst Road.

247/377

May 5, 2003

Lower Makefield Township Board of Supervisors meeting where Sherry Yesilsoy presented the Board with written documentation regarding a tire incident that happened to her neighbor. The Board suggested that this document be included with the information to be reviewed at the meeting with the Secretary of Transportation.

248/377

40

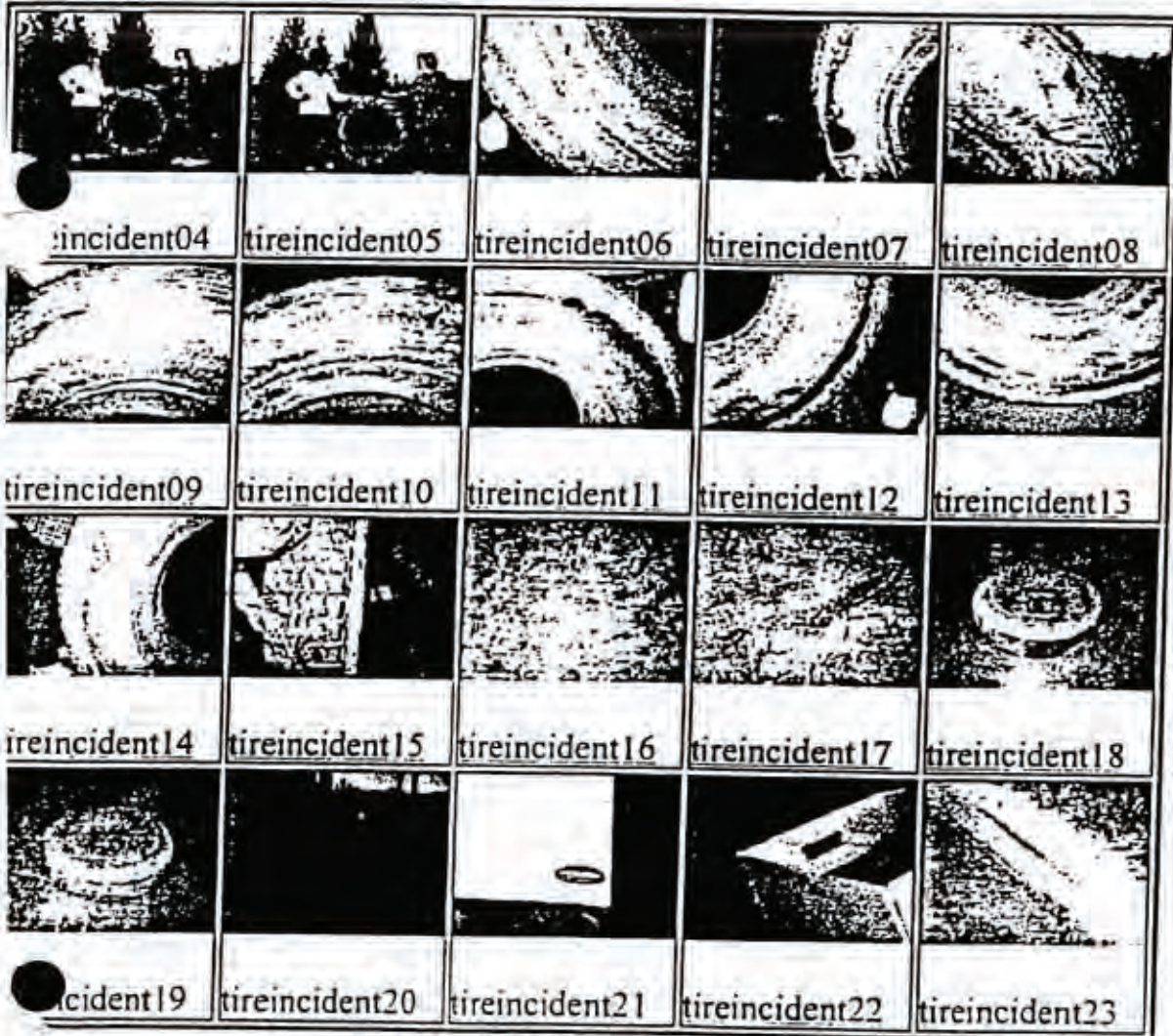
On April 21, 2003 G. Magilton @ 1705 Powderhorn Dr. was working in his backyard when he thought he heard thunder. The 'thunder' turned out to be a 200lb truck tire and wheel that had been jettisoned by a passing vehicle and landed in his Backyard. Initial investigation revealed that the tire had been jettisoned by a vehicle traveling South on Lindenhurst Road. The tire traveled across the opposing lane of traffic where it struck the curb, bounced into the air and flew approximately 40 ft, coming to rest in the middle of his backyard. While investigating the tire that landed in the backyard, a second - matching - jettisoned tire was discovered 100ft further north on another resident's backyard berm.

Lower Makefield police have been to the scene and have created an Incident Report. It is a miracle that no persons or vehicles were caught in the path of this massive debris.

04-22-2003

000005

Home | Next Page



*Made public by
Sherry Givison
at the 5/5/03 LMT
BOS meeting*

*Exhibit XI
(pg 4/4)*

41

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

Mr. Gary Hoffman, P.E.
Deputy Secretary for Highway Administration
Keystone Building
400 North St., 8th Floor
Harrisburg, PA 17120-0095

Representative David Steil
2 North State Street
Newtown, PA 18940

April 23, 2004

**RE: Written Comment Submission for the Regional Traffic Meeting
held at Bucks County Community College on April 22, 2004**

Dear Mr. Hoffman and Representative Steil,

Thank you for accepting these written comments that I understand will become part of the record for the regional traffic meeting. While I do not believe Representative Steil publicly announced that written comments would be accepted for one week after the meeting, several residents overheard him telling me this at the end of the meeting. We thank you for the opportunity.

Although I was disappointed that Representative Steil denied me permission to show two brief videos during my public comment, I appreciated that he retrieved them from me after the meeting and said they would be included in the summary of the meeting.

Video submissions

- Submitted a CD that contains 3 videos entitled Bypassing the Bypass, CBS/KYW3 Newscast, and Truck Danger on Worthington Mill Road. See Exhibit I.

(Note that 90% of the commercial traffic turns off the Newtown Bypass onto Lindenhurst Road, the first leg of a residential route that literally "bypasses the Bypass". The residential route is comprised of Lindenhurst, Stoopville and Worthington Mill Roads.)

- Submitted a CD entitled FOX 29 Newscast: Using rail to haul stone from the Swamp Road quarries. See Exhibit II.

250/377

270

Exhibits to be hand delivered to Rep. Steil's office on 4/28/04. 8 pages in this memo.

Pg 1/8

Pg 1/26

42

Recommendation to engage a consultant to do a regional study for planning

Mr. Hoffman suggested the townships engage a consultant to do a regional study for planning and said dollars are available through the Delaware Valley Regional Planning Commission (DVRPC); federal funding is available.

The Townships must engage a consultant who is outside the Bucks County umbrella of politics, or an OBJECTIVE regional plan will be unattainable. History has shown that the players under the Bucks County umbrella of politics make transportation decisions based upon self-interest and political agendas, in total disregard for the safety of the citizenry at large (See Exhibit III, Abbreviated historical accounting of manipulation of truck traffic).

Who falls under the Bucks County umbrella of politics?

- **Senator Joseph Conti:** In spite of attending a public traffic meeting at Lower Makefield Township (LMT) in 1999 and pledging to make the truck traffic problem his #1 priority, he has shown a lack of leadership on this issue. In a recent Courier Times article (Exhibit V) he claimed about all he can do is "cajole" local officials to do the right thing.

RRTS comment: This statement is inconsistent with the fact that state senators and representatives are deeply involved with transportation issues throughout our state and country. RRTS has developed a relationship with the Delaware Valley Regional Planning Commission (DVRPC)* and it is apparent that the transportation wishes of state senators and state representatives greatly influence planning decisions in the region. Senator Conti's lack of action on the truck issue speaks volumes about his disinterest in protecting the safety of the citizenry at large.

- **Representative David Steil:**
 - 1) When LMT requested taking over Lindenhurst Road from PennDOT in the interest of protecting its citizenry (November 2002), Representative Steil interfered. The turnback was denied, the only road turnback that PennDOT District 6 has denied in 10 years!
 - 2) In response to RRTS members' request to have stone moved by rail, Representative Steil is quoted in the Bucks County Courier Times article in Exhibit VII as saying, "The DVRPC did a small study on trains and said the idea didn't even merit a full study...The economics do not look very good."

*See Exhibit VI, new DVRPC CD entitled Creating Tomorrow Today, DVRPC

251/317
Pg. 2/8

12.2/26

Item ID# C.291, C.292

Note: There is a 411 page RRTS supplemental on hand at DVRPC for review.



EAST ROCKHILL TOWNSHIP BOARD OF SUPERVISORS

1622 N. RIDGE ROAD, PERKASIE, PA 18944
PHONE (215)257-9156 FAX (215)-257-1299
www.eastrockhilltownship.org

TO: Plan/TIP/Conformity Comments

FROM: David R. Nyman, Chairman, Board of Supervisors

DATE: June 17, 2014

RE: Draft DVRPC FY 2015-2018 TIP for PA comments

East Rockhill Township strongly supports the Municipal Bridge Line Item (MPMS 102105) programmed on the Draft DVRPC FY 2015-2018 TIP for PA. This line item will provide much needed funding for replacement municipally owned bridges across the region. In particular, East Rockhill Township submits Rockhill Road Bridge (BMS # 09 7207 0437 0001) in Bucks County as a candidate for funding through this Municipal Bridge Line Item.

For replacement of the Rockhill Road Bridge, the Township followed the requirements of the Local Bridge Program related to retroactive reimbursement as described in PennDOT Publication 541. The Township has completed the following steps required to seek retroactive reimbursement:

- Rockhill Road Bridge is included on a State Bridge Bill
- Waterway Opening approved by DEP
- TS&L and foundation report with Form D-4274 approved by PennDOT
- Design and Final Plans for Structural Adequacy approved by PennDOT

Construction of the Rockhill Road Bridge replacement is underway and anticipated to be complete July 31, 2014. Once construction is complete, the Township will be in a position to execute a retroactive reimbursement agreement with PennDOT and submit an invoice to PennDOT for reimbursement, if funding is committed from the Municipal Bridge Line Item.

East Rockhill Township requests to receive notification from DVRPC when the regional review and selection process is conducted to identify projects for funding through the Municipal Bridge Line Item. The Township is happy to provide additional information regarding the Rockhill Road Bridge replacement project to support consideration for funding this project on the FY 2015-2018 TIP.

Stockbridge-Munsee Tribal Historic Preservation Office

Bonney Hartley – Tribal Historic Preservation Assistant

W13447 Camp 14 Road

P.O. Box 70

Bowler, WI 54416

Jane M Meconi
Public Involvement Manager
Delaware Valley Regional Planning Commission
190 N Independence Mall West, 8th Floor
Philadelphia PA 19106
Via email only

June 24, 2014

RE: Draft Transportation Improvement Program (TIP) FY 2015-18 for Pennsylvania

Dear Ms. Meconi:

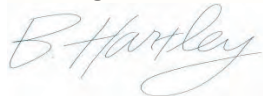
We are in receipt of the Draft Transportation Improvement Program and Highlights document. Thank you for providing them to us.

Our comments are as follows:

- Our connection to the TIP is our involvement with the National Historic Preservation Act Section 106 responsibilities in ensuring that Mohican cultural materials are protected. After review we have decided that we are only interested in receiving the TIP projects listed that are: 1) Located in Bucks County, and 2) that involve new ground disturbance. For instance, a project which proposes to remove a previous pipe and replace it in the same location is not of concern to us and we do not wish to receive Section 106 project materials for review.

Thank you for your consideration of our comments.

Kind regards,



Bonney Hartley
Tribal Historic Preservation Assistant



Plan/Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106

June 20, 2014

To Whom It May Concern:

At this time, the Transportation Management Association of Chester County (TMACC) would like to provide comments during the public comment period for DVRPC's Draft FY 2015-2018 TIP for Pennsylvania.

As the federally designated Metropolitan Planning Organization, TMACC understands DVRPC's responsibility for developing the Transportation Improvement Program (TIP) and that the TIP is the *regionally* agreed-upon list of priority projects, as required by federal law, and goes through a major update every other year. We understand that the TIP document must list all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant which also includes all other state- funded capital projects. These projects may be multimodal and include bicycle, pedestrian, freight-related projects, and innovative air quality projects, as well as the more traditional highway and public transit projects.

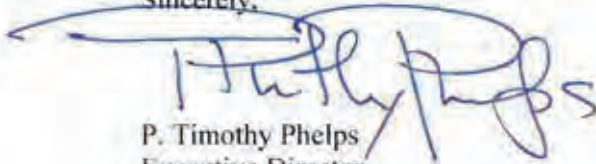
Due to the funding uncertainty prior to the passage of Act 89, we recognized the need to scaled back 12-year plan thus drastically reducing the projects on the TIP to those only deemed of significant impact, safety or economically. With projects of significant impact and investment such as US 202 Section 300 being completed in the next year, and the removal of US 30 and US 202 Section 100 from previous TIPs, and their design work halted by PennDOT, Chester County has no big "shovel ready" projects to move onto the proposed TIP. As a consequence, TMACC is concerned that the funding on the TIP for Chester County is dropping to \$163 million, the lowest of all 5 PA counties. We believe this may have a long term impact on Chester County.

Chester County will be face with unique challenges while improving the efficiencies of our road, bridge and highway infrastructure. In the next four years, \$7 million is programmed for preliminary design and engineering for US 30 under a federal earmark that will be lost if not obligated. Currently on the TIP there are no other monies programmed for US 30 from PA10 to the Exton Bypass. Under the current 12 year program it shows that \$142.7 million is scheduled in fiscal years 2019-2022 for construction of the "western" section of US 30 from PA 10 to Reeceville Road. This would include new interchanges at PA 82 and Airport Road. Listing these projects on the second or third 4-years of the 12 year program provides no guarantee that funding will actually be available in future TIPS. The 12 year program also shows \$16.6 million scheduled for design, engineering and right-of-way in Fiscal years 2020-2026 for the "eastern" section of the US 30 Downingtown Bypass but there are no provision for construction of any

improvements on the "eastern" section of US on the TIP or 12 Year Program. This means that any work to solve the congestion on the US 30 Downingtown Bypass and Rte. 322 would be somewhere past 2026 or 15 to 20 years from now. As currently scheduled this would result in an "improved" 4-lane section of US on the west from PA 10 to Reeceville Road and an improved and fully-functional Exton Bypass, with a failing, substandard, and congested section of the Downingtown Bypass remaining in-between.

We encourage DVRPC to amend the TIP to provide opportunities for Chester County to hence key corridors and intersections and to create highway and road efficiencies throughout the County.

Sincerely,

A handwritten signature in blue ink, appearing to read "P. Timothy Phelps". The signature is written in a cursive, flowing style with a large initial "P" and "T".

P. Timothy Phelps
Executive Director

cc: Chris Williams, TMACC
Ryan Costello, Chester County Commissioners
Ronald Bailey, Chester County Planning Commission
Chester County Legislative Delegation



TIP Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106

June 20, 2014

To whom it may concern:

At this time, the Great Valley Regional Chamber of Commerce would like to provide comments during the public comment period for DVRPC's Draft FY 2015-2018 TIP for Pennsylvania.

As the federally designated Metropolitan Planning Organization, The Great Valley Regional Chamber of Commerce understands DVRPC's responsibility for developing the Transportation Improvement Program (TIP) and that the TIP is the *regionally* agreed-upon list of priority projects, as required by federal law, and goes through a major update every other year. We understand that the TIP document must list all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant which also includes all other state- funded capital projects. These projects may be multimodal and include bicycle, pedestrian, freight-related projects, and innovative air quality projects, as well as the more traditional highway and public transit projects.

Due to the funding uncertainty prior to the passage of Act 89, we recognized the need to scaled back 12-year plan thus drastically reducing the projects on the TIP to those only deemed of significant impact, safety or economically. With projects of significant impact and investment such as US 202 Section 300 being completed in the next year, and the removal of US 30 and US 202 Section 100 from previous TIPs, and their design work halted by PennDOT, Chester County has no big "shovel ready" projects to move onto the proposed TIP. As a consequence, The Great Valley Regional Chamber of Commerce is concerned that the funding on the TIP for Chester County is dropping to \$163 million, the lowest of all 5 PA counties. We believe this may have a long term impact on Chester County.

Chester County will be face with unique challenges while improving the efficiencies of our road, bridge and highway infrastructure. In the next four years, \$7 million is programmed for preliminary design and engineering for US 30 under a federal earmark that will be lost if not obligated. Currently on the TIP there are no other monies programmed for US 30 from PA10 to the Exton Bypass. Under the current 12 year program it shows that \$142.7 million is scheduled in fiscal years 2019-2022 for construction of the "western" section of US 30 from PA 10 to Reeceville Road. This would include new interchanges at PA 82 and Airport Road. Listing these projects on the second or third 4-years of the 12 year program provides no guarantee that funding will actually be available in future TIPS.

Great Valley Corporate Center
5 Great Valley Parkway
Malvern, PA 19355
ph: (610) 889-2069
fax: (610) 889-2063
greatchamber@gvrcc.org
www.greatvalleyonline.com



The 12 year program also shows \$16.6 million scheduled for design, engineering and right-of-way in Fiscal years 2020-2026 for the “eastern” section of the US 30 Downingtown Bypass but there are no provision for construction of any improvements on the “eastern” section of US on the TIP or 12 Year Program. This means that any work to solve the congestion on the US 30 Downingtown Bypass and Rte. 322 would be somewhere past 2026 or 15 to 20 years from now. As currently scheduled this would result in an “improved” 4-lane section of US on the west from PA 10 to Reeceville Road and an improved and fully-functional Exton Bypass, with a failing, substandard, and congested section of the Downingtown Bypass remaining in-between.

We encourage DVRPC to amend the TIP to provide opportunities for Chester County to hence key corridors and intersections and to create highway and road efficiencies throughout the County.

Sincerely,

Mary Ann Severance, The Great Valley Regional Chamber of Commerce

cc: Tim Phelps, TMACC
Ryan Costello, Chester County Commissioners
Ronald Bailey, Chester County Planning Commission
Chester County Legislative Delegation



TIP Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106

June 25, 2014

To whom it may concern:

At this time, the Western Chester County Chamber of Commerce would like to provide comments during the public comment period for DVRPC's Draft FY 2015-2018 TIP for Pennsylvania.

As the federally designated Metropolitan Planning Organization, the Western Chester County Chamber of Commerce understands DVRPC's responsibility for developing the Transportation Improvement Program (TIP) and that the TIP is the *regionally* agreed-upon list of priority projects, as required by federal law, and goes through a major update every other year. We understand that the TIP document must list all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant which also includes all other state-funded capital projects. These projects may be multimodal and include bicycle, pedestrian, freight-related projects, and innovative air quality projects, as well as the more traditional highway and public transit projects.

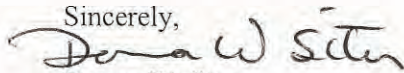
Due to the funding uncertainty prior to the passage of Act 89, we recognized the need of a scaled back 12-year plan thus drastically reducing the projects on the TIP to those only deemed of significant impact, safety or economically. With projects of significant impact and investment such as US 202 Section 300 being completed in the next year, and the removal of US 30 and US 202 Section 100 from previous TIPs, and their design work halted by PennDOT, Chester County has no big "shovel ready" projects to move onto the proposed TIP. As a consequence, the Western Chester County Chamber of Commerce is concerned that the funding on the TIP for Chester County is dropping to \$163 million, the lowest of all 5 PA counties. We believe this may have a long term impact on Chester County.

Chester County will be faced with unique challenges while improving the efficiencies of our road, bridge and highway infrastructure. In the next four years, \$7 million is programmed for preliminary design and engineering for US 30 under a federal earmark that will be lost if not obligated. Currently on the TIP there are no other monies programmed for US 30 from PA10 to the Exton Bypass. Under the current 12 year program it shows that \$142.7 million is scheduled in fiscal years 2019-2022 for construction of the "western" section of US 30 from PA 10 to Reeceville Road. This would include new interchanges at PA 82 and Airport Road. Listing these projects on the second or third 4-years of the 12 year program provides no guarantee that funding will actually be available in future TIPS. The 12 year program also shows \$16.6 million scheduled for design, engineering and right-of-way in Fiscal years 2020-2026 for the "eastern" section of the US 30 Downingtown Bypass but there are no provision for construction of any improvements on the "eastern" section of US on the TIP or 12 Year Program. This means that any work

to solve the congestion on the US 30 Downingtown Bypass and Rte. 322 would be somewhere past 2026 or 15 to 20 years from now. As currently scheduled this would result in an "improved" 4-lane section of US 30 on the west from PA 10 to Reeceville Road and an improved and fully-functional Exton Bypass, with a failing, substandard, and congested section of the Downingtown Bypass remaining in-between.

We encourage DVRPC to amend the TIP to provide opportunities for Chester County to enhance key corridors and intersections and to create highway and road efficiencies throughout the County.

Sincerely,



Donna W. Siter
Executive Director
Western Chester County Chamber of Commerce

cc: Tim Phelps, TMACC
Ryan Costello, Chester County Commissioners
Ronald Bailey, Chester County Planning Commission
Chester County Legislative Delegation

COUNCIL MEMBERS

AT LARGE

NORMAN C. SHROPSHIRE
MARK KIRCHGASSER
LORRAINE BRADSHAW

FIRST DISTRICT

SCOTT D. GALLOWAY

SECOND DISTRICT

DOUGLAS C. ROGER, JR.

THIRD DISTRICT

RUSS CARLSON

FOURTH DISTRICT

CHRISTOPHER B. QUINN

TOWNSHIP OF MIDDLETOWN

DELAWARE COUNTY, PENNSYLVANIA

27 N. PENNELL ROAD

P.O. BOX 157

LIMA, PA 19037-0157



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FAX 610-566-3640

MANAGER

W. BRUCE CLARK

ENGINEER

ARTHUR W. ROTHE, P.E.

SOLICITOR

JOSEPH A. DAMICO, JR., ESQ

www.middletowntownship.org

June 27, 2014

Plan/TIP/Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

The Township Council of Middletown Township appreciates this opportunity to comment on the DRAFT DVRPC Fiscal Year (FY) 2015-2018 Transportation Improvement Program (TIP) for Pennsylvania and in particular **MPMS#15251: US 1, Baltimore Pike Interchange Improvements SR:0352.** Specifically, we'd like to offer the following:

- It is our understanding that in coordination with PennDOT and Delaware County consideration is being given to adjusting the project funding to expand the project limits to include both the intersections of US 1 & PA 452 (Pennell Road) and PA 352 (Middletown Road) and PA 452. The Township fully supports the expansion of the project limits and asks that the text description of the project within the TIP be amended to reflect this adjustment.
- Middletown Township is currently pursuing several multi-modal initiatives, including the expansion of facilities for cycling. It is understood that the project development process will include consideration of these users and the need for appropriate facilities consistent with local and regional plans; however we would ask that the text description of the project specifically address this item particularly as it relates to the interchange structures.
- US 1 in this area is a significant gateway for Middletown Township. Unfortunately the current roadway infrastructure, in particular the vast concrete medians between the interchange and PA 452, are very unappealing. We would ask that consideration be given to incorporating elements into the project to improve the aesthetics of the project, especially south of the interchange.

Once again, thank you for this opportunity to participate in the TIP process.

Sincerely,

A handwritten signature in black ink, appearing to read 'W. Bruce Clark', with a long horizontal flourish extending to the right.

W. Bruce Clark,
Township Manger

cc: Middletown Township Council
Sen. Dominic Pileggi
Rep. Tom Killion
Thomas Shaffer, Delaware County
Les Toaso, PA Department of Transportation, Engineering District 6-0
Madeleine Fausto, PA Department of Transportation, Engineering District 6-0



June 30, 2014

Plan/TIP/Conformity Comments
C/o DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

To Whom It May Concern:

**SUBJECT: DVRPC Fiscal Year 2015-2018 Transportation Improvement Program
for Pennsylvania**

I am sending Perkiomen Township's written comments in letter form in addition to the e-mail that was sent to DVRPC on Friday, June 27, 2014 regarding the draft DVRPC 2015-2018 TIP Program.

On Thursday, June 19, 2014, I received notification from the Department of Transportation that a decision was made to close the bridge at Graterford Road. Due to structural deficiencies, this action was to take place immediately. This bridge connects Perkiomen Township with Skippack Township. The impact of that closure has increased the amount of traffic going to two other major intersections in Perkiomen Township. These two intersections are the intersection of Route 113 and Route 29 and the intersection of Plank Road and Ott Road. Both of these existing intersections are in critical need of attention themselves; therefore, closing this bridge has only made problems at these two intersections worse.

On Friday, June 27, 2014, I received a telephone call regarding a meeting that was held in Harrisburg regarding the closing of the Graterford Road Bridge. This discussion included the intersection of Plank Road and Ott Road as well as the intersection of Route 113 and Route 29. During this telephone call, it was confirmed that the PADOT 4044 Project – Plank Road/Ott Road/ Meyers Road/Seitz Road Intersection Improvements Project was delayed until a later date. The original let date for this project was January, 2015.



Perkiomen Township has waited a long time to have this corridor and intersection improvements project completed. Pushing off this project is only going to make the traffic congestion and intersection issues worse. Added to this situation is the relocation of the entrance to Graterford Prison which, when open, will be located on Route 73 in Skippack Township. This corridor is critical to the movement of traffic to the prison as well as from the North Penn Area to Route 422 and vice versa.

I was also informed that there was a project related to the problems at the intersection of Route 113 and Route 29 and that this project was included in the Pennsylvania State's Capital Budget. In order to have this project added to the TIP Program, Perkiomen Township would need to make such a request. Please consider this letter as Perkiomen Township's request to add the project for intersection improvements to be completed at the intersection of Route 113 and Route 29 to the TIP Program. Like the intersection of Plank Road/Ott Road, this intersection is a major intersection in Perkiomen Township and is critical to the movement of traffic from Bucks County to Chester County for Route 113 and Berks County to Chester County for Route 29. The intersection of Route 113 and Route 29 can no longer handle the amount of commuter traffic and has become operationally deficient due to the lack of left turn lanes.

Regarding the Graterford Road Bridge, it is my understanding that the discussion ended with moving forward with repairing the superstructure of this bridge by adding the repair of the Graterford Road Bridge to a group of bridges that are to be let later this year.

I appreciate your consideration and time in these critical traffic and safety issues in Perkiomen Township.

Respectfully yours,



Cecile M. Daniel
Township Manager
Perkiomen Township

Cc: Correspondence File



June 27, 2014

Plan/TIP/Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

RE: Electronic Submission of Public Testimony on 2015 TIP
Towamencin Township (Montgomery County)

Dear DVRPC Public Affairs Office:

As requested by DVRPC Executive Director Barry Seymour following the oral testimony at the public hearing on the 2015 Draft Transportation Improvement Plan (TIP) yesterday, attached are copies of the issues presented by Towamencin Township Board of Supervisors Chairman Daniel M. Littley, Jr. These are the official concerns of Towamencin Township on the draft 2015 TIP.

As indicated in our testimony, the PA 363 project is our highest priority. We would appreciate consideration for all these projects but especially for PA 363. This project was previously on the TIP and supported by the County and PennDOT. Because of the importance of the project, Towamencin Township has acquired right-of-way and spent \$1.3 million on design. We have been sensitive to funding constraints and have worked with project stakeholders to re-scope this project to reduce construction costs from \$12 million to \$5 million while still providing meaningful improvements. Given these previous investments, this project is much closer to construction than other projects on the TIP.

Towamencin Township appreciates the opportunity given to us yesterday to present our testimony and is looking forward to favorable consideration of our concerns.

Sincerely,

Robert A. Ford
Township Manager

Cc: Towamencin Township Board of Supervisors

**Draft FY 2015-2018 TIP
Public Comment**

June 26, 2014

Presented For:

**Towamencin Township
1090 Troxel Road
Lansdale, PA 19446**

Presented By:

**Daniel M. Littley Jr.
Board of Supervisors Chairman
Towamencin Township
1090 Troxel Road
Lansdale, PA 19446**

**THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION
PUBLIC MEETING
June 26, 2014
Philadelphia, PA**

Towamencin Township in Montgomery County requests your support for the following transportation improvement projects: Intersection improvements at Sumneytown Pike and PA Route 363 Valley Forge Road; Widening of PA 63 Forty Foot Road near Tomlinson Road; and Bridge replacement and realignment of Bustard Road (SR 1002) at Morris Road.

Towamencin Township's first priority is to improve the intersection of Sumneytown Pike and PA 363 Valley Forge Road. For many years this project, known by MPMS #16565, was also a priority of Montgomery County and PennDOT. About six years ago, the previous secretary of transportation, citing funding constraints, dropped this and twenty-five others projects from the TIP. Since then, the Township has repeatedly requested funding for this project and with the passage of ACT 89, we want this project to be placed back on the TIP. This intersection, connecting two primary arterials, experiences significant delay that has only increase over the past six years. Sumneytown Pike provides a direct connection to the Pennsylvania Turnpike for thousands of area businesses and residents. It is also a primary detour route when incidents occur on the Turnpike north and south of the Lansdale Interchange. Additional traffic is also anticipated on this route when the Turnpike widening from four to six lanes is completed. Previous projects have widened Sumneytown Pike from North Wales Borough, past Merck, and through Upper Gwynedd Township to this intersection. This project would connect to those previous improvements and provide an additional through lane on all four approaches to the intersection. Because of the importance of the project, Towamencin Township has acquired right-of-way and spent \$1,300,000 on design. Since this \$12 million project was dropped from the TIP, the Township has worked with local state representatives and project stakeholders to rescope this project to reduce construction costs while still providing meaningful improvements. Given these previous investments, this project is much closer to being ready for construction than other projects on the TIP. We estimate \$450,000 would be required for design and \$4,500,000 for construction and inspection.

The second project is to widen PA 63 Forty Foot Road near Tomlinson Road. The Township has partnered with PennDOT and private developers to turn Forty Foot Road into a multimodal corridor throughout the Township. The entire area has been transformed by the Township's long range vision that includes a village overlay district. Significant investment has occurred in residential, commercial and office developments and a nearby park and ride is envisioned for commuters on the PA Turnpike. The majority of this corridor has been improved to provide sidewalk, multiuse trails or bike lanes, and two travel lanes in each direction with a center left turn lane. However, there remains a 1000' section of roadway in the middle of the corridor that only has one through lane in each direction. This results in safety issues and traffic delays as traffic merges for this short distance before opening back up to two lanes. This project would complete the corridor widening resulting in improved safety and more efficient movement of people and freight. We estimate \$150,000 would be required for design, \$75,000 for right-of-way acquisition and \$650,000 for construction and inspection.

The third project is the bridge replacement and realignment of Bustard Road (SR 1002) at Morris Road. This project would replace a narrow, obsolete bridge and improve intersection sight distance and safety. It would include relocation of the Bustard Road Bridge over the Towamencin Creek to accommodate the realignment of Bustard Road. The bridge would be widened and the sight distance increased to meet current State criteria. Realignment would bring Bustard Road and Kriebel Road together into a nearly perpendicular intersection. Morris Road would be realigned to intersect Bustard Road at a right angle. The intersection of Bustard Road and Morris Road would be signalized and a southbound left turn lane and westbound right turn lane would be added. The intersection of Bustard Road and Kriebel Road would be signalized and a northbound and a southbound left turn lane would be added. The intersection of Bustard Road and Old Morris Road would be signalized and a northbound left turn lane and a southbound and an eastbound right turn lane would be added. We estimate the total project costs to be \$6,000,000.

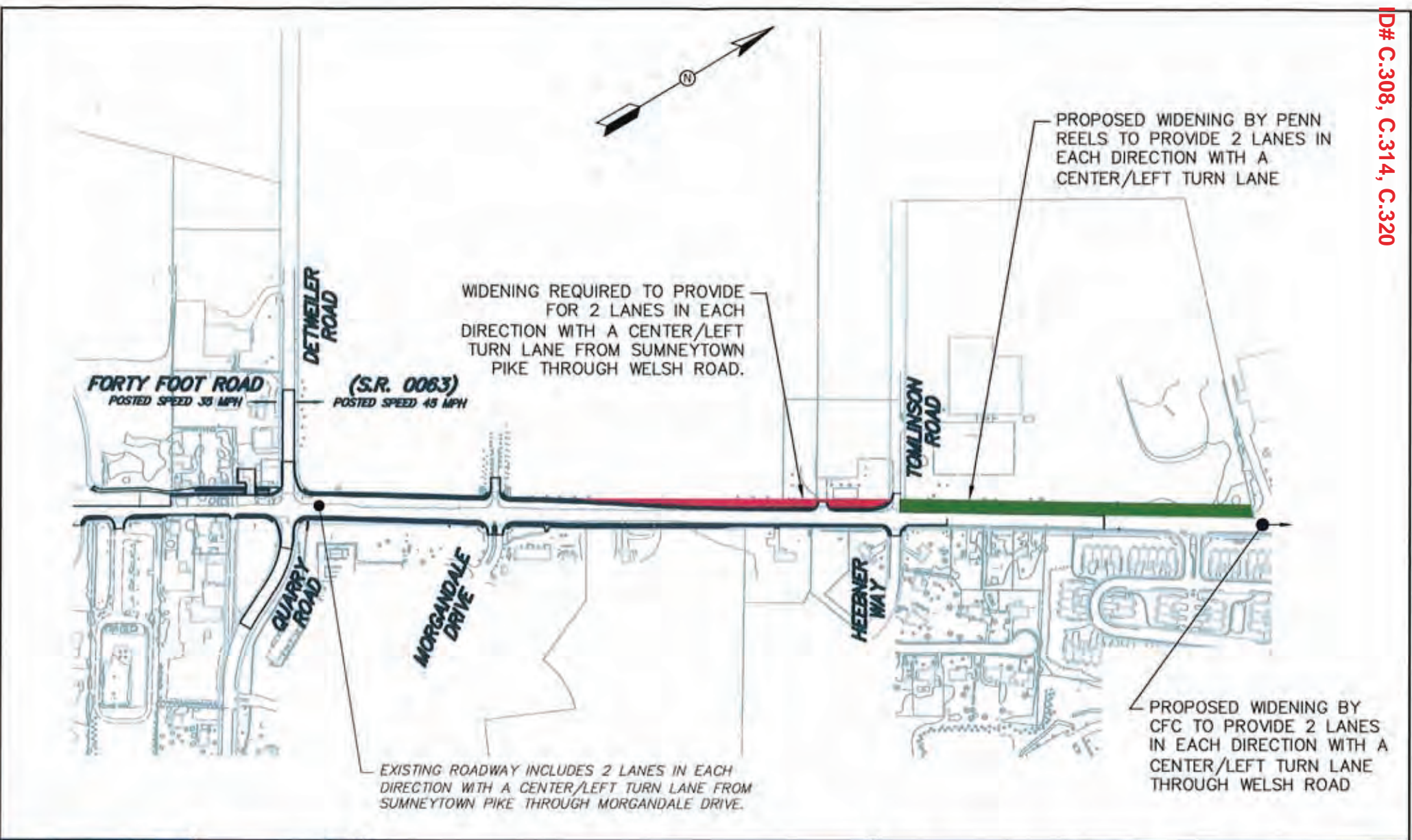
Towamencin Township has and will continue to work with Montgomery County and PennDOT to advance our common goals of highway improvements, reduced congestion and economic development. Thank you for your time and consideration.



FORTY FOOT ROAD EXISTING CONDITIONS

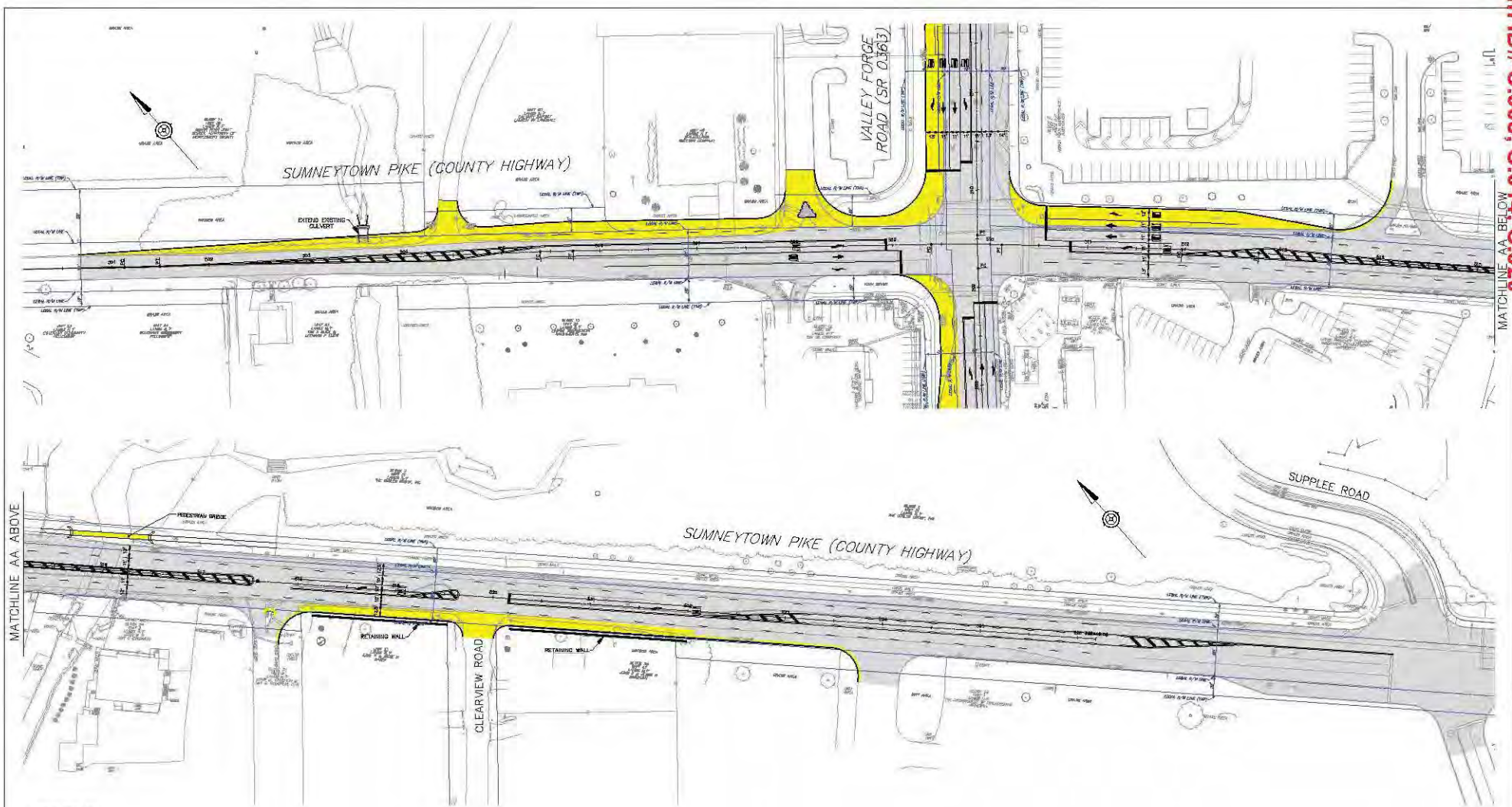
NOT TO SCALE





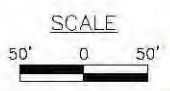
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FORTY FOOT ROAD MASTER PLAN

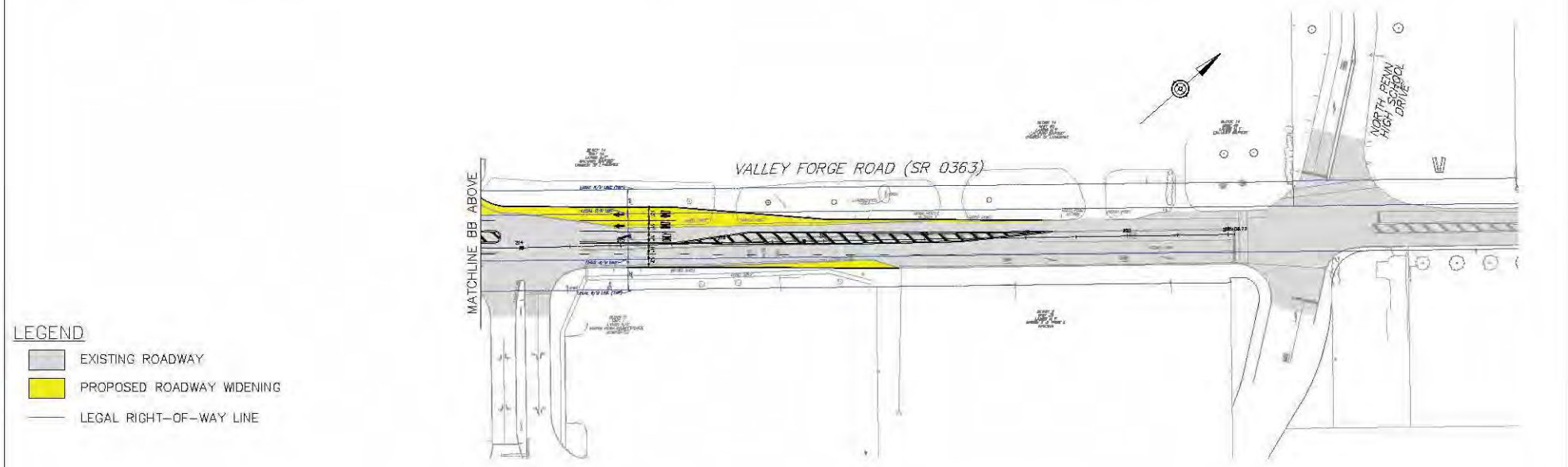
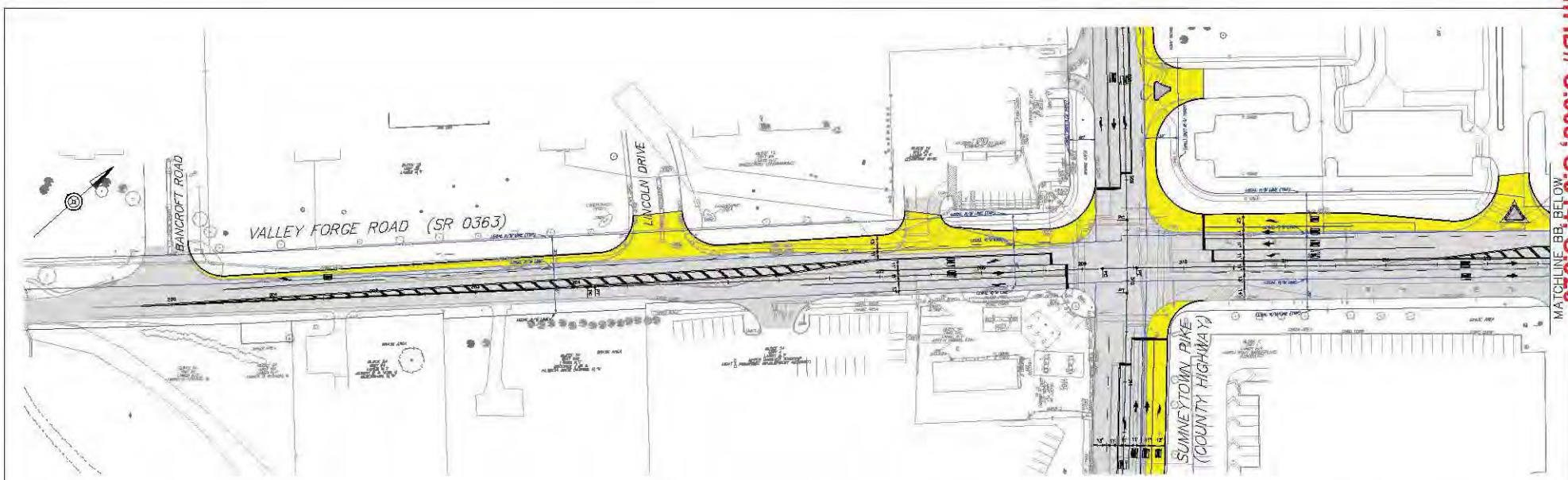


MATCHLINE AA ABOVE

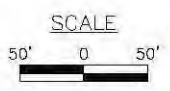
- LEGEND**
- EXISTING ROADWAY
 - PROPOSED ROADWAY WIDENING
 - LEGAL RIGHT-OF-WAY LINE




<p>McMAHON TRANSPORTATION ENGINEERS & PLANNERS</p>	DESIGN BY: KLY	JOB NO.: 896104.01	CLIENT TOWAMENCIN TOWNSHIP 1090 TROXEL ROAD P.O. BOX 303 KULPSVILLE, PA 19443-303 215-368-7802	VALLEY FORGE ROAD AND SUMMEYTOWN PIKE INTERSECTION IMPROVEMENTS TOWAMENCIN & UPPER GWYNEDD TOWNSHIPS MONTGOMERY COUNTY
	DRAWN BY: KLY	DWS: 041CPT02		
CHECKED BY: JJM	DATE: 10/31/08			



- LEGEND**
- EXISTING ROADWAY
 - PROPOSED ROADWAY WIDENING
 - LEGAL RIGHT-OF-WAY LINE



 TRANSPORTATION ENGINEERS & PLANNERS	DESIGN BY: KLY	JOB NO: 896104.01	<small>CLIENT</small> TOWAMENCIN TOWNSHIP 1090 TROXEL ROAD P.O. BOX 303 KULPSVILLE, PA 19443-303 215-368-7602	VALLEY FORGE ROAD AND SUMNEYTOWN PIKE INTERSECTION IMPROVEMENTS TOWAMENCIN & UPPER GWYNEDD TOWNSHIPS MONTGOMERY COUNTY
	DRAWN BY: KLY	DWG: 041CPT02		
	CHECKED BY: JJM	DATE: 10/31/08		

Traffic troubles: Little money for congested areas

By DAN SOKIL
Staff Writer

It's no secret to area motorists that the intersection of Sunnyside Pike and Valley Forge Road could use some improvements.

As could surrounding areas.

And on Friday morning, there was plenty of discussion about the heavily traveled Upper Gwynedd/Towamencin area.

In fact, three state representatives, a county commissioner, a district manager for a U.S. House representative and officials from several local townships all gathered in Towamencin to discuss the situation.

But no one offered much hope of funding in the immediate future.

Traffic engineers McMahon and Associates discussed the work already done to improve the troublesome intersection, and the challenges that Towamencin and Upper Gwynedd both face in seeking improvements.

"We've been involved in this project for over 10 years, since 1996, and we had the preliminary engineering wrapped up in 2003, when we basically ran out of money to go any farther," said engineer Jack Mitchell.

According to the McMahon presentation, Towamencin and Montgomery County have already spent more than \$1.4 million on preliminary design, acquiring rights-of-way and relocating a transformer from where the intersection would be widened.

"We're asking you to help us with the funding to help complete that design, so we can give that to PennDOT," said Towamencin Supervisors Chairman Dan Littley.

He and the engineers emphasized that the improvements can be completed within the next two years, but



GEOFF PATTON/THE REPORTER

TRAFFIC TRAVELING eastbound on Sunnyside Pike stacks up approaching the intersection with Valley Forge Road, Thursday.

only with adequate funding and approvals.

Both also played up the importance of breaking up a project that currently includes the addition of a

stoplight outside North Penn High School and work on two nearby bridges, into smaller component projects.

"Keep in mind the nightmare sce-

nario. What if that bridge across Valley Forge Road goes down, and we have to put an eight-mile detour

Please see TRAFFIC on A4

439.01.9

Men charged with selling paraphernalia get probation

Item ID# C3308 C314 C3320

By CARL HESSLER JR.
For The Reporter

NORRISTOWN — The sale of drug paraphernalia in connection with the sale of a convenience store was the basis for the prosecution of two men from the store.

Quamrul Islam, 47, of Franklin Street, owner of Food Mart on South Broad Street, was sentenced in Montgomery County to 18 months' probation after he was charged with conspiracy to violate drug laws and possession with intent to sell drug paraphernalia.

Judge Paul W. Tressler, in a plea agreement in the case, sentenced Islam to forfeit all items of drug paraphernalia seized from the store.

According to the arrest affidavit, the investigation of activities at the store was conducted at 209 S. Broad Street in September 2007 after authorities received complaints about drug paraphernalia sold from the store.

An undercover detective with the Montgomery County Drug Enforcement Agency entered the store at 10:35 a.m. and told a clerk he wanted to buy crack. The undercover detective a glass of crack was disguised as a pen, and a criminal complaint.

An undercover detective with the Montgomery County Drug Enforcement Agency entered the store on Oct. 8 and Oct. 10 and told a clerk he wanted to buy crack. The undercover detective a glass of crack was disguised as a pen, and a criminal complaint.

Please see

PROBATION

Continued from Page A1

atives said. Time later, detected with a warrant, the store and several thousand including glass marijuana grinders, digital scales, glass pens, and glass pens, used as pens, according to the criminal materials were in- designed for use aring, packaging, and personal use olled substance," alleged in court he search, Islam d detectives and himself as the ner. Despite de- ntion that the d were drug par- , Islam initially the items as to-

bacco-related items and tobacco pipes, court documents indicate. The clerk from whom detectives purchased the items was identified as Devang Mukundlal Desai, 26, of the 300 block of Wheatfield Circle, Hatfield. When Desai was questioned by authorities about the incidents, he denied selling drug paraphernalia, claiming he sold tobacco pipes and pens, according to the arrest affidavit. Desai was placed on one year of probation on charges of violating state drug laws under a special probationary program known as Section 17. Under that program, if Desai successfully completes his probation then a judge will dismiss the case and Desai won't have a criminal record.

MARK

Continued from Page A1

wheels and brushes, building now. The faded text painted exterior, which reminder of the stove Company, a as back to 1881. 's nephew, Abram oved the family- ny, founded in the Philadelphia as the works, to Lansdale

decline during the 1940s. The Lansdale Borough Industrial Development Authority acquired the building in 1984, and sold it to John Terzian of Gwynedd in 2002, according to county records. Terzian declined to comment when approached at the scene of the fire. Mott's original building right next to the railroad line was destroyed by a fire in

TRAFFIC

Continued from Page A1

around the area in, and then the turnpike is shut down because of an accident? Upper Gwynedd and Towamencin simply do not have enough police officers to redirect all of that traffic," Littlely said. The most critical component would be repairs to and widening of the Valley Forge Road bridge, between Bancroft and Berwick roads south of the intersection. The bridge has been classified by PennDOT as structurally deficient, and Mitchell presented a photo showing a large crack in an abutment supporting the bridge. "Now, that doesn't mean it will just fall down tomorrow, but we do have some capacity problems already, and they're only going to get worse," said Mitchell. Another component would be the placement of a traffic light at the Valley Forge Road entrance to the high school, an especially

high-traffic area where flow is regulated by a single crossing guard. "According to an informal study our department did, based on the numbers of students who drive, the staff and the number of buses, we estimated some 650,000 trips per year are made there, just from school traffic alone, without counting deliveries or special events," said Towamencin Police Chief Tim Dickinson. "We have the money to do the traffic light now. If we get the go-ahead from PennDOT we can put the light in now, and hopefully help all of the problems that are there now," said Upper Gwynedd Commissioners President James Santi. A third component project would place a prefabricated pedestrian bridge alongside Sumneytown Pike, where the road crosses the Towamencin Creek.

Separating the projects should make funding problems more manageable, the engineers said, but local politicians warned that finding the funds won't be easy. "I'll be happy to advocate for you, but it's not as if there's a lot of money sitting in a bank account just waiting to be spent," said state Rep. Kate Harper, R-61st District. Also present were fellow state Reps. Bob Godshall, R-53rd District, and Jay Moyer, R-70th District. "I know in parts of my areas, Upper and Lower Gwynedd, North Wales, Towamencin, and part of Montgomery township, virtually everything we're seeing is people's projects being pushed back due to the general lack of funds," Harper said. Julie Slavet, district director for U. S. Rep. Allyson Schwartz, D-13th District, told the group that federal funding may also be

hard to come by. "It's very unlikely this year that Congress will fund any appropriations that are not defense related, but we do have next year, so we'll be talking about this again. For this year it may not look good, but we can keep the conversation going," Slavet said. When Mitchell, the traffic engineer, presented an estimate of roughly \$600,000 needed to finish the engineering, county Commissioner Bruce Castor asked how much of that sum the township governments will be able to provide. Littlely answered that Towamencin and Upper Gwynedd have already spent all that they can on the rights-of-way and site preparations. "The idea here is to raise the issue, and get it off of the back burners, because the longer it sits there, the worse things get," Littlely said.

VFW

Continued from Page A1

County Communication Center said there were numerous calls to report the fire. An official at the scene said there were no reports of injuries. Fire crews were calling for a restoration team by 8 p.m., indicating that the fire was out

and the damaged building needed to be boarded up. The residential roads in the area of the VFW building were closed to traffic throughout

the incident. No information regarding the cost of the damage to the building was available Friday night.

Court declines Limerick's man appeal

By CARL HESSLER JR.
For The Reporter
NORRISTOWN — Pennsylvania

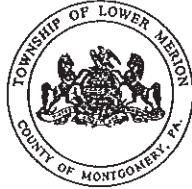
of appeal without further comment. Last year, a panel of Superior Court judges determined Dow-

testimony belies Downey's contention that Burg took ill so fast that he had no time to call for medical assistance. Testi-

Malice, a frame of mind characterized by a hardness of heart, wickedness or recklessness of consequences, is a

**TOWNSHIP
OF
LOWER MERION**

MONTGOMERY COUNTY



DEPARTMENT OF PUBLIC WORKS

75 E. Lancaster Ave.
Ardmore, PA 19003-2376
Tel: 610-645-6150
Fax: 610-649-8835

LOWM 0800-157.10

June 27, 2014

Barry Seymour
Executive Director
Delaware Valley Regional Planning Commission
190 N. Independence Mall West
Philadelphia, PA 19106

**RE: COMMENTS ON DRAFT DVRPC FISCAL YEAR 2015 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)
LOWER MERION TOWNSHIP, MONTGOMERY COUNTY**

Dear Mr. Seymour,

The Township of Lower Merion has reviewed the DVRPC's draft Fiscal Year 2015 Transportation Improvement Program (TIP). We would request that the project description for MPMS 64795 – Belmont Road/Rock Hill Road be revised to the following description, to include the proposed improvements at the intersection of Conshohocken State Road (SR 0023) and Rock Hill Road, which have long been a part of this anticipated project:

“Widen Belmont Avenue, Rock Hill Road, and Conshohocken State Road to provide additional lanes, intersection improvements and streetscape improvements; replace railroad overpass. Project CMP (Congestion Management Process) commitments include signal upgrades, safety treatments, improvements for bicyclists and pedestrians, and turning movement enhancements. See DVRPC's 2009 memorandum on supplemental strategies for details related to this project”

We appreciate the continued support of this project, which will address existing traffic congestion resulting from high volume, restrictive geography, and the presence of an existing narrow Norfolk Southern (NS) Railroad overpass that negatively affects the safety and efficiency of traffic flow and restricts the potential for economic revitalization through redevelopment. This heavily traveled corridor serves as a major east-west route from the Schuylkill Expressway (I-76), the Manayunk section of Philadelphia and the Township. Additionally, Rock Hill Road and Belmont Avenue serve as a primary alternate diversion route for the region during incidents on the Schuylkill Expressway, and, as such, experience even further operational deficiencies during these conditions. This project includes the design and construction of roadway, traffic signal, stormwater, landscape, and pedestrian and bicycle circulation improvements in the Rock Hill Road/Belmont Avenue corridor and two (2) new bridges over Belmont Avenue. It will also provide necessary operational improvements to the current system to facilitate and support future commercial development and economic revitalization in this corridor.

The Township has demonstrated a substantial funding commitment to the completion of the project by creating a Transportation Service Area for the corridor via the Act 209 Transportation Impact Fee process; funding 100% of the project's design costs (\$1,700,000); funding appraisals for the property acquisitions required for the project; and pro-actively purchasing a critical portion of the project's required Right-of-Way (the corner property at Rock Hill Road & Belmont Avenue, at a cost of \$1.6 million). The Township pre-emptively acquired this parcel, which was planned to be developed, in order to facilitate the project at the most advantageous and minimum cost, avoiding an increased acquisition cost later in the process once the site was developed. The Township has substantially completed the Preliminary Engineering phase of design of these improvements, and has been actively coordinating with PENNDOT and Norfolk Southern regarding project details for the past four (4) years.

As part of Preliminary Engineering, required Right-of-Way areas have been defined, and preliminary cost estimates for the acquisition of the parcels necessary for the project are in excess of \$5,000,000. The current funding sources for design and Right-of-Way acquisition are 100% local. Construction is currently funded at an 80% Federal, 20% State participation level. Because of the significant increase in Right-of-Way costs, and the fact that the project's improvements will provide benefits to not only the Township, but will provide regional benefits to the thousands of commuters who travel the corridor on a daily basis, the Township previously requested participation from PENNDOT for the remaining portion of the Right-of-Way funding.

We thank you for revising the project description as requested, and for your continued support of this project.

Sincerely,



Donald K. Cannon
Director of Public Works

cc: Elizabeth Schoonmaker, DVRPC
Leo Bagley, Montgomery County Planning Commission
Board of Commissioners
Ernie McNeely, Township Manager

Item ID# C.311

Name: Angela Murray AICP (Lower Merion Township)

County: Montgomery County

Project Title: Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road

MPMS ID: 64795

Comment:

On behalf of Lower Merion Township, we request that funds for acquisition of ROW be advanced to 2015-16 from 2019. Property needed is available today for purchase per recent offers from property owners. A separate letter has been submitted with a request to revise the project description to more accurately describe the area of the project.

Comment ID: 556

Item ID# C.312

Name: Brian Keaveney (Lower Merion Township Engineer)

County: Montgomery County

Project Title: Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road

MPMS ID: 64795

Comment:

At a recent meeting regarding this project with representatives of PennDOT and Montgomery County, it was noted that the project description did not include the improvements at the adjacent intersection of Conshohocken State Road and Rock Hill Road, which are still part of the project. On behalf of the Township we request that these improvements be specifically included in the project description. Thank you.

Comment ID: 442



LIMERICK TOWNSHIP

646 WEST RIDGE PIKE
LIMERICK, PENNSYLVANIA 19468

ADMINISTRATION OFFICES

(610) 495-6432
FAX (610) 495-0353
FAX (610) 495-0952

POLICE DEPARTMENT

(610) 495-7909
FAX (610) 495-5702

June 23, 2014

Via email - tip-plan-comments@dvrpc.org

Plan/TIP/Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

RE: MPMS# 89715 – US 422, Sanatoga Interchange Ramp Improvements

To Whom It May Concern:

On behalf of Limerick Township, I request that MPMS #89715, the US 422, Sanatoga Interchange Ramp Improvements be added back into the FY2015 TIP.

Currently the US 422 Sanatoga Interchange operates at near capacity levels. Limerick Township and neighboring Lower Pottsgrove Township anticipate further economic development around the interchange that could include a minimum of approximately 1.5 - 2.0 million square feet of retail, office and industrial development. Development of this magnitude will necessitate more significant capacity improvements to the existing interchange.

In 2008, anticipating this development, Limerick Township began efforts to prepare a point of access (POA) study for the US 422 Sanatoga Interchange. The Township has completed work tasks for the POA study including, data collection, selection of preliminary improvement alternatives and existing and projected conditions, traffic analyses, and conceptual design for the alternatives.

In January 2009, Limerick Township made a brief presentation to the DVRPC on its desire to pursue a local lead project to improve the interchange. As you are aware, a project was added to the TIP for the US 422, Sanatoga Interchange Improvements Project (MPMS #89715), and the TIP has programmed with local funds for preliminary engineering.

In addition to the Point of Access study, in 2009 Limerick Township and Lower Pottsgrove Township authorized the preparation of a Sanatoga Joint Master Plan to guide future development at the interchange. The Master Plan analyzed market conditions, possible zoning changes, resulting traffic impacts, and future roadway infrastructure needs in the interchange area. In 2011, the Master Plan was adopted by Limerick Township and Lower Pottsgrove Township.

DVRPC Public Affairs Office
Page 2
June 23, 2014

Over the last several years, Limerick Township has been assembling local funding for the project. Additionally, the Limerick Township is in discussions with neighboring Lower Pottsgrove Township in regards to a creating joint municipal effort to see these improvements come to fruition.

Limerick Township has taken the necessary steps to guide the future of US 422, Sanatoga Interchange Ramp Improvements, and is poised to begin the preliminary engineering of improvements at the interchange.

To that, Limerick Township requests that MPMS #89715, the US 422, Sanatoga Interchange Ramp Improvements be added back into the FY2015 TIP.

If you have any questions or require additional information, please contact me at your earliest convenience.

Sincerely,

LIMERICK TOWNSHIP



Daniel K. Kerr
Township Manager

DKK/mlb

cc: Senator John Rafferty
Representative Mark Painter
Leo Bagley – Montgomery County Planning Commission
Matthew Holva - PennDOT
Limerick Township Board of Supervisors

**Public Comment Form
Draft FY2015 for PA**

★ TIP TRANSPORTATION
IMPROVEMENT PROGRAM

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Item ID# C.317, C.315, C.316

Name: John Boyle (Bicycle Coalition of Greater Philadelphia)

County: Montgomery County

Project Title: General Comment

Comment:

The Bicycle Coalition would like to request funding support for the bike lanes striping plans submitted to PennDOT by Montgomery and Delaware Counties. Montgomery County - Morris Road: ~~â€~~ US 202 Dekalb Pike to Valley Forge Road Delaware County - Route 252: ~~â€~~ Mary Jane Lane to Rose Tree Rd Route 320: ~~â€~~ Wesley Rd to Baltimore Pike

Comment ID: 595

TIP Plan Comments

From: Joe Czajkowski <joec@lowersalfordtownship.org>
Sent: Wednesday, June 25, 2014 2:52 PM
To: TIP Plan Comments
Cc: Marcy Toepel; Bill Bushnell; Butler, Stephanie; Douglas Gifford; Doug Johnson, (E-mail); Phil Heilman, (E-mail); Keith Bergman; Christopher Canavan
Subject: Draft FY2015 TIP - Comment - S.R. -0113 - Lower Salford Township
Attachments: ToasoLtr_013114.pdf; STC Outreach Form _ Lederach (SR 113) Relocation.pdf

To Whom it may concern:

Re: SR 0113 Relocation Project (Around the Village of Lederach)
Lower Salford Township, Montgomery County, PA

Lower Salford Township is continuing their request for the addition of the S.R. 0113 Relocation to the Draft FY2015 TIP. A State Transportation Feedback form was submitted for this project in October 2013. Follow-up meetings and coordination with Rep. Marcy Toepel, PennDOT District 6-0, and the Montgomery County Planning Commission have occurred in order to continue to express our support for this project. It is our understanding that this project has been added to the Decade of Investment project list through email correspondence with Mr. Lester Toaso (PennDOT District 6-0 Executive). This project is a priority to Lower Salford Township since it will address the safety concerns of the existing Lederach Village intersection (6 legged). The Township has previously obtained the majority of the right-of-way for this project and is willing to fund a portion of the design locally with a match of up to \$1.5 million (20% of the total project cost). The Township is also requesting that the Final Design and Construction funds be assigned in the 2nd and/or 3rd four years of the TIP. This will allow Preliminary Engineering to commence including the assignment of a PennDOT Project Manager. The Township is appreciative of the support for this important project.

Attached please find 2 documents that provide additional background on the project and once again endeavors to show the Township's commitment to this project.

Please let me know should you have any questions regarding this request or should you require any additional information.

Thank you in advance for your attention to this matter.

Regards,
Joe Czajkowski
Township Manager
Lower Salford Township
379 Main Street
Harleysville, PA 19438
Phone - (215)256-8087
Fax - (215) 256-4869



**Lower Salford Township
Board of Supervisors**

379 MAIN STREET
HARLEYSVILLE, PA 19438-2309

January 31, 2014

Mr. Lester Toaso
District Executive
PennDOT District 6-0
7000 Geerdes Boulevard
King of Prussia, PA 19406-1525

RE: UPDATE-Lower Salford Township Critical Projects

Dear Les:

As discussed with our Township Traffic Engineer (McMahon Associates, Inc.), the Township is forwarding this letter requesting a change in priority of the two projects previously identified by Lower Salford Township for TIP consideration. The projects include:

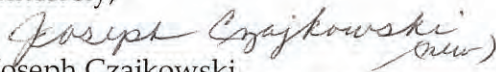
- 1) S.R. 0113 Relocation (Lederach Bypass), Lower Salford Township, PA
- 2) Oak Drive Extension (Parallel to S.R. 0063), Lower Salford Township, PA

Lower Salford Township has recently determined that the S.R. 0113 Relocation project is our first priority since it will address the safety concerns of the existing Lederach village intersection. The Township has previously obtained the majority of the right-of-way for this project and is willing to advance the project with the understanding that there will be a local match for funding.

The Township has also discussed this priority with Representative Toepel and has requested a support letter be sent from her office as well.

Thank you for your assistance. If you have any questions, please contact me immediately.

Sincerely,


Joseph Czajkowski
Lower Salford Township-Manager

cc: Secretary Barry Schoch
Rep. Marcy Toepel
Leo Bagley, Montgomery County Planning Commission

State Transportation Commission Project Feedback Form (v2013.0)



Contact Information

*First Name	Joseph	*Last Name	Czajkowski	
Street Address 1	379 Main Street	Street Address 2		
City	Harleysville	State	PA	Zip Code 19438
*Email Address	joec@lowersalfordtownship.org	*Phone	215-256-8087	Fax

Problem Location

*County	Montgomery	*Municipality	Lower Salford (Twp)	
Planning Partner	DVRPC MPO	District	6	
*Project Title	SR 113 Lederach Relocation	MPMS Number (if known)		
Location (e.g., local road, state route, interstate, or bridge name)	SR 113 Harleysville Pike			
Has prework such as study or preliminary design begun?	No			

Problem Information

Roadway Preventative Maintenance (check all that apply)

- Roadway is in poor condition
- Roadway is washed out in places
- Roadway has drainage issue/drainage problems are obvious on road
- Roadway shoulder is in need of maintenance/repair
- Shoulder is washing away
- Not applicable
- Other

Bridge Maintenance (check all that apply)

- Bridge is in poor condition
- Bridge is closed
- Bridge is weight restricted
- Bridge is restricted to one lane
- Bridge cannot accommodate wide loads
- Bridge cannot accommodate tall trucks
- Not applicable
- Other

Traffic/Congestion (check all that apply)

- There is congestion during the rush hour
- There is congestion during the rush hour and at other times of day
- There is congestion during special events
- Oncoming traffic makes it difficult to turn
- Posted detour route problem
- Four-lane roads are not well connected
- Not applicable
- Other

Item ID# C.319

Safety (check all that apply)

- Serious crashes have occurred at this location
 - Many crashes have occurred at this location
 - Cannot see oncoming traffic when turning
 - There are too many poles/trees close to the road
 - There is a safety concern on a hill
 - Cars go too fast around a curve
 - Lines and other roadway markings are missing or faded
 - Oncoming traffic makes it hard to turn
 - Traffic signals are not working well/lacking/limited in usefulness
 - Guide rails are missing/damaged/insufficient
 - Vehicles traveling above the posted speed limit
 - Not applicable
 - Other
-

Bus/Transit (check all that apply)

The local transit service provider is

- There is no transit service when I need it/transit service hours are limited
 - The buses are old/in need of repair
 - The buses are not fuel efficient
 - More buses are needed
 - New/additional routes are needed
 - More park and ride lots are needed
 - Need safer transit stops/park and ride lots
 - My concern is with paratransit service
 - Ride sharing program is desired
 - We need to connect roads to other modes of transportation
 - Not applicable
 - Other
-

Pedestrian, Bicycle, and Alternative Travel Modes (check all that apply)

- There is no existing pedestrian facility
 - Existing pedestrian facility is in need of repair
 - There are no curb cuts for wheelchairs
 - ADA concerns
 - There are no pedestrian crossing signals/call buttons
 - Audible pedestrian signals are needed
 - Crosswalk markings are old/faded
 - New bicycle lane/shared lane is needed
 - Existing bicycle lane/shared lane is old/faded
 - Bicycle lane/shared lane should be removed
 - Maintenance needed for roadway shoulder
 - Walking/biking trails do not connect well
 - Walking is an option for me, but not safe
 - Bike and pedestrian interaction with vehicles is unsafe
 - Alternatives to vehicle travel are non-existent
 - Not applicable
 - Other
-

Freight (check all that apply)

- Bridge is closed
- Bridge is weight restricted
- Bridge has wide load restriction
- Bridge has tall/overheight restriction
- Roadway has weight restriction
- Roadway design issue (turn radius, lane width, etc.)
- Overhead utility issue
- Chokepoint
- RR grade crossing issues
- Not applicable
- Other

Land Use/Economic development (check all that apply)

- New development has meant more traffic
- Future development impact has been identified
- Comprehensive planning has identified new demand
- New or existing driveways are creating problems
- There is a new housing development away from main roads
- Not applicable
- Other

Problem Description

Please be clear on your assessment of the problem, expanding on what you have checked or providing new information if none of the check boxes apply. Include specific information, including road or bridge names.

The proposed project improvements consist of the relocation of SR 113 in order to bypass the village of Lederach. The relocation will be approximately 4500 LF and be between Landis Road and Schlosser Road. The existing roadway through the village will remain open for local traffic and will tie into SR 113 on each end of the bypass. The Township has secured the necessary Right-of-Way for the bypass. The bypass will be one lane in each direction. A new traffic signal is proposed at the Landis Road intersection. Two new unsignalized intersections would be designed along the bypass at Old Morris Road and Morris Road. The Lederach Bypass will divert traffic around the village of Lederach by relocating a portion of SR 113. This will improve the operations and safety of the existing 6 legged intersection at the center of the village.

Are there any environmental concerns that are relevant?

No.

Additional Comments

The Township has proactively obtained the right of way for the relocation of S.R. 113 in this area. Conceptual planning for the project and addressing the needs for a traffic signal at the northern limit (SR 113 and Landis Road) is currently underway with the Township.

Funding Sources - How would you suggest paying for this project? (check all that apply)

- Federal funds
- State funds
- County funds
- Municipal funds
- Other

Item ID# C.319

Check this box denotes information presented is true and accurate to the best of that person's knowledge.



June 30, 2014

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

Dear Members of the Delaware Valley Regional Planning Commission:

The Delaware River Waterfront Corporation, a private non-profit corporation established by the City of Philadelphia in 2009 (“DRWC”), hereby is submitting this Public Comment requesting inclusion of the planning phases of the Penn’s Landing Access and Community Improvement Project in the updated 12-year Transportation Improvement Program of the Delaware Valley Regional Planning Commission (the “TIP”).

For four decades, the Delaware Waterfront at Penn’s Landing has been severed from Center City Philadelphia by I-95, inhibiting riverside economic development and hindering recreational activity. Over the years, the City of Philadelphia and the Penn’s Landing Corporation (the predecessor organization to DRWC) sought numerous times to attract private development at Penn’s Landing, but were unable to overcome the site’s lack of connectivity to the adjoining downtown area.

Penn’s Landing is not just a local resource; it is a metropolitan asset, drawing tens of thousands of annual visitors from Philadelphia and the surrounding suburbs, as well as out-of-town and international visitors. Building off of the City’s highly-acclaimed Master Plan for the Central Delaware Waterfront, the DRWC has developed a bold plan to reconnect the riverfront to Center City Philadelphia and stimulate economic development.

Project Description

DRWC has proposed a local access and community improvement project consisting of three elements:

- A multi-modal, innovative bridge structure between Chestnut and Walnut Streets, spanning I-95 and Columbus Boulevard, and extending east from Front Street to the river’s edge;
- An extension of the South Street pedestrian bridge from I-95 to the southern end of the Penn’s Landing marina basin; and
- A two-mile multi-use, pedestrian and bikeway adjacent to Columbus Boulevard, from Washington Avenue to Spring Garden Street.

DRWC respectfully requests that DVRPC include in the TIP \$5 million to fund a portion of the preliminary engineering, environmental review and early demolition activities relating to the proposed Penn's Landing infrastructure improvements (with the pre-construction activities described above constituting the "Project"). It is anticipated that this amount will be matched by a like amount from the City of Philadelphia and other private resources to fund pre-construction costs of the Project over the next 24-36 months. Total planning and construction costs for the three elements of the access and community development project described above are estimated at \$225 - \$250 million. A key component of the work to be undertaken in the Project is identifying a funding strategy for the balance of construction costs from Federal, state, local and private sources.

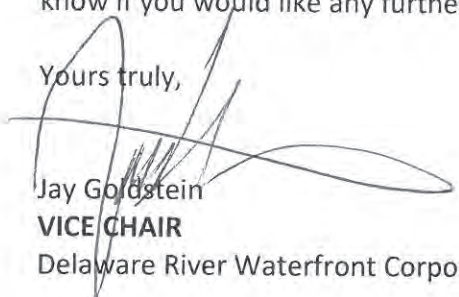
Benefits

The access and community infrastructure improvements will provide the following benefits to the City and the region:

- Improve and restore unobstructed, grade-separated access to the waterfront from Center City at Chestnut, Sansom, Ionic, and Walnut Streets.
- Improve safety and enhance traffic flow by separating pedestrian and bicycle travel from vehicular traffic both across and along Columbus Boulevard.
- Reduce water pollution, by capturing stormwater runoff from I-95 and Columbus Boulevard through the landscaped features of the Project.
- Induce over \$700 million of private investment in residential and commercial real estate over the next 20 years; and
- Provide a three-fold to four-fold return to the City and the Commonwealth on the public investment in the Project.

In summary, the Project will launch the critical first steps needed to execute the access and community infrastructure improvements at Penn's Landing, which will confer substantial economic, fiscal and quality-of-life benefits for both area residents and visitors. Please let me know if you would like any further information.

Yours truly,



Jay Goldstein

VICE CHAIR

Delaware River Waterfront Corporation

Cc: Honorable Michael A. Nutter, Mayor, City of Philadelphia
Donn Scott, Chair, DRWC
Thomas Corcoran, President, DRWC
Joseph A. Forkin, Vice President, DRWC



June 26, 2014

Delaware Valley Regional Planning Commission - DVRPC
190 N Independence Mall West
8th Floor
Philadelphia, PA
19106-1520

Re: Comments for draft DVRPC fiscal year 2015-2018 Transportation Improvement Program (TIP) for Pennsylvania.

Dear sirs and madams:

I represent the Delaware Riverkeeper Network, an organization with more than 14,000 members in Pennsylvania, New Jersey, New York and Delaware. Although our organization supports funding projects that improve rail, mass transit, bicycle and pedestrian projects we are opposed to a number of the proposed bridge replacement projects in the draft 2015-2018 TIP.

These projects include the Headquarters Road Bridge replacement (MPMS 13716), the Clay Ridge Road Bridge replacement (MPMS 13014) both in Tincum Township. DRN also opposes the Stock's Grove Road Bridge replacement project. (MPMS 98221)

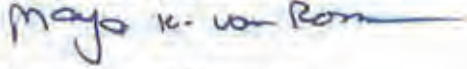
As proposed the TIP process leaves the decision on whether to replace or repair a bridge to PennDOT. Unless the bridge is part of Pennsylvania's Covered Bridge or Stone Arch Bridge program PennDOT routinely opts for replacing rather than repairing historic structures. This has led to a loss of historic resources and the degradation of water quality. The streams these bridges cross have been designated as exceptional value waterways requiring the strictest protections under Pennsylvania law and are included in the Wild and Scenic designation for the Lower Delaware River. Two PennDOT bridge replacement projects in 2011 and 2012 had a negative impact on one of these waterways. Continued loss of these resources could threaten this national designation.

It is also PennDOT's policy to replace single lane bridges with two lane structures. This results in an increase in traffic volume and speeds on these roadways. Experts on roadway safety have also indicated maintaining single lane crossings has a calming effect on traffic reducing speeds in many rural areas.

The Delaware Riverkeeper Network strongly urges DVRPC to designate funding specifically for repairing these bridges.

Please contact me if you have any questions regarding this request.

Respectfully submitted,

A handwritten signature in blue ink that reads "Maya K. van Rossum". The signature is written in a cursive style with a long horizontal flourish at the end.

Maya K. van Rossum
the Delaware Riverkeeper

TIP Plan Comments

From: Stuart, Sarah <sarah@bicyclecoalition.org>
Sent: Monday, June 30, 2014 4:28 PM
To: TIP Plan Comments
Cc: Patrick Starr; John Boyle; Linn, Chris
Subject: Comment on PA 2015-2018 Draft TIP regarding the Circuit
Attachments: County Wrap Spreadsheet V2.xlsx

Dear DVRPC Board,

On behalf of the Bicycle Coalition of Greater Philadelphia and the Circuit Coalition, I am submitting this comments on the Draft PA TIP for 2015-2018.

We applaud DVRPC for including in the TIP an additional \$1Million in a line item for Transportation Alternatives Program in 2018. Our understanding is that that \$1Million was included for Circuit trail projects.

In February 2014, the Circuit Coalition made a formal request to the DVRPC Board asking that it dedicate funding for the Circuit in the next PA TIP. Our understanding is that the \$1Million put towards TAP in 2018 was in response to that request. However, the TIP document lacks any written statement as to what that \$1Million is for. We recommend that the final TIP include a paragraph explaining clearly what the \$1Million will support and provide a clear response to the Circuit Coalition's request.

We are also pleased to see that 9 nine Circuit projects are included in the TIP for approximately \$42 Million. But, we have to note that most of these projects are being funded by old TE, CMAQ or TIGER grants.

By conducting a round robin of calls to county planners, we have determined that there are least 61 Circuit trail projects that have undergone planning and need design/construction funding. I am attaching a list of those projects to this email.

We urge DVRPC to make a concerted effort to develop a process to prioritize and allocate funding for at least the identified 61 Circuit projects in order to maintain a rate of completing ten miles a year by the five SE PA counties. Maintaining such a rate is the only way that the Circuit will get built out and completely connected over the next 25 years. In order for DVRPC's Long Range Plan to be realized, it is imperative that DVRPC determine how the completion of the Circuit will be supported by the Region's own investments.

Sincerely yours,

Sarah C. Stuart

Sarah Clark Stuart
Deputy Director
Bicycle Coalition of Greater Philadelphia
Chair, Circuit Coalition
sarah@bicyclecoalition.org
1500 Walnut Street, Suite 1107
Philadelphia, PA 19102
215-242-9253, x306

Core Circuit Counties	Needs Design and/or Construction Funding	On TIP or has funding
Burlington County		
Delaware River Heritage Trail		
Burlco Planning Commission is working on a TAP application for construction of the segment now called "Route 130 by pass" - The 5 mile segment will connect from the Burlington-Bordentown Road to Roebing mostly using sidepath and existing park trails. 3.5 miles of this segment will be off road.	1	
Rancocas Creek Trail		
Burlco Planning Commission is applying for TCDI grant to conduct a feasibility study from Amico Island to Anderson farm park. Need to figure out how to get around several obstructions: Delanco light rail bridge; route 130 crossing; and an unnamed tributary that needs a pedestrian bridge.	1	
Kincora Trail		
Expect to receive deliverables on Regional Trail Fund feasibility study very soon. Once in hand, Burlco Planning Commission will finalize RFP for design/construction. RTF funding is in hand for construction.		1
2		1
Bucks County		
East Coast Greenway		
Bridge Street - A concept plan has been developed; there are site control issues; plan to apply for funding in 2015	1	
Conrail RR Crossing - In design; going to construction soon. All funding is in place		1
Tyburn Road - Final design is being reviewed by Amtrak; should be under construction in 2015		1
Green Lane - Under construction by PennDOT and Bucks TMA		1
Neshaminy Creek Bridge - will need design and construction funding	1	
D & L Trail Section across Levittown Parkway - mini gap that needs signage		
Bensalem - American Drive to Kings Lane - funding to do final design in the middle of the greenway;	1	
State road - bike lanes	1	
D&L Pedestrian Tunnel		1
Neshaminy Creek Greenway		
Upper Neshaminy - (Chalfont to Forks of Neshaminy) - Trail Feasibility Study almost complete; some portions already constructed; others in design stage; and still others about to be constructed	1	
Middle Neshaminy - (Forks of Neshaminy to confluence with Core Creek) - Trail Feasibility Study just starting	1	
Lower Neshaminy - (Confluence with Core Creek to point at which creek enters Bensalem Township) - Trail Feasibility Study just starting	1	
Bensalem Township portion of Neshaminy - Trail Feasibility study completed as part of Bensalem Township Trail Study. No development or design work taking place at this time.	1	
Route 202 connectors		
Upper State Road to 202 Parkway Connector - Design complete; estimated date of completion is fall 2014		1
Lower State Road to 202 Parkway Connector - Doylestown Township applied for TAP funding Neshaminy to 202 Connector - under construction	1	1

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Solebury Route 202 Gateway Trail – Solesburty Township applied for TAP funding	1	
Twin Streams Park, Chalfont to Lenape Way - in design-estimated completion summer 2015		
Lenape Way to Upper State Road - In design; needs construction funding	1	
Liberty Bell Trail		
Feasibility study complete.	1	
	12	6
Camden County		
Ben Franklin Bridge Ramp		1
Interim trails – Cooper River Partnership plans to apply for TAP funding to stripe bike lanes within City of Camden (from Bridge to north Camden and Cramer Hill)	1	
North Camden Waterfront Park trail is under design - construction funding needed	1	
Baldwin Run - will have sharrows around the whole loop		
Von Nieda trail - design close to completion	1	
Pennsauken-Merchantville Connector - Township applied for Sustainable NJ grant to conduct feasibility study of section from Cove to Haddonfield Road.	1	
Gateway Park - Camden County assigned property rights to CCMUA (Camden County Municipal Utilities Authority)		
Park Drive Bike Trail – out to bid in 30 days		1
Cooper River Park North and South Park Drives - Camden County applying for TAP to install bike lanes, buffered bike lanes & bike boxes.	1	
Cooper River Park Trail - from Grove Street to Challenge Grove the trail is being improved.		
	5	2
Chester County		
<u>Chester Valley Trail</u>		
Phase 3 will open in the fall		1
Phase 4A – (current terminus to Route 30 bypass) funding in place		1
Phase 4B – (Route 30 bypass to Downingtown) C2P2 application submitted for feasibility study	1	
Paoli Connector - Feasibility study underway	1	
<u>Schuylkill River Trail</u>		
Montclare Bridge – C2P2 application submitted for design; construction \$ in place		1
Phoenixville 1 – Nearly complete;		1
Phoenixville 2 – Under construction; should be done by the end of 2014		1
Chester County Phase 2 – (Section on Norfolk Southern ROW); met with NS & Congressman Gerlach; NS will hire their own appraiser to ascertain selling price	1	
Chester County Phase 2 – (PECO section) in preliminary design; still need to secure lease	1	
Connection to 422 Bridge (in North Coventry) –connection is not included in PennDOT bridge project	1	
SRT - Township line Road to 422 (Q20)		1
<u>Struble Trail</u>		
Struble Trail 2 – funding for feasibility study secured in 2013; study not started yet	1	
	6	6
Delaware County		
<u>East Coast Greenway</u>		
Industrial Heritage Parkway 2 – Construction to begin in 2014		1

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Riverwalk to Route 291 – Feasibility study complete but no design or engineering yet	1	
Chester City Trail – title search will start in 2014	1	
Darby Creek Bridge – under construction and should open in summer 2014		1
420 from Heinz to Tinicum Township – Should go to construction in 2014		1
<u>Chester Creek</u>		
Chester Creek Trail 1 - Phase 2 (Middletown and Aston) – Final design complete; almost ready to be bid; construction to begin in 2014		1
Chester Creek Trail 1 - Phase 1 – Feasibility study complete, but no engineering	1	
Chester Creek Trail 2 (Chester City) applied for a C2P2 grant	1	
<u>Octoraro</u>		
Phase 1 - Chester Heights and Concord Townships applied for a 2014 C2P2 grant	1	
Phase 2 – Chadds Ford applied for 2014 TAP to build pedestrian bridges over Harvey Run Creek	1	
<u>Newtown Square Branch</u>		
Upper Darby Township has completed feasibility study	1	
<u>Darby Creek Trail</u>		
Haverford Township has applied for DCNR funding to study segment over West Chester Pike	1	
Haverford Township has applied for PECO funding to study how to get around several private properties near Burmount Road	1	
<u>Forge to Refuge Trail –</u>		
Radnor Township commenced a feasibility study in Spring 2014 for two sections (near Villanova and from Havertown to Millbourne and Philadelphia)	1	
	10	4
Gloucester County		
Gloucester County Connector - on road bike lanes are under construction		1
Glassboro Elk Trail - under design; construction funding in place; 2016		1
Rowan to Chestnut Branch - feasibility study complete; D/E and construction funding needed	1	
Gateway Connector in Woodbury Heights to Mantua - striping project		1
Washington Lake Park - Atkinson Park Connector - needs funding	1	
	2	3
Mercer County		
Lawrence Hopewell Trail		
Province Line section – fully funded; awaiting historic clearance		1
Princeton Pike to Bannister Drive - still being studied	1	
Hopewell 6 (Carter Road East and West) - Sale and conservation agreements needed	1	
Hopewell 5 – County working on securing this segment	1	
Delaware Heritage Trail		

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Trenton section - from D&R canal to Delaware River Heritage Trail in Waterfront Park - feasibility needed	1	
Trenton Riverfront Park to Canal Boulevard - study/design/construction needed	1	
	5	1
Montgomery County		
<u>Pennypack Trail</u>		
Montgomery County Commissioners will be making an announcement soon about the four mile section from Lorimer Park to the Norfolk Southern rail line near Bucks County.		1
Montco Commissioners installed a pedestrian bridge over the Rockledge Tributary and Shady Lane in 2014.		1
<u>Tookany Trail</u>		
PennDOT will be do a rehab of the Adams Road Bridge and improve the section of trail proximate to the project.		1
Cheltenham Township has construction funding for Phase III		1
<u>Cross County Trail</u>		
Plymouth Township is conducting a feasibility study of the section from Germantown Pike to Joshua Road	1	
The section from Joshua Road to Stenton Avenue is still under negotiations/discussion b/w Montco and Ernheim Farms.	1	
Upper Dublin applied for a C2P2 grant and TAP grant for Virginia Drive	1	
<u>Liberty Bell</u>		
Lansdale applied for a C2P2 and TAP grants to build trail in the borough	1	
<u>Powerline Trail</u>		
Montgomery Township completed (Dec. 2013) its feasibility study on the segment from 202 Parkway to existing Powerline trail in Horsham	1	
Horsham Township recently completed missing link between Babylon Road to Kohler Park.		
<u>Chester Valley Trail</u>		
Entire trail is now one project and has undergone engineering. The project should be advertised and construction started in 2015. Construction funding is in place.		1
<u>Schuylkill River Trail</u>		
Manayunk Bridge - Final coordination of construction funds is being worked out between PennDOT and the City of Philadelphia. Construction should start summer 2014		1
Cynwyd Spur - Feasibility study is underway. Funding for design and construction not yet secured.	1	
Betzwood trail head to Port Indian - just resurfaced by Montco		1
Canal Tow Path - Will go to construction in fall 2014.		1
Pottstown - 422 Bridge and Hanover Street		
--Phase 1 - Hanover to Moser Road (along Industrial Highway) is in final design and should be under construction in 2015		1
--Phase 2 - Moser Road to 422 Bridge; needs engineering & construction funding; hopefully finished by 2017	1	
	7	9
Philadelphia		
Poquessing Creek Trail		

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Under construction		1
Tacony - Frankford Creek -		
PPR has applied for DCNR funding for design and TAP funding for construction from North Delaware to Armingo.	1	
PennDOT is constructing the segment from Aramingo to Torresdale as part of the I-95 project. PCPC's feasibility study of the entire section is almost complete		1
Aramingo to N. Delaware	1	
Torresdale to Wingohocking; property acquisition	1	
Pennypack Trail		
Fox Chase Lorimer trail (fox chase station to Montco trail) - PCPC is applying for TCDI for feasibility study	1	
State & Rhawn sidepath preliminary design - will need design/build funding	1	
East Coast Greenway		
Baxter Trail - scheduled to be advertised May 2014; bid in summer 2014; go to construction in fall of 2014		1
Tacony-Holmesburg Gap - in design; should be complete in early 2016; construction funding will be needed	1	
K&T Trail - split into two phases		
Phase 1 from Magee to boat launch is fully designed; should go to construction in late Fall		1
Phase 2 from Princeton Ave to Magee has site control issues	1	
North Bridesburg - no alignment; no property acquired; Streets Dept is lead sponsor; is a road project	1	
South Bridesburg - Gap 1 - ongoing PennDOT project		1
Richmond Street Trail - ongoing PennDOT project		1
Central Delaware Waterfront (Richmond Street to Penn Treaty Park) - conceptual design completed; but ROW issues exist; construction funding will be needed.	1	
Penn Treaty to Sugarhouse - Sugarhouse is building trail on their property; DRWC will start on final design on other section will start later in 2014	1	
Sugarhouse to Penn Street- Sugarhouse will start construction when CSO work is completed.		
Spring Garden Greenway - need final design and construction	1	
Spring Garden to Eakins Oval - bike lanes and signage from 23 rd and Spring Garden to Kelly Drive and 25 th (Joan of Arc entrance to trail) are being installed this spring/summer by Streets Dept with WP funding		1
Cobbs Creek Connector -		
Segment A - in Final Design for that segment and have funding for construction.		1
Segment B - application submitted to complete Preliminary Design of this segment from PA DEP's CZM program and DCNR's C2P2 program.	1	
Segment C has two routes: an on-road preliminary route and an off-road long term route. The long-term route is in the EPA Superfund site and will not come about until after remediation has occurred, and hopefully EPA will build the trail into their remediation. The on-road route will be a combination of signage/sharrows/possibly bike lanes through local streets in the neighborhood for the time being.	1	
Segment D is the "gateway to the Heinz" a cycletrack along Lindbergh Boulevard approaching the Heinz. Funding in hand for Final Design, but construction funding is needed.	1	
Eastwick Connector - Design funding in hand, but construction funding is needed.	1	
Central Delaware		
Spring Garden to Washington Avenue - DRWC is going into final design; construction funding will be needed	1	
Race Street connector - sidepath going west, starting construction in 2014		1
Florist Street connector - DRWC is applying for planning \$ to study	1	

Item ID# C.335, C.365, C.368

Washington to Pier 70 - in final design; construction is funded.		1
Schuylkill River Trail/East Coast Greenway		
Boardwalk - Under construction; late 2014 ribbon cutting anticipated		1
South to Christian - Funding in place for construction; late 2015 completion		1
Christian to Gray's Ferry Crescent - applied for C2P2 for feasibility study	1	
Gray's Ferry Crossing - design complete; seeking construction funding	1	1
Bartram's Mile - construction will be phased; hoping to open a section by 2015; some additional construction funding might be necessary	1	
Schuylkill River Trail		
Ivy Ridge Trail - feasibility study is complete; design and construction funding will be needed.	1	
Wissahickon Gateway - site control issues still being worked out between PPR, PECO and SEPTA; PPR has funding in hand for engineering only. Engineering will start once ROW issue is settled. Construction funding will be needed.	1	
Bartram's to Passyunk - feasibility study going to start soon; design and construction funding will be needed.	1	
Passyunk to Fort Mifflin (Airport Trail) - PCPC submitting TCDI application for feasibility study	1	
Cresheim Trail		
The city is negotiating with PECO on the right-of-way lease agreement and bridge acquisition. A one-mile loop trail has been built with connections to the Wissahickon Trails and Allen Lane train station. Next segment for groundbreaking will connect the current loop trail with the future alignment to the north on the PECO owned railroad right-of-way.	1	
West Park		
Parkside Cynwyd Trail - Pumptrack to County line along SEPTA ROW - PCPC is applying for TCDI for feasibility study	1	
	26	13
Greater Circuit Counties		
Berks County		
Schuylkill River Trail		
Reading to Hamburg -- Two trail miles began to go under construction last year around Leesport Borough. The work, which includes two trail pieces and an on-road segment through the Borough, is slated for completion and dedication this summer.		1
Leesport - additional half mile needs acquisition and design/construction.	1	
Thun Trail - Monocacy Crossing PA 724 Bridge - Pre-engineering work to be completed 2014, and be ready for environmental, design, and construction funds in 2015. Cost will include removal of debris from existing Douglassville river bridge and rehabilitation.	1	

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Thun Trail - Feasibility and pre-engineering work for the Schuylkill River Trail and East Main Street (PA 724) intersection near Monocacy Station in Union Township, Berks County is underway. The original railroad bridge was removed after the Conrail line was abandoned., leaving steep trail sides that empty to an on-grade crossing. The feasibility work will determine the type, size, and location of a replacement overhead bridge structure.	1	
	3	1
Schuylkill County		
Schuylkill River Trail		
Bartram Section -- Auburn Bridge is finished. One more bridge in the Auburn area needs to be built and a second bridge to acquire and swap with construction of a new railroad spur.	1	
Auburn area - Trail property acquisition work, including title research, surveys, and appraisals has begun. Over 18 properties and easements will be needed, involving many private and public property owners over the next two years to construct three trail miles.	1	
Landingville to Schuylkill Haven - No estimate yet. Acquisition funds in hand. Anticipated start of design, assuming a funding source, is 2016	1	
	3	
	Total # of Segments in PA-Core Circuit that need funding	61
	Total Number of Segments in NJ-Core Circuit that need funding	14
	Total # of Segments in Core Circuit Counties that need funding	75
	Total # of Core Circuit Segments that are funded	43
	Total # of Segments in Greater Circuit Counties that need funding	6
	Total # of Segments in Core and Greater Circuit that need funding	81

Item ID# C.336, C.362

Name: Madeline Bell (The Children's Hospital of Philadelphia)

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit. I support funding for all trails in general, and the proposed Schuylkill River Swing Bridge project (Project No. 102274) in particular. It will increase pedestrian traffic across the Schuylkill river and decrease vehicle traffic from center city to University City allowing more Children's Hospital of Philadelphia and Univeristy of Penn Employees to walk and bike to work. Thank you

Comment ID: 587

Item ID# C.337

Name: Julie Slavet (TTF Watershed Partnership)

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. The TTF Watershed Partnership supports additional regional funding for the Circuit through all available funding sources. The network of multi-use trails being designed and implemented through this regional partnership will greatly expand the opportunities for recreation, nonhighway transportation, and access to and use of open green space. This investment will enhance the quality of life in our communities by: providing access to the environmental and recreational assets offered by our creeks and parks; encouraging economic growth in older towns and cities; and attracting new residential and pedestrian-scale commercial development to the neighborhoods and communities along the Circuit. Numerous key projects in the Circuit require design and construction funding to keep the momentum moving forward for this long-term vision. We strongly encourage the DVRPC to provide a higher level of funding in the next years to advance this vision and strengthen the region.

Comment ID: 639



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Wilmington
Community Service Build
100 West 5th St.
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302.691.0112

June 30, 2014

Thank you for the opportunity to comment on the draft FY2015-2018 Transportation Improvement Program. The following comments are submitted by Debby Schaaf and Dennis Winters on behalf of Feet First Philly (a project of the Clean Air Council):

General Comment: Consider Leading Pedestrian Intervals where wide turning radii encourage high-speed turns.

General Comment: More consideration should be given to using median refuge islands at intersections with long pedestrian crossings. Given that medians and pedestrian crossing islands have been identified by FHWA as one of nine "Proven Safety Countermeasures" and that only 3 of the 9 countermeasures address pedestrian safety, median refuge islands should be more widely used.

General Comment: I-95 projects that impact the local street network should seek to improve conditions for pedestrians, for example, through intersection safety, better lighting, new or upgraded sidewalks, and enhancing connections to transit.

Specific Project Comments:

MPMS 17511 City Ave o/SEPTA (bridge) – The bridge rebuild should consider pedestrian stair and ramp connections to both the existing Bala Regional Rail Station and the proposed Parkside-City Line multi-use trail.

MPMS 17581 Bells Mill Road - Project design should consider a shared use sidepath on one side of the road in lieu of sidewalks on both sides.

MPMS 17622 Adams Avenue Bridge Over Tacony Creek SR:1002 - Because the 22.5-foot travel way width of the existing stone-arch bridge provides no room for minimal pedestrian accommodation, bridge replacement should include sufficient width for the construction of sidewalks.

MPMS 17697 Island Avenue Signal Upgrade SR:3013 – Feet First Philly supports the pedestrian improvements include simplifying intersections and extending curbs; we also recommend that improvements consider SEPTA's plan for new ADA accessible trolleys. Consider Leading Pedestrian Intervals where wide turning radii encourage high-speed turns.

Item ID# C.324, C.325, C.326, C.327, C.328, C.329, C.330, C.331, C.332, C.333, C.334, C.338, C.339, C.340, C.341, C.342, C.343, C.344, C.345, C.346, C.347, C.348, C.349, C.350, C.351, C.352, C.353, C.354, C.355, C.356, C.357, C.358, C.359, C.361, C.363, C.364

MPMS 17816 Chestnut Street Bridges at 30th Street - The sidewalks on the Chestnut Street bridges should be widened to match the Walnut Street bridge, and they should have a walking zone of 6 feet clear of any obstructions. The curb radii at the intersection of Chestnut Street and Schuylkill Avenue should be tightened as much as possible.

MPMS 48193 Allen's Lane Bridge over SEPTA R8 Rail Line - The existing sidewalk on the north side is very narrow, approximately 3'. The proposed sidewalk width is 8' for both sidewalks, to match the approach sidewalks. The design should ensure that a walking zone of 6' is maintained clear of all obstructions, on both sidewalks.

MPMS 57276 Montgomery Avenue Bridge Over AMTRAK at 30th Street (CB) SR:7301 - Bridge replacement should include standard width sidewalks and sidewalk replacement on approaches from both W. Greenwood Avenue on the east and W. Sedgley Avenue on the west.

MPMS 57897 Haverford Avenue Signal Modernization - Consider Leading Pedestrian Intervals where wide turning radii encourage high-speed turns.

MPMS 57901 Lincoln Drive - The west side sidewalk should be widened and converted to a shared use path, as recommended in the Pedestrian and Bicycle Plan and the Philadelphia Trail Master Plan, in order to connect Rittenhouse Town with Wayne Avenue.

MPMS 61712 North Delaware Riverfront Greenway/Heritage Trail/K&T Line Item - While project components currently call for 12-foot multiple use trail, experience on similar trail projects elsewhere in Philadelphia indicate this width will quickly become inadequate from demand on the facility. A 16-foot paved trail should be seriously considered in order to provide safety for all users once the full 9-mile trail is completed. (MPMS 61712 contains funding for all four sections represented by the MPMS#'s 61712, 79830, 79832, and 79833)

MPMS 69828 Market Street Bridges Over Schuylkill River and CSX Railroad - To meet the City's sidewalk design standards for Market Street, which is classified as a Civic/Ceremonial Street, the design should ensure that a walking zone of 10' or 1/2 the total sidewalk width, whichever is greater, is maintained clear of all obstructions, on both sidewalks.

MPMS 69913 Grays Ferry Avenue Bridge Over Schuylkill River SR:3021 - While the existing bridge offers one-way bike lanes on each side of travel way, pedestrians are limited to just one 5' wide sidewalk. We understand that the south side of the bridge will be built with a shared use sidepath to accommodate both pedestrians and bicyclists. Bridge reconstruction should include sufficient width to provide expand the north sidewalk. If the north sidewalk will have any furnishings such as lights or sign poles installed in it, it will need extra width. Bridge approach sidewalks should be provided where non-existent.

MPMS 69914 Fifth Street Over Conrail (Bridge) - Once bridge is removed, new roadway should include standard width sidewalks with 6' of walkway width. All sidewalks along new roadway between West Bristol and Hunting Park should be of standard width and repaired or replaced where necessary.

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MPMS 74828 American Cities/Safe Routes to School Phase 3 - , Now that most schools have school flashers, we support the use of these funds for traffic calming and other safety improvements that can benefit pedestrians, among others.

MPMS 70014 Center City Signal Improvements - Consider Leading Pedestrian Intervals where wide turning radii encourage high-speed turns.

MPMS 70243 American Street Streetscape - The excessive crossing distance on American Street should be reduced wherever possible through measures such as curb extensions.

MPMS 72597 Ben Franklin Bridge Operational Improvements - This project needs to factor in pedestrian and bicycle movement through the area and to and from the bridge walkways, particularly the south walkway. Several recommendations are included in Appendix E of the Philadelphia Pedestrian and Bicycle Plan.

MPMS 78758 JFK Boulevard Bridges over 21st/22nd/23rd Streets - We support this project including a shared use side path on the north sidewalk. Will the project include a ramp and stairway connection to 22nd Street?

MPMS 78764 W. Girard Avenue Over CSX (Bridge) – Sidewalks are a major connection between the Parkside neighborhood and Fairmount Park west and the Philadelphia Zoo. Sidewalks included in rehabilitation or replacement of bridge should include sidewalks of sufficient width to provide a minimum of “walking zone” width of 6 feet.

MPMS 80054 Bridges over Vine Expressway (I-676) - Part 3 - We support this project for its many benefits but, as final design advances, we urge that the public be consulted on any change that might affect pedestrian circulation through the intersection.

MPMS 80104 Henry Avenue Corridor Safety Improvements SR:3009 - We support the pedestrian signals and bumpouts. We assume that “advance pedestrian signal timing” means Leading Pedestrian Intervals, and we support this where wide turning radii encourage high-speed turns. Median refuge islands should be considered at excessively wide crossings, and particularly where widening is envisioned, such as the intersection with Hunting Park Avenue. Final design of the Henry Avenue improvements should be coordinated with any findings of the ongoing Lower Northwest District Plan being conducted by the Philadelphia City Planning Commission. What is the purpose of the proposed tree removal, and what will be the effect on pedestrians walking along Henry Avenue, given the fact that Henry Avenue is missing sidewalks for much of its length?

MPMS 81292 Frankford Ave/Frankford Creek (bridge)– The designs for this bridge should consider the proposed Frankford Creek Greenway which will run along the creek below this bridge. The bridge design should include stair and ramp connections. Additionally sidewalk conditions leading up to this bridge are very poor and should be upgraded as a part of this project.

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MPMS 85417 Allegheny Avenue Safety Improvements - Installing median refuge islands should be considered instead of fences. Given the number of unsignalized intersections on Allegheny Avenue, many of the observed mid-block crossings may not be illegal. Consider Leading Pedestrian Intervals where wide turning radii encourage high-speed turns.

MPMS 85419 Erie Avenue Broad to K St - Consider Leading Pedestrian Intervals where wide turning radii encourage high-speed turns. The intersection of Erie/2nd/Sedgley needs simplification to improve safety.

MPMS 87107 School District of Philadelphia Improvement Round 1 - Are all the sidewalk repairs to be done on sidewalks immediately adjacent to the school properties or will consideration be given to improving the walking route on nearby sidewalks that lead to the school and which may be in far worse condition?

MPMS 88767 Bridges over Vine Expressway (I-676) - Part 1 - The curb radii on both northeast and northwest corners of the intersection of the Vine Expressway with 22nd Street should be tightened to shorten pedestrian crossing distances and reduce turning speed. Also, we request that the project descriptions for this and related projects be clarified. For example, preliminary engineering for the 21st and 22nd St bridges is covered under MPMS 80054, but what about final design? What happened to Part 2? The Spring Garden bridge has been broken out to two MPMS numbers that are the same.

MPMS 90482 North Delaware Riverfront Greenway (TIGER) – Trail construction between Allegheny Avenue and Lewis Street should be of sufficient width to provide for safe use by pedestrians and bicyclists alike. Given the use seen on similar multiple use trails elsewhere in the city, a minimum width of 16 feet should be considered.

MPMS 92376 Walnut Lane Bridge over Wissahickon - Some of the approach sidewalks are in very poor condition and should be upgraded with this project.

MPMS 96223 Philadelphia Signal Retiming - Consider Leading Pedestrian Intervals where wide turning radii encourage high-speed turns.

MPMS 98207 I-95 Congestion Management – Congestion mitigation for I-95 should also support non-motorized transportation travel options to SEPTA’s regional rail stations including improved or new sidewalk connections, improving intersections for pedestrian and cyclists near stations, and providing upgraded bus passenger shelters for intersecting lines.

MPMS 102102 North Delaware Avenue Phase 1B – Inasmuch as the new “River Road” is to provide an alternative to the North Delaware Greenway both during the greenway’s construction and after its completion, the project should provide sidewalks of sufficient width to provide for higher than normal use by pedestrians and families with strollers, etc.

MPMS 102279 Traffic Calming Program (ARLE 4) - We support this program of traffic calming and safety measures.

Item ID# C.324, C.325, C.326, C.327, C.328, C.329, C.330, C.331, C.332, C.333, C.334, C.338, C.339, C.340, C.341, C.342, C.343, C.344, C.345, C.346, C.347, C.348, C.349, C.350, C.351, C.352, C.353, C.354, C.355, C.356, C.357, C.358, C.359, C.361, C.363, C.364

MPMS 102280 Broad Street Pedestrian Crossing Improvements (ARLE 4) - We support the replacement of Z-block crosswalks with asphalt and standard markings where it is cost-effective. We also support the test of a partially raised crosswalk in lieu of a standard ADA ramp and believe that similar alternatives should be tested elsewhere in the City.

MPMS 48711, 79908, 79910 I-95 Bridge Street Interchange projects - The Bridge Street interchange project should be designed to improve pedestrian safety and mobility on the street network in the immediate vicinity. Current conditions include missing sidewalks, crosswalks, and pedestrian signals; excessively long crossing distances; poor visibility; and an inaccessible bus stop. Recommendations for improvements are included in Appendix D of the Philadelphia Pedestrian and Bicycle Plan.

Cathedral Park Community Development Corporation

"Restoring the gaps."



P.O. Box 11796, Philadelphia, PA 19101 Day 215\685-5340 Cell 302\897-3458

June 2, 2014

DVRPC

Attn.: Elizabeth Schoonmaker
Manager, Office of Capital Programs
190 N. Independence Mall West, 8th Floor,
Philadelphia, PA 19106-1520

Dear Ms. Schoonmaker:

R.E. MPMS# 17829 52nd/Lancaster Ave. Enhancements SR:0030

It has come to our attention that the DVRPC has a project in their pipeline to improve the intersection of 52nd Street and Lancaster Avenue. As this is the largest intersection in our service area, we are of course, very interested.

This is a proposal that we did some time ago. It also needs to be noted that two recent projects have already resulted in streetscape improvements, both on 52nd Street, and Lancaster Avenue. Sidewalks were replaced, litter baskets supplied, and trees planted. Unfortunately, the primary need here, that of improving traffic flow, has been entirely neglected. Additionally, there has been no coordination of work or adherence to a master plan with the result that some improvements need to be demolished and redone a short distance away.

The fundamental need is to provide for two through traffic lanes entering and exiting the intersection from every direction to speed traffic flow. Both bus pulloffs and a trolley pull-over are needed and we have proposed these, as well as a mini-transfer station and pedestrian islands. Signage is not a significant issue here. Signalization should be reprogrammed.

Please see the enclosed project plans for details.

In sum, the project as described needs to be refocused away from simply streetscape improvements, to intersection redesign.

We look forward to working with you to improve West Philadelphia.

Please note that I will be away until June 23rd so my reply to your response will be delayed.

Yours truly,

A handwritten signature in blue ink, appearing to read "Mark Frog Harris".

Mark Frog Harris, President

Ofc. 215\685-5340

Cell 302\897-3458

52nd & Lancaster

Planning to *Move*

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52nd & Lancaster Intersection Modernization Project

Last updated July 5^h, 2012

By Mark Frog Harris

Intersection Description – The intersection of 52nd Street and Lancaster Avenue is a major one in West Philadelphia. 52nd Street is the largest North\South thoroughfare in West Philadelphia. There is no other North\South route above Lancaster Avenue between Belmont Avenue to the East and 59th Street to the West as the Mainline railroad tracks just to the north create a barrier. This combination of a major route and lack of alternatives make this a choke point where traffic backs up.

Lancaster and Girard Avenues are the largest East\West thoroughfares above Market Street and share the designation of U.S. Highway 30. U.S. 30 is the historic route to the Midwest from Philadelphia. It is now primarily a local route as modern highways and interstates have since been constructed, but it still carries significant traffic. Complicating this intersection is the presence of another major street – Lansdowne Avenue which originates here, runs westward and then southwesterly to the suburbs. The #10 trolley route also turns here.

Of course, with these major streets, this is also a transportation junction. Lancaster\ Lansdowne Avenues have a trolley route (as does Girard Avenue, just to the south at this point) and 52nd Street has 24 hour bus service. A closed railroad station exists immediately to the north of the intersection over the elevated tracks.

Problems – Traffic often backs up here, in all directions, particularly at rush hour. This has recently been aggravated by the completion of a large shopping center immediately to the north of the railroad tracks. Traffic flow is also impeded by trolleys and buses stopping for passengers which blocks a traffic lane, or two, in case of the westbound trolleys, which may block all traffic in that direction. This intersection is not particularly pedestrian friendly because of its width and the need of public transit passengers to cross to transfer, often twice, that is both East\West and North\South.

Design Principles – The application of specific design principles can greatly improve the function of this intersection. They are:

- 1) Have more than one lane for traffic to accumulate in while waiting for the light.
- 2) Have space for more than one lane of traffic to clear the intersection after going through.
- 3) Facilitate left-turning vehicles so they don't block traffic.
- 4) Have left-turn lanes where feasible.
- 5) Make traffic flow natural

- 6) Keep public transit vehicles from blocking traffic while loading and unloading.
- 7) Space public transit transfer stops closely together to minimize the need for passengers to cross streets.
- 8) Protect pedestrians.
- 9) Keep bicycles away from heavy traffic as much as possible.

Proposed Changes – Specific applications of these principles are to:

- 1) Widen the roadway and change lane usage to have two lanes approaching from all five directions.
- 2) Widen the roadway and change lane usage to have two lanes exiting the intersection for all five directions.
- 3) Add early and late left-turn light cycles to flush turning vehicles from traffic lanes.
- 4) Create east and westbound left-turn lanes. (North and southbound already have them and there is very little left-turn traffic from Lansdowne Avenue.)
- 5) Because 52nd Street has a noticeable bend as it crosses Lancaster Avenue, curve the north\south traffic lanes. This also facilitates widening the intersection.
- 6) Create a bus shelter and small support businesses on the southeast corner of the intersection with a bump-in for northbound buses and a pull-over for eastbound trolleys. Remaining space could become public parking. If this lot is developed, the transit amenities can be incorporated into the ground floor.
- 7) Create an island for westbound trolleys on the east side of the intersection and keep the southbound bus stop on the south side of the intersection. This puts all public transit traffic stops towards the southeast quadrant of the intersection.
- 8) Besides the above trolley island, add small pedestrian refuges in the middle of 52nd Street above and below Lancaster Avenue.
- 9) Move the westbound bicycle lanes to Merion Avenue and the eastbound ones to Warren and Master Streets. Move the westbound bikeway to the sidewalk west of 52nd Street on the north side of Lancaster Avenue until the end of the double lanes (merging area). Move the eastbound bikeway west of 53rd Street to the sidewalk in front of the school beginning before the double lanes.

Parking – No parking will be permitted within the bounds of the intersection except for:

- North side of Lancaster between New Deal Lumber's entrance and west to their property line
- West side of 52nd Street south of the bus stop immediately below Lancaster Avenue.

Lane Markings:

- Lancaster Avenue westbound before 52nd Street – left turn only arrow in left lane, straight only arrow in center lane, and right or straight arrows in right lane

- Lancaster Avenue eastbound before 52nd Street and Lansdowne – left turn only arrows in left lane, straight arrow in middle lane, and straight and right turn arrows in right-hand lane
- Lancaster Avenue eastbound before 52nd Street – lane markings same as above
- Lansdowne Avenue eastbound before Lancaster Avenue – right turn only arrows in right lane, right then left arrows in left lane (52nd Street NB only)
- 52nd Street southbound at Lancaster – left turn only arrows in left lane, straight arrows in center two lanes, and right turn only arrows in right two lanes, bus only markings alongside west side traffic island
- 52nd Street southbound immediately below Lancaster – bus only markings alongside west side curb above parking strip, straight only arrows in center lane, and left turn only arrows in left lane
- 52nd Street northbound at Lancaster – left turn only arrows in left lane, straight arrows in center lane, and straight or right turn arrows in right hand lane
- Bicycle lanes – There are no bicycle lanes within the intersection as heavy traffic and complete roadway width use make them unsafe. Bicycle traffic shares sidewalk width north and southbound on 52nd Street above and below Lancaster Avenue (sidewalks are a minimum of 15' wide here) and is diverted around it westbound on Merion Avenue and eastbound via 53rd, Warren, and Master Streets. Bicycle lane markings are green.

Signage:

- 5100 block of Lancaster Avenue north side west of New Deal Lumber property line – no parking, stopping, or standing
- 5100 block of Lancaster Avenue north side in front of New Deal Lumber – no parking, stopping, or standing after 4:30 PM
- 5100 block of Lancaster Avenue eastbound or south side from Bibleway to 100' east of it – no parking during rush hours
- 5100 block of Lancaster Avenue eastbound or south side from 100' east of Bibleway – permit parking at all times
- 5100 block of Lancaster Avenue eastbound or south side from Bibleway to 52nd Street – no parking, or standing (people may need to stop to discharge passengers when trolleys are not present so stopping is OK)

- Lancaster Avenue westbound before 52nd Street – left turn only overhead sign above left lane, straight arrow over center lane, straight or right turn arrows over right-hand lane
- Lancaster Avenue eastbound before Lansdowne Avenue and also before 52nd Street – left turn only overhead signs above left lane, straight arrow over center lane, straight or right turn arrows over right-hand lane
- Lansdowne Avenue eastbound before Lancaster Avenue – right turn only arrows above right lane, right then left turn arrows above left lane (52nd Street NB only)
- 52nd Street southbound at Lancaster – left turn only arrows above left lane, straight arrows above center two lanes, and right turn only arrows above right two lanes
- 52nd Street southbound immediately below Lancaster – bus only signs alongside west side curb above parking strip
- 52nd Street northbound at Lancaster – left turn only arrows above left lane, straight arrows above center lane, and straight or right turn arrows above right hand lane

Right-of-way Changes:

- 52nd Street northbound below Lancaster Avenue – narrow sidewalk alongside library 2' to allow for a second lane of through traffic. The current curb lane is suitable for parking only, which does not occur. Widen roadway past the library to allow for a left turn lane approaching Lancaster Avenue; add a pull-off for the northbound SEPTA bus. This is currently a vacant lot. The owner is in accord with the plan (and wants to develop the lot, but it is too small for his purpose).
- 52nd Street northbound above Lancaster Avenue – widen the roadway to the easternmost arc (see graphics) to straighten the traffic flow through the intersection and allow for moving the southbound left turn lane over to make room for a second southbound through lane, narrow sidewalk from 20' to 15'. King's gas station owner is in accord with this plan and wants to see improvements.
- 52nd Street southbound above Lancaster Avenue – widen the roadway to the westernmost arc (see graphics) around and approaching the island to allow for two right turn lanes, narrow sidewalk from 20' to 15'. Sunoco has been apprised of this plan, but has made no response.
- 52nd Street southbound below Lancaster Avenue – no changes

- Lancaster Avenue eastbound before Lansdowne Avenue – no changes
- Lancaster Avenue eastbound before 52nd Street – narrow sidewalk 2' to allow for two minimum width through lanes beside the left turn lane (existing businesses prevent more sidewalk narrowing), move all street furniture (poles and signs) to curb edge to distance pedestrians from the immediately adjacent trolleys
- Lancaster Avenue eastbound before Bibleway – move curb line in 2' to allow for two minimum width lanes beside the trolley stop curb lane. The lot owner is in accord with the mini transit station concept.
- Lancaster Avenue eastbound after Bibleway – no changes
- Lancaster Avenue westbound before King's gas station (alongside New Deal Lumber) – move curb and property line up (roughly north) 6' to maintain loading area for customers and allow for two lanes of through traffic approaching new minimal size trolley island and additional traffic build-up area for the right-hand lane during the evening rush hour after New Deal closes. New Deal is willing if they come out financially whole or better. The sidewalk is wide enough to take 6' off of it if negotiations fail.
- Lancaster Avenue westbound before 52nd Street – Widen roadway 12' and move narrowed sidewalk up to allow for two lanes of through traffic alongside new minimal size trolley island. (See King above.)
- Lancaster Avenue westbound after 52nd Street – widen roadway 6' exiting the intersection narrowing down to zero past the gas station to facilitate two lanes of through traffic merging together after clearing the intersection. (See Sunoco above.)
- Lansdowne Avenue eastbound before Lancaster Avenue – narrow sidewalk 2' from 53rd Street to Lancaster to allow two lanes of traffic to build up
- Lansdowne Avenue westbound west of Lancaster Avenue – widen roadway 6' exiting the intersection narrowing down to zero past the stores. The owner and his tenant are favorable.
- Note: there are no structures in any of the proposed right-of-way change areas.

Shared sidewalks:

- Are marked with bicycle symbols at intervals
- Have a green separator line.

- Have signposts and small and narrow street furniture like light poles and fireplugs moved to the separator line to promote separation of bicycles (and other wheeled non-motorized traffic) from pedestrians.
- Large street furniture, e.g. mailboxes, benches, baskets, is placed away from the street.
- The sidewalk on the east side of 52nd north of the rear entrance to the shopping center will need to be widened. There is sufficient space for this.

Updates: At the Rt. 30 Corridor meeting of the DVRPC in November, 2010, a suggestion was received to add a trolley stop at the SEC of 53rd and Lansdowne. This is not workable, as detailed elsewhere.

It was also suggested that greening the vacant lot there would be beneficial. This is true, but would have to be limited to the northern edge as it is used for parking. Later discussions with WPFSI revealed a plan to entirely redevelop the south side of the intersection. These would remove this corner and render these two points moot.

The author came up with the idea of moving the WB trolley tracks two feet to the north to allow for a wider EB to go north left-turn lane on Lancaster Avenue. This would make sense. However, if a recent redevelopment plan changes the south side of the intersection it would be a moot point so it has not been included as of this point.

Update – WPFSI: This original plan took as a given that the buildings on the south side of the intersection between Lansdowne Avenue and 52nd Street would remain. WPFSI has been trying to trigger new construction at this intersection. Their plans call for redevelopment of this side of the intersection. This would be beneficial as the roadway could then be widened southward, and not only to the north.

Another one of their ideas is been to reroute Lansdowne Avenue so it connects to Lancaster Avenue closer to 54th Street. This would simplify the main intersection at 52nd and Lancaster by making it four-way, instead of five-way. It also would allow a much longer build-up area for east to northbound vehicles. Additionally, the immediate lane change, or crossover from Lansdowne Avenue eastbound to turn left on Lancaster Avenue to go northbound on 52nd Street would be eliminated.

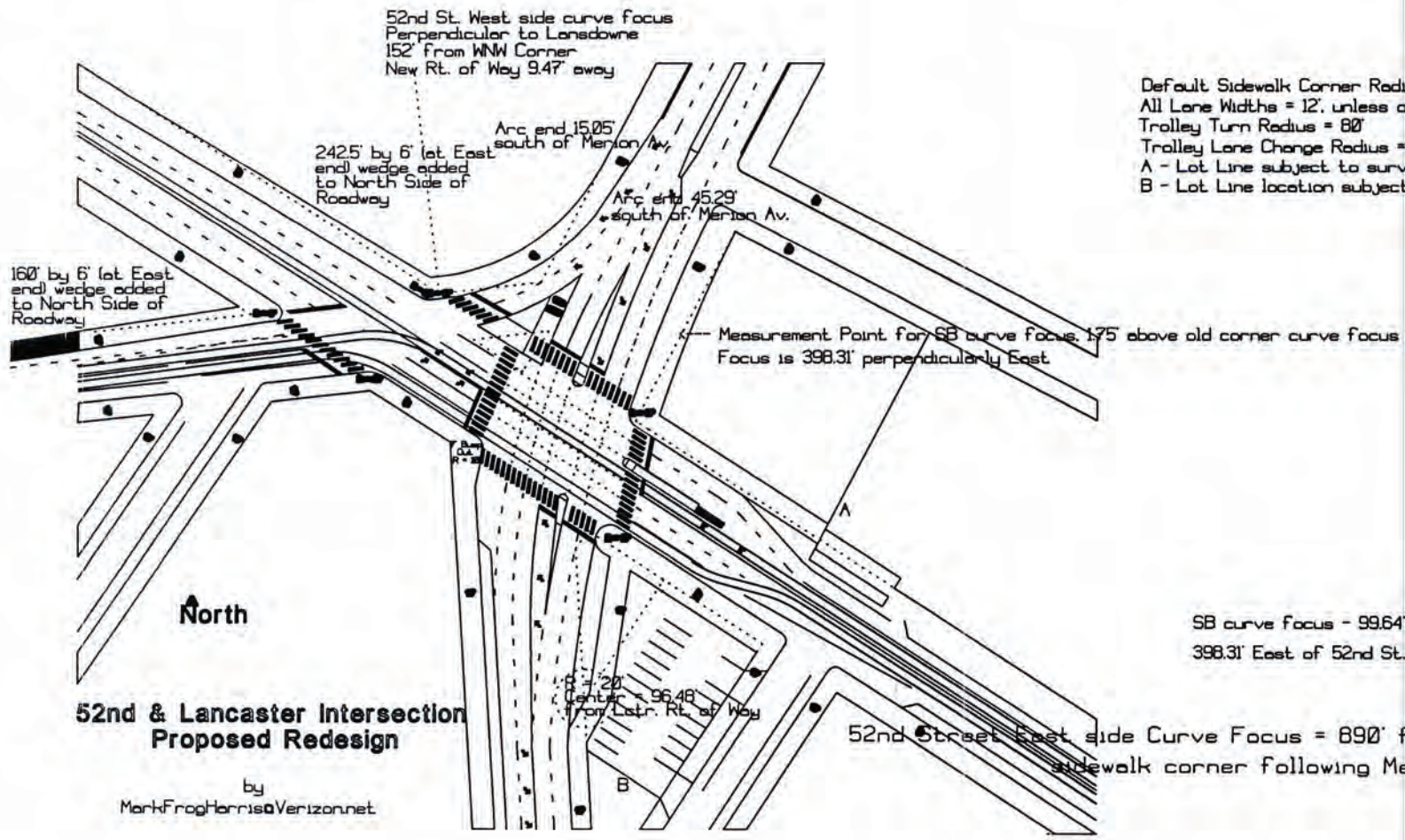
They have had renderings made by Philadelphia University students showing new construction. Of particular interest was a plan to reroute Lansdowne Avenue to Lancaster Avenue by terminating Lansdowne Avenue where the animal hospital was and constructing a new roadway through that property to across from the western end of the Sunoco gas station. A connector ramp would be built from southbound 52nd Street around the back of the Sunoco gas station. This is intended to allow this traffic to



North

52nd & Lancaster Intersection
Proposed Redesign

by
MarkFrogHarris@Verizon.net



Default Sidewalk Corner Radius - 6'
 All Lane Widths = 12', unless otherwise indicated
 Trolley Turn Radius = 80'
 Trolley Lane Change Radius = 80'
 A - Lot Line subject to surveyor adjustments (is irregular)
 B - Lot Line location subject to surveyor adjustment

SB curve focus - 99.64' above North Side of Lancaster
 398.31' East of 52nd St., both measured perpendicularly

**52nd & Lancaster Intersection
 Proposed Redesign**

by
 MarkFrogHarris@Verizon.net

52nd Street East side Curve Focus = 890' from SEC of Merion Ave
 sidewalk corner following Merion Avenue South side

Roadway Usage

North facing

52nd St. at North end of NWC Island

Rt.	Rt. Turn	Left	Rt. Turn	SB Thru, Rt.	SB Thru, Left	SB Left Turn	NB Thru, Left	NB Thru, Rt.	Total Width	Source	Ped. Time
									Less Existing	= Additional	
	11		11	12	12	10	12	12	80 60	20 6'	22.9

52nd St. at North side of Lancaster

Old Ped Island				SB Thru, Rt.	SB Thru, Left	SB Left Turn	NB Thru, Left	NB Thru, Rt.	60 60	0	17.1
				12	12	12	12	12			

52nd St at South side of Lancaster

SB Bus Stop	SB Merge	SB Thru	NB Left Turn	Ped. Island	NB Thru, Left	NB Thru, Rt.	Bus BumpIn	Total Width	Source	Ped. Time
15	12	12	12	6	12	12	14 95 50	45	Ped. Isl. is in Skew Adjustment	27.1
7				6			14 27		Less Total Adjs., Inc Bus Stops	
									18 = Net additional street width on E side.	
									This comes from the new curve.	

52nd St. at Media

W. side pkg.		8	12	10	11	11	52 50	2 2'	from E side	14.9
									Sidewalk is narrowed from 15 to 13'.	

West facing

Lancaster at East side of 52nd St

Trolley Lane	9	8	10	9	6	10	10	62 50	12 2'	from S side, 10' from N side	17.7
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Lancaster at West side of 52nd Street

EB Thru, Rt.	10	10	8	8	10	10	56 50	6 2'	from S side, 4' from N side	16.0
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Lancaster at West side of Lansdowne

EB Thru, Rt.	12	12			14	12	50 50	0	N side Rt. Of Way is widened	14.3
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Lancaster 100' West of Lansdowne

EB Thru, Rt.	12	12			14	4	8 50 50	0	Bike lane returns to street from sidewalk.	14.3
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Lansdowne at Lancaster

EB Thru, Rt.	10	10			10	10	40 34	6 6'	from N side	11.4
									N side Rt. Of Way is widened.	

Note: Pedestrian speed is limited to 3.5 feet per second.

52nd & Lancaster Light Timing

-----Lansdown - Lancaster Light-----						-----52nd & Lancaster Light-----						Walk		
Lndn. EB SB from 52		Lctr. EB		Lctr. WB		Island Walk NB		NB Left Tn. SB		SB Left Tn. EB		WB		Dir.
Color	Time	Color	Time	Color	Time	Color	Time	Color	Time	Color	Time	Color	Time	
Cycle Step Number:														
↓													↓	
1 G	5 RD	5 RD	5 G	5 W B	5 RD	5 G	5 RD	5 G	5 RD	5 RD	5 RD	5 Island		1
2 Y	4 RD	4 RD	4 Y	4 D	4 RD	4 Y	4 RD	4 Y	4 RD	4 RD	4 RD	4		2
3 R	38 G W	38 G W	38 R	38 D	38 G W	38 R	38 G W	38 R	38 RD	38 RD	38 RD	38 N & S		3
4 R	4 Y D	4 G W	4 G	4 D	4 Y D	4 R	4 Y D	4 R	4 RD	4 RD	4 RD	4		4
5 G	5 RD	5 RD	5 G	5 W B	5 RD	5 G	5 RD	5 G	5 RD	5 RD	5 RD	5 Island		5
6 Y	4 RD	4 RD	4 Y	4 D	4 RD	4 Y	4 RD	4 Y	4 RD	4 RD	4 RD	4		6
7 G	5 G W	5 RD	5 R	5 D	5 RD	5 R	5 RD	5 R	5 G W	5 G W	5 G W	5 E & W		7
8 Y	4 Y D	4 RD	4 R	4 D	4 RD	4 R	4 RD	4 R	4 G W	4 G W B	4	4		8
9 R	38 RD	38 G W	38 G	38 W B	38 RD	38 R	38 RD	38 R	38 G W	38 G W B	38 Island			9
10 R	4 RD	4 Y D	4 Y	4 D	4 RD	4 R	4 RD	4 R	4 Y D	4 Y D	4			10
11 G	5 G W	5 RD	5 R	5 D	5 RD	5 R	5 RD	5 R	5 G W	5 RD	5 Island			11
12 Y	4 Y D	4 RD	4 R	4 D	4 RD	4 R	4 RD	4 R	4 Y D	4 Y D	4			12
	120	120	120	120	120	120	120	120	120	120	120	120		
Total Light Cycle length in seconds														

Variables:

Name	Value in seconds	Label
Advance Turn Time	5	AdvTurnVal
Late Turn Time	5	LateTurnVal
Clear Time\Yellow Light Time	4	ClearVal
Proceed Time, Long	38	PcdValLg
Proceed Time, Short	30	PcdValSh
Wait Time	5	WaitVal

Light Color Codes:

- Y - Yellow\Amber
- G - Green
- R - Red
- W - Walk
- D - Don't Walk
- B - Bicycles cross 52nd Street , WB

Cycle Step Number:

- ↓ **Description**
- 1 Early N & S left turns, Lnsdn. Rts.
- 2 Stop Early Left turns
- 3 NB & SB traffic flows
- 4 Stop NB & SB flow
- 5 Late N & S left turns, Lnsdn. Rts.Y61
- 6 Stop Late Left turns
- 7 Early E & WB left turns, Lnsdn. Rts
- 8 Stop Early left turns
- 9 Full EW flow
- 10 Stop EW traffic flow
- 11 Late E & WB left turns, Lnsdn. Rts
- 12 Stop Late left turns, Lnsdn. Rts

Notes: There is NO separate light cycle for Lansdowne Avenue traffic as it gets an opportunity to flow with each of the four left turn cycles.

Option: allow N & SB left turns on a yellow light while N & S traffic flows

Island means Walk to\from NW island. This requires that SB right turning traffic from 52nd Street be stopped.



June 30, 2014

Delaware Valley Regional Planning Commission - DVRPC
190 N Independence Mall West
8th Floor
Philadelphia, PA
19106-1520

Re: Additional comments for draft DVRPC fiscal year 2015-2018 Transportation Improvement Program (TIP) for Pennsylvania.

Dear sirs and madams:

I am writing to provide additional comments which supplement my letter to you dated June 26, in which I stated the opposition of the Delaware Riverkeeper Network to inclusion in the draft 2015-2018 TIP of the PennDOT project to replace the existing one-lane Headquarters Road Bridge in Tinicum Township, Bucks County with a two-lane bridge (MPMS 13716). In my letter I also stated our opposition to similar bridge replacement projects, including Clay Ridge Road Bridge (MPMS 13014) and Strock's Grove Road Bridge (MPMS 98221). These additional comments are a written confirmation of the oral comments made by our consultant, Mark Stout, at your June 26 public meeting. These comments are based on research done for the Headquarters Road Bridge project but also apply to similar bridge replacement and widening projects in Upper Bucks County.

The TIP, as you know, is required under federal law and regulations to conform to and implement the MPO's long-range plan. We believe that inclusion of the Headquarters Road Bridge, in its present scope of work as replacement of the 200-year old one-lane bridge with a new two-lane bridge, directly contradicts the goals, objectives, and strategies of the DVRPC long-range plan, *Connections 2040*.

Manage Growth and Protect the Environment is the first of four core principles of the plan, which notes that between 1970 and 2010, 345,000 acres of open space were lost to development in the region. Continued sprawl development of this magnitude could have disastrous effects.

The DVRPC plan identifies the many benefits of effective growth management and open space preservation in the greater Philadelphia region:

- Limits the need for expensive future infrastructure,
- Preserves natural features, important for water quality, biodiversity, air quality, reducing flooding, personal health, and other benefits,
- Prevents the expansion of suburban development into rural communities,
- Protects the context and integrity of historic sites and cultural landscapes,
- Decreases dependence on personal automobiles, and
- Preserves farmland and promotes agriculture.

The plan sets out to promote growth management first of all by defining a Land Use Vision. The Vision identifies a range of Centers – from the Metro Center (focused on Center City Philadelphia) to rural centers – where growth should be concentrated. All of the land surrounding the Centers is allocated into four broad categories: Infill and Redevelopment, Emerging Growth, Rural Resource Lands, and a Greenspace Network. The objective of the Vision is to promote “a clean and sustainable environment, where key natural resource areas and agricultural lands are protected, open space is provided in an interconnected network, and most new growth is concentrated in identified Centers and as infill and redevelopment in areas previously developed.”

The 2040 Land Use Vision classifies most of Tinicum Township (the location of the Headquarters Road Bridge) as *Rural Resource*, with some corridors designated as part of the *Greenspace Network*, and a few pockets of *Infill and Redevelopment*.

Rural Resource Lands are defined in the plan as “agricultural, natural, and rural areas worthy of heightened preservation efforts by governments and nonprofit land trusts.” These areas may contain both villages and scattered suburban development – as Tinicum Township does – but “they remain mostly intact and their integrity can be maintained through strategic acquisitions and easements, land use regulations and good stewardship, and appropriate forms of growth.” Tinicum Township is, in fact, mostly intact, with one-third of all land already legally preserved open space and the entire township subject to rigorous zoning to prevent inappropriate development.

The *Greenspace Network* is intended to be an “interconnected system” of parks, forests, meadows, stream corridors, and floodplains. Tinicum Township is crossed by three corridors extending to other municipalities – the Delaware River, the Tinicum-Nockamixon, and the Tohickon Creek corridors – plus a spur along the Tinicum Creek.

Infill and Redevelopment in Tinicum Township consists of a few patches of village and suburban development plus the Route 611 corridor.

In addition to classifying lands into these broad categories, the long-range plan also designates *Conservation Focus Areas*. Tinicum Township is almost entirely encompassed by four Conservation Focus Areas: the Palisades in the north, the Tinicum Watershed in the center, the Tohickon Watershed/Nockamixon in the south, and the Delaware River in the east.

Clearly, Tinicum Township exemplifies an area deserving of high levels of environmental protection and strict limits on undesirable growth.

Item ID# C.370

The existing roadway network in Tincum Township is appropriate to the Rural Conservation Zone characteristics of the land use. The roads are generally narrow and winding, with significant horizontal and vertical curvature. There are several gravel roads – protected by ordinance – and three fords. Two-thirds of the bridges in the township are one-lane bridges, including one-half of the bridges owned by PennDOT.

In addition to other damage caused to environmental, historic, and community values, projects to replace one-lane bridges with two-lane bridges in this area are clearly contradictory to the principles of *Connections 2040* and therefore cannot be included in the TIP.

Thank you for the opportunity to provide these supplementary remarks.

Respectfully,

A handwritten signature in blue ink that reads "Maya K. van Rossum". The signature is written in a cursive style and is positioned above the printed name.

Maya K. van Rossum
the Delaware Riverkeeper

Public Comments Received After the

May 30, 2014 – June 30, 2014

Public Comment Period

TIP Plan Comments

From: lauran schultz [REDACTED]
Sent: Monday, June 30, 2014 5:15 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because attracting and retaining knowledge-based workers is vital to the economic vitality of the Philadelphia metro area. Quality of life concerns such as multi-use paths play an important role in where people choose to live. Highly educated and skilled people have many options for where they choose to live. Other factors such as safety, health care and the arts play a role as well of course. However, healthy recreational options have become increasingly significant over time. This trend is likely to continue. Knowledge-based cities such as New York, Portland and Denver are making major infrastructure investments in multiuse paths. The comparatively small investments needed to further the Circuit will certainly reward the metro area with increased tax revenue both directly and indirectly. Much has been accomplished over the years in the development of the Circuit but it is still fragmented. It is a significant need to connect the pieces so that it becomes truly a "Circuit". Thanks much, Lauran Schultz

lauran schultz
[REDACTED]
Philadelphia, PA 19102

TIP Plan Comments

From: Alli Hossack [REDACTED]
Sent: Monday, June 30, 2014 5:53 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because riding is great for our me mental and physical Health, plus it gives folks a reason to be proud of our wonderful count of Philly.

Alli Hossack
[REDACTED]
Philadelphia, PA 19123

TIP Plan Comments

From: Gordon Laubach [REDACTED]
Sent: Monday, June 30, 2014 6:04 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because trails are wonderful recreation for Kurds and family's.

Gordon Laubach
[REDACTED]
media, PA 19063

TIP Plan Comments

From: Katharina Fachin Lucas [REDACTED]
Sent: Monday, June 30, 2014 6:54 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because the trails benefit every age group. Over the last three years I see more and more people on the trails. We ride with our three children. It keeps families strong and individuals healthy. Trails give us a safe place to exercise and have fun for free. This is recreational access for all income levels. We especially like that there is even a playground next to the trail so we can stay even longer:)

Katharina Fachin Lucas
[REDACTED]
Chester springs, PA 19425

TIP Plan Comments

From: Margaret Stephens [REDACTED]
Sent: Monday, June 30, 2014 6:56 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for including \$1 million towards the Circuit in the 2015-1018 TIP. I urge you to dedicate additional regional funding for the Circuit because we need more safe, accessible routes for walking, cycling, healthful exercise and enjoying the outdoors. As an avid cyclist, I know the value of trails.

Margaret Stephens
[REDACTED]

Philadelphia, PA 19130

TIP Plan Comments

From: Judy Perrine [REDACTED]
Sent: Monday, June 30, 2014 7:27 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because Schuylkill Swing Bridge can connect communities.

Judy Perrine
[REDACTED]
Collingswood, NJ 08108

TIP Plan Comments

From: William Demarest [REDACTED]
Sent: Monday, June 30, 2014 9:14 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because we, quite frankly, we cannot build trails and bikeways quickly enough for this region. I ride regularly in Delaware County, many times on bike paths and connections that are already in existence and on the maps and many are subpar and disappointing. More importantly, many stretches of the Circuit are still dangerous to use.

Any additional funding that can be spent on the Circuit will be money well spent. We have miles to go before we sleep and miles to go before the Circuit is the alternative pathway envisioned for the 21st century in Delco. Let's make it happen sooner rather than later.

Many thanks for your works so far.

W. David Demarest

William Demarest
[REDACTED]

Glenolden, PA 19036

TIP Plan Comments

From: A. Michael Broennle [REDACTED]
Sent: Monday, June 30, 2014 11:08 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because trails at 0.9% of the TIP budget are underfunded. Trails are used for commuting, recreation and encourage healthy exercise. Much effort has gone into designing the Circuit, a 750 mi connected network of regional trails. To implement this vision we encourage increased support in future TIPs. Please reduce the need for folks to drive to the nearest trail by increasing support for the Circuit!

A. Michael Broennle
[REDACTED]
W Chester, PA 19380

TIP Plan Comments

From: Scott Fleischer [REDACTED]
Sent: Monday, June 30, 2014 11:46 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because the trails are a resource for all who live in montgomery county. They allow us to safely bike, walk, run, skate away from our dangerous roads which often bring us dangerously close to fast moving cars. They get us to quiet places through forests and fields. Any one who uses them to exercise feels refreshed. But the current system leaves many gaps. Please provide funding to complete these trails.

Scott Fleischer
[REDACTED]

Dresher, PA 19025

TIP Plan Comments

From: Michael Szura [REDACTED]
Sent: Tuesday, July 01, 2014 7:20 AM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because Philadelphia has a significant biking population and this resource would provide a tremendous benefit for the dollars spent!

Michael Szura
[REDACTED]
Philadelphia, PA 19147

TIP Plan Comments

From: Manbeck, Natasha <nmanbeck@mcmahonassociates.com>
Sent: Tuesday, July 01, 2014 10:38 AM
To: TIP Plan Comments
Cc: rwaltermyer@chesco.org; Rudy, Joe; Stephen Sullins (ssullins@downingtown.org);
Murphy, Richard; Schoonmaker, Elizabeth; Sidney A. New (snew@gfnet.com)
Subject: Draft FY2015 Comment for MPMS 14354 - Chestnut Street Bridge

This comment is submitted on behalf of Downingtown Borough requesting your consideration for this technical correction on the Draft FY2015 Transportation Improvement Program (TIP).

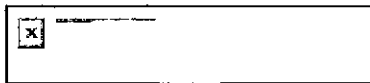
Project: Chestnut Street Bridge over Amtrak/SEPTA R5 Rail Line
County: Chester
MPMS Number: 14354

Comment: The Chestnut Street Bridge Replacement project is programmed on the Draft FY2015 TIP with 80% federal funds (BOF) and 20% local funds. On the FY2013 and prior TIPs, as well as the Borough's reimbursement agreement with PennDOT, the share of programming/funding has been 80% federal, 20% state, and 5% local. The Borough requests that the Draft FY2015 TIP be revised to reflect programming of 80% federal, 15% state, and 5% local funds for the construction phase. This will be consistent with prior commitments and agreements for the project. The Borough has led design of the replacement for this orphan bridge with the understanding of a state funding commitment of 15%. The Borough is prepared to submit the Final PS&E Package, pending finalization of right-of-way and construction agreements with Norfolk Southern and Amtrak and hopes to let the project for construction in 2014.

Please let me know if you have any further questions regarding the programming comment or the status of the project.
Thank you-
Natasha

Natasha Manbeck, P.E., AICP
Project Manager

McMahon Associates, Inc.
840 Springdale Drive
Exton, Pennsylvania 19341
p: 610.594.9995 x 5105
f: 610.594.9565
nmanbeck@mcmahonassociates.com



New England | Mid-Atlantic | Florida

Important notice to recipients:
Copies of documents that may be relied upon by you are limited to the printed copies (also known as "hard copies") that are signed and sealed by the Engineer and/or Land Surveyor. Files in electronic formats, or other types of information furnished by the Engineer and/or Land Surveyor to you such as text, data or graphics are for your convenience only. Any conclusions or information obtained or derived from such electronic files will be at the user's sole risk. When

transferring documents in electronic formats, the Engineer and/or Land Surveyor makes no representation as to long-term compatibility, usability, or readability of the documents resulting from the use of software application packages, operating systems or computer hardware differing from those used by McMahon Associates, Inc. at the beginning of the project.

TIP Plan Comments

From: Justin Miller [REDACTED]
Sent: Tuesday, July 01, 2014 12:56 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I will use uncompleted segments of the Circuit to commute from my home in Lower Merion Township to my job in Center City Philadelphia. I also ride the trails recreationally with my three children, ages 8, 11, and 14. The more miles of trail completed, the more the trails will be used!

Very truly yours,

Justin Miller (and three children)

Justin Miller

[REDACTED]
Bala Cynwyd, PA 19004

TIP Plan Comments

From: Mary Schmitt [REDACTED]
Sent: Tuesday, July 01, 2014 5:57 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because my friends and I are big bike riders. The Schuylkill River Swing Bridge is a most important project. It will complete the Schuylkill River Trail to Bartram's Garden.

Mary Schmitt
[REDACTED]
Wayne, PA 19087

TIP Plan Comments

From: Steven Nocella [REDACTED]
Sent: Wednesday, July 02, 2014 5:08 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Steven Nocella
[REDACTED]
Philadelphia, PA 19148

TIP Plan Comments

From: Isabel Melvin [REDACTED]
Sent: Thursday, July 03, 2014 2:02 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because our kids and adults need a break from cars and traffic. We have beautiful natural beauty that needs to be accessed, especially in my town Upper Darby.

Isabel Melvin
[REDACTED]
Lansdowne, PA 19050

TIP Plan Comments

From: William McDevitt [REDACTED] >
Sent: Friday, July 04, 2014 11:26 AM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

William McDevitt
[REDACTED]
Drexel Hill, PA 19026

TIP Plan Comments

From: Edward Williams [REDACTED] >
Sent: Friday, July 04, 2014 12:00 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Edward Williams
[REDACTED]
Glen Mills, PA 19342

TIP Plan Comments

From: Patrick Carrow [REDACTED] >
Sent: Sunday, July 06, 2014 10:25 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Patrick Carrow
[REDACTED]
Philadelphia, PA 19147



CHESTER COUNTY CHAMBER
of Business & Industry
- Chamber of Influence -

TIP Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106

July 2, 2014

To whom it may concern:

At this time, the Chester County Chamber of Business and Industry would like to provide comments during the public comment period for DVRPC's Draft FY 2015-2018 TIP for Pennsylvania.

As the federally designated Metropolitan Planning Organization, the Chester County Chamber of Business and Industry understands DVRPC's responsibility for developing the Transportation Improvement Program (TIP) and that the TIP is the *regionally* agreed-upon list of priority projects, as required by federal law, and goes through a major update every other year. We understand that the TIP document must list all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant which also includes all other state-funded capital projects. These projects may be multimodal and include bicycle, pedestrian, freight-related projects, and innovative air quality projects, as well as the more traditional highway and public transit projects.

Due to the funding uncertainty prior to the passage of Act 89, we recognized the need to scaled back 12-year plan thus drastically reducing the projects on the TIP to those only deemed of significant impact, safety or economically. With projects of significant impact and investment such as US 202 Section 300 being completed in the next year, and the removal of US 30 and US 202 Section 100 from previous TIPs, and their design work halted by PennDOT, Chester County has no big "shovel ready" projects to move onto the proposed TIP. As a consequence, the Chester County Chamber of Business and Industry is concerned that the funding on the TIP for Chester County is dropping to \$163 million, the lowest of all 5 PA counties. We believe this may have a long term impact on Chester County.

Chester County will be faced with unique challenges while improving the efficiencies of our road, bridge and highway infrastructure. In the next four years, \$7 million is programmed for preliminary design and engineering for US 30 under a federal earmark that will be lost if not obligated. Currently on the TIP there are no other monies programmed for US 30 from PA10 to the Exton Bypass. Under the current 12 year program it shows that \$142.7 million is scheduled in fiscal years 2019-2022 for construction of the "western" section of US 30 from PA 10 to Reeceville Road. This would include new interchanges at PA 82 and Airport Road. Listing these projects on the second or third 4-years of the 12 year program provides no guarantee that funding will actually be available in future TIPS. The 12 year program also shows \$16.6 million scheduled for design, engineering and right-of-way in Fiscal years 2020-2026 for the

“eastern” section of the US 30 Downingtown Bypass but there are no provisions for construction of any improvements on the “eastern” section of US on the TIP or 12 Year Program. This means that any work to solve the congestion on the US 30 Downingtown Bypass and Rte. 322 would be somewhere past 2026 or 15 to 20 years from now. As currently scheduled this would result in an “improved” 4-lane section of US on the west from PA 10 to Reeceville Road and an improved and fully-functional Exton Bypass, with a failing, substandard, and congested section of the Downingtown Bypass remaining in-between.

We encourage DVRPC to amend the TIP to provide opportunities for Chester County to hence key corridors and intersections and to create highway and road efficiencies throughout the County.

Sincerely,

A handwritten signature in black ink, appearing to read 'Guy Ciarrocchi', written over a horizontal line.

Guy Ciarrocchi, Esq.
President & CEO

Chester County Chamber of Business & Industry

cc: Tim Phelps, TMACC
Ryan Costello, Chester County Commissioners
Ronald Bailey, Chester County Planning Commission
Chester County Legislative Delegation

TIP Plan Comments

From: Thomas Holstein [REDACTED]
Sent: Wednesday, July 09, 2014 9:08 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit. And NOW.

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because if you are a daily rush-hour driver like me, you know traffic on our already overused highways isn't going to get any better. Offering commuting alternatives such as but not limited to walking and cycling trails will not only reduce highway congestion, it will also provide health benefits for those who take advantage of it.

Not only is building the trails important, building them right the first time is important. Adding \$1 million towards the Circuit is all well and fine but if you don't give the users what they want--cyclists especially--it's money wasted instead of money invested. Stone/gravel surfaces are unacceptable if we want to encourage people to use bicycles on the trail. A relatively cheap remedy for this is cinder-based trails. A prime example of one is the portion of the Schuylkill River Trail (SRT) now open in Chester County. If Montgomery County could put that same surface on its Perkiomen Trail, everyone would be delighted, and there would be substantial cost savings vs. paving that trail.

Norristown and Conshohocken have seen measurable economic benefits from the SRT. Other communities on or near the trail will cash in as well as users spend their dollars on goods and services nearby.

Conservatives especially will say that if we want things like this we should pay for them with our own money. I'm all for that concept, but you know what? We'd have to sell a hell of a lot of candy or magazines to raise \$1 million for trail building. For projects of this magnitude we need government financing to help us.

Thomas Holstein
[REDACTED]

Limerick, PA 19468



The ARAMARK Tower
1101 Market Street
Philadelphia, Pennsylvania 19107-2994

Howard M. Neukrug
Commissioner

To: Delaware Valley Regional Planning Commission
From: Chris Crockett, Jessica Noon, Nicole Hostettler Philadelphia Water Department
Subject: DVRPC *Connections 2040* Amended Transportation Investments & 2015 PA TIP Comments
Date: July 1, 2014

Please accept the below comments from the Philadelphia Water Department (PWD) as part of the public comment period for the draft *Connections 2040* plan amendments, a plan for greater Philadelphia. PWD is embarking on year 4 of its implementation path for the innovative *Green City, Clean Waters* program to manage stormwater and reduce combined sewer overflows through the citywide application of green stormwater infrastructure, in order to meet federal and state mandates.

PWD applauds the integration of stormwater management and green stormwater infrastructure into the *Connections 2040* plan and 2015 Transportation Improvement Program (TIP) by DVRPC.

Specifically, PWD supports the new project benefit criteria for TIP projects, adopted by the DVRPC Board in February 2014:

- Air quality/Green design category
 - 0.5 points awarded for designs that incorporate bioswales/rain gardens, tree trenches, vegetated medians/bump-outs, and naturalized stormwater basins
 - 0.5 points available to projects that incorporate other forms of "green design" such as porous pavement, recycled materials, alternative energy, etc.

PWD works closely with the Streets Department, the Commerce Department, PennDOT and other agencies to integrate green stormwater infrastructure program into transportation investments whenever feasible. Incorporating stormwater management early into the design process will provide PWD with greater ability to successfully partner on such projects and will result in more comprehensive investments.

PWD made significant advances in its Green Streets program since its inception in 2011, with over 200 green streets projects either in the ground or underway [www.phillywatersheds.org/BigGreenMap]. This year, PWD completed its Green Streets Design Manual, a guide for City departments, consultant, private developers and other partners that provides standardized details for green stormwater interventions suitable to a variety of urban street typologies [www.phillywatersheds.org/GSDM].

PWD hopes to continue to grow its partnerships to incorporate green stormwater infrastructure into all Philadelphia-based projects funded by the TIP and peripheral funding streams such as Transportation Alternatives Program [TAP] in the future.

Murphy, Richard

From: Meconi, Jane
Sent: Wednesday, July 23, 2014 10:16 AM
To: Schoonmaker, Elizabeth; Murphy, Richard; Hui, Kwan
Subject: FW: State Route 3 (Market Street) in Millbourne

Hello--

Elizabeth, here is the comment we just spoke about, to be included in the TIP public comments. Thanks!

-----Original Message-----

From: Jeanette MacNeille [REDACTED]
Sent: Wednesday, July 23, 2014 9:54 AM
To: DVRPC Public Affairs
Subject: State Route 3 (Market Street) in Millbourne

To whom it may concern:

I'd like to ask that Market Street, State Route 3, in Millbourne Borough be included in the TIP as an area needing improvement.

- In 2002, the Philadelphia Inquirer compiled DUI statistics from the state. They showed that Market Street from 63rd Street to 69th Street was the highest DUI accident area in the 5-county region. Indeed, locally, unfortunately, we do often have people hurt and killed on this street.
- Currently, no public street lighting exists from 63rd Street to approximately 6400 Market Street (several hundred feet.) SEPTA has some lighting under its guideway in this area, and has been responsive to requests to keep it working, but still, the area is dark, and dangerous for both pedestrians and motorists at night. A man killed a year or so ago... he may have jumped off the guideway (obviously a place he wasn't supposed to be), but the autopsy showed that he was killed by the 6 cars that ran over him after he landed on the road. I have to think that better lighting would help.
- * The ROW has been seriously impinged on the Upper Darby side of this roadway, usurping all pedestrian pathways, in places. This should be corrected.
- Median strips, to help with traffic calming, as called for in the Gateway Plan of 2000, were never installed. They are badly needed. Police and volunteers have clocked vehicles at speeds up to 55 mph on this road within the last two years.

Millbourne Borough is working hard to address these problems with extra traffic patrols, the addition of painted crosswalks at intersections, the addition of missing handicapped ramps, addition of legends on the road to identify the speed limit (25 mph), and constant attention to maintenance, like lighting that is out. But in the end, both the intersection at 63rd and Market and Market Street itself need significant improvement. We would like this area on the TIP to assist in seeking grants and funding to improve the conditions on this state road.

Jeanette MacNeille
[REDACTED]

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**RESPONSES TO PUBLIC COMMENTS
ON THE
DRAFT DVRPC FY2015-2018
TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) FOR PENNSYLVANIA**

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

MPMS #102105 - Municipal Bridge Line Item

Response to: A.3, A.4, A.5, A.6, A.7, A.8, A.9, A.10, A.11, A.12, A.13, A.14, A.15, A.16, A.17, A.18, A.19, A.20, A.21, A.22, A.23, A.24, A.25, A.26, A.27, A.28, A.29, A.30, A.31, A.32, A.33, A.34, A.35, A.36, A.37, B.285, C.293, C.294

Response by DVRPC:

The DVRPC region looks forward to continuing to find and fund ways to reduce the number of non-state owned structurally deficient (SD) bridges in the region, and both the County and Municipal Bridge Line items will help accomplish that goal. The state has made great strides in reducing state-owned SD bridges in our region, and these line items help to address our "local" infrastructure. The specific parameters for applying for funding through the Municipal Bridge Line item are in development. DVRPC will work with the region to allocate increased resources to this line item during the FY2017 TIP update and on evaluating the realistic need for City, County and Municipal bridges at the beginning of the TIP Update rather than at the end.

Response by Bucks County:

Bucks County supports this line item and was instrumental in its establishment. We will work with all municipalities, including East Rockhill Township to provide needed funding for local bridges.

The Transportation Improvement Program does not utilize school taxes to fund the program.

The Municipal Bridge Line Item will be a competitive program. Details on submitting bridges for funding will be forthcoming. Bucks County will work with all municipalities regarding project submissions.

MPMS #64781 - Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek

Response to: A.1, C.290, C.291

Response by DVRPC:

PennDOT and Bucks County agree to a straightforward rehabilitation only of the structure. The superstructure that was replaced in 2004 will be maintained and masonry repairs to the stone walls will be addressed. Two foot shoulders will not be added to the bridge.

Response by PennDOT:

This project involves rehabilitating the bridge carrying SR 2036 (Swamp Road) over an unnamed tributary of Neshaminy Creek. The rehabilitation of stone masonry portions of the structure will be in kind. The bridge is located just west of the western entrance of the Bucks County Community College in Newtown Township. The bridge is bordered to the north by the historic Temora farm property and to the south by Tyler State Park. Stone retaining walls extend east and west of the existing bridge along the north side of the roadway. The superstructure of the existing bridge was replaced under an emergency contract in 2004. The existing structure is a single 28 foot span with a clear roadway width of 23.5 feet. Traffic will be maintained during construction and potentially require short term detours for some repairs.

Response by Bucks County:

Bucks County believes that the bridge rehabilitation is necessary. However, we will work with PennDOT to rescope the project to repair the structure without significant widening of the structure.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

MPMS #88083 - Stoopville Road Improvements - Phase 2

Response to: A.2, C.292

Response by DVRPC:

The comment refers to an "Emerging/Regionally Significant Corridor," as classified by the 2006 Congestion Management Process (CMP) Executive Summary. Emerging/Regionally Significant Corridors in the CMP refer to places where low-cost, proactive strategies are considered appropriate, but where adding roadway capacity would face a higher burden of proof than locations within Congested Corridors and would only be acceptable as a last resort. Furthermore, the 2006 CMP has been superseded by updates in 2009 and 2012, and the referenced area is no longer designated as an Emerging/Regionally Significant Corridor. For the most recent CMP, please see www.dvrpc.org/CongestionManagement.

Response by PennDOT:

Lower Makefield, Upper Makefield, Newtown, and Wrightstown Townships are sponsoring the Stoopville Road Phase II project as a continuation of the Stoopville Road project. The first phase (S. R. 2028, Section ECF) was constructed in 2009-10. The design undertaken as a local effort addresses current vehicular movements while improving pedestrian access throughout the project area. Overall the design addresses short term needs along this portion of Stoopville Road. Beyond these improvements, no more regional/long term improvements are programmed.

The project involves the construction of improvements at multiple locations along Durham Road (S.R. 0413), Stoopville Road (S.R. 2028), Eagle Road (a Township Road), Washington Crossing Road (S.R. 0532), and Highland Road (a Township Road). The project limits extend from the Stoopville Road/Durham Road intersection to the Village of Dolington along Washington Crossing Road. The proposed improvements include:

- Improvements to the Stoopville Road/Durham Road intersection by widening Durham Road to provide an exclusive left-turn lane on southbound Durham Road for vehicles traveling to eastbound Stoopville Road. There is no widening proposed for the Stoopville Road approach to the intersection. A new traffic signal will be installed at this intersection.
- Construction of a walking path along the south side of Stoopville Road from Eagleton Farms Road/Hemlock Drive to Eagle Road; continuing along the west side of Eagle Road to Marigold Drive; along the north side of Stoopville Road from Creamery Road to the intersection of Stoopville Road/Washington Crossing Road; and continuing along the north side of Washington Crossing Road to Highland Road. The walking path will be a 6' wide bituminous path that is set a minimum of 4' off the edge of existing pavement. Decorative crosswalks and new ADA-compliant curb ramps will be installed for the walking path crossings at the intersection of Eagleton Farms Road and Stoopville Road, at Stoopville Road and Washington Crossing Road, and at Washington Crossing Road and Highland Road. The walking path construction will require the extension of an existing pipe culvert which carries a tributary to Hough's Creek beneath Stoopville Road between Highland Road and Creamery Road. The pipe will be extended 12 feet to allow for the walking path to cross over the tributary.
- Widening of the west side of Highland Road at Washington Crossing Road to provide an exclusive right-turn lane from southbound Highland Road to westbound Washington Crossing Road.
- Installation of additional traffic control signs and gateway signage along Washington Crossing Road through the Village of Dolington, including a multi-way stop at the intersection of Washington Crossing Road and Dolington Road (S.R. 2075). Construction is limited to the addition of stop signs at the intersection, the painting of stop bars on the pavement, and the installation of post-mounted gateway signage adjacent to the shoulders of Washington Crossing Road approaching the intersection.

The improvements listed above do not include specific drainage improvements. As a local design effort, the townships participated in scoping the improvements. To this point, no specific drainage concerns have been noted.

Response by Bucks County:

Bucks County supports this project since it will provide urgently needed safety improvements along this corridor.

Current scope appears to include items 2 through 5 in your comments. No specific drainage issues have been identified by the local project sponsors, and therefore, have not been included.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

MPMS #63406 - Retrofit for Bike Lane and Shoulders

Response to: A.38, A.39

Response by DVRPC:

Thank you for your comments. There are indeed an increasing number of regional, countywide, and local area bicycle plans for areas throughout the DVRPC region, which speaks to an increasing level of interest in and shared prioritization of bicycling as a mode of travel rather than just a form of recreation. Your comments relate to two critical stages on the path from plan and network development to implementation: design details (engineering) and construction.

In the first case, DVRPC knows that the "Retrofit for Bike Lane and Shoulders" project is an important design funding resource for bike network projects on state roadways, and DVRPC will—with our County partners—continue to evaluate that project's usage and spending on an ongoing basis to determine whether additional funding can be added, and if so, how to go about allocating it. Because there are also many important in-street bike network projects throughout our region that are not on Pennsylvania state roads, we encourage local partners to consider other funding resources that may be available (such as DVRPC Work Program or Transportation and Community Development Initiative [TCDI] funding for concept-level design, and Department of Conservation and Natural Resources [DCNR] or the new Multimodal Fund [MMF] funds for more advanced engineering) to help bridge the design gap between planning and construction/stripping for local projects.

With respect to your comment on construction, the TIP does reflect a funding commitment towards "implementation of bicycle and pedestrian plans." Overall, at least 4% of the draft PA TIP highway program for FY15-18 (roughly \$78 Million) is allocated to bicycle, pedestrian, and streetscape projects, and some amount of bicycle and pedestrian investment will also occur as part of more comprehensive road and transit projects. In addition, \$123,616,000 in Congestion Management and Air Quality (CMAQ) funds and \$15,128,000 in Pennsylvania Transportation Alternatives Program (TAP) funds have been allocated to our region in the PA TIP for FY15-18, which will be supplemented by any statewide TAP or MMF funds which may be awarded locally. While specific projects will be determined during future selection rounds, bicycle and pedestrian projects are eligible under all of these funding programs, and we always encourage construction projects that would implement prior planning efforts. As just one recent example, the "South Philadelphia Neighborhood Bikeway" project from the most recent PA TAP project selection round is a project to implement an important bicycle network component from the 2012 Philadelphia Pedestrian and Bicycle Plan (which was itself TCDI-funded). In addition, there is an initiative now underway among our PA counties, the Pennsylvania Environmental Council (PEC), the Bicycle Coalition, the Pennsylvania Department of Environmental Protection (DEP), and PennDOT to review and prioritize Circuit trail projects for future TIP funding. As you know, \$1,000,000 in CMAQ funding was recently allocated for Circuit projects in FY18 as part of the next competitive TAP round, and that amount will be continually re-evaluated for future TIPs.

DVRPC shares your commitment to continue to make our region an ever-better and safer place to bike for work and play, and we look forward to an ongoing collaboration among all our partners—including the Bicycle Coalition—to achieve this vision.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

MPMS #69816 - US 322, US 1 to Featherbed Lane (Section 101)

Response to: A.40, A.41

Response by PennDOT:

We understand and appreciate the concerns about the congestion expressed in the comment below. We are finalizing design for the first section of the US 322 corridor improvements project, MPMS #69815, Environmental Mitigation (MIT) and anticipate that construction can be completed in the 2015 construction season. MPMS #69816 will follow shortly thereafter in late 2016 or early 2017 as currently scoped. For general updates to the project, please visit the project's website at www.us322-conchester.com, where the project's final design plans are periodically updated if there are new components to the design being developed.

Response by SEPTA:

SEPTA appreciates the support and interest in expanding rail service. Beginning in FY 2017, SEPTA will construct a \$127.2 million extension of the Media/Elwyn Regional Rail Line. This project will provide for a three mile restoration of regional rail service from the existing terminus at Elwyn Station to the new Wawa Station, in Middletown Township, Delaware County. Once completed, Wawa Station will provide parking for over 500 vehicles and will be located right off of U.S. Route 1.

SEPTA's Capital Program focus is on "Catching Up" with the Authority's state of good repair infrastructure backlog. This program includes improvements to critical infrastructure such as substations, bridges and stations and the replacement of rail vehicles that have far exceeded their useful life. These improvements will preserve regional transit service for current and future customers, improve reliability and modernize outdated equipment. State of good repair initiatives consume most of the budget and limits SEPTA's ability to engage in service expansion projects. The Authority has not programmed resources toward expanding regional rail service beyond Wawa Station on the Media/Elwyn Line, at this time.

Response by Delaware County:

The County of Delaware has supported the Route 322 project for many years and supports the programming of construction in the FY 2015-18 TIP.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

MPMS #16334 - PA 73, Church Road Intersection and Signal Improvements

Response to: A.42, A.43, A.44, A.45, A.46, A.47, A.48, A.49, A.50

Response by Montgomery County:

PennDOT will be considering sidewalks and widened shoulders/bike lanes as part of the design phase now underway.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

MPMS #102274 - Schuylkill River Swing Bridge

Response to: A.51, A.52, A.53, A.54, A.55, A.56, A.57, A.58, A.59, A.60, A.61, A.62, A.63, A.64, A.65, A.253, A.254, A.255, A.256, A.257, A.258, A.259, A.260, A.261, A.262, A.263, A.264, A.265, A.266, A.267, A.268, C.362

Response by Philadelphia County:

Thank you for your comment.

TIP funding for Bicycle and Pedestrian Plans

Response to: A.66

Response by DVRPC:

Thank you for your comments. There are indeed an increasing number of regional, countywide, and local area bicycle plans for areas throughout the DVRPC region, which speaks to an increasing level of interest in and shared prioritization of bicycling as a mode of travel rather than just a form of recreation. Your comments relate to two critical stages on the path from plan and network development to implementation: design details (engineering) and construction.

In the first case, DVRPC knows that the “Retrofit for Bike Lane and Shoulders” project is an important design funding resource for bike network projects on state roadways, and DVRPC will—with our County partners—continue to evaluate that project’s usage and spending on an ongoing basis to determine whether additional funding can be added, and if so, how to go about allocating it. Because there are also many important in-street bike network projects throughout our region that are not on Pennsylvania state roads, we encourage local partners to consider other funding resources that may be available (such as DVRPC Work Program or Transportation and Community Development Initiative [TCDI] funding for concept-level design, and Department of Conservation and Natural Resources [DCNR] or the new Multimodal Fund [MMF] funds for more advanced engineering) to help bridge the design gap between planning and construction/stripping for local projects.

With respect to your comment on construction, the TIP does reflect a funding commitment towards “implementation of bicycle and pedestrian plans.” Overall, at least 4% of the draft PA TIP highway program for FY15-18 (roughly \$78 Million) is allocated to bicycle, pedestrian, and streetscape projects, and some amount of bicycle and pedestrian investment will also occur as part of more comprehensive road and transit projects. In addition, \$123,616,000 in Congestion Management and Air Quality (CMAQ) funds and \$15,128,000 in Pennsylvania Transportation Alternatives Program (TAP) funds have been allocated to our region in the PA TIP for FY15-18, which will be supplemented by any statewide TAP or MMF funds which may be awarded locally. While specific projects will be determined during future selection rounds, bicycle and pedestrian projects are eligible under all of these funding programs, and we always encourage construction projects that would implement prior planning efforts. As just one recent example, the “South Philadelphia Neighborhood Bikeway” project from the most recent PA TAP project selection round is a project to implement an important bicycle network component from the 2012 Philadelphia Pedestrian and Bicycle Plan (which was itself TCDI-funded). In addition, there is an initiative now underway among our PA counties, the Pennsylvania Environmental Council (PEC), the Bicycle Coalition, the Pennsylvania Department of Environmental Protection (DEP), and PennDOT to review and prioritize Circuit trail projects for future TIP funding. As you know, \$1,000,000 in CMAQ funding was recently allocated for Circuit projects in FY18 as part of the next competitive TAP round, and that amount will be continually re-evaluated for future TIPs.

DVRPC shares your commitment to continue to make our region an ever-better and safer place to bike for work and play, and we look forward to an ongoing collaboration among all our partners—including the Bicycle Coalition—to achieve this vision.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

BETZWOOD/SULLIVAN'S BRIDGE

Response to: A.269

Response by Montgomery County:

The option of incorporating the trail onto the expressway bridge was thoroughly examined by the engineering team, presented to the county, Upper Merion, Lower Providence, West Norriton, Valley Forge Park, and rejected in favor of a separate crossing. The cost differential of the extra width and length of the bridge as well as the proximity of the trail users next to high speed traffic including the maintenance of a protective barrier between the trail and traffic made the Sullivan Bridge a much better alternative. The scope of the trail bridge project, at \$9 million, is much larger than just the Sullivan Bridge as it upgrades the entire connection from the Schuylkill River Trail into the Park at Pa-23.

Bicycle Infrastructure in Region

Response to: A.270

Response by DVRPC:

Thank you for your comment.

Concerned about accessing Cross County Trail at Germantown Pike and Chemical Road

Response to: A.271

Response by Montgomery County:

The Cross County Trail is a priority of the county and we are currently re-examining our alternatives from Germantown Pike to Willow Grove including the connection to the Pennypack Trail. The sharing of right of way with Norfolk Southern is no longer an option so we are closely examining alternatives. Cross County is the next larger trail project for the county to complete but it will take a number of years due to the complicated issues.

Concerned about the amount The Circuit segments in Delaware County

Response to: A.272

Response by Delaware County:

Delaware County is working with the other Pennsylvania counties to determine which segments of the Circuit are ready to advance to design and construction. When the update of the FY 2017-20 TIP begins in a year, we will have a better idea of how much funding is needed and attempt to provide adequate funding in that TIP. At the present time, there are no Delaware County sections of the East Coast Greenway, Octoraro Trail, and Valley Forge to Heinz Refuge Trail that are advanced to the point that they need design and construction funding (other than sections of the ECG that already have funding). Sections of the Chester Creek and Newtown Square Branch Trails that have feasibility studies completed need municipal decisions to move forward with design and construction. The Delaware County Bicycle Plan supports the completion of this trail network.

MPMS #102274 - Schuylkill River Swing Bridge

Response to: A.51, A.52, A.53, A.54, A.55, A.56, A.57, A.58, A.59, A.60, A.61, A.62, A.63, A.64, A.65, A.253, A.254, A.255, A.256, A.257, A.258, A.259, A.260, A.261, A.262, A.263, A.264, A.265, A.266, A.267, A.268, C.362

Response by Philadelphia County:

Thank you for your comment.

MPMS #61714 - Manayunk Canal Restoration

Response to: A.67

Response by Philadelphia County:

The Manayunk Canal Path was not a TIP project. The project associated with MPMS #61714 is for Canal Dredging. Philadelphia Parks and Recreation is addressing the graffiti and vegetation issues along the Canal Towpath. The barriers near the Shawmont RR crossing are necessary to prevent ATV's from accessing the trail.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

MPMS #64984 - Transportation Alternatives Program (TAP) Line Item

Response to: A.68, A.69, A.70, A.71, A.72, A.73, A.74, A.75, A.76, A.77, A.78, A.79, A.80, A.81, A.82, A.83, A.84, A.85, A.86, A.87, A.88, A.89, A.90, A.91, A.92, A.93, A.94, A.95, A.96, A.97, A.98, A.99, A.100, A.101, A.102, A.103, A.104, A.105, A.106, A.107, A.108,

Response by DVRPC:

Thank you for your comment and support of adding \$1 million in CMAQ funds to the FY2018 Transportation Alternatives Program line item for Circuit trail projects. The description for the Transportation Alternative Program in the TIP (MPMS #64984) will be updated in the Final Version of the FY2015 TIP for PA. The updated description will explicitly state the purpose and intended allocation of the \$1 million for Circuit trail projects.

Thank you for detailing the 61 Circuit trail projects that have undergone planning and need design/construction funding. The build-out of the Circuit is included in the region's long-range plan, Connections 2040, and the region recognizes the value of creating a multimodal transportation system that provides viable non-motorized transportation options. DVRPC is aware of the status of many of these projects and is working to move them forward. The list you provided will assist DVRPC staff, the counties and the DVRPC Board in better understanding and prioritizing these Circuit projects. DVRPC is currently working with all our regional public, private and non-profit partners to design and engineer Circuit trail projects and prepare them for construction. Indeed, achieving a state of "project readiness" is key to access future construction funding when it becomes available. In Pennsylvania, DVRPC is organizing a working group comprised of county transportation planners to better understand the relative status of all projects in the Circuit trail universe, set priorities, and be prepared to take advantage of funding opportunities when they arise. The TIP is a constrained financial plan, but bicycling and walking have been growing as modes of travel in the region, and DVRPC is committed to encouraging this positive trend within existing constraints.

We share your commitment to make our region an ever-better and safer place to bike for work and play, and we look forward to an ongoing collaboration among all our partners—including the Bicycle Coalition—to achieve this vision.

DVRPC is convening a working group comprised of the county transportation to develop a collective understanding of Circuit trail projects, priorities, timing issues, and funding needs. The working group will develop a collective understanding of which Circuit trail projects are ready for construction, the level of resources needed to complete those projects, and potential sources of funding. The working group will also look at the universe of Circuit projects that are in various stages of planning to determine what is needed to get them ready for construction and improve their desirability for future funding programs.

MPMS #90144 - Schuylkill River Trail, Shawmont Avenue to Montgomery County Line (TIGER)

Response to: A.252

Response by Philadelphia County:

The design of the Shawmont and Nixon intersection was approved as the safest design for this intersection by PaDOT and the Philadelphia Streets Department. Philadelphia Parks and Recreation is working on addressing the missing signs. Additional parking was not feasible as it would have taken away from residential parking. The retaining wall was necessary to protect the trail from erosion issues associated with the steep slope adjacent to the trail at this location. Philadelphia Parks and Recreation will continue to work on reducing the overgrown vegetation along Shawmont Ave in order to provide safe parking for trail users.

PORT ROYAL TO MONTGOMERY COUNTY LINE - SRT

Response to: A.273

Response by Philadelphia County:

Philadelphia Parks and Recreation staff member checked on 7/20/2014 and it is being maintained and mowed.

SCHUYLKILL PARKS CONNECTOR BRIDGE

Response to: A.274

Response by Philadelphia County:

The scope of work for the Schuylkill River Park Connector Bridge included several elements in addition to the bridge. Improvements were also made to the layout of the adjacent park and significant landscaping and drainage improvements were also made. The nearby gate mechanisms are currently being repaired and will soon be operational.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Wants bicycle lanes and trails added to widened roads or new/reconstructed bridges.

Response to: A.276

Response by DVRPC:

Thank you for your comment. DVRPC is committed to a region where bicycling and walking are safe, attractive, and accessible travel options for local mobility. Our Connections 2040 Plan encourages communities to develop in a way that will give residents and workers as many transportation options as possible. Improving safety, comfort, and connectivity for bicyclists and pedestrians is critical to this objective: our plans and projects are focused on ensuring that our region's Classic Towns, town centers and future growth areas are walkable, bikeable, interconnected, and vibrant centers of place.

Our two state DOTs support biking and walking safety and investment. PennDOT has a Bicycle and Pedestrian Checklist, which is used to evaluate all design projects for bicyclist and pedestrian safety and connectivity. NJ DOT has a Complete Streets policy to ensure that the needs of all road users are considered in project design and programming. Nevertheless, we recognize that there are gaps in our regional bicycle and pedestrian networks, and routinely work with our planning partners to make improvements wherever possible. While it is not possible (or safe) for every roadway to have a bike lane, nor every underpass a trail, we do work with our partners to ensure that wherever projects can be coordinated to close bicycle and pedestrian network and mobility gaps, they do so.

WISSAHICKON BIKE PATH

Response to: A.275

Response by Philadelphia County:

These comments will be communicated to district operations staff to ensure vegetation is being removed from path.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Planning Partners

MPMS #60574 - Paoli Transportation Center

Response to: B.277

Response by DVRPC:

Funding will be advanced into the first four years of the program for the ADA improvements to the Paoli Intermodal Transportation Center as detailed by SEPTA. The requested change will be included in the List of Recommended Changes and will be presented to the Board for inclusion in the TIP Adoption.

MPMS #86698 - Osborne Road Bridge Over Beaver Creek

Response to: B.278

Response by DVRPC:

The Osbourne Road Bridge project will be added to the program in the first four years. The requested change will be included in the List of Recommended Changes and will be presented to the Board for inclusion in the TIP Adoption.

MPMS #90600 - SEPTA Reserve Line Item

Response to: B.279

Response by DVRPC:

The Reserve Line Item balances will be adjusted as detailed by SEPTA. The requested change will be included in the List of Recommended Changes and will be presented to the Board for inclusion in the TIP Adoption.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Planning Partners

MPMS #15251 - US 1, Baltimore Pike Interchange Improvements

Response to: B.280, C.306

Response by PennDOT:

PennDOT initiated the change. PennDOT supports expanding the project.

This project involves reconstructing the US 1/PA 352 interchange at the terminus of the Media Bypass, upgrading roads and intersections, and traffic signals. Project includes improvements along US 1 beginning at the intersection with PA 452 to east of the Media Bypass, and along PA 352 beginning north of the Williamson Free School entrance drive to the intersection of PA 352 / PA 452. Local street improvements are included to improve circulation and provide access.

The existing bridge carrying PA 352 and sidewalk over US 1 will be studied for replacement. The existing bridge carrying the northbound Media Bypass ramp will also be studied for replacement or removal. Project includes sidewalks and new/upgraded traffic signals with pedestrian indications. Bike lanes will be studied in conjunction with the Delaware County Bicycle Plan.

Response by Delaware County:

The County supports the expansion of the project limits, the inclusion of bicycle facilities in the project description and the project itself, and the improvement of roadway aesthetics. Including bicycle facilities is consistent with the Delaware County Bicycle Plan and Delaware County 2035, the County's Comprehensive Plan.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Planning Partners

MPMS #102105 - Municipal Bridge Line Item

Response to: A.3, A.4, A.5, A.6, A.7, A.8, A.9, A.10, A.11, A.12, A.13, A.14, A.15, A.16, A.17, A.18, A.19, A.20, A.21, A.22, A.23, A.24, A.25, A.26, A.27, A.28, A.29, A.30, A.31, A.32, A.33, A.34, A.35, A.36, A.37, B.285, C.293, C.294

Response by DVRPC:

The DVRPC region looks forward to continuing to find and fund ways to reduce the number of non-state owned structurally deficient (SD) bridges in the region, and both the County and Municipal Bridge Line items will help accomplish that goal. The state has made great strides in reducing state-owned SD bridges in our region, and these line items help to address our "local" infrastructure. The specific parameters for applying for funding through the Municipal Bridge Line item are in development. DVRPC will work with the region to allocate increased resources to this line item during the FY2017 TIP update and on evaluating the realistic need for City, County and Municipal bridges at the beginning of the TIP Update rather than at the end.

Response by Bucks County:

Bucks County supports this line item and was instrumental in its establishment. We will work with all municipalities, including East Rockhill Township to provide needed funding for local bridges.

The Transportation Improvement Program does not utilize school taxes to fund the program.

The Municipal Bridge Line Item will be a competitive program. Details on submitting bridges for funding will be forthcoming. Bucks County will work with all municipalities regarding project submissions.

MPMS #102273 - Second Collegeville Bridge Crossing

Response to: B.286

Response by DVRPC:

Thank you for your comment.

MPMS #102275 - Study Line Item

Response to: B.287

Response by DVRPC:

The description of the Study Line Item MPMS #102275 description will be revised to acknowledge the Decade of Investment to read:

This line item is a set aside to address study candidates that were identified in the DVRPC region as part of the PennDOT Decade of Investment. As the studies, results, and recommendations are more completely understood, the recommendations can be considered for advancement to preliminary engineering.

MPMS #102665 - Signal Upgrade Line Item

Response to: B.288

Response by DVRPC:

It is anticipated that the Signal Upgrade line item will help with the regional implementation of the Signal Retiming Program.

MPMS #16577 - Ridge Pike, Butler Pike to Philadelphia Reconstruction and Signal Upgrade

Response to: B.281

Response by DVRPC:

DVRPC acknowledges the clarification on the project and will edit the description as needed.

MPMS #48175 - Ridge Pike, Norristown Boro to Butler Pike

Response to: B.282

Response by DVRPC:

DVRPC acknowledges the clarification that the federally funded project will be from the PA Turnpike to Regal Plaza.

MPMS #92807 - PA 23 - Skippack Pike Bridge Replacement

Response to: B.283

Response by DVRPC:

The correction will be made in the Final Version of the FY2015 TIP for PA.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Planning Partners

MPMS #95447 - County Bridge Line Item

Response to: B.284

Response by DVRPC:

The City of Philadelphia has agreed to participate in the County Line Item. The Line Item will stay as County Bridge Line Item.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Planning Partners

MPMS #74822 - North Delaware Avenue Extension Phase 2

Response to: B.289

Response by DVRPC:

The North Delaware Avenue Extension Phase 2 project will be added to the program in the first four years using the earmark funds. The requested change will be included in the List of Recommended Changes and will be presented to the Board for inclusion in the TIP Adoption.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Distribution of Draft TIP Material for Review

Response to: C.295

Response by DVRPC:

DVRPC is following protocol to inform Tribal Nations of federally funded transportation projects.

Response by Bucks County:

We will forward your request to DVRPC.

MPMS #102105 - Municipal Bridge Line Item

Response to: A.3, A.4, A.5, A.6, A.7, A.8, A.9, A.10, A.11, A.12, A.13, A.14, A.15, A.16, A.17, A.18, A.19, A.20, A.21, A.22, A.23, A.24, A.25, A.26, A.27, A.28, A.29, A.30, A.31, A.32, A.33, A.34, A.35, A.36, A.37, B.285, C.293, C.294

Response by DVRPC:

The DVRPC region looks forward to continuing to find and fund ways to reduce the number of non-state owned structurally deficient (SD) bridges in the region, and both the County and Municipal Bridge Line items will help accomplish that goal. The state has made great strides in reducing state-owned SD bridges in our region, and these line items help to address our "local" infrastructure. The specific parameters for applying for funding through the Municipal Bridge Line item are in development. DVRPC will work with the region to allocate increased resources to this line item during the FY2017 TIP update and on evaluating the realistic need for City, County and Municipal bridges at the beginning of the TIP Update rather than at the end.

Response by Bucks County:

Bucks County supports this line item and was instrumental in its establishment. We will work with all municipalities, including East Rockhill Township to provide needed funding for local bridges.

The Transportation Improvement Program does not utilize school taxes to fund the program.

The Municipal Bridge Line Item will be a competitive program. Details on submitting bridges for funding will be forthcoming. Bucks County will work with all municipalities regarding project submissions.

MPMS #64781 - Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek

Response to: A.1, C.290, C.291

Response by DVRPC:

PennDOT and Bucks County agree to a straightforward rehabilitation only of the structure. The superstructure that was replaced in 2004 will be maintained and masonry repairs to the stone walls will be addressed. Two foot shoulders will not be added to the bridge.

Response by PennDOT:

This project involves rehabilitating the bridge carrying SR 2036 (Swamp Road) over an unnamed tributary of Neshaminy Creek. The rehabilitation of stone masonry portions of the structure will be in kind. The bridge is located just west of the western entrance of the Bucks County Community College in Newtown Township. The bridge is bordered to the north by the historic Temora farm property and to the south by Tyler State Park. Stone retaining walls extend east and west of the existing bridge along the north side of the roadway. The superstructure of the existing bridge was replaced under an emergency contract in 2004. The existing structure is a single 28 foot span with a clear roadway width of 23.5 feet. Traffic will be maintained during construction and potentially require short term detours for some repairs.

Response by Bucks County:

Bucks County believes that the bridge rehabilitation is necessary. However, we will work with PennDOT to rescope the project to repair the structure without significant widening of the structure.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

MPMS #88083 - Stoopville Road Improvements - Phase 2

Response to: A.2, C.292

Response by DVRPC:

The comment refers to an "Emerging/Regionally Significant Corridor," as classified by the 2006 Congestion Management Process (CMP) Executive Summary. Emerging/Regionally Significant Corridors in the CMP refer to places where low-cost, proactive strategies are considered appropriate, but where adding roadway capacity would face a higher burden of proof than locations within Congested Corridors and would only be acceptable as a last resort. Furthermore, the 2006 CMP has been superseded by updates in 2009 and 2012, and the referenced area is no longer designated as an Emerging/Regionally Significant Corridor. For the most recent CMP, please see www.dvrpc.org/CongestionManagement.

Response by PennDOT:

Lower Makefield, Upper Makefield, Newtown, and Wrightstown Townships are sponsoring the Stoopville Road Phase II project as a continuation of the Stoopville Road project. The first phase (S. R. 2028, Section ECF) was constructed in 2009-10. The design undertaken as a local effort addresses current vehicular movements while improving pedestrian access throughout the project area. Overall the design addresses short term needs along this portion of Stoopville Road. Beyond these improvements, no more regional/long term improvements are programmed.

The project involves the construction of improvements at multiple locations along Durham Road (S.R. 0413), Stoopville Road (S.R. 2028), Eagle Road (a Township Road), Washington Crossing Road (S.R. 0532), and Highland Road (a Township Road). The project limits extend from the Stoopville Road/Durham Road intersection to the Village of Dolington along Washington Crossing Road. The proposed improvements include:

- Improvements to the Stoopville Road/Durham Road intersection by widening Durham Road to provide an exclusive left-turn lane on southbound Durham Road for vehicles traveling to eastbound Stoopville Road. There is no widening proposed for the Stoopville Road approach to the intersection. A new traffic signal will be installed at this intersection.
- Construction of a walking path along the south side of Stoopville Road from Eagleton Farms Road/Hemlock Drive to Eagle Road; continuing along the west side of Eagle Road to Marigold Drive; along the north side of Stoopville Road from Creamery Road to the intersection of Stoopville Road/Washington Crossing Road; and continuing along the north side of Washington Crossing Road to Highland Road. The walking path will be a 6' wide bituminous path that is set a minimum of 4' off the edge of existing pavement. Decorative crosswalks and new ADA-compliant curb ramps will be installed for the walking path crossings at the intersection of Eagleton Farms Road and Stoopville Road, at Stoopville Road and Washington Crossing Road, and at Washington Crossing Road and Highland Road. The walking path construction will require the extension of an existing pipe culvert which carries a tributary to Hough's Creek beneath Stoopville Road between Highland Road and Creamery Road. The pipe will be extended 12 feet to allow for the walking path to cross over the tributary.
- Widening of the west side of Highland Road at Washington Crossing Road to provide an exclusive right-turn lane from southbound Highland Road to westbound Washington Crossing Road.
- Installation of additional traffic control signs and gateway signage along Washington Crossing Road through the Village of Dolington, including a multi-way stop at the intersection of Washington Crossing Road and Dolington Road (S.R. 2075). Construction is limited to the addition of stop signs at the intersection, the painting of stop bars on the pavement, and the installation of post-mounted gateway signage adjacent to the shoulders of Washington Crossing Road approaching the intersection.

The improvements listed above do not include specific drainage improvements. As a local design effort, the townships participated in scoping the improvements. To this point, no specific drainage concerns have been noted.

Response by Bucks County:

Bucks County supports this project since it will provide urgently needed safety improvements along this corridor.

Current scope appears to include items 2 through 5 in your comments. No specific drainage issues have been identified by the local project sponsors, and therefore, have not been included.

Terry Drive Extension

Response to: C.296

Response by PennDOT:

Since PennDOT intends to proceed with Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek (MPMS 364781), funding for Terry Drive is not available and would have to go through the same process as every new potential candidate project.

Response by Bucks County:

If Newtown Township would like to pursue the Terry Drive Extension, we suggest that this project be submitted as a new project during the next TIP update.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

MPMS #14532 - US 30, Coatesville Downingtown Bypass Reconstruction Design

Response to: C.297, C.298, C.299

Response by Chester County:

PennDOT will be obligating the earmark funding to assure the funds will be secured.

Preliminary engineering will begin over the next four years.

These PE activities will evaluate the project sequencing and constructability of the entire project from PA 10 to Business 30/Exton Bypass.

Therefore, the project staging and sequencing is subject to change. These concerns and much more input from municipal officials and other stakeholders will be taken into consideration.

MPMS #84884 - US 30, Coatesville Downingtown Bypass (CWR-Western Section)

Response to: C.300, C.301, C.302

Response by DVRPC:

PA Act 89 funding will provide much needed investment to the DVRPC region's transportation system, but is still not sufficient to meet all desires and needs. Act 89 funding enables the region to begin addressing backlogs of projects for both highway and transit systems as a first priority, and to begin to make investments in new projects. The Chester County Route 30 Eastern/Western projects were previously on the Illustrative Unfunded list, meaning there was not capacity to fund them even within a 12 year programming horizon. These projects have both been moved into the 12 year program in the FY2015 Draft TIP. This is a huge success for the corridor which is estimated to cost close to \$500 million. Funding is provided in the early first four year period in order to study an appropriate approach to dealing with the complexities of the eastern section as well as complete design needed for the corridor. As the region approaches another TIP Update for FY2017, all projects will be re-examined for costs and schedules and will be re-programmed as appropriate. If there is agreement by Chester County public and stakeholders on the approaches developed by PennDOT for the corridor then there will be less delay in project implementation.

Funding for the regional TIP is developed based on the mix of projects, need, schedule, and resources. For example, funding is not allocated to our 5 counties by formula such as population or by lane miles or by VMT. Funding in the TIP by county fluctuates from TIP Update to TIP Update depending on what projects are advancing within any four year period as we work regionally to address our transportation system. For example, funding for Chester County ramped up significantly between FY09 and FY14 as the \$170 million construction of Section 300 of Route 202 got underway. Funding in the FY2015 TIP for PA will be higher this year for Delaware County than it has been in the past because the additional Act 89 funding has enabled the Route 322 corridor which has gone unfunded over the last 6 years to finally advance in a meaningful way. There are also projects which fall under the "Various" category which impact multiple counties, or projects which may reside in two counties, but may be listed in only one county for project management purposes, such as work along Route 422. Finally, there is also a transit program which is not listed by county, but rather combines project types into "Programs" per the request of the Federal Transit Administration. It is worthwhile to note that Chester County's highest project priority, the Paoli Transportation Center has significant funding in the program, and has been advanced to indicate \$36 million in the first four years to address ADA compliance at the site, approximately \$32 million from SEPTA for Phase 2 of the project starting in the second four years, and approximately \$35 million for the Darby Road connection roadway project also in the first four years which is the keystone to making the site work. Large projects take time to get to construction, and the regional distribution of funds follows the large projects which cycle throughout our region to create an effective, well-maintained, safe transportation system.

Act 89 will hopefully provide an opportunity for the region to add new, important projects to the program with the development of the FY2017 TIP, as we begin the process of addressing our current backlogs via the FY2015 program. It takes time to develop and screen candidates and we look forward to the possibilities created by the new funding source.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

MPMS #87781 - US 30, Coatesville Bypass (CER-Eastern Section)

Response to: C.303, C.304, C.305

Response by DVRPC:

PA Act 89 funding will provide much needed investment to the DVRPC region's transportation system, but is still not sufficient to meet all desires and needs. Act 89 funding enables the region to begin addressing backlogs of projects for both highway and transit systems as a first priority, and to begin to make investments in new projects. The Chester County Route 30 Eastern/Western projects were previously on the Illustrative Unfunded list, meaning there was not capacity to fund them even within a 12 year programming horizon. These projects have both been moved into the 12 year program in the FY2015 Draft TIP. This is a huge success for the corridor which is estimated to cost close to \$500 million. Funding is provided in the early first four year period in order to study an appropriate approach to dealing with the complexities of the eastern section as well as complete design needed for the corridor. As the region approaches another TIP Update for FY2017, all projects will be re-examined for costs and schedules and will be re-programmed as appropriate. If there is agreement by Chester County public and stakeholders on the approaches developed by PennDOT for the corridor then there will be less delay in project implementation.

Funding for the regional TIP is developed based on the mix of projects, need, schedule, and resources. For example, funding is not allocated to our 5 counties by formula such as population or by lane miles or by VMT. Funding in the TIP by county fluctuates from TIP Update to TIP Update depending on what projects are advancing within any four year period as we work regionally to address our transportation system. For example, funding for Chester County ramped up significantly between FY09 and FY14 as the \$170 million construction of Section 300 of Route 202 got underway. Funding in the FY2015 TIP for PA will be higher this year for Delaware County than it has been in the past because the additional Act 89 funding has enabled the Route 322 corridor which has gone unfunded over the last 6 years to finally advance in a meaningful way. There are also projects which fall under the "Various" category which impact multiple counties, or projects which may reside in two counties, but may be listed in only one county for project management purposes, such as work along Route 422. Finally, there is also a transit program which is not listed by county, but rather combines project types into "Programs" per the request of the Federal Transit Administration. It is worthwhile to note that Chester County's highest project priority, the Paoli Transportation Center has significant funding in the program, and has been advanced to indicate \$36 million in the first four years to address ADA compliance at the site, approximately \$32 million from SEPTA for Phase 2 of the project starting in the second four years, and approximately \$35 million for the Darby Road connection roadway project also in the first four years which is the keystone to making the site work. Large projects take time to get to construction, and the regional distribution of funds follows the large projects which cycle throughout our region to create an effective, well-maintained, safe transportation system.

Act 89 will hopefully provide an opportunity for the region to add new, important projects to the program with the development of the FY2017 TIP, as we begin the process of addressing our current backlogs via the FY2015 program. It takes time to develop and screen candidates and we look forward to the possibilities created by the new funding source.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

MPMS #15251 - US 1, Baltimore Pike Interchange Improvements

Response to: B.280, C.306

Response by PennDOT:

PennDOT initiated the change. PennDOT supports expanding the project.

This project involves reconstructing the US 1/PA 352 interchange at the terminus of the Media Bypass, upgrading roads and intersections, and traffic signals. Project includes improvements along US 1 beginning at the intersection with PA 452 to east of the Media Bypass, and along PA 352 beginning north of the Williamson Free School entrance drive to the intersection of PA 352 / PA 452. Local street improvements are included to improve circulation and provide access.

The existing bridge carrying PA 352 and sidewalk over US 1 will be studied for replacement. The existing bridge carrying the northbound Media Bypass ramp will also be studied for replacement or removal. Project includes sidewalks and new/upgraded traffic signals with pedestrian indications. Bike lanes will be studied in conjunction with the Delaware County Bicycle Plan.

Response by Delaware County:

The County supports the expansion of the project limits, the inclusion of bicycle facilities in the project description and the project itself, and the improvement of roadway aesthetics. Including bicycle facilities is consistent with the Delaware County Bicycle Plan and Delaware County 2035, the County's Comprehensive Plan.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Bridge Replacement of Bustard Road at Morris Road

Response to: C.314

Response by Montgomery County:

For the Bustard Rd bridge project, the crossing is somewhat problematic due to the narrowness of the structure which make the bridge functionally obsolete (FO). However the bridge is not be structurally deficient (SD) so its replacement is not a priority for PennDOT which has a long backlog of SD bridges.

Delaware County - Route 252: Mary Jane Lane to Rose Tree Rd

Response to: C.315

Response by Delaware County:

Delaware County joins with the Bicycle Coalition to request funding support from PennDOT for the striping plans on Routes 252 and 320. We will also request additional funding for the FY 2001-2004 TIP project Retrofit for Bike Lanes and Shoulders (MPMS 0596) when the FY 2017-2020 TIP is developed beginning next year. The Delaware County Bicycle Plan supports bicycle-friendly improvements to its On-road Bicycle Improvement Network, which includes these sections of Routes 252 and 320.

Delaware County - Route 320: Wesley Rd to Baltimore Pike

Response to: C.316

Response by Delaware County:

Delaware County joins with the Bicycle Coalition to request funding support from PennDOT for the striping plans on Routes 252 and 320. We will also request additional funding for the FY 2001-2004 TIP project Retrofit for Bike Lanes and Shoulders (MPMS 0596) when the FY 2017-2020 TIP is developed beginning next year. The Delaware County Bicycle Plan supports bicycle-friendly improvements to its On-road Bicycle Improvement Network, which includes these sections of Routes 252 and 320.

Montgomery County - Morris Road: US 202 Dekalb Pike to Valley Forge Road

Response to: C.317

Response by Montgomery County:

The county will support a discussion of this former TIP item for the FY17 TIP update. There are a number of funding projects and issues, including this one, which will require the Pa Subcommittee to meet regularly in advance of the next TIP update.

MPMS #16097 - Graterford Road Bridge

Response to: C.307

Response by PennDOT:

The Graterford Road Bridge will be added to Group L (#92311), which will be let in December. Group L is funded with the ACT89.

Response by Montgomery County:

The County supports adding Graterford Rd bridge into Group L.

MPMS #16565 - PA 363, Valley Forge Rd.

Response to: C.308

Response by Montgomery County:

For Valley Forge and Sumneytown Pike intersection, the region may consider new TIP candidates with the FY17 update. The county will add that to its candidate list.

MPMS #57851 - Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements

Response to: C.309

Response by Montgomery County:

The county will give high priority in the FY17 TIP update to program construction funding in FY17 for the Otts/Plank/Myers/Seitz project referenced by Cecile Daniel.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

MPMS #64795 - Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road

Response to: C.310, C.311, C.312

Response by DVRPC:

The project description will be updated to include the improvements at the adjacent intersection of Conshohocken State Road and Rock Hill Road. The description change is included in the List of Recommended Changes that the Board will vote on along with the Draft TIP for adoption.

Response by Montgomery County:

The county concurs in the township's request to clarify the project description. The intersection of Rock Hill and Pa-23 was originally scoped into the Rock Hill/Belmont project as a corridor improvement between Pa-23 and the I-76 Belmont interchange. The original environmental document included this area. The township should advance the intersection improvement as well as the Belmont Ave/Rock Hill widening project. The section of Rock Hill Rd between the two township-led projects will be improved by the developer of the lands adjacent to this section. This is an Act 209 Traffic Impact Fee project partnership between the township, PennDOT and the developer.

A portion of needed right of way was purchased by the township a number of years ago to prevent a future land development from becoming a project obstruction. The township had requested in the past that the amount they spent on this right of way, \$1.6 million, be used as the match for the remaining right of way. The cost identified in the draft TIP for future right of way acquisitions is a placeholder, as usually occurs, until environmental clearance is obtained and final design/right of way can formally begin. At that point, appraisals will be done, per PennDOT guidelines, and a cost identified. As with most projects of this type, right of way costs are what they are. The county will support the appropriate PennDOT funds needed in the FY17 TIP update to advance and fully fund the right of way phase for the project.

MPMS #89715 - US 422, Sanatoga Interchange Ramp Improvements

Response to: C.313

Response by DVRPC:

This project is included as a Long Range Plan project. The project is incorporated in the Study Line Item (MPMS #102275) that serves as a placeholder for Decade of Investment studies.

Response by Montgomery County:

The 422 Sanatoga interchange improvement project is a Decade of Investment Study. That study and many others are contained in MPMS# 102275. Prior to the FY17 update, the region will review the status of all studies and determine a strategy to advance them. As the concept for the interchange ramp improvements was done several years ago, we hope to be in a position in the FY17 update to identify the funding on the 12 Year Program to fund all phases.

Rt 113 & Rt 29 Intersection Improvement

Response to: C.318

Response by PennDOT:

It is too early to decide if this project can be added in the FY2017 TIP. In the event that the region is at a place where it can add new projects in FY2017 TIP, PennDOT will support Montgomery if they give top priority to 113 & 29.

S.R. 0113 Relocation

Response to: C.319

Response by Montgomery County:

The Draft FY15 TIP was prepared with a primary goal to accommodate not only an aggressive bridge and highway rebuilding program but also addressing older, previously authorized highway and bridge projects which were started in previous years but put on hold due to funding. Some of the projects have been deferred and delayed for multiple TIPs even though significant engineering and much of the right of way had been acquired. The region did not consider new projects in the preparation of this TIP as the program must be fiscally constrained to the amount of funding allocated to us by Harrisburg. The 113 Relocation Project is an important project though it would be considered "new" for funding consideration. Without any additional funding being allocated by Harrisburg to this region, there isn't any currently available funding in the FY15 TIP. The counties and city hope that we can consider new projects when we prepare for the FY17 TIP and Montgomery County will add this to our priority list.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Widening PA 63 Forty Foot Road near Tomlinson Road

Response to: C.320

Response by Montgomery County:

For Forty Foot Rd widening, it could be a future candidate as well though the township may want to advance the project on its own, and be more timely, considering the backlog of Decade of Investment projects to fund over the next dozen years.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Penn's Landing Access and Community Improvement

Response to: C.321

Response by Philadelphia County:

Thank you for your comment. We will continue to work with our regional planning partners to identify opportunities for this regionally significant project.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Design and Construction funding needed for trails

Response to: C.365

Response by DVRPC:

Thank you for your comment and support of adding \$1 million in CMAQ funds to the FY2018 Transportation Alternatives Program line item for Circuit trail projects. The description for the Transportation Alternative Program in the TIP (MPMS #64984) will be updated in the Final Version of the FY2015 TIP for PA. The updated description will explicitly state the purpose and intended allocation of the \$1 million for Circuit trail projects.

Thank you for detailing the 61 Circuit trail projects that have undergone planning and need design/construction funding. The build-out of the Circuit is included in the region's long-range plan, Connections 2040, and the region recognizes the value of creating a multimodal transportation system that provides viable non-motorized transportation options. DVRPC is aware of the status of many of these projects and is working to move them forward. The list you provided will assist DVRPC staff, the counties and the DVRPC Board in better understanding and prioritizing these Circuit projects. DVRPC is currently working with all our regional public, private and non-profit partners to design and engineer Circuit trail projects and prepare them for construction. Indeed, achieving a state of "project readiness" is key to access future construction funding when it becomes available. In Pennsylvania, DVRPC is organizing a working group comprised of county transportation planners to better understand the relative status of all projects in the Circuit trail universe, set priorities, and be prepared to take advantage of funding opportunities when they arise. The TIP is a constrained financial plan, but bicycling and walking have been growing as modes of travel in the region, and DVRPC is committed to encouraging this positive trend within existing constraints.

We share your commitment to make our region an ever-better and safer place to bike for work and play, and we look forward to an ongoing collaboration among all our partners—including the Bicycle Coalition—to achieve this vision.

MPMS #102102 - North Delaware Avenue Phase 1B

Response to: C.361

Response by PennDOT:

The North Delaware Avenue Extension Phase 1B is a continuation of the North Delaware Avenue Extension 1A and the typical section established in Phase 1A will be continued to through this phase of the project. The proposed typical section is 6' sidewalk, 6' buffer zone, 38' cartway, 6' buffer, and 12' bicycle and pedestrian trail.

MPMS #102274 - Schuylkill River Swing Bridge

Response to: A.51, A.52, A.53, A.54, A.55, A.56, A.57, A.58, A.59, A.60, A.61, A.62, A.63, A.64, A.65, A.253, A.254, A.255, A.256, A.257, A.258, A.259, A.260, A.261, A.262, A.263, A.264, A.265, A.266, A.267, A.268, C.362

Response by Philadelphia County:

Thank you for your comment.

MPMS #102279 - Traffic Calming Program (ARLE 4)

Response to: C.363

Response by DVRPC:

Thank you for your comment.

MPMS #102280 - Broad Street Pedestrian Crossing Improvements (ARLE 4)

Response to: C.364

Response by Philadelphia County:

Raised crosswalks, along with raised intersections, speed humps and speed cushions, have been tested as traffic calming and safety measures, and have been shown to reduce vehicle speeds without impeding emergency and transit vehicles. The Streets Department intends to continue considering these devices at locations with demonstrated excessive speeds.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

MPMS #13014 - Clay Ridge Road Bridge Over Beaver Creek (CB #30)

Response to: C.322

Response by PennDOT:

This bridge contributes to a historic district. A Rehabilitation Feasibility Analysis will be prepared to determine if the existing bridge can be rehabilitated and meet the project purpose and need.

Response by Bucks County:

Bucks County believes this project is necessary and justified and therefore, supports the project.

MPMS #13716 - Headquarters Road Bridge Over Tinicum Creek

Response to: C.323

Response by PennDOT:

Thank you for your comments regarding the Headquarters Road Bridge over Tinicum Creek.

PennDOT is tasked with the safe transport of the traveling public and emergency services. Specifically for the Headquarters Road bridge in Tinicum Township, township residents have expressed significant concern over the continued closure of the Headquarters Road Bridge in regards to emergency service vehicle access throughout the township. PennDOT's policy regarding required bridge width and one lane structures is outlined in its Highway Design Manual (DM-2). Although at times bridge width can be dependent on the type of bridge and the type of work proposed, construction of a one lane bridge is allowed when all of the following conditions are met:

- 1.The bridge is on a facility functionally classified as a local road off the National Highway System
- 2.The bridge has an ADT less than or equal to 400
- 3.The bridge needs to be reconstructed for structural reasons but there is no evidence of a site-specific safety problem
- 4.There is no existing or anticipated significant land use conflicts

It is important to understand that safety is of the utmost concern with regards to the design of public infrastructure and PennDOT required width criteria has been developed to provide safe and easily maintainable roads and bridges. Providing a bridge with inadequate width can result in long term maintenance and safety issues especially when a motorist traveling on a 2 lane road encounters a sudden change in the traffic pattern generated by a one lane structure. With that said, PennDOT has and will continue to employ context sensitive solutions in rural and historic areas by working with the public and local stakeholders. With regards to your comment on impacts to the Exceptional Value and Wild & Scenic Designated Tinicum Creek, PennDOT has and will continue to work with the State and Federal Agencies responsible for oversight of regulatory requirements throughout design. All necessary permits and clearances will be obtained from these agencies through coordination in design.

Response by Bucks County:

Bucks County believes this project is necessary and justified and therefore, supports the project.

MPMS #17511 - City Ave of SEPTA (Bridge)

Response to: C.324

Response by PennDOT:

This is a renovation project. We will consider the stair and ramp connection as the project progress. This renovation project has very narrow project limit, therefore unlikely to contribute to the Proposed Parkside City Line multi-use trail.

MPMS #17581 - Bells Mill Road

Response to: C.325

Response by Philadelphia County:

The project currently includes sidewalk on the west side of the street. There is no room for a shared path within the current ROW.

MPMS #17622 - Adams Avenue Bridge Over Tacony Creek

Response to: C.326

Response by PennDOT:

This project is currently in the preliminary engineering and environmental activities stage. The replacement option being considered would provide shoulders/sidewalks to accommodate pedestrians across the bridge. The rehabilitation option being considered does not provide any additional width beyond the existing 22.5'. Should the rehabilitation option be selected, pedestrians will continue to use the nearby footbridge over Tacony Creek located just upstream in Fairmount Park.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

MPMS #17697 - Island Avenue Signal Upgrade

Response to: C.327

Response by Philadelphia County:

The project includes re-alignment of a number of intersections in order to channelize traffic and to make the intersections more pedestrian-friendly by reducing turning radii and thus vehicular turning speeds, and shortening crossing distances. The design for the project has been and will be closely coordinated with SEPTA.

MPMS #17816 - Chestnut Street Bridges (4) at 30th Street

Response to: C.328

Response by PennDOT:

The Chestnut Street Bridge rehabilitation over the Schuylkill River, Schuylkill River Trail, and over the CSX Railroad currently proposes to narrow the existing roadway slightly to increase the sidewalk widths over these structures. Increases in sidewalk width around the existing Schuylkill River Trailhead atop Chestnut Street (both sides) are limited due to the arch structure which is a contributing element to the adjacent RAMCAT/Schuylkill Historic District that runs along 24th Street. Walking zone width will be maximized to the extents possible, but allowance for ADA Ramps, pedestrian/roadway lighting, standard street signage, parking kiosks, and signal poles will affect the achievable walking zone width possible. Tightening the curb radii at the intersection of Chestnut Street and Schuylkill Avenue West will be investigated. Curb radii are generally governed by design code criteria. The criteria, in general, addresses safety issues arising from errant vehicles and providing adequate space for truck turning movements.

MPMS #48193 - Allen's Lane Bridge Over SEPTA R8 Rail Line

Response to: C.329

Response by PennDOT:

The proposed design includes 8' sidewalks on both sides of the structure which will provide 6' or more of clear walking zone on both sides of the structure.

MPMS #48711 - This project is not a highway project. May be a typo by commentor.

Response to: C.330

Response by DVRPC:

This MPMS # does not exist in the Highway and Bridge portion of PenDOT's MPMS system. This might be a typo by the commentor. DVRPC thinks the intended project is MPMS #47811 - Bridge Street Design (Section BSR)(IMP). The response on this project would be: Using data from Point of Access Study, continued coordination with the Philadelphia Streets Department and Philadelphia Parks and Recreation on all pedestrian and bicyclists concerns is taking place.

MPMS #57276 - Montgomery Avenue Bridge over Amtrak at 30th Street (CB)

Response to: C.331

Response by PennDOT:

The new bridge will have sidewalks on both sides and the limit of sidewalk replacement on the project will extend from W. Greenwood Avenue to W. Sedgley Avenue.

MPMS #57897 - Haverford Avenue Signal Modernization

Response to: C.332

Response by Philadelphia County:

This project has been bid and is at the award stage. The scope of the project includes creating curb bumpouts at several locations in order to channelize traffic and reduce vehicular turning speeds and pedestrian crossing distances.

MPMS #57901 - Lincoln Drive (3R)

Response to: C.333

Response by Philadelphia County:

The sidewalk will be extended to provide continuity along the west side of the Drive within the project limits, and thus to connect Rittenhouse Town with Wayne Avenue. Widening and converting to shared path will be explored for feasibility within existing space constraints.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

MPMS #61712 - North Delaware Riverfront Greenway/Heritage Trail/K&T Line Item

Response to: C.334

Response by PennDOT:

Acknowledged. The trail sections have been and will be designed to AASHTO standards and PennDOT and City of Philadelphia requirements.

MPMS #64984 - Transportation Alternatives Program (TAP) Line Item

Response to: A.68, A.69, A.70, A.71, A.72, A.73, A.74, A.75, A.76, A.77, A.78, A.79, A.80, A.81, A.82, A.83, A.84, A.85, A.86, A.87, A.88, A.89, A.90, A.91, A.92, A.93, A.94, A.95, A.96, A.97, A.98, A.99, A.100, A.101, A.102, A.103, A.104, A.105, A.106, A.107, A.108,

Response by DVRPC:

Thank you for your comment and support of adding \$1 million in CMAQ funds to the FY2018 Transportation Alternatives Program line item for Circuit trail projects. The description for the Transportation Alternative Program in the TIP (MPMS #64984) will be updated in the Final Version of the FY2015 TIP for PA. The updated description will explicitly state the purpose and intended allocation of the \$1 million for Circuit trail projects.

Thank you for detailing the 61 Circuit trail projects that have undergone planning and need design/construction funding. The build-out of the Circuit is included in the region's long-range plan, Connections 2040, and the region recognizes the value of creating a multimodal transportation system that provides viable non-motorized transportation options. DVRPC is aware of the status of many of these projects and is working to move them forward. The list you provided will assist DVRPC staff, the counties and the DVRPC Board in better understanding and prioritizing these Circuit projects. DVRPC is currently working with all our regional public, private and non-profit partners to design and engineer Circuit trail projects and prepare them for construction. Indeed, achieving a state of "project readiness" is key to access future construction funding when it becomes available. In Pennsylvania, DVRPC is organizing a working group comprised of county transportation planners to better understand the relative status of all projects in the Circuit trail universe, set priorities, and be prepared to take advantage of funding opportunities when they arise. The TIP is a constrained financial plan, but bicycling and walking have been growing as modes of travel in the region, and DVRPC is committed to encouraging this positive trend within existing constraints.

We share your commitment to make our region an ever-better and safer place to bike for work and play, and we look forward to an ongoing collaboration among all our partners—including the Bicycle Coalition—to achieve this vision.

DVRPC is convening a working group comprised of the county transportation to develop a collective understanding of Circuit trail projects, priorities, timing issues, and funding needs. The working group will develop a collective understanding of which Circuit trail projects are ready for construction, the level of resources needed to complete those projects, and potential sources of funding. The working group will also look at the universe of Circuit projects that are in various stages of planning to determine what is needed to get them ready for construction and improve their desirability for future funding programs.

MPMS #69828 - Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB)

Response to: C.338

Response by PennDOT:

The oversized sidewalks on the Market Street Bridge rehabilitation over the Schuylkill River is proposed to be replaced in-kind. These sidewalks still have to accommodate ADA Ramps, pedestrian/roadway lighting, standard street signage, parking kiosks, signal poles, dry fire hydrants, Schuylkill River Trail Trellis and signage (Existing), and sidewalk furniture (existing and by others), which will affect the achievable walking zone width possible.

The sidewalks on the Market Street Bridge over the Schuylkill River Trail and CSX Railroad are proposed to be widened, but not to the oversized width that exists on the River Bridge. Sidewalk width increase is constrained by the roadway right-of-way, roadway width (to be maintained) and adjacent building limits.

MPMS #69913 - Grays Ferry Avenue Bridge Over Schuylkill River

Response to: C.339

Response by PennDOT:

There are no plans to modify the existing north sidewalk of the bridge. As part of the project, a 10-foot wide multi user trail will be constructed on the south side of the existing bridge and both roadway approaches. Currently there are sidewalks on all existing roadway approaches to the bridge. When the project is completed, the multi-user trail will connect the south sidewalks on the east and west approaches to the bridge—thereby adding to existing pedestrian and bicycle facilities.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

MPMS #69914 - Fifth Street over Conrail (Bridge)

Response to: C.340

Response by PennDOT:

The final product will include 13' – 15' width sidewalks on both sides of the road. These will run the length of the existing bridge. Replacing sidewalk, in its entirety, b/t Hunting Park and Bristol is not in the project scope. (N. 5th St. is city owned and the plan is to turnback the road rebuild section, when completed, to Phila.)

MPMS #70014 - Center City Signal Improvements (North) - Phase 3

Response to: C.341

Response by Philadelphia County:

This project has been bid and is at the award stage. The existing intersections radii are relatively small.

MPMS #70243 - American Street Streetscape

Response to: C.342

Response by Philadelphia County:

The scope of the project includes installing curb bumpouts at most of the intersections.

MPMS #72597 - Ben Franklin Bridge Philadelphia Operational Improvement

Response to: C.343

Response by PennDOT:

This project is in the very early stages of design and preliminary engineering. The CAC comments will be shared with DRPA and given full consideration.

MPMS #74828 - American Cities/Safe Routes to School - Phase 3

Response to: C.344

Response by Philadelphia County:

The project will include a variety of safety measures near school locations and along access routes, particularly at designated crossing guard locations. This will include bump-outs to reduce crossing distances and tightened radii to slow turning vehicles as well as pedestrian signals with countdown timers.

MPMS #78758 - JFK Boulevard Bridges (3) Over 21st/22nd/23rd Streets

Response to: C.345

Response by PennDOT:

A pedestrian access consisting of a ramp and stairs is being provided between JFK Boulevard and 22nd Street in the northwest quadrant. Through our stakeholder coordination, the City discussed the potential to convert the north sidewalk to a shared use path at a future date. This project will provide a widened north sidewalk to accommodate this, but a shared use path will not be incorporated as part of this project.

MPMS #78764 - W Girard Ave O/CSX (Bridge)

Response to: C.346

Response by PennDOT:

We are coordinating efforts with several parties including the Fairmount Park and Philadelphia Zoo. The replacement sidewalks will match the existing widths in the range of 10' to over 14'.

MPMS #79908 - I-95: Kennedy to Levick (Section BS1) (IMP)

Response to: C.347

Response by PennDOT:

Using data from the Point of Access Study, continued coordination with the Philadelphia Streets Department and Philadelphia Parks and Recreation on all pedestrian and bicyclists concerns is taking place.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

MPMS #79910 - I-95: Margaret to Kennedy (Section BS2) (IMP)

Response to: C.348

Response by PennDOT:

Using data from the Point of Access Study, continued coordination with the Philadelphia Streets Department and Philadelphia Parks and Recreation on all pedestrian and bicyclists concerns is taking place.

MPMS #80054 - Bridges Over Vine Street Expressway (I-676) (PAB) - Part 3

Response to: C.349

Response by PennDOT:

The proposed pedestrian circulation improvements through the Ben Franklin Parkway and 20th street intersection developed during preliminary engineering did not change during final design. The Streets Department, PennDOT and numerous public stakeholders were involved in the evaluation of the proposed intersection improvements. Public meetings with Fairmount Park, the Philadelphia Art Commission, Logan Square Neighborhood Association, the Parkway Council and other entities during final design included renderings of the intersection improvements. All parties agreed that the proposed pedestrian circulation at the intersection is a significant improvement over the existing conditions. PennDOT will develop a project specific website that will be accessible by the public during construction. The site will provide information about vehicular, bicycle and pedestrian movements through the project area during construction.

MPMS #80104 - Henry Ave Corridor Safety Improvements

Response to: C.350

Response by PennDOT:

Yes, "advance pedestrian signal timing" means leading pedestrian interval. Median islands are being considered at some locations along the corridor. Coordination with the Philadelphia City Planning Commission is ongoing, specifically with regards to the Lower Northwest District Plan. Currently the proposed tree removal is limited to the median island trees which have significantly large branches which extend over the travel lanes; the removal does not involve the trees located along the sidewalks.

MPMS #81292 - Frankford Av/Frankford Ck (Bridge)

Response to: C.351

Response by PennDOT:

The Frankford Avenue Project is currently scoped as a bridge replacement project that requires extensive utility coordination with the Philadelphia Water Department and SEPTA. Design considerations for the Frankford Green Greenway have not been considered but will try to be incorporated as PennDOT proceeds with the design process.

MPMS #85417 - Allegheny Avenue Safety Improvements

Response to: C.352

Response by PennDOT:

The installation of pedestrian fencing along Allegheny Avenue was reviewed as part of the Preliminary Engineering of the project, and it has been determined to not include the fencing as part of the project.

The use of lead pedestrian intervals was considered during the final design of the traffic signals; however, it was not implemented at the intersections. The majority of the project intersections have smaller turning radii. The project will include the installation of countdown pedestrian signals.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

MPMS #85419 - Erie Av: Broad St. - K St

Response to: C.353

Response by PennDOT:

The use of lead pedestrian intervals was considered during the final design of the traffic signals; however, it was not implemented at the intersections. The majority of the project intersections have smaller turning radii. The project will include the installation of countdown pedestrian signals. For the intersection of Erie Avenue and Front Street, which has larger turning radii, curb modifications to reduce pedestrian crossings have been incorporated into the design.

For the intersection of 2nd Street and Sedgley Avenue, roadway improvements are not included into the design; however, the following improvements are included per the Road Safety Audit (RSA):

- replace all pavement markings and add more space between stop bars and crosswalks (RSA recommendations),
- replace all traffic control and school signs,
- remove all existing "NO Turns 2:45PM-3:45PM Mon-Fri" signs and replace with LED Blank-out "No Turns" signs for all 4 approaches,
- replace NE-S and NE-W curb ramps, and
- change pavement markings for SB 2nd St. to provide left-through, through, and right lanes.

MPMS #87107 - School District of Philadelphia Improvement (SRTSF) - Round 1

Response to: C.354

Response by PennDOT:

The Safe Routes to School program allows for improvements within 2 miles of school property.

Response by Philadelphia County:

The project will include some sidewalk repairs both immediately adjacent to school locations and along access routes and at designated crossing guard locations as well as the possible installation of bump-outs at locations with demonstrated safety issues.

MPMS #88767 - Bridges Over Vine Street Expressway (I-676) (PAA) - Part 1

Response to: C.355

Response by PennDOT:

As part of final design for this project, a signal has been added to the intersection of 22nd Street and the I-676 on/off ramps. The turning radii of this intersection were evaluated but are limited/restricted by existing utility manholes in the roadway that prevent the curb from being revised significantly. The new signal will help improve and better control the pedestrian movements at the intersection. Final design for the 21st and 22nd Street Bridges is included in Part 3. Part 2 was replaced by Part 3 because of the additional final design work added to the project. The project description for both Vine Street Project MPMS numbers, MPMS 80054 and 88767 will be clarified.

MPMS #90482 - North Delaware Riverfront Greenway (TIGER)

Response to: C.356

Response by PennDOT:

The project has been constructed. The funding in the Draft TIP is for conversion purposes only.

MPMS #92376 - Walnut Lane Bridge Over Wissahickon Creek Restoration

Response to: C.357

Response by PennDOT:

The Walnut Lane Bridge is currently scoped as a bridge restoration project to preserve the historic integrity of the existing structure in addition to right-sizing the Walnut Land Roundabout. Within the project limits, PennDOT will be restoring sidewalk and installing new sidewalk at the roundabout to make better and safer pedestrian accommodations.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

MPMS #96223 - Philadelphia Signal Retiming- CMAQ Comp

Response to: C.358

Response by PennDOT:

The purpose of the Philadelphia Signal Retiming project is to change signal timings for signals throughout the City of Philadelphia to increase the mobility of vehicles and reduce congestion. Concerns regarding lead pedestrian timings should be discussed with the City of Philadelphia Streets Department who is implementing the project.

Response by Philadelphia County:

Leading Pedestrian Intervals (LPI) are shown to be an efficient and cost effective tool to enhance pedestrian safety at intersections with high pedestrian volumes crossing against heavy right turn vehicular movements. The Streets Department has used this tool previously and will continue to consider both LPI and tighter radii at such intersections under various current and

MPMS #98207 - I-95 Congestion Management

Response to: C.359

Response by DVRPC:

As part of DVRPC's ongoing I-95 Planning Assistance project, DVRPC, PennDOT, and SEPTA are coordinating to prioritize recommendations developed from the DVRPC Improving Non-motorized Access to Trenton Line Rail Stations study as well as recommendations for bicycle and pedestrian access to stations in Lower Bucks County on SEPTA's West Trenton Line. The I-95 reconstruction project includes a comprehensive set of congestion mitigation activities. In addition to enhancements to the capacity of the SEPTA regional rail lines parallel and closest to the I-95 corridor noted in MPMS# 98207, congestion management activities include extensive support for trails, bike lanes, sidewalks, and other amenities for pedestrians and bicyclists.

MPMS #98221 - Stock's Grove Road over Beaver Creek

Response to: C.360

Response by PennDOT:

The bridge deck and substructure are in poor condition and the superstructure is in serious condition. The overall bridge condition is serious, and it is considered structurally deficient. The bridge has a posted weight limit of 5 tons, limiting its usage by fire and emergency vehicles. In addition to the structural issues, the bridge width limits it to one lane traffic, the bridge and approach safety features are substandard, and the bridge is considered functionally obsolete. The bridge has also been determined to be scour critical. Finally, the overall sufficiency rating for the bridge is 24.0, which ranks it as the 7th lowest rated bridge in the County's inventory of 115 bridges. This is why Bucks County wishes to replace the bridge.

Response by Bucks County:

The bridge deck and substructure are in poor condition and the superstructure is in serious condition. The overall bridge condition is serious, and it is considered structurally deficient. The bridge has a posted weight limit of 5 tons, limiting its usage by fire and emergency vehicles. In addition to the structural issues, the bridge width limits it to one lane traffic, the bridge and approach safety features are substandard, and the bridge is considered functionally obsolete. The bridge has also been determined to be scour critical. Finally, the overall sufficiency rating for the bridge is 24.0, which ranks it as the 7th lowest rated bridge in the County's inventory of 115 bridges. Bucks County believes this project is necessary and justified, and therefore, supports the project.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

PennDOT's policy on replacing single lane bridges with two lane bridges

Response to: C.366

Response by PennDOT:

Thank you for your comments regarding the Headquarters Road Bridge over Tinicum Creek.

PennDOT is tasked with the safe transport of the traveling public and emergency services. Specifically for the Headquarters Road bridge in Tinicum Township, township residents have expressed significant concern over the continued closure of the Headquarters Road Bridge in regards to emergency service vehicle access throughout the township. PennDOT's policy regarding required bridge width and one lane structures is outlined in its Highway Design Manual (DM-2). Although at times bridge width can be dependent on the type of bridge and the type of work proposed, construction of a one lane bridge is allowed when all of the following conditions are met:

- 1.The bridge is on a facility functionally classified as a local road off the National Highway System
- 2.The bridge has an ADT less than or equal to 400
- 3.The bridge needs to be reconstructed for structural reasons but there is no evidence of a site-specific safety problem
- 4.There is no existing or anticipated significant land use conflicts

It is important to understand that safety is of the utmost concern with regards to the design of public infrastructure and PennDOT required width criteria has been developed to provide safe and easily maintainable roads and bridges. Providing a bridge with inadequate width can result in long term maintenance and safety issues especially when a motorist traveling on a 2 lane road encounters a sudden change in the traffic pattern generated by a one lane structure. With that said, PennDOT has and will continue to employ context sensitive solutions in rural and historic areas by working with the public and local stakeholders.

With regards to your comment on impacts to the Exceptional Value and Wild & Scenic Designated Tinicum Creek, PennDOT has and will continue to work with the State and Federal Agencies responsible for oversight of regulatory requirements throughout design. All necessary permits and clearances will be obtained from these agencies through coordination in design.

Repairing Rather than Replacing Historic Structures

Response to: C.367

Response by PennDOT:

Thank you for your comments regarding the Headquarters Road Bridge over Tinicum Creek.

PennDOT is tasked with the safe transport of the traveling public and emergency services. Specifically for the Headquarters Road bridge in Tinicum Township, township residents have expressed significant concern over the continued closure of the Headquarters Road Bridge in regards to emergency service vehicle access throughout the township. PennDOT's policy regarding required bridge width and one lane structures is outlined in its Highway Design Manual (DM-2). Although at times bridge width can be dependent on the type of bridge and the type of work proposed, construction of a one lane bridge is allowed when all of the following conditions are met:

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- 2.The bridge has an ADT less than or equal to 400
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It is important to understand that safety is of the utmost concern with regards to the design of public infrastructure and PennDOT required width criteria has been developed to provide safe and easily maintainable roads and bridges. Providing a bridge with inadequate width can result in long term maintenance and safety issues especially when a motorist traveling on a 2 lane road encounters a sudden change in the traffic pattern generated by a one lane structure. With that said, PennDOT has and will continue to employ context sensitive solutions in rural and historic areas by working with the public and local stakeholders.

With regards to your comment on impacts to the Exceptional Value and Wild & Scenic Designated Tinicum Creek, PennDOT has and will continue to work with the State and Federal Agencies responsible for oversight of regulatory requirements throughout design. All necessary permits and clearances will be obtained from these agencies through coordination in design.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Request to Dedicate Funding to complete The Circuit

Response to: C.368

Response by DVRPC:

Thank you for your comment and support of adding \$1 million in CMAQ funds to the FY2018 Transportation Alternatives Program line item for Circuit trail projects. The description for the Transportation Alternative Program in the TIP (MPMS #64984) will be updated in the Final Version of the FY2015 TIP for PA. The updated description will explicitly state the purpose and intended allocation of the \$1 million for Circuit trail projects.

Thank you for detailing the 61 Circuit trail projects that have undergone planning and need design/construction funding. The build-out of the Circuit is included in the region's long-range plan, Connections 2040, and the region recognizes the value of creating a multimodal transportation system that provides viable non-motorized transportation options. DVRPC is aware of the status of many of these projects and is working to move them forward. The list you provided will assist DVRPC staff, the counties and the DVRPC Board in better understanding and prioritizing these Circuit projects. DVRPC is currently working with all our regional public, private and non-profit partners to design and engineer Circuit trail projects and prepare them for construction. Indeed, achieving a state of "project readiness" is key to access future construction funding when it becomes available. In Pennsylvania, DVRPC is organizing a working group comprised of county transportation planners to better understand the relative status of all projects in the Circuit trail universe, set priorities, and be prepared to take advantage of funding opportunities when they arise. The TIP is a constrained financial plan, but bicycling and walking have been growing as modes of travel in the region, and DVRPC is committed to encouraging this positive trend within existing constraints.

We share your commitment to make our region an ever-better and safer place to bike for work and play, and we look forward to an ongoing collaboration among all our partners—including the Bicycle Coalition—to achieve this vision.

Response to Item ID# C.369
Cathedral Park
Community Development Corporation

The current project under construction, 52nd Street/Lancaster Enhancements, is a project for which a federal earmark from the previous federal legislation, Transportation Equity Act for the 21st Century (TEA-21), of \$1,285,000 was awarded to be specifically used for streetscape enhancements. The earmark funds have been used for this purpose and are not available for a different project. This earmark project is expected to be completed and opened to the public this mid-September assuming no project delays. As DVRPC works closely with its member counties and operating agencies, further improvements to this intersection can be discussed with the City of Philadelphia to determine the best way to move forward in resolving traffic congestion, operational improvements, and pedestrian friendly intersection design. A copy of the intersection study has been forwarded to the City's Chief Traffic Engineer.

Response to Delaware Riverkeeper Comment from June 30, 2014

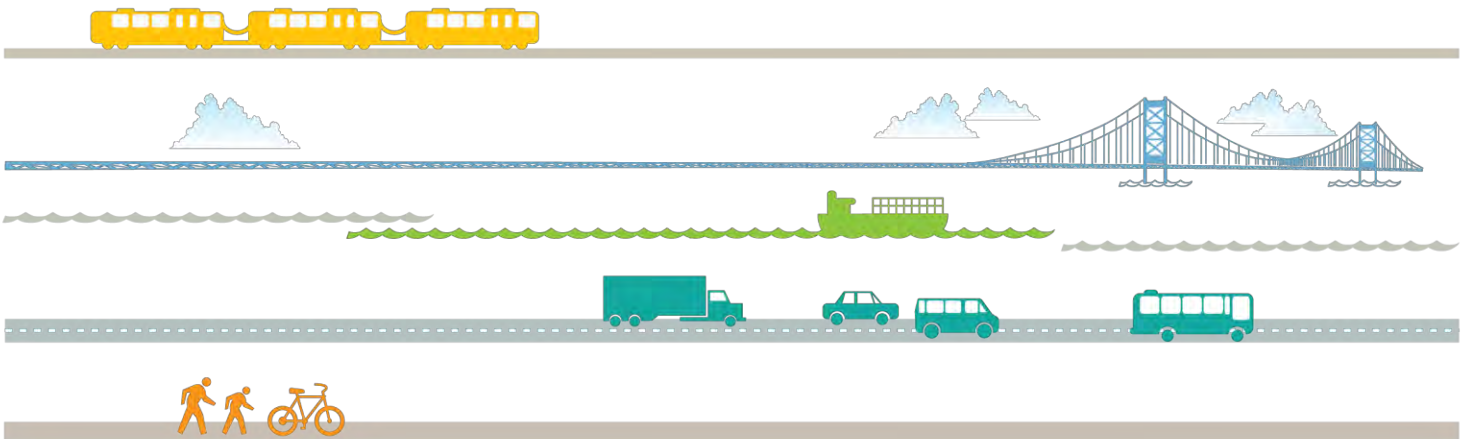
The three bridges referenced are all one lane bridges close to 100 years old that are closed or have weight restrictions due to severe deterioration. The first, Clay Ridge Road bridge over Beaver Creek (MPMS #13014) is locally maintained, weight restricted, has approximately a three mile detour, an extremely deteriorated substructure, and a traffic volume of 200 cars per day (in 2001, most current year data is available). The second, Strock's Creek Road bridge over Beaver Creek is locally maintained, weight restricted, has approximately a three mile detour, an extremely deteriorated superstructure, and carries a volume of 250 cars per day (in 2001, most current year data is available). The third, Headquarters Road bridge over Tinicum Creek is state-maintained, closed to traffic, has an approximate 10 mile route detour, and previously carried a volume of 643 vehicles per day.

There are several important considerations for the final determination between replacement and rehabilitation made during the categorical exclusion phase of the National Environmental Protection Act (NEPA) process. Any projects funded with state or federal dollars must be consistent with American Association of state highway transportation officials (AASHTO) and PennDOT design standards, as well as PennDOT's environmental stewardship agreement with the Federal Highway Administration (FHWA). Key regional goals such as creating a safer transportation system, reducing congestion, managing growth, protecting the environment from additional emissions created by vehicles idling while waiting for others to pass on one lane bridges, or from additional vehicle miles traveled by vehicles and trucks that must take lengthy detours due to closed or posted bridges must all be considered in a balanced approach for a final bridge design. It should be noted as well, that new bridge designs can allow for improved stream flow when compared to older, outdated bridges. These issues must be carefully balanced with *Connections 2040* Plan goals that you have identified, including: the potential land use impacts, preservation of natural features, the cost of rehabilitation versus replacement, protection of historic and cultural landscapes, reduced dependence on the automobile, and preservation of farmland. The final determination must weigh all these factors using sound long-range planning strategic considerations, lifecycle cost analysis, system performance, and condition data.

PennDOT design guidelines do not allow for one lane bridges to be rebuilt if they have traffic volumes greater than 400 vehicles per day. All three bridges are approaching an age where replacement would normally be reasonable. However, the final decision on the locally maintained facilities ultimately rests with the municipalities, the results of the categorical exclusion phase of the NEPA process, and the feasibility analysis of rehabilitation of the existing structure. These issues are all considered on a case by case basis, and these factors, along with your comment and those that have been received in support of the project will be weighed in the final decision.

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LIST OF RECOMMENDED CHANGES



Recommended Changes to the Draft DVRPC FY2015 Transportation Improvement Program (TIP) for Pennsylvania

DVRPC Highway Project Schedule Adjustments or Cost Restructuring				
COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Delaware	88407	I-95 Overhead Bridges	Shift \$250,000 from FY15 Final Design phase to Utility phase in FY15.	General
Philadelphia	46958	Philadelphia Naval Shipyard Access	Remove \$26,000 (\$21,000 SXF/\$5 Local) ROW and \$26,000 (\$21,000 SXF/\$5 Local) UTL phases from FY16, and shift SXF funds into the construction phase.	
Bucks	78516	Bridge Replacement Brownsville Road	<ul style="list-style-type: none"> ▪ Reduce FY18 CON phase by \$1,235,000. ▪ Add a FY19 CON phase by \$1,235,000. 	Project schedule and/or cost restructuring to accommodate adding a project to the TIP, Osborne Road Bridge Over Beaver Creek (MPMS #86698)
Chester	14134	West Bridge Street Bridge Over Amtrak	<ul style="list-style-type: none"> ▪ Reduce FY16 CON by \$1,300,000. ▪ Add a FY18 CON phase in the amount of \$1,300,000. 	
	80049	Walker Road Bridge Over Trout Run Creek (Thompson's Bridge)	<ul style="list-style-type: none"> ▪ Reduce FY15 CON by \$650,000. ▪ Add a FY16 CON phase in the amount of \$650,000. 	
Delaware	69665	South Creek Road Bridge Over Brandywine Creek	<ul style="list-style-type: none"> ▪ Reduce FY19 CON by \$1,235,000. ▪ Increase FY20 CON by \$1,235,000. 	
Montgomery	83742	Keim Street Bridge Over Schuylkill River	<ul style="list-style-type: none"> ▪ Reduce FY20 CON by \$1,300,000. ▪ Add a FY21 CON in the amount of \$1,300,000. <p>Note that local match will be adjusted according to pro-rata for reductions and increases.</p>	
Various Counties	102106	Structurally Deficient Bridge Line Item	<ul style="list-style-type: none"> ▪ Decrease FY21 CON by \$1,235,000. ▪ Add a FY24 CON by \$1,235,000 from FY21 decreases. 	
	79927	Highway Reserve Line Item-STP	<ul style="list-style-type: none"> ▪ Reduce FY24 CON by \$1,235,000. 	

DVRPC Highway Project Schedule Adjustments or Cost Restructuring				
COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Chester	14354	Chestnut Street Bridge Over Amtrak/SEPTA R5 Rail Line	Acknowledge that pro-rata/fund type will need to be adjusted, and local contribution may need to increase as PennDOT no longer receives Act 26 (179) funds for projects.	Projects in need of future pro-rata/fund type adjustment and possible local contribution increase
Delaware	47992	New Road Over West Branch of Chester Creek (Crozierville Bridge)	Acknowledge that pro-rata/fund type will need to be adjusted, and local contribution may need to increase as PennDOT no longer receives Act 26 (179) funds for projects	
	47993	7th Street Bridge Over Chester Creek	Acknowledge that pro-rata/fund type will need to be adjusted, and local contribution may need to increase as PennDOT no longer receives Act 26 (179) funds for projects	
	57772	Convent Road Bridge Over Chester Creek (CB# 6)	Acknowledge that pro-rata/fund type will need to be adjusted, and local contribution may need to increase as PennDOT no longer receives Act 26 (179) funds for projects	

Recommended Changes to the Draft DVRPC FY2015 Transportation Improvement Program (TIP) for Pennsylvania

DVRPC Highway Project Schedule Adjustments or Cost Restructuring (Continued)				
COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Montgomery	16484	Edgehill Road Bridge Over Old York Road	Acknowledge that pro-rata/fund type will need to be adjusted, and local contribution may need to increase as PennDOT no longer receives Act 26 (179) funds for projects	Projects in need of future pro-rata/fund type adjustment and possible local contribution increase
Philadelphia	56768	41st Street Bridge Over Amtrak's Harrisburg Line (CB)	Acknowledge that pro-rata/fund type will need to be adjusted, and local contribution may need to increase as PennDOT no longer receives Act 26 (179) funds for projects	
	57276	Montgomery Avenue Bridge over Amtrak at 30th Street (CB)	Acknowledge that pro-rata/fund type will need to be adjusted, and local contribution may need to increase as PennDOT no longer receives Act 26 (179) funds for projects	
	57901	Lincoln Drive (3R)	Acknowledge that pro-rata/fund type will need to be adjusted, and local contribution may need to increase as PennDOT no longer receives Act 26 (179) funds for projects	
	88767	Bridges Over Vine Street Expressway (I-676) (PAA) - Part 1	Acknowledge that pro-rata/fund type will need to be adjusted, and local contribution may need to increase as PennDOT no longer receives Act 26 (179) funds for projects	

DVRPC Highway Project Schedule Adjustments or Cost Restructuring (Continued)				
COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Chester	80042	PA 100, Corridor Safety Improvements	Remove FY15 ROW (\$146,000 HSIP/ \$0 TOLL) and shift to Regional Safety Initiatives (HSIP) line item (MPMS #57927). Show funds for this project in the Regional Safety Initiatives (HSIP) line item only.	Regional Safety Initiatives (HSIP) Line Item and Projects
Philadelphia	80104	Henry Ave Corridor Safety Improvements	Shift \$1,273,000 HSIP funds from FY15 Final Design to the Regional Safety Initiatives (HSIP) line item (MPMS #57927). Show funds for this project in the Regional Safety Initiatives (HSIP) line item only.	
	85415	Olney Ave Safety Improvements	Remove FY15 PE (\$231,000 HSIP/\$0 TOLL) by shifting \$231,000 HSIP to Regional Safety Initiatives (HSIP) line item (MPMS #57927). Show this project in the Regional Safety Initiatives (HSIP) line item only.	
	85419	Erie Av: Broad St. - K St	Remove FY15 UTL (\$504,000 HSIP/\$0 TOLL) and add \$504,000 HSIP to FY15 CON. Draw an additional \$3,996,000 HSIP to FY15 CON from the Regional Safety Initiatives (HSIP) line item (MPMS #57927), which would provide \$4,500,000 HSIP funds for this project's FY15 CON.	
Various Counties	57927	Regional Safety Initiatives (HSIP)	<ul style="list-style-type: none"> ▪ Shift HSIP funds previously programmed on MPMS #s 80042, 48168, 80104, and 85415 FY15 Construction phase to this HSIP line item. Note: since MPMS #48168 has already been let and does not provide a resource, the HSIP FY15 line item balance will be \$5,130,000. ▪ Shift \$3,996,000 HSIP funds to Erie Av: Broad St. – K. St. (MPMS #85419). 	

Recommended Changes to the Draft DVRPC FY2015 Transportation Improvement Program (TIP) for Pennsylvania

DVRPC Highway Project Additions				
ITEM	MPMS#	TITLE	CHANGE	REMARKS
Chester	86698	Osborne Road Bridge Over Beaver Creek	Add an inadvertently omitted project back into the TIP for \$1,300,000 total in FY15 Construction and FY16 Construction.	Add inadvertently omitted projects back to the TIP
Philadelphia	74822	North Delaware Avenue Extension Phase 2	Add inadvertently omitted project back into the TIP by programming Study Phase in FY15 (\$400,000 SXF/\$100,000 Local), Preliminary Engineering in FY15 (\$400,000 SXF/\$106,000 Local), Final Design in FY17 (\$202,000 SXF/\$57,000 Local), Right-of-Way in FY18 (\$400,000 SXF/\$116,000 Local), Utility in FY18 (\$400,000 SXF/\$116,000 Local) and Construction in FY19 (\$3,206,000 SXF/\$956,000 Local).	

DVRPC Highway Project Additions (Continued)				
ITEM	MPMS#	TITLE	CHANGE	REMARKS
Bucks	102830	Neshaminy Greenway Trail to Lenape Lane	Add this new regional TAP project to the TIP. Include in project description that this project was awarded with \$800,000 TAU funds in June 2014 for construction, which will be drawn from the TAP line item (MPMS #64984) at the appropriate time.	Add new regional TAP projects to the TIP. These projects will draw from the TAP line item (MPMS #64984) at the appropriate time. Funds are set aside in the line item.
	102831	Solebury Route 202 Gateway Trail	Add this new regional TAP project to the TIP. Include in project description that this project was awarded with \$980,859 TAU funds in June 2014 for construction, which will be drawn from the TAP line item (MPMS #64984) at the appropriate time.	
Chester	102832	Kennett and New Garden Townships Sidewalk Project	Add this new regional TAP project to the TIP. Include in project description that this project was awarded with \$850,000 TAU funds in June 2014 for construction, which will be drawn from the TAP line item (MPMS #64984) at the appropriate time.	
	102833	Village of Eagle Trail Connections	Add this new regional TAP project to the TIP. Include in project description that this project was awarded with \$560,000 TAU funds in June 2014 for construction, which will be drawn from the TAP line item (MPMS #64984) at the appropriate time.	
Delaware	102834	Pedestrian and Bicycle Accessibility Enhancements	Add this new regional TAP project to the TIP. Include in project description that this project was awarded with \$420,000 TAU funds in June 2014 for construction, which will be drawn from the TAP line item (MPMS #64984) at the appropriate time.	
	102835	Hillside Road Pedestrian Safety Improvements	Add this new regional TAP project to the TIP. Include in project description that this project was awarded with \$530,000 TAU funds in June 2014 for construction, which will be drawn from the TAP line item (MPMS #64984) at the appropriate time.	

Recommended Changes to the Draft DVRPC FY2015 Transportation Improvement Program (TIP) for Pennsylvania

DVRPC Highway Project Additions (Continued)				
ITEM	MPMS#	TITLE	CHANGE	REMARKS
Montgomery	102836	Walk and Bike Pottstown Phase 1 & 2	Add this new regional TAP project to the TIP. Include in project description that this project was awarded with \$1,000,000 TAU funds in June 2014 for construction, which will be drawn from the TAP line item (MPMS #64984) at the appropriate time.	Add new regional TAP projects to the TIP. These projects will draw from the TAP line item (MPMS #64984) at the appropriate time. Funds are set aside in the line item.
	102837	Liberty Bell Trail Connection	Add this new regional TAP project to the TIP. Include in project description that this project was awarded with \$635,000 TAU funds in June 2014 for construction, which will be drawn from the TAP line item (MPMS #64984) at the appropriate time.	
Philadelphia	102838	Philadelphia Bike Share Program	Add this new regional TAP project to the TIP. Include in project description that this project was awarded with \$1,250,000 TAU funds in June 2014 for construction, which will be drawn from the TAP line item (MPMS #64984) at the appropriate time.	
	102839	South Philadelphia Neighborhood Bikeway	Add this new regional TAP project to the TIP. Include in project description that this project was awarded with \$250,000 TAU funds in June 2014 for construction, which will be drawn from the TAP line item (MPMS #64984) at the appropriate time.	
Philadelphia	102134	Henry Ave Corridor Safety Improvements, Phase 2	Add this new breakout project to the FY2015 PA TIP. This project is a breakout from MPMS #80104 and will be placed in the Regional Safety Initiatives (HSIP) line item (MPMS #57927) until it is ready to be drawn out at the appropriate time.	Add a new HSIP break-out project to draw from Regional Safety Initiatives (HSIP) line item (MPMS #57927).
Chester	102293	SR 0030 (Lancaster Avenue) Adaptive Signal System Upgrade (ARLE 4)	Add project back into the TIP with \$564,000 State 244 for Construction in FY15 as funds have not yet been encumbered.	Add Round 4 of ARLE projects back to the TIP as funds have not yet been encumbered. These are additional funds to the region.
	102292	SR 0100/Temple Road/Glocker Way Adaptive Traffic Control Management (ARLE 4)	Add project back into the TIP with \$51,000 State 244 for Construction in FY15 as funds have not yet been encumbered.	
	102294	SR 0030 (Lancaster Avenue) Adaptive Signal System Installation (ARLE 4)	Add project back into the TIP with \$445,000 State 244 for Construction in FY15 as funds have not yet been encumbered.	

Recommended Changes to the Draft DVRPC FY2015 Transportation Improvement Program (TIP) for Pennsylvania

DVRPC Highway Project Additions (Continued)				
ITEM	MPMS#	TITLE	CHANGE	REMARKS
Montgomery	102298	Towamencin Township Signal System Modernization (ARLE 4)	Add project back into the TIP with \$180,000 State 244 for Construction in FY15 as funds have not yet been encumbered.	Add Round 4 of ARLE projects back to the TIP as funds have not yet been encumbered. These are additional funds to the region.
Philadelphia	102280	Broad Street Pedestrian Crossing Improvements (ARLE 4)	Add project back into the TIP with \$400,000 State 244 for Final Design and \$800,000 State 244 for Construction in FY15 as funds have not yet been encumbered.	
	102281	L.E.D. Street Light Improvement Program (ARLE 4)	Add project back into the TIP with \$260,000 State 244 for Final Design and \$590,000 State 244 for Construction in FY15 as funds have not yet been encumbered.	

DVRPC Highway Project Removals				
ITEM	MPMS #	TITLE	CHANGE	REMARKS
Bucks	97992	East Rockhill Township Signal Improvements (ARLE 3)	Remove project as funds have been encumbered.	Remove Round 3 of ARLE projects as funds have been encumbered
	97997	Doylestown Township Signals (ARLE 3)	Remove project as funds have been encumbered.	
	98003	Bensalem Township Signal Upgrade (ARLE 3)	Remove project as funds have been encumbered.	
	98006	Warrington Township Safety Improvements (ARLE 3)	Remove project as funds have been encumbered.	
Chester	97989	Franklin Township Safety Improvements (ARLE 3)	Remove project as funds have been encumbered.	
	98000	East Whiteland Township Signal Upgrade (ARLE 3)	Remove project as funds have been encumbered.	
	98001	Phoenixville Borough Signals (ARLE 3)	Remove project as funds have been encumbered.	
	98005	London Britain Township Safety Improvements (ARLE 3)	Remove project as funds have been encumbered.	
Delaware	97994	Haverford Township Signal Upgrade (ARLE 3)	Remove project as funds have been encumbered.	
	97999	Concord Township Safety Improvements (ARLE 3)	Remove project as funds have been encumbered.	
	98002	Chadds Ford Signal Upgrade (ARLE 3)	Remove project as funds have been encumbered.	

Recommended Changes to the Draft DVRPC FY2015 Transportation Improvement Program (TIP) for Pennsylvania

DVRPC Highway Project Removals (Continued)				
ITEM	MPMS #	TITLE	CHANGE	REMARKS
Montgomery	97993	Franconia Township Traffic Control (ARLE 3)	Remove project as funds have been encumbered.	Remove Round 3 of ARLE projects as funds have been encumbered
	97995	Lower Merion Township Signals (ARLE 3)	Remove project as funds have been encumbered.	
	97996	Upper Merion Township Signals (ARLE 3)	Remove project as funds have been encumbered.	
	97998	Lansdale Borough Signal Upgrade (ARLE 3)	Remove project as funds have been encumbered.	
	98007	Upper Dublin Township Safety Improvements (ARLE 3)	Remove project as funds have been encumbered.	
Philadelphia	102389	I-76/I-76 Ramp Resurfacing	Remove project as it has been let on June 19, 2014.	Remove a project in the Interstate Management Program as it has been let.
	90096	Spring Garden Over Schuylkill (Bridge)	Remove project as it has been let in April 2014 and place \$50,000 (\$40,000 NHPP/\$10,000 State 185) in FY15 into the respective line items MPMS #82216 NHPP Reserve Line Item and MPMS #79929 Bridge Reserve Line Item	Remove project as it has been let.

State Resurfacing Projects				
ITEM	MPMS#	TITLE	CHANGE	REMARKS
Chester	102379	US 30, Resurfacing	Add \$1,800,000 SPIKE-581 for FY15 Construction. This is a carryover from the FY2013 TIP where funds were programed in FY14 and FY15.	Add resurfacing projects from current FY2013 TIP to FY2015 TIP. These are additional funds to the region.
Philadelphia	102388	US 1, Roosevelt Boulevard (Resurfacing)	Add \$4,500,000 SPIKE-581 for FY15 Construction. This is a carryover from the FY2013 TIP where funds were programed in FY14 and FY15.	
Bucks	102373	SR 232 Resurfacing BucksCo	Add \$900,000 SPIKE-581 for FY15 Construction. This is a carryover from the FY2013 TIP where funds were programed in FY14 and FY15. Project will not be carried over to the FY2015 TIP as it has been let.	Projects will not be carried over to the FY2015 TIP as they have been let or are part of the Transition List.
	102374	SR 132 Resurfacing BucksCo	Add \$3,800,000 SPIKE-581 for FY15 Construction. This is a carryover from the FY2013 TIP where funds were programed in FY14 and FY15. Project will not be carried over to the FY2015 TIP as it has been let.	
	102375	SR611/SR1001 Pave/Reconst	Add \$2,250,000 SPIKE-581 for FY15 Construction. This is a carryover from the FY2013 TIP where funds were programed in FY14 and FY15. Project will not be carried over to the FY2015 TIP as it has been let.	
Delaware	102385	SR0003 Resurfacing DelCo	Add \$1,760,000 SPIKE-581 for FY15 Construction. This is a carryover from the FY2013 TIP where funds were programed in FY14 and FY15. Project will not be carried over to the FY2015 TIP as it is a Transition List project.	
Montgomery	102376	SR 0611 Resurfacing MontCo	Add \$3,750,000 SPIKE-581 for FY15 Construction. This is a carryover from the FY2013 TIP where funds were programed in FY14 and FY15. Project will not be carried over to the FY2015 TIP as it is a Transition List project.	
	102377	SR0232 Resurfacing MontCo	Add \$1,100,000 SPIKE-581 for FY15 Construction. This is a carryover from the FY2013 TIP where funds were programed in FY14 and FY15. Project will not be carried over to the FY2015 TIP as it has been let.	

Recommended Changes to the Draft DVRPC FY2015 Transportation Improvement Program (TIP) for Pennsylvania

Transit Project Cost Increase/Decrease			
ITEM	MPMS #	TITLE	CHANGE
SEPTA	60574	Paoli Transportation Center	<ul style="list-style-type: none"> ▪ Increase project cost by adding \$24,000,000 total to the first first-years from SEPTA and PennDOT Bureau of Public Transit in order to advance Phase 1 of the project, accordingly: \$8,000,000 overall (\$3,200,000 5307-S/ \$3,871,000 Sec 1514/ \$800,000 Sec 1516/ \$129,000 Local) for each FY15, FY16, and FY17 CAP phase. AMTRAK will provide the remaining \$12,000,000 that is needed to complete Phase 1 for ADA improvements. ▪ Reduce FY22 CAP by \$4,000,000 overall by decreasing \$19,452,000 Sec 1514 funds to \$15,581,000 and decreasing \$648,000 Local funds to \$519,000 to add back to the SEPTA Reserve Line Item (MPMS #90600). ▪ Reduce FY23 CAP by \$19,691,000 overall by decreasing \$25,065,000 Sec 1514 funds to \$6,009,000 and decreasing \$835,000 Local funds to \$200,000 to add back to the SEPTA Reserve Line Item (MPMS #90600).
SEPTA	90600	SEPTA Reserve Line Item	<ul style="list-style-type: none"> ▪ Decrease line item cost over 12-Years by an overall \$19,683,000 due to MPMS #60574, accordingly: <ul style="list-style-type: none"> ▪ Decrease \$12,000,000 overall in FY15, FY16, and FY17 from \$35,000,000 to \$23,000,000 to fund Phase 1 of the Paoli Transportation Center (MPMS #60574) by: <ul style="list-style-type: none"> -Reducing FY15 CAP phase from \$19,355,000 Sec 1514 funds to \$15,484,000 and decreasing \$645,000 Local funds to \$516,000. -Reducing FY16 and FY17 CAP phases each by decreasing \$4,839,000 Sec 1514 funds to \$968,000 and decreasing \$161,000 Local funds to \$32,000. ▪ Add a \$4,000,000 CAP phase to FY22 (\$3,871,000 Sec 1514/ \$129,000 Local). ▪ Add a \$19,691,000 CAP phase to FY23 (\$19,056,000 Sec 1514/ \$635,000 Local).

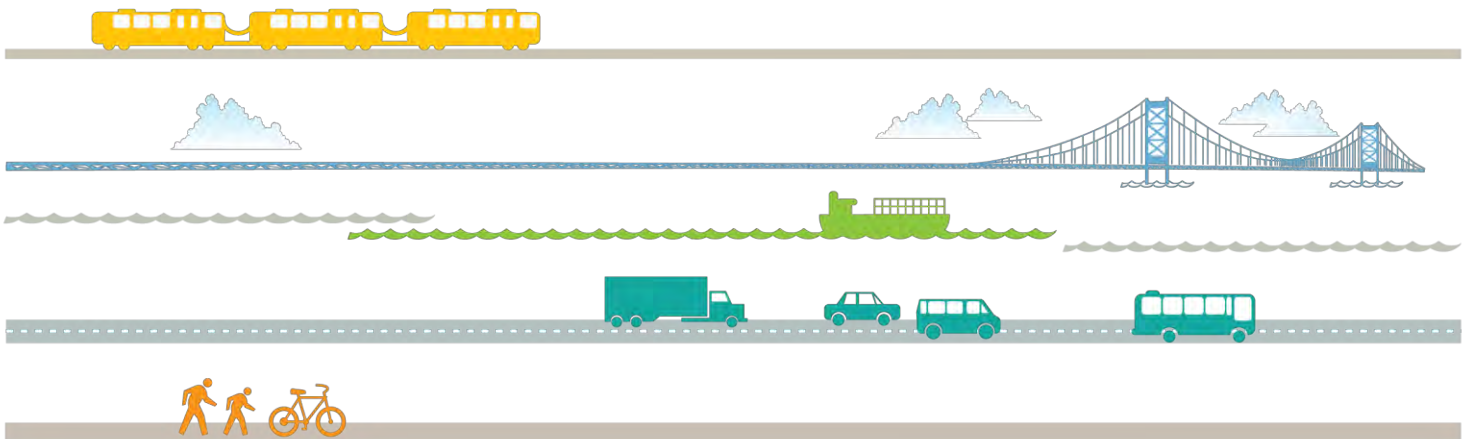
Highway and Transit Project Description Changes			
ITEM	MPMS #	TITLE	CHANGE
Bucks	70218	Delaware Canal Pedestrian Tunnel	Update project description.
	64781	Swamp Road/Pennswood Road Bridge over Branch of Neshaminy Creek	The project description and scope will be edited to reflect that there will be a straightforward rehabilitation only of the structure. The superstructure that was replaced in 2004 will be maintained and masonry repairs to the stone walls will be addressed, and that two foot shoulders will not be added to the bridge.
	88083	Stoopville Road Improvements – Phase 2	Edit description to make clear at part 4 of the proposed improvements a “New turn lane to two intersections: 200’ left turn lane from southbound Durham Road to eastbound Stoopville Road, including installation of a new traffic signal at the Durham Rd. (S.R. 0413) and Stoopville Rd. (S.R. 2028) intersection, and a new 75’ right turn lane from southbound Highland Road to westbound Washington Crossing Road at the Highland Road and Washington Crossing Road (S.R. 0532) intersection” and address crosswalks.
Delaware	87119	Nether Providence Township Sidewalks (SRTSF) - Round 1	Add the following sentence to project description: “This project was awarded \$225,000 TAU funds in June 2014 for construction, which will be drawn from the TAP line item (MPMS #64984) at the appropriate time.”
Montgomery	16400	Arcola Road Bridge Over Perkiomen Creek (CB# 155)	Update new bridge characteristics (from having two to three lanes) and provide more details on additional work associated with the project (e.g., middle lane and traffic signal at on the approaches to the bridge).
	48172	PA 23 Moore to Allendale and Trout Crk Rd Bridge	Clarify title and limits as appropriate.
	64795	Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road	Include the improvements at the adjacent intersection of Conshohocken State Road and Rock Hill Road, which are still part of the project.
Philadelphia	46958	Philadelphia Naval Shipyard	<ul style="list-style-type: none"> ▪ Change limits of project to: “Langley Ave. 26th Street to Broad Street.” ▪ Remove the sentence “Major utilities on a weakening timber structure will be relocated from a structure in Broad to solid ground within the existing ROW of Broad Street.” And adjust earmark balance available of PA ID# 086 to \$2,405,847

Recommended Changes to the Draft DVRPC FY2015 Transportation Improvement Program (TIP) for Pennsylvania

Highway and Transit Project Description Changes (Continued)			
ITEM	MPMS #	TITLE	CHANGE
Philadelphia	69913	Grays Ferry Avenue Bridge Over Schuylkill River	Reference MPMS #96222 that has not yet drawn down and include description of MPMS #96222.
	80104	Henry Ave Corridor Safety Improvements	<ul style="list-style-type: none"> ▪ Add "Phase 1" to project title, which would result "Henry Ave Corridor Safety Improvements, Phase 1" as new project title. ▪ Update project description.
	85415	Olney Ave Safety Improvements	Add "Olney Ave. from Broad to Rising Sun" for limits.
	96213	Manayunk Bridge Trail	Update project description.
	102274	Schuylkill River Swing Bridge	Update project description.
	80054	Bridges Over Vine Street Expressway (I-676) (PAB) - Part 3	Remove "Part 3" from title. This project is part of a consolidation of three projects (MPMS #80054, #88767, #88768) into two (MPMS #80054 and #88767). This project will involve four superstructures instead of two.
	88767	Bridges Over Vine Street Expressway (I-676) (PAA) - Part 1	This project is part of a consolidation of three projects (MPMS #80054, #88767, #88768) into two (MPMS #80054 and MPMS #88767). This project will involve three superstructures instead of two.
Various Counties	48201	DVRPC Competitive CMAQ Program	Remove the following MPMS#s from the project description as they have been drawn from the line item: 96213 (Manayunk Bridge Trail), 96217 (Chalfont Borough Route 152 Congestion Mitigation Project), 96218 (Fayette Street Interconnection Project), 96220 (Lower Salford Adaptive Traffic System), 96223 (Philadelphia Signal Retiming), 96241 (U.S. Route 202/Boot Road Interchange area Adaptive Signal Control).
	57927	Regional Safety Initiatives (HSIP)	Update project description.
	64984	Transportation Alternatives Program (TAP) Line Item	<ul style="list-style-type: none"> ▪ Note that \$1,000,000 CAQ funds in FY18 are to be dedicated for the selection of Circuit projects during the next TAP selection round. ▪ Update project description by listing the 11 projects (including MPMS #87119) that will draw a total of \$7,500,859 regional TAU funds from this line item (MPMS #64984) at the appropriate time.
	102105	Municipal Bridge Line Item	Update project scope and description to clarify that this bridge line item will be used to fund selected municipal bridge projects via the retro-reimbursement process only. A non-traditional, retro-reimbursement process allows a municipality to perform work to fix or replace a bridge using local funds, and subsequently be reimbursed by PennDOT with state funds. Projects for retro-reimbursement must be selected and approved by the region before a commitment of retro-reimbursement would be made.
	Various MPMS#s	I-95 Reconstruction	Update project limits and descriptions of various MPMS#s in the Interstate Management Program and the Regional Highway Program.
	102275	Study Line Item	The description of the Study Line Item MPMS #102275 description will be revised to acknowledge the Decade of Investment to read: This line item is a set aside to address study candidates that were identified in the DVRPC region as part of the PennDOT Decade of Investment. As the studies, results, and recommendations are more completely understood, the recommendations can be considered for advancement to preliminary engineering.
SEPTA	60574	Paoli Transportation Center	Update project description to clarify Phase 1 and Phase 2 elements.
	60638	Regional Rail Car, Locomotive, and Trolley Acquisition	Edit description to indicate funds are for "electric locomotives" instead of "diesel-electric locomotives."

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PUBLIC COMMENT OUTREACH DOCUMENTATION





190 N INDEPENDENCE MALL WEST
8TH FLOOR
PHILADELPHIA, PA 19106-1520
Phone: 215-592-1800
Fax: 215-592-9125
www.dvrpc.org

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

**DRAFT DVRPC FISCAL YEAR (FY) 2015-2018 TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) FOR PENNSYLVANIA**

The Delaware Valley Regional Planning Commission (DVRPC) is seeking your input and will open a public comment period for its Draft DVRPC Fiscal Year (FY) 2015-2018 Transportation Improvement Program (TIP) for Pennsylvania. The public comment period will open on May 30, 2014 and close at 5 p.m., June 30, 2014.

Please join us for a public meeting and information session on the Draft FY 2015 Pennsylvania TIP between the hours of 4:00 P.M. and 6:00 P.M. on:

**Thursday, June 26, 2014
DVRPC Conference Room
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106**

The public will be able to participate in this meeting remotely via web conferencing. Please register by June 24, 2014 by contacting 215-238-2871 or public_affairs@dvrpc.org if you are interested in using this option.

As the federally designated Metropolitan Planning Organization, DVRPC is responsible for developing the Transportation Improvement Program (TIP). The TIP is the regionally agreed-upon list of priority projects, as required by federal law, and goes through a major update every other year. The TIP document must list all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. Also included are all other state-funded capital projects. The projects are multimodal; that is, they include bicycle, pedestrian, freight-related projects, and innovative air quality projects, as well as the more traditional highway and public transit projects.

Copies of the draft TIP are available in the DVRPC Resource Center; in a number of regional libraries; and at www.dvrpc.org. The document will also be available at the public meeting, and can be translated into an alternative format or language, if requested. Please contact the Resource Center at 215-238-2809 if you wish to have the documents mailed to you.

-more-

Written comments and questions may be addressed to:

Plan/TIP/Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106.

Comments may be e-mailed to tip-plan-comments@dvrpc.org or faxed to 215-592-9125. There is also an online tool that can be used to review, map, and comment on individual TIP projects in an interactive way at www.dvrpc.org/TIP. Responses to comments and questions that have been submitted in writing or electronically during the public comment period will be included in the final TIP document. If you need assistance in providing a written comment, please contact the DVRPC Public Affairs Office at 215-238-2871 or public_affairs@dvrpc.org.

The TIP public involvement process, conducted by DVRPC, is in cooperation with the Pennsylvania Department of Transportation (PennDOT) to satisfy the requirements placed by federal legislation and regulation for all Federal Transit Administration and Federal Highway Administration funded projects in the TIP. Public Involvement for the TIP is used to satisfy public involvement requirements for PennDOT's Section 5307 program of projects as well.

Comments for the Draft TIP must be received no later than 5 p.m. on June 30, 2014.

A forthcoming public comment period for the Draft Amendment to the *Connections 2040* Long-Range Plan and the Draft Transportation Conformity Finding for the Draft DVRPC FY 2015 TIP for Pennsylvania, the Draft Amendment to the *Connections 2040* Long-Range Plan, and the FY 2014 TIP for New Jersey will begin on June 16, 2014.

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. 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. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 238-2871 or email public_affairs@dvrpc.org.



SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

NOTICE OF PUBLIC HEARING

FISCAL YEAR 2015 CAPITAL BUDGET

- I. The Southeastern Pennsylvania Transportation Authority (SEPTA) will conduct public hearings in the SEPTA Board Room at SEPTA Headquarters, 1234 Market Street, Mezzanine Level, Philadelphia, Pennsylvania 19107, at 11:30 A.M. and 5:00 P.M., on Monday, April 28, 2014. The purpose of the hearing is to consider the Authority's proposed Fiscal Year 2015 Capital Budget and Fiscal Years 2015-2026 Capital Program and the projects contained therein for which financial assistance is being sought. The total amount of federal and state funds to be received in Fiscal Year 2015 will be determined at the completion of the federal and state budget processes. SEPTA proposes to submit to its funding agencies a program of projects for funding consideration. SEPTA's final federal Section 5307 Program of Projects will be made available through the Delaware Valley Regional Planning Commission's Transportation Improvement Program (TIP) and in conjunction with the DVRPC's Public Involvement Process for the TIP.
- II. At the hearings, SEPTA will afford an opportunity for interested persons or agencies to be heard with respect to the social, economic and environmental aspects of the projects. Interested persons may submit orally, or in writing, evidence and recommendations. Speakers for the morning and evening sessions must register by 12:30 PM and 5:30 PM, respectively, on the day of the Public Hearings.

- III. Persons wishing to file written comments may forward them to the Director of the Capital Budget and Grant Development Department, 9th Floor, 1234 Market Street, Philadelphia, PA 19107-3780. Comments must be received by May 2, 2014, so that they may be forwarded to the Hearing Examiner. Comments may also be sent via email to capbudget@septa.org.
- IV. Individuals in need of a sign language interpreter should contact the Director of the Capital Budget and Grant Development Department, at the address listed above by April 14, 2014.
- V. An audio version of the public hearing notice and summary will also be available through the Associated Services for the Blind's website at www.asb.org and at the office of the Library for the Blind and Physically Handicapped, 919 Walnut Street, Philadelphia, PA 19107.
- VI. On or about March 29, 2014, members of the public may obtain a copy of the proposed Capital Budget and Program at SEPTA's website www.septa.org or by requesting, in writing, a copy from the Director of the Capital Budget and Grant Development Department at the address listed above.

Highlights of the Draft PA TIP
FY 2015 Draft TIP for Pennsylvania
(FY 2015-2018)

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM



Highlights for the Draft

Delaware Valley Regional Planning Commission

FY2015 TIP for Pennsylvania

The Draft Delaware Valley Regional Planning Commission (DVRPC) FY2015 Transportation Improvement Program (TIP) for Pennsylvania is available for public review. The PA TIP, like the Commission itself, includes the counties of Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania. DVRPC prepares a major update to the PA TIP every other year to coincide with the update of PennDOT's 12-Year Plan, and releases a draft program for a review and comment period prior to recommending it for adoption. This year, the Public Comment period will begin on May 30, 2014 and close on June 30, 2014 at 5:00 p.m. (EST). See further details regarding the review process at the end of this document.

What is the TIP?

By way of congressional mandate, federal transportation legislation (MAP-21) requires that DVRPC, as the MPO for the region, develop and update a four-year Transportation Improvement Program (TIP) in order for the region to be eligible to receive and spend federal transportation funds.

The TIP lists all transportation projects that intend to use federal funds, as well as state funded capital projects that are transportation improvement priorities for this region. It is a multi-modal, four year program that shows estimated costs and schedules by project phase required by the federal government. DVRPC shows a 12-year program financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred to maintain this financial constraint. As a result, the TIP is not a "wish list"; competition between projects for a spot on the TIP clearly exists. The TIP not only lists specific projects, but also documents the anticipated schedule and cost for each project phase (preliminary engineering, final design, right of way acquisition, and construction). Although it is not a final schedule of project implementation, inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the four year TIP time period.

The production of the TIP is the culmination of the transportation planning process and represents a consensus among state and regional officials as to what near term improvements to pursue. Consensus is crucial because the federal and state governments want assurances that all interested parties have participated in developing the priorities before committing significant sums of money. A project's inclusion in the TIP signifies regional agreement on the priority of the project and establishes eligibility for federal funding. On Friday, July 6, 2012, Congress passed and the President signed the federal transportation authorization into law, Moving Ahead for Progress in the 21st Century (MAP-21), as Public Law (P.L.) 112-141. This legislation became effective on October 1, 2012 and will provide federal funding through September 30, 2014. It is the first multi-year highway authorization after multiple temporary extensions of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) that was signed in 2005 and expired in 2009. It builds on the initiatives established in SAFETEA-LU, the Transportation Equity Act for the 21st Century (TEA-21) and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Final Rulemaking has yet to be issued.

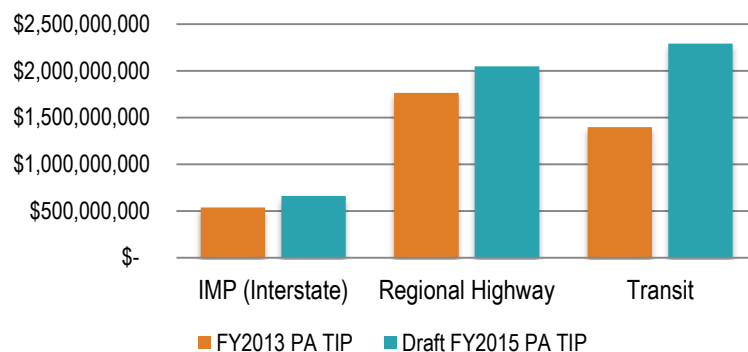
Pennsylvania Act 89 and Funding to the Region

Act 89 of 2013 is the State of Pennsylvania’s new transportation funding bill that provides much-needed funding for the state’s transportation planning and infrastructure systems. Act 89 will generate an additional \$2.3 billion annually by the fifth year of the program for the commonwealth’s highway, bridge, public transit, local government, port, aviation, and other intermodal infrastructure systems. Act 89 of 2013 eliminated the state retail gas tax paid at the pump starting January 1, 2014, and replaced it with an equivalent increase in the Oil Company Franchise Tax (OCFT). It will also remove the cap on the OCFT in thirds over five years. The majority of the Act 89 funding is distributed as state highway funding (in addition to state bridge funding); however, state highway funds are flexible in use and can be used on a variety of infrastructure including bridges if necessary, as Pennsylvania is one of the “Top 10 states” with the highest number of bridges and has high need in that area. Further, Act 89 funding is projected to grow over time.

Primarily due to the enactment of PA Act 89, transportation funding for the DVRPC region has increased significantly since the adoption of the FY2013 TIP for PA. Due to changes in both state (Act 89) and federal (MAP-21) funding sources, the financial make-up of the TIP has new fund categories, distributions and formulas. Combined funding for the DVRPC region for the statewide Interstate Management Program (IMP) projects, the Regional Highway Program, and the SEPTA and Pottstown Urban Transit systems has increased by approximately 25% from \$3.7 billion (FY2013 PA TIP total program) to \$4.9 billion in the Draft FY2015 PA TIP, as displayed by figure 1.

\$658 million (28.6 percent of the \$2.3 billion total statewide distribution) of IMP funds, which is managed statewide by the state, have been ultimately distributed to the DVRPC region’s IMP projects within the first-four-years (FY15-FY18). In addition to the \$1.6 billion statewide distribution amount initially targeted for the IMP, an additional \$690 million from statewide reserves was ultimately made available to interstate projects across the commonwealth, bringing the total Statewide IMP funding to \$2.3 billion over the four years due to an overwhelming need and the MAP-21 emphasis to maintain federal aid roadways. The DVRPC region also receives close to 24 percent (\$1.6 billion) of the formula highway funds and 64 percent (\$2.2 billion) of the transit funds distributed to MPOs and RPOs in the state. Overall, 37.5 percent (\$3.7 billion) of \$10 billion in (highway and transit) federal and state resources for non-interstate funding over the four years (FY15-18) of the STIP is allocated to the DVRPC region.

Figure 1: Growth in Programs in the DVRPC Region



Source: DVRPC, 2014

Program Summaries

The Draft DVRPC FY2015 TIP for Pennsylvania contains over 330 projects (including the Interstate Management Program), totaling close to \$5 billion for the phases to be advanced over the next four years, an average of almost \$1.25 billion per year. Programmed funds include just under \$2.05 billion for projects primarily addressing the non-interstate highway system, and \$658 million for projects addressing the Interstate Management Program, resulting in an overall four year total for the Highway Program of \$2.7 billion. Additionally, there is a \$2.3 billion Transit Program for SEPTA and Pottstown Urban Transit. Table 1 and Figures 2 and 3 present funding summaries for the DVRPC region by program, county, and transit operator for each of the four TIP years in Pennsylvania and include the Pennsylvania Statewide Interstate Management Program (IMP) for the DVRPC region.

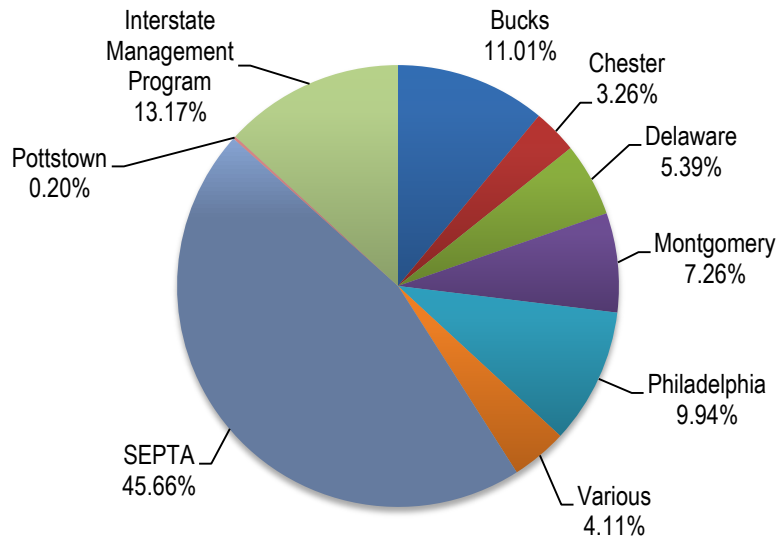
Table 1: TIP Cost Summary by County and Transit Operator, Southeastern Pennsylvania (\$000)

	FY2015	FY2016	FY2017	FY2018	FY2015- FY2018 Total
Regional Highway Program					
Bucks County	\$121,719	\$153,124	\$153,136	\$122,135	\$550,114
Chester County	\$31,717	\$57,112	\$60,055	\$14,207	\$163,091
Delaware County	\$62,955	\$45,115	\$69,692	\$91,787	\$269,549
Montgomery County	\$61,370	\$84,949	\$117,531	\$99,207	\$363,057
Philadelphia County	\$152,670	\$134,195	\$111,539	\$98,355	\$496,759
Various Counties	\$47,829	\$51,814	\$39,420	\$66,105	\$205,168
Regional Highway Program Subtotal Cost	\$478,260	\$526,309	\$551,373	\$491,796	\$2,047,738
-Interstate – Montgomery County	\$1,392	\$0	\$3,162	\$0	\$4,554
-Interstate - Philadelphia County	\$151,828	\$188,673	\$173,366	\$139,845	\$653,712
Interstate Program Subtotal	\$153,220	\$188,673	\$176,528	\$139,845	\$658,266
Regional Highway and Interstate Program Total Cost	\$631,480	\$714,982	\$727,901	\$631,641	\$2,706,004
Transit Program					
SEPTA	\$548,041	\$567,311	\$567,995	\$598,724	\$2,282,071
Pottstown	\$2,242	\$2,061	\$2,086	\$3,538	\$9,927
Transit Program Subtotal Cost	\$550,283	\$569,372	\$570,081	\$602,262	\$2,291,998
Grand Total Cost – 4-Year Highway and Transit Programs in DVRPC Region					\$4,998,002

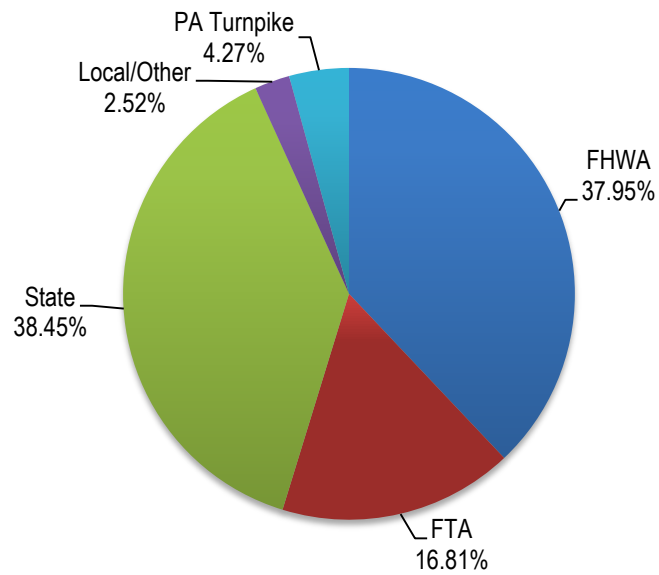
Source: DVRPC, 2014

**Figure 2: Four-Year (FY2015 to FY2018) Cost Summaries for Southeastern Pennsylvania
(Highway and Transit Programs)**

By County & Operator

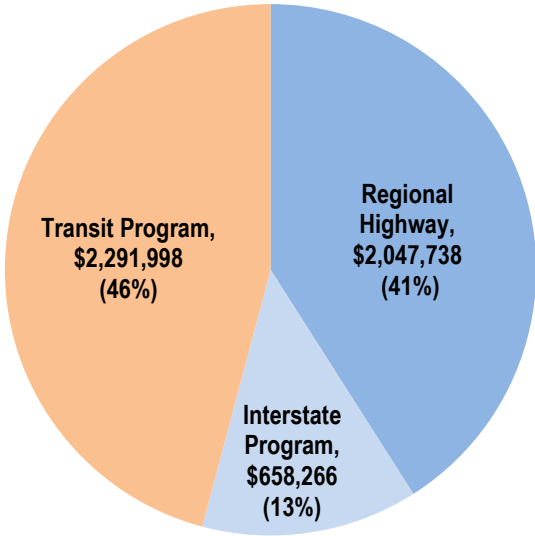


By Funding Source



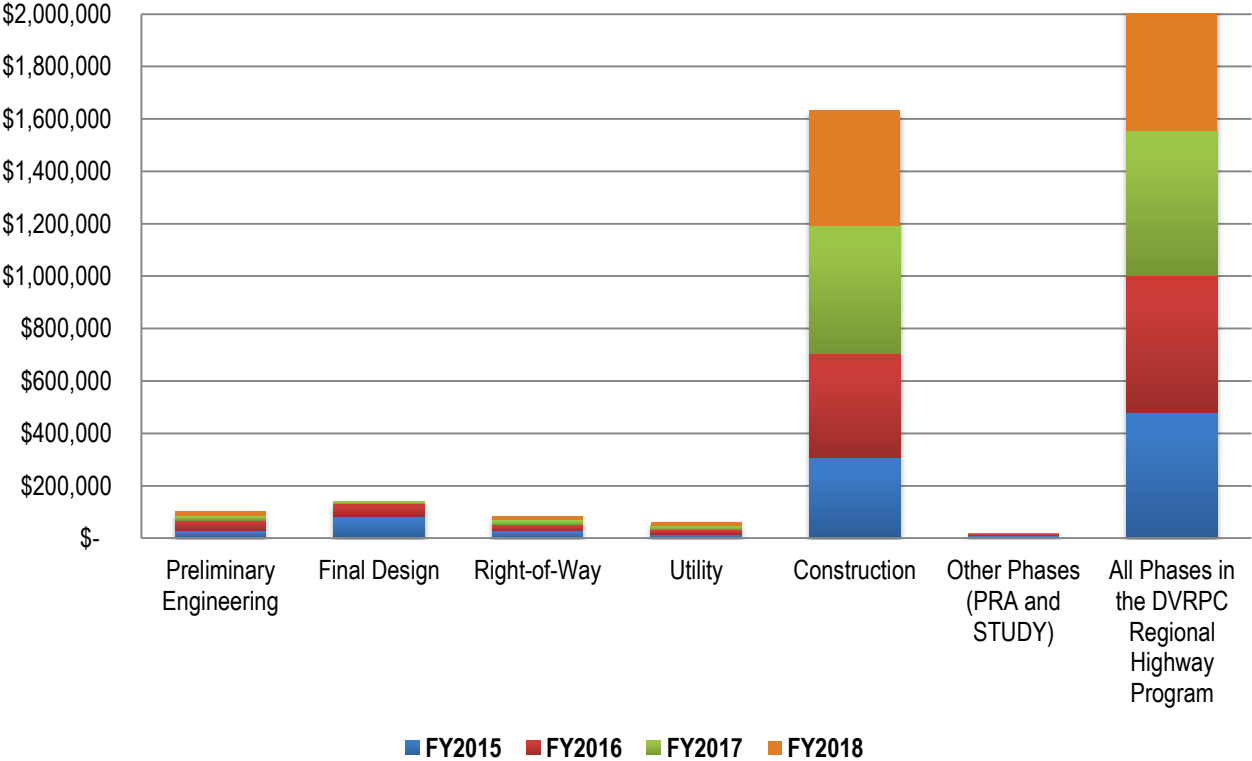
Source: DVRPC, 2014

Figure 3: Total Four-Year (FY2015 to FY2018) Cost Summary by Program for Southeastern Pennsylvania (\$000)



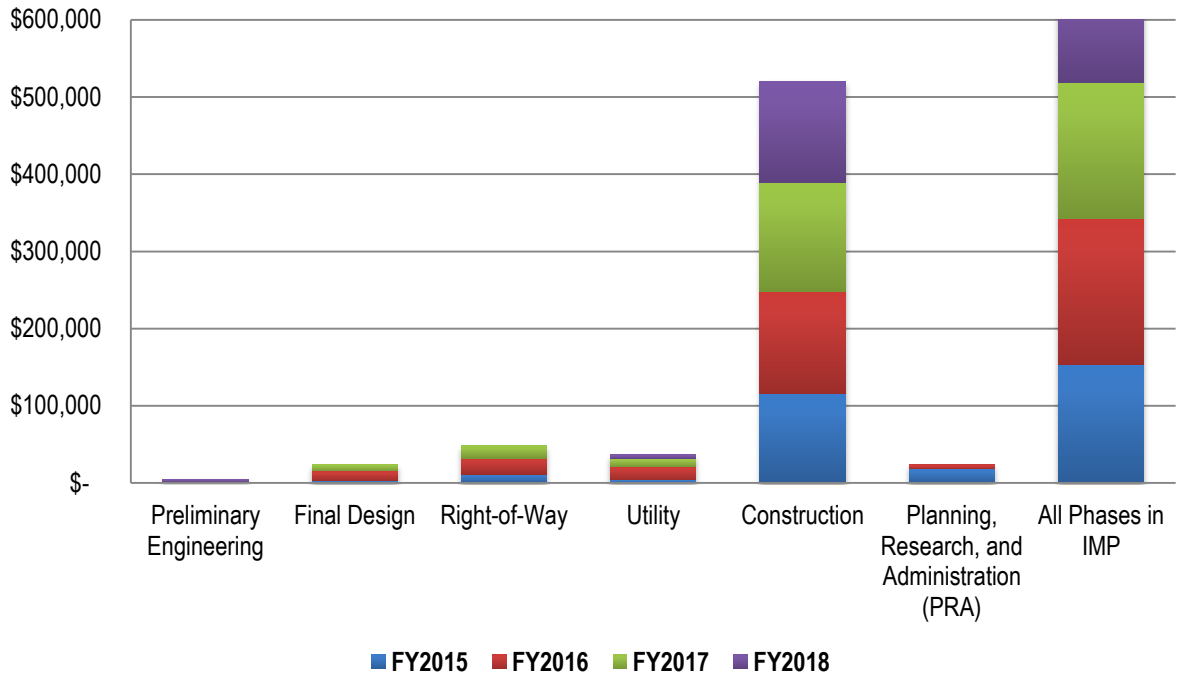
Source: DVRPC, 2014

Figure 4: DVRPC Regional Highway Program Cost by Phase for FY2015 to FY2018 (\$000)



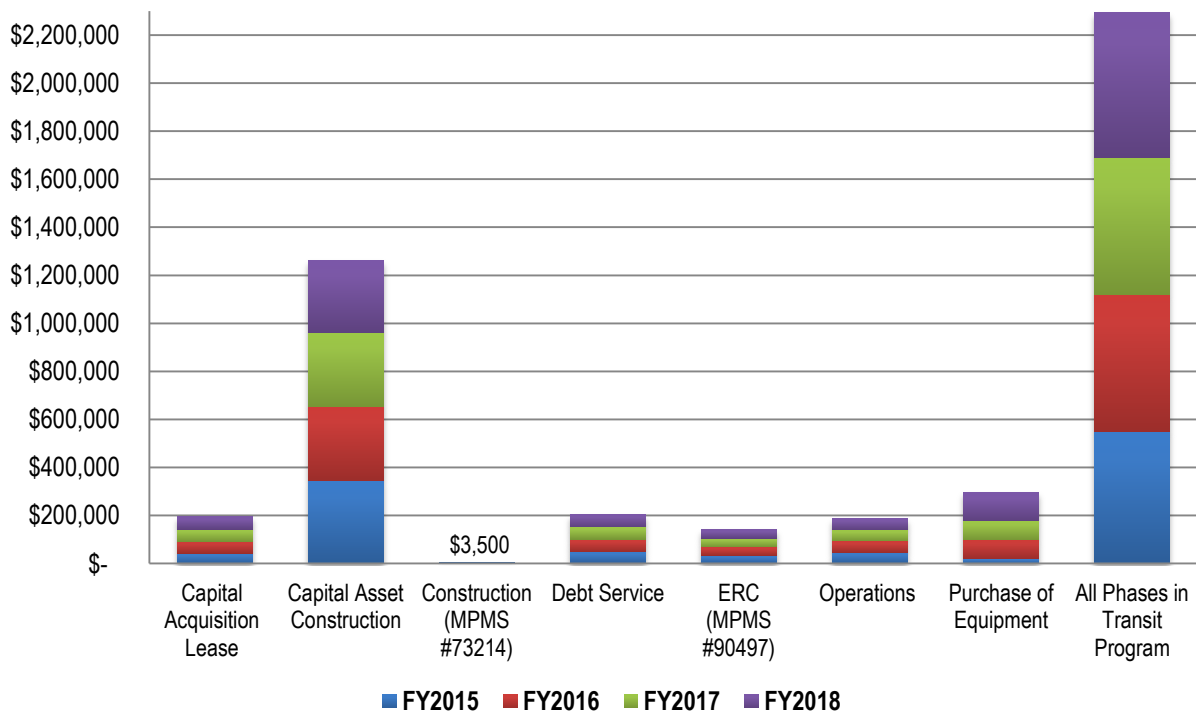
Source: DVRPC, 2014

Figure 5: Interstate Management Program Cost by Phase for FY2015 to FY2018 (\$000) in the DVRPC Region



Source: DVRPC, 2014

Figure 6: DVRPC Regional Transit Program Cost by Phase for FY2015 to FY2018 (\$000)



Notes for Figure 6:

- (1) The \$3,500,000 construction phase will occur for SEPTA's Ardmore Transportation Center improvement project (MPMS #73214).
- (2) "ERC" indicates Engineering/Right-of-Way/Construction phase for SEPTA's annual Infrastructure Safety and Renewal Program (MPMS #90497).

Source: DVRPC, 2014

DRAFT DVRPC FY2015-2018 TIP AND INTERSTATE (IMP) PROJECTS FOR PENNSYLVANIA

Highway Program by MPMS

BUCKS COUNTY			
MPMS#	PROJECT TITLE	MPMS#	PROJECT TITLE
12923	Bristol Road Extension	70218	Delaware Canal Pedestrian Tunnel
12931	Worthington Mill Rd Br (Bridge)	74827	Delaware Canal Enhancement
12965	Lawn Avenue	78516	Bridge Replacement Brownsville Road
13014	Clay Ridge Road Bridge Over Beaver Creek (CB #30)	86860	PA 611 Bridge Over Cooks Creek
13240	Old Bethlehem Road Bridge Over Kimples Creek	86923	PA 309, Sellersville Bypass, Resurfacing (PM1)
13248	Walnut Street Bridge Over Perkiomen Creek (CB #13)	87744	Wall and Pavement Repair, SR 0032 – LG1(River Road)
13249	Stone Bridge Road (Bridge)	88083	Stoopville Road Improvements - Phase 2
13296	Rickert Road Bridge Over Morris Run Creek (CB #21)	90327	River Rd o/ Trib Delaware (Bridge)
13347	I-95, PA Turnpike Interchange (TPK)- STAGE 1	92741	Main St o/Br Perkiomen Cr (Bridge)
13377	Main St over SEPTA (Bridge)	93444	Route 1 Improvement-South (Section RC1)
13440	Allentown Road and PA 663 Bridges (2) Over Licking Creek	93445	Route 1 Improvement-North (Section RC2)
13549	US 1 (Bridges) Design (Section 03S)	93446	Route 1 Improvement Frontage Corridor (Section RC3)
13606	Hulmeville Avenue Bridge Over Conrail	95439	I-95, PA Turnpike Interchange (TPK)- Section D10
13607	Upper Ridge Road Bridge Over Unami Creek	95444	I-95, PA Turnpike Interchange (TPK)- Section D20
13609	PA 313/US 202, East State Street to Mechanics Road Intersection Improvements	96217	Central Bucks Congestion Mitigation
13635	Oxford Valley Road/Lincoln Highway Intersection Improvements	97991	Doylestown Township Signals Upgrade (ARLE 3)
13716	Headquarters Road Bridge Over Tinicum Creek	97992	East Rockhill Township Signal Improvements (ARLE 3)
13727	Bristol Road Intersection Improvements	97997	Doylestown Township Signals (ARLE 3)
17918	I-95, Transit Improvements/FLEX (Cornwells Heights)	98003	Bensalem Township Signal Upgrade (ARLE 3)
47392	Route 13/Bristol Pike, PA 413 to Levittown Parkway Restoration	98006	Warrington Township Safety Improvements (ARLE 3)
50634	County Line Road Restoration (M04)(3R)	98221	Stock's Grove Road over Beaver Creek
57619	Route 313 Corridor Improvements	102272	Holland Road at Buck Road and Route 532
57624	Woodbourne Road/Lincoln Highway Intersection Improvements	102283	SR 313/SR 563 New Traffic Signal (ARLE 4)
57625	Route 232, Swamp Road Safety Improvements	102284	SR 202 (Lower York Road) Traffic Signal Interconnect System (ARLE 4)
57635	Quakertown Joint Closed Loop Signal System	102285	County Line Road Intersection Improvements (ARLE 4)
57639	Newtown-Yardley Road Intersection Improvements	102288	SR 132 Traffic Signal Communication System (ARLE 4)
64779	County Line Road Widening	102666	Branch Road over E. Branch Perkiomen Creek (CB(239)
64781	Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek	102667	Quarry Road over Morris Run (CB# 244)
69912	River Road Bridge Over Tohickon Creek		

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DRAFT DVRPC FY2015-2018 TIP AND INTERSTATE (IMP) PROJECTS FOR PENNSYLVANIA

Highway Program by MPMS

CHESTER COUNTY			
MPMS#	PROJECT TITLE	MPMS#	PROJECT TITLE
14134	West Bridge Street Bridge Over Amtrak	80049	Walker Road Bridge Over Trout Run Creek (Thompson Bridge)
14236	Little Washington Road Bridge Over Culbertson Road	81286	Creek Rd o/ E Brandywine (PA 282) (Bridge)
14251	Chandler Mill Road Bridge Over West Branch of Red Clay Creek	84410	US 202, Section 300 CMP Commitments (Transit)
14261	Church Road Bridge Over Valley Creek	84884	US 30, Coatesville Downingtown Bypass (CWR-Western Section)
14327	PA 926 Bridge Over Brandywine Creek	84961	Yellow Springs Parking & Street Enhancement (TCSP)
14351	Rudolph and Arthur Covered Bridge On Camp Bonsul Road over Big Elk Creek	85949	SR 896 Safety Improvements
14354	Chestnut Street Bridge Over Amtrak/SEPTA R5 Rail Line	86064	Hadfield Road Bridge Over Beaver Creek (CB #244)
14484	PA 41 Study	86696	Watermark Road Bridge Over Muddy Run (CB #21)
14515	PA 100, Shoen Road to Gordon Drive (02L)	87781	US 30, Coatesville Downingtown Bypass (CER-Eastern Section)
14532	US 30, Coatesville Downingtown Bypass Reconstruction Design	90612	Boot Road o/ Amtrak (Bridge)
14541	US 1, Baltimore Pike Widening	92146	State Road o/ Elk Creek
14580	US 1 Expressway Reconstruction (Southern Section)	92733	Dwnngtwn Pk o/EBr Brndywn (Bridge)
14581	US 1 Expressway Reconstruction (Northern Section)	95366	US 202 over AMTRAK
14698	US 422, Reconstruction (M2B)	95430	US 202 at SR 926 Intersection Improvement
47979	Paoli Trans Ctr Rds Improvements/Darby Rd Bridge	97989	Franklin Township Safety Improvements (ARLE 3)
57659	French Creek Parkway - Phase 1	98000	East Whiteland Township Signal Upgrade (ARLE 3)
57664	Newark Road Intersection Improvements	98001	Phoenixville Borough Signals (ARLE 3)
57684	PA 82 Bicycle/Pedestrian Trail	98004	East Whiteland Township Signal Backup (ARLE 3)
59434	Schuylkill River Trail (Q20)	98005	London Britain Township Safety Improvements (ARLE 3)
61885	Schuylkill River Trail (Q42)	98096	PA 41 & Newark Rd Improvements
64220	US 422 Expressway Reconstruction (M03)	98223	Creek Road over Pickering Creek
64498	US 202, Exton Bypass to Route 29 (Section 330-Mainline)	98224	Spring City Road over Stony Run
69917	PA 41, Gap Newport Pike Bridge Over Valley Creek	102292	SR 0100/Temple Road/Glocker Way Adaptive Traffic Control Management (ARLE 4)
69918	PA 41, Gap Newport Pike Bridge Over Officers Run	102293	SR 0030 (Lancaster Avenue) Adaptive Signal System Upgrade (ARLE 4)
69919	PA 372, Lower Valley Road Bridge Over Officers Run	102294	SR 0030 (Lancaster Avenue) Adaptive Signal System Installation (ARLE 4)
80042	PA 100, Corridor Safety Improvements	102295	Parker Ford Safety Improvements (ARLE 4)

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DRAFT DVRPC FY2015-2018 TIP AND INTERSTATE (IMP) PROJECTS FOR PENNSYLVANIA

Highway Program by MPMS

DELAWARE COUNTY			
MPMS#	PROJECT TITLE	MPMS#	PROJECT TITLE
14891	Darby Road/Paoli Road Bridges (2) Over Little Darby Creek and Wigwam Run	70228	I-476, MacDade Boulevard Ramp Improvements
15008	Folcroft Avenue Bridge Over Amtrak/SEPTA Wilmington/Newark Rail Line	70245	Chester City Access Improvements II
15183	Station Road Bridge Over Chester Creek (CB #234)	75800	College Avenue Bridge Over SEPTA Norristown High Speed Line and Cobb's Creek
15225	Ardmore Avenue Bridge Over SEPTA and Cobbs Creek	79329	Bridgewater Road Extension
15251	US 1, Baltimore Pike Interchange Improvements	80051	Rosemont Avenue Bridge Over Darby Creek (CB #73)
15306	Sellers Avenue Bridge Over Amtrak and SEPTA Wilmington Newark Rail Line	86368	Mount Alverno Road Bridge Over Chester Creek (CB #9)
15368	MANOA RD:BRG OVER CK (Bridge)	86370	Tribbitt Avenue Bridge Over Hermesprot Creek (CB #237)
15406	PA 452, Market Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line	87119	Nether Providence Township Sidewalks (SRTSF) - Round1
15477*	I-95/322/Conchester Hwy. Interchange/Impvts. (322)	87120	Upper Darby Township Sidewalks (SRTSF) - Round 1
47147	3rd Street Dam Over Broomall Lake	88407	I-95 Overhead Bridges
47986	Chester Creek Bicycle/Pedestrian Trail	92323	Wanamaker Ave o/ Darby Ck (Bridge)
47992	New Road Over West Branch of Chester Creek (Crozierville Bridge)	92808	Marshall Rd o/ Cobbs Crk (Bridge)
47993	7th Street Bridge Over Chester Creek	95429	US 202 and US 1 Loop Roads
57757	Morton Avenue / Swarthmore Avenue Intersection Improvements and Morton Avenue Sidewalk	96946	Ellis Town Center
57772	Convent Road Bridge Over Chester Creek (CB# 6)	97994	Haverford Township Signal Upgrade (ARLE 3)
57773	Lloyd Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line (CB)	97999	Concord Township Safety Improvements (ARLE 3)
64790	MacDade Boulevard Closed Loop Signal System	98002	Chadds Ford Signal Upgrade (ARLE 3)
64791	PA 420, Kedron Avenue	98216	Michigan Ave over Little Crum Creek (CB# 210)
69665	South Creek Road Bridge Over Brandywine Creek	98217	Hilldale Road over Darby Creek (CB# 149)
69815	US 322, Environmental Mitigation (MIT)	98218	South Avenue over Muckinipattis Creek (Mulford Bridge) (CB# 142)
69816	US 322, US 1 to Featherbed Lane (Section 101)	102290	SR 202 (Wilmington-West Chester Pike) Adaptive Signal System (ARLE 4)
69817	US 322, Featherbed Lane to I-95 (Section 102)	102291	SR 0452 (Pennell Road) Corridor Improvements (ARLE 4)
70219	PA 291, East Coast Greenway		

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DRAFT DVRPC FY2015-2018 TIP AND INTERSTATE (IMP) PROJECTS FOR PENNSYLVANIA

Highway Program by MPMS

MONTGOMERY COUNTY			
MPMS#	PROJECT TITLE	MPMS#	PROJECT TITLE
16150	Tookany Creek Parkway Bridge Over Tookany Creek (CB)	57849	PA 29, Main Street Bridge Over Reading Railroad Tracks (Removal)
16214	PA 611, Old York Road Over SEPTA R3	57851	Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements
16216	Pennswood Road Bridge Over Amtrak/SEPTA R5 Rail Lines	57858	Lafayette Street Extension (MG1)
16239	NEW HANOVER SQ RD BR	57865	Edge Hill Road Reconstruction
16248	Union Avenue (Bridge)	63486	US 202, Johnson Highway to Township Line Road (61S)
16334	PA 73, Church Road Intersection and Signal Improvements	63490	US 202, Township Line Road to Morris Road (61N)
16396	Church Road Bridge Over Norristown High Speed Line (CB)	63491	US 202, Morris Road to Swedesford Road (65S)
16400	Arcola Road Bridge Over Perkiomen Creek (CB# 155)	63493	PA 309, 5-Points Intersection Improvements (71A) (Old US 202, 5-Points Intersection Improvements (71A))
16408	Fruitville Road Bridge Over Perkiomen Creek (CB #232)	64795	Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road
16484	Edgehill Road Bridge Over Old York Road	64798	North Narberth Avenue Bridge Over Amtrak/SEPTA (CB)
16577	Ridge Pike, Butler Pike to Philadelphia Reconstruction and Signal Upgrade	66952	PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)
16599	PA 320 at Hanging Rock	70197	US 422, (New) Expressway Bridge Over Schuylkill River (SRB)
16610	Ashmead Road Bridge Over Tookany Creek (CB)	72355	Valley Green Road Bridge Over Wissahickon Creek
16658	Old Forty Foot/Skippack (Bridge)	74813	Ambler Pedestrian Sidewalk Improvements
16665	US 202, Markley Street Southbound (Section 500)	74815	Upper Gwynedd Streetscape Improvements
16705	Chester Valley Trail Extension (C036)	74817	PA 263, York Road Hatboro Revitalization (TE)
16726	WarminsterRd/Pennypack Ck (Bridge)	74937	Whitemarsh Township Street Improvements (TE)
16738	US 422 Expressway Section M1B	77211	PA 309 Connector - Phase 2
16741	Swamp Road at PA 663	78736	E King St O/Manatawney Cr (Bridge)
48172	PA 23 Moore to Allendale and Trout Crk Rd Bridge	79864	Lafayette Street, Barbados Street to Ford Street Widen (MGN)
48174	PA 63, Welsh Rd.	80021	US 202, Markley Street Improvements (Section 510)
48175	Ridge Pike, Norristown Boro to Butler Pike	80052	Feters Mill Bridge Over Pennypack Circle
48186	Pottstown Area Signal System Upgrade	80053	Knight Road Bridge Over Green Lane Reservoir
48187	Henderson/Gulph Road Widen near I-76 Ramps	83643	Limekiln Pike (Bridge)o/SEPTA RR
50646	PA 63 Bridges (3) Over Unami Creek and East Branch Perkiomen	83742	Keim Street Bridge Over Schuylkill River

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DRAFT DVRPC FY2015-2018 TIP AND INTERSTATE (IMP) PROJECTS FOR PENNSYLVANIA

Highway Program by MPMS

MONTGOMERY COUNTY (CONTINUED)			
MPMS#	PROJECT TITLE	MPMS#	PROJECT TITLE
84308	US 422 "S" Curve/Stowe Interchange	96220	Lower Salford Signal Improvements
86336	Congo Road Bridge Replacement	97993	Franconia Township Traffic Control (ARLE 3)
86924	PA 422, Resurfacing (PM2)	97995	Lower Merion Township Signals (ARLE 3)
87097	Pottstown Borough Improvements (SRTSF) - Round 1	97996	Upper Merion Township Signals (ARLE 3)
87099	Upper Gwynedd Township Improvements (SRTSF) - Round 1	97998	Lansdale Borough Signal Upgrade (ARLE 3)
87392	Lafayette Street Extension (MGL)	98007	Upper Dublin Township Safety Improvements (ARLE 3)
90099*	I-76 o/ Righters Ferry Rd (Bridge)	98225	Butler Pike over Prophecy Creek
90100*	I-76 o/ Waverly Road (Bridge)	98226	Maple Avenue over Neshaminy Creek
91571*	I-76 o/ Mill Cr & Mill Rd (Bridge)	98227	Allendale Road over Abrams Creek
92807	PA 23 - Skippack Pike Bridge Replacement	98228	Store Road over Skippack Creek
92839	Ridge Pike/two RR Bridges	102273	Second Collegeville Bridge Crossing
96218	Fayette Street Signal Interconnection Project	102298	Towamencin Township Signal System Modernization (ARLE 4)

PHILADELPHIA COUNTY			
MPMS#	PROJECT TITLE	MPMS#	PROJECT TITLE
17407	Erie Ave o/ Conrail (Bridge)	47394*	I-95, Levick St. to Bleigh Ave. (CPR) (IMP)
17511	City Ave o/ SEPTA (Bridge)	47811*	Bridge Street Design (Section BSR)(IMP)
17581	Bells Mill Road	47812*	I-95: Betsy Ross Interchange (BRI) - Design(IMP)
17622	Adams Avenue Bridge Over Tacony Creek	47813*	I-95: Ann Street to Wheatsheaf Lane (AFC)
17697	Island Avenue Signal Upgrade	48193	Allen's Lane Bridge Over SEPTA R8 Rail Line
17782	I-95 & Aramingo Ave., Adams Ave. Connector	48195	Tyson Avenue Signal Improvement
17816	Chestnut Street Bridges (4) at 30th Street	56768	41st Street Bridge Over Amtrak's Harrisburg Line (CB)
17821	I-95, Shackamaxon Street to Ann Street (GIR) - Design	57276	Montgomery Avenue Bridge over Amtrak at 30th Street (CB)
46956	North Delaware Avenue Extension	57897	Haverford Avenue Signal Modernization
46958	Philadelphia Naval Shipyard Access	57901	Lincoln Drive (3R)

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DRAFT DVRPC FY2015-2018 TIP AND INTERSTATE (IMP) PROJECTS FOR PENNSYLVANIA

Highway Program by MPMS

PHILADELPHIA COUNTY (CONTINUED)			
MPMS#	PROJECT TITLE	MPMS#	PROJECT TITLE
57902	City Wide 3R Betterments	79903*	I-95: Betsy Ross Bridge Ramps Construction (BR0) (IMP)
61712	North Delaware Riverfront Greenway/Heritage Trail/K&T Line Item	79904*	I-95: Betsy Ross Section Overhead Bridges, Ramps, Adams Ave (BR2)
62694	Passyunk Avenue Drawbridge Over the Schuylkill River	79905*	I-95: Betsy Ross Mainline (BR3)
68067	Tidal Schuylkill River Greenway & Trail/Boardwalk (TIGER)	79908*	I-95: Kennedy to Levick (Section BS1) (IMP)
69828	Market Street Bridges (2) Over Schuylkill River and CS Railroad (MSB)	79910*	I-95: Margaret to Kennedy (Section BS2) (IMP)
69909	Willits Road Bridge Over Wooden Bridge Run	79911*	I-95: Allegheny Ave Interchange Advance Contract (AFI)
69913	Grays Ferry Avenue Bridge Over Schuylkill River	79912*	I-95: Allegheny Ave Inter (AF2)
69914	Fifth Street over Conrail (Bridge)	80054	Bridges Over Vine Street Expressway (I-676) (PAB) - Part 3
70014	Center City Signal Improvements (North) - Phase 3	80104	Henry Ave Corridor Safety Improvements
70231	Swanson Street	81292	Frankford Av/Frankford Ck (Bridge)
70243	American Street Streetscape	83640*	I-95: Shackamaxon Street to Columbia Avenue (GR2) (IMP)
72597	Ben Franklin Bridge Philadelphia Operational Improvement	83736	Roosevelt Blvd over Wayne Junction (WAV)
74828	American Cities/Safe Routes to School - Phase 3	85415	Olney Ave Safety Improvements
74841	PRPA Access Project	85417	Allegheny Avenue Safety Improvements
75804	University Av/CSX Rail (Bridge)	85419	Erie Av: Broad St. - K St
76870	Willow Grove Avenue Bridge Over SEPTA R8 Rail Lin (CB)	86046*	I-95 Girard Point Bridge Rehabilitation and Preservation
78758	JFK Boulevard Bridges (3) Over 21st/22nd/23rd Street	87107	School District of Philadelphia Improvement (SRTSF) - Round 1
78764	W Girard Ave O/CSX (Bridge)	88085	Byberry Road Bridge Replacement
79685*	I-95: Cottman-Princeton Main Line and Ramps (CP2) (IMP)	88767	Bridges Over Vine Street Expressway (I-676) (PAA) - Part 1
79686	I-95, Columbia Street to Ann Street (GR1)	90096	Spring Garden O/Schuylkill (Bridge)
79826*	I-95 Northbound: Columbia-Ann St N (GR3)	90482	North Delaware Riverfront Greenway (TIGER)
79827*	I-95 Southbound: Columbia-Ann St N (GR4)	98207*	I-95 Congestion Management
79828*	I-95: Race - Shackamaxon (GR5)		

A project MPMS # denoted by an asterisk (“*”) indicates it is a project in the Interstate Management Program and not the Regional Highway Program. For detailed information on costs and schedules of projects, please see the Draft DVRPC FY2015 TIP for Pennsylvania at www.dvrpc.org/TIP/.

DRAFT DVRPC FY2015-2018 TIP AND INTERSTATE (IMP) PROJECTS FOR PENNSYLVANIA

Highway Program by MPMS

PHILADELPHIA COUNTY			
MPMS#	PROJECT TITLE	MPMS#	PROJECT TITLE
98229	59th Street over AMTRAK	102281	L.E.D. Street Light Improvement Program (ARLE 4)
98230	Tabor Road over Tacony Creek	102282	School House Lane/Kelly Drive Anti-Skid Pavement Surfaces (ARLE 4)
98232	Woodland Avenue over SEPTA	102304*	I-95 Race - Shackamaxon 2 (GR6)
102102	North Delaware Avenue Phase 1B	102305*	I-95 Corridor ITS/ATMS (GR7)
102279	Traffic Calming Program (ARLE 4)	102309*	I-95 Corridor Drainage
102280	Broad Street Pedestrian Crossing Improvements (ARLE 4)	102389*	I-76/I-76 Ramp Resurfacing

VARIOUS COUNTIES			
MPMS#	PROJECT TITLE	MPMS#	PROJECT TITLE
17876	Road/Resurfacing/Rehabilitation	79929	Bridge Reserve Line Item
17891	RideECO Mass Marketing Efforts	79980	STU Reserve Line Item
17900	Mobility Alternatives Program (MAP)/Share a Ride Program (SAR)/(HER)	80093	I-76, Regional Travel Information
17928	Air Quality Partnership	82216	NHPP Reserve Line Item
48199	Transportation Management Associations (TMA)	83743	ADA Ramps Line Item
48201	DVRPC Competitive CMAQ Program	84318	CAQ Reserve Line Item
48202	Regional GIS Support - DVRPC	84457	Signal Retiming Program
57927	Regional Safety Initiatives (HSIP)	86077	Update Travel Simulation - DVRPC
64652	Transportation Community Development Initiative (TCDI)	89701	Group H Bridges
64984	Transportation Alternatives Program (TAP) Line Item	92182	Expressway Service Patrol - Suburban Counties (2013 2016)
65109	Transit Flex - SEPTA	95447	County Bridge Line Item
66460	TAP Project Engineering and Management - DVRPC	97311	Transportation Community Development Initiative (TCDI) Administration
66461	CMAQ Project Engineering and Management - DVRPC	102105	Municipal Bridge Line Item
72738	Intelligent Transportation Systems (ITS) Including RIMIS - DVRPC	102106	Structurally Deficient Bridge Line Item
75854	District Program Management Services "A"	102275	Study Line Item
75855	District Program Management Services "B"	102665	Signal Upgrade Line Item
79927	Highway Reserve Line Item-STP		

A project MPMS # denoted by an asterisk (“*”) indicates it is a project in the Interstate Management Program and not the Regional Highway Program. For detailed information on costs and schedules of projects, please see the Draft DVRPC FY2015 TIP for Pennsylvania at www.dvrpc.org/TIP/.

DRAFT DVRPC FY2015-2018 TIP AND INTERSTATE (IMP) PROJECTS FOR PENNSYLVANIA

Transit Program by MPMS

POTTSTOWN			
MPMS#	PROJECT TITLE	MPMS#	PROJECT TITLE
59935	Capital Operating Assistance - Pottstown Area Rapid Transit (PART)	95739	Transportation Capital Improvements

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SEPTA)			
MPMS#	PROJECT TITLE	MPMS#	PROJECT TITLE
15407	Villanova Intermodal Station Accessibility	60651	Substation Improvement Program
59966	Capital Asset Lease Program	60655	Levittown Intermodal Facility Improvements (B)
59973	Utility Fleet Renewal Program - Non Revenue Vehicles	73214	Ardmore Transportation Center
60255	Regional Rail Signal Modernization Program	77183	Transit and Regional Rail Station Program
60271	Station Accessibility Program - ADA Compliance	90497	Infrastructure Safety and Renewal Program
60275	Debt Service	90512	SEPTA Bus Purchase Program
60317	Federal Preventive Maintenance	90600	SEPTA Reserve Line Item
60335	City Hall Station / 15th Street Station Rehabilitation	93588	Exton Station
60540	Parking Improvements / Expansion	95402	Bridge Improvement Program
60571	Environmental Cleanup and Protection Program	98235	West Trenton Line Separation Project
60574	Paoli Transportation Center	102565	Track Improvement Program
60582	Vehicle Overhaul Program	102566	Route 23 and 56 Rail Restoration
60599	Paratransit Vehicle Purchase	102567	Roof Improvement Program
60611	Fare Collection System/New Payment Technologies	102569	Maintenance & Transportation Facilities
60636	Elwyn to Wawa Rail Restoration	102571	Communications & Signal Improvements
60638	Regional Rail Car, Locomotive, and Trolley Acquisition	102573	Catenary Improvements

For detailed information on costs and schedules of projects, please see the Draft DVRPC FY2015 TIP for Pennsylvania at www.dvrpc.org/TIP/.

Learn more and share your ideas...

DVRPC encourages the public to provide comments about the Draft TIP and specific projects to state, county, transit, and DVRPC staff through its ongoing public involvement process. The public comment period for the Draft DVRPC FY2015 TIP for Pennsylvania will open on May 30, 2014 and close on June 30, 2014 at 5:00 p.m. (EST). All comments should be submitted in writing, via the TIP public comment application on the internet, email, fax, or mail. Responses to comments and questions that have been submitted in writing or electronically during the public comment period will be included in the final TIP document. If you need assistance in providing a written comment, please contact the DVRPC Public Affairs Office at 215-238-2871 or public_affairs@dvrpc.org.

Comments can be made online as part of DVRPC's web-based TIP public comment application located at www.dvrpc.org/TIP. Additionally, written comments can be forwarded to:

- TIP Comments c/o DVRPC Public Affairs Office, 8th Floor, 190 N. Independence Mall West Philadelphia, PA 19106

OR

- Emailed to tip-plan-comments@dvrpc.org.

OR

- Faxed to "TIP Comments" at (215) 592-9125

A public meeting will be held to allow the public to present their comments on the Draft FY2015 TIP at the following location:

Thursday, June 26, 2014

4:00 p.m.–6:00 p.m.



American College of Physicians Building
DVRPC 8th Floor Conference Center
190 N. Independence Mall West
Philadelphia, PA 19106

Copies of the Draft FY2015 TIP for Pennsylvania are available for review on the DVRPC web site at www.dvrpc.org/TIP/ and in print at the DVRPC Resource Center.

For more information, please contact DVRPC's Office of Capital Programs at (215) 238-2938 or via email at eschoonmaker@dvrpc.org.



Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

 (215) 592-1800
 (215) 592-9125

Roadmap for TIP Project Listing

Below is an example of a TIP project listing. It is an actual TIP project (but with modified information) for display purposes.

PennDOT ID#

County where project is located

Indicates if a project is "New," "New-B," or "Return." See page 36 in PA TIP for further explanation.

Draft DVRPC FY 2015-2018 TIP for PA **Draft Version**

Project Title

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 64779 **County Line Road Widening** SR:2038 **New**

State Route, if applicable

LIMITS: Stump Road to Lower State Road/Kulp Road Est Let Date: 3/26/2015

IMPROVEMENT: Roadway New Capacity MRPID:34

MUNICIPALITIES: Horsham Township; Warrington Township; Montgomery Township AQ Code:2025M

PLANNING AREA: Growing Suburb IPD: 0

PROJECT MANAGER: Gannett/B. Masl CMP: Major SOV Capacity CMP Subcorridor(s): 12B

This project includes the widening of S.R. 2038 (County Line Road) from 2 lanes to 5 lanes with 5' shoulders between Stump Road and Lower State/Kulp Road in Horsham, Warrington and Montgomery Townships. The project length is approximately 1.50 miles. The posted speed limit for the project area is 45 MPH and the design speed is 50 MPH. The project also includes intersection improvements to the Lower State Road/S.R. 0152 (Limekiln Pike) S.R. 2038 intersection and the addition of sidewalks. This section of S.R. 2038 has experienced increased traffic congestion throughout the years. The congestion is expected to worsen due to the ongoing emergence of residential and commercial properties in the area. This project will also eliminate multiple substandard vertical curves along S.R. 2038 which contribute to safety concerns at the intersection with Lower State Road and S.R. 0152. The project may include the construction of two noise barriers and will include 61 partial right of way takes. There are no anticipated residential or commercial relocations as a result of this project. This project will be coordinated with MPMS 50634 and 57623.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2008 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	NHPP	3,100											
CON	581	775											
CON	NHPP		3,187										
CON	581		797										
CON	NHPP			8,989									
CON	581			2,247									
		3,875	3,984	11,236	0	0	0	0	0	0	0	0	0
		Total FY2015-2018				Total FY2019-2022				Total FY2023-2026			
				19,095				0				0	

Note that funds are in Millions (\$).

Fund type for each phase; see pages 40 to 46 in the PA TIP for explanations. Note that an "*" following a fund type indicates conversion funds for advanced construction phases.

Congestion Management Process (CMP) codes; see page 37 in PA TIP for explanation.

Highest Indicators of Potential Disadvantage (IPD) for Environmental Justice; see page 37 in PA TIP for discussion.

Anticipated Preliminary Engineering, Final Design, Right of Way, Utility, or Construction project phases; see page 40 in PA TIP for discussion.

Air Quality Code; see pages 38 and 39 in PA TIP for explanations

Project Manager assigned by PennDOT District 6-0

Indicates that a project is identified as a Major Regional Project in the DVRPC long-range plan

Community types which correspond to long range planning policies; see page 17 in PA TIP for discussion.

Estimated or actual date that project contractor bids for construction may be open; advertising dates occur prior to let dates.

DVRPC Project Category

Project location information

Tribal Consultation

Correspondence announcing the draft PA TIP (below) was sent to the following:

- Delaware Tribe
- Delaware Nation
- Absentee-Shawnee Tribe of Oklahoma
- Eastern Shawnee Tribe of Oklahoma
- Shawnee Tribe
- Onondaga Nation
- Stockbridge-Munsee Band of the Mohican Nation of Wisconsin

Re: *Draft Fiscal Year (FY) 2015-2018 Transportation Improvement Program (TIP) for Pennsylvania*

On behalf of the Delaware Valley Regional Planning Commission (DVRPC), please find the enclosed copy of the above document.

In accordance with the regulations contained in federal transportation legislation, you are receiving this draft document as part of a public comment and review period. The public comment period for this draft document will open on May 30, 2014 and will close at 5 p.m., June 30, 2014.

A public information session has been scheduled:

Thursday, June 26, 2014

DVRPC Conference Center
190 North Independence Mall West, 8th Fl.
Philadelphia, PA
4:00 P.M. - 6:00 P.M.

Participants may choose to access the June 26, 2014 meeting by webinar. Registration is required: please contact public_affairs@dvrpc.org by June 24, 2014 if you wish to sign up for this option, and log-in information will be sent to you.

Written comments and questions may be submitted:

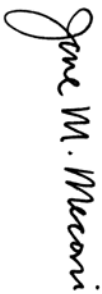
- Online for the TIP: <http://www.dvrpc.org/TIP>
- Emailed to: tip-plan-comments@dvrpc.org
- Addressed to: Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106

Public comments must be submitted in writing in order to be incorporated into the final public record of comments.

If you have questions, please contact me at jmeconi@dvrpc.org or 215-238-2871.

Thank you for your time.

Sincerely,



Jane M. Meconi, AICP
Public Involvement Manager

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. 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. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 238-2871 or email public_affairs@dvrpc.org.



THE PHILADELPHIA TRIBUNE

PROOF OF PUBLICATION

STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA

Antonia Jnobaptiste, being duly sworn, deposes and says that The Philadelphia Tribune is a newspaper published at 520-26 S. 16th Street, Philadelphia, Pennsylvania. The publication attached herein is exactly the same as the printed notice published in the regular edition of the said newspaper on the following date (s) viz:

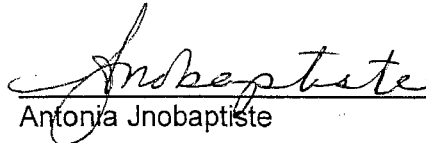
May 29, 30

AD 2014

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

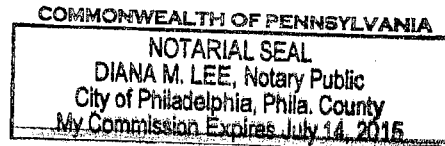
COPY OF NOTICE OF PUBLICATION

The Delaware Valley Regional Planning Commission (DVRPC) will open public comment periods for the following documents: Draft Fiscal Year (FY) 2015-2018 Pennsylvania Transportation Improvement Program (TIP); draft amendment to the DVRPC Connections 2040 Long-Range Plan (Plan); and the Draft Transportation Conformity Finding for the Draft FY 2015 Pennsylvania TIP, the draft Plan amendment, and the FY 2014 New Jersey TIP. The public comment period for the draft Pennsylvania TIP will open on May 30, 2014 and close at 5 p.m., June 30, 2014. The public comment period for the draft Plan amendment and the draft Transportation Conformity Finding will open on June 16, 2014 and close at 5 p.m., July 18, 2014. A public meeting for all documents is scheduled from 4-6 p.m. on June 26, 2014 at DVRPC, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106. Copies of the documents will be available at www.dvrpc.org, in the DVRPC Resource Center (located at the address above), in a number of regional libraries, and at the public meeting. Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office (at the above address), faxed to 215-592-9125, or e-mailed to tip-plan-comments@dvrpc.org. The public involvement process for the TIP conducted by DVRPC is in cooperation with the Pennsylvania Department of Transportation (PennDOT) to satisfy the requirements placed by federal legislation and regulation for all Federal Transit Administration and Federal Highway Administration funded projects in the TIP. Public Involvement for the TIP is used to satisfy public involvement requirements for PennDOT's Section 5307 program of projects as well. DVRPC fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. 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. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 238-2871 or email public_affairs@dvrpc.org.


Antonia Jnobaptiste

Sworn to and subscribed before me
this 30 day of May 2014





STATEMENT OF ADVERTISING COSTS

Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

TO: THE PHILADELPHIA TRIBUNE for publishing the notice of advertising attached hereto on the above dates

SING COST \$ _____
The Philadelphia Tribune Co., Inc.

Put I hereby acknowledge receipt of the aforesaid advertising and advertising costs, and certified that the same has been fully paid.

OFFICE: 520 South 16th Street
Philadelphia, PA 19146
Phone: 215 893-4050

The Philadelphia Tribune Co., Inc.
By _____
Fax: 215 735-3612

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

STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA

Florence Devlin being duly sworn, deposes and says that **The Philadelphia Inquirer** is a daily newspaper published at 8th and Market Street, Philadelphia, Pennsylvania, which was established in the year 1829, since which date said daily newspaper has been regularly published and distributed in said County, and that a copy of the printed notice of publication is attached hereto exactly as the same was printed and published in the regular editions and issues of said daily newspaper on the following dates:

May 30, 2014

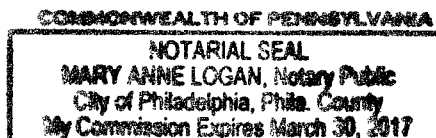
Affiant further deposes and says that she is an employee of the publisher of said newspaper and has been authorized to verify the foregoing statement and that she is not interested in the subject matter of the aforesaid notice of publication, and that all allegations in the foregoing statement as to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



Sworn to and subscribed before me this 30th day of
May, 2014.


Notary Public

My Commission Expires:



Copy of Notice of Publication

The Delaware Valley Regional Planning Commission (DVRPC) will open public comment periods for the following documents: Draft Fiscal Year (FY) 2015-2018 Pennsylvania Transportation Improvement Program (TIP); draft amendment to the DVRPC Connections 2040 Long-Range Plan (Plan); and the Draft Transportation Conformity Finding for the Draft FY 2015 Pennsylvania TIP, the draft Plan amendment, and the 2014 New Jersey TIP. The public comment period for the draft Pennsylvania TIP will open on May 30, 2014 and close at 5 p.m., June 30, 2014. The public comment period for the draft Plan amendment and the draft Transportation Conformity Finding will open on June 16, 2014 and close at 5 p.m., July 18, 2014. A public meeting for all documents is scheduled from 4-6 p.m. on June 26, 2014 at DVRPC, 190 N. Independence Mall West 8th Fl., Philadelphia, PA 19106. Copies of the documents will be available at www.dvrpc.org. In the DVRPC Resource Center (located at the address above), in a number of regional libraries, and at the public meeting. Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office (at the above address), faxed to 215-592-9125, or e-mailed to tip-plan-comments@dvrpc.org. The public involvement process for the TIP conducted by DVRPC is in cooperation with the Pennsylvania Department of Transportation (PennDOT) to satisfy the requirements placed by federal legislation and regulation for all Federal Transit Administration and Federal Highway Administration funded projects in the TIP. Public Involvement for the TIP is used to satisfy public involvement requirements for PennDOT's Section 5307 program of projects as well. DVRPC fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. 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. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 238-2871 or email public_affairs@dvrpc.org.

Affidavit of Publication

Publisher's Fee \$55.04 Affidavit \$24.75

State of New Jersey } SS.

Camden County

Personally appeared

Sandy Kaelmel

Of the **Courier-Post**, a newspaper printed in Cherry Hill, New Jersey and published in Cherry Hill, in said County and State, and of general circulation in said county, who being duly sworn, deposeth and saith that the advertisement of which the annexed is a true copy, has been published in the said newspaper 1 times, once in each issue as follows:

5/30/14

A.D. 2014

Sandy Kaelmel

Sworn and subscribed before me, this
30 day of **May**, 2014

Maria D. Martinez

Notary Public of New Jersey

PUBLIC NOTICE

The Delaware Valley Regional Planning Commission (DVRPC) will open public comment periods for the following documents: Draft Fiscal Year (FY) 2015-2018 Pennsylvania Transportation Improvement Program (TIP); draft amendment to the DVRPC Connections 2040 Long-Range Plan (Plan); and the Draft Transportation Conformity Finding for the Draft FY 2015 Pennsylvania TIP, the draft Plan amendment, and the FY 2014 New Jersey TIP. The public comment period for the draft Pennsylvania TIP will open on May 30, 2014 and close at 5 p.m., June 30, 2014. The public comment period for the draft Plan amendment and the draft Transportation Conformity Finding will open on June 16, 2014 and close at 5 p.m., July 18, 2014. A public meeting for all documents is scheduled from 4-6 p.m. on June 26, 2014 at DVRPC, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106. Copies of the documents will be available at www.dvrpc.org, in the DVRPC Resource Center (located at the address above), in a number of regional libraries, and at the public meeting. Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office (at the above address), faxed to 215-592-9125, or e-mailed to tip-plan-comments@dvrpc.org. The public involvement process for the TIP conducted by DVRPC is in cooperation with the Pennsylvania Department of Transportation (PennDOT) to satisfy the requirements placed by federal legislation and regulation for all Federal Transit Administration and Federal Highway Administration funded projects in the TIP. Public involvement for the TIP is used to satisfy public involvement requirements for PennDOT's Section 5307 program of projects as well. DVRPC fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services

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MARIA D. MARTINEZ
NOTARY PUBLIC OF NEW JERSEY
My Commission Expires 5/22/2017

AVISOS LEGALES/PUBLICOS

Aileen Connolly o email a:
aileenc@aldianews.com

SHERIFF'S SALE

By virtue of a Writ of execution, to me directed, issued out of the SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION, CAMDEN COUNTY, DOCKET NO. F02424312 at Public Venue on WEDNESDAY the 25th Day of JUNE, 2014 A.D. at 12 o'clock, LOCAL TIME, noon of said day, at the SHERIFF'S OFFICE in the COURT HOUSE, 520 Market St., 2nd Floor, Suite 202, in City and County of Camden and State of New Jersey:
Property to be sold is located in the Borough of Pine Hill, County of Camden, State of New Jersey.
Premises commonly known as:
18 West 6th Avenue, Pine Hill, New Jersey 08021
Being Tax Lot: 55 & 56, Block: 72
Dimensions approximately: 50 feet wide by 150 feet long
Nearest Cross Street: Situated on the southwesterly side of Sixth Avenue 300 feet from the northwesterly side of Frial Avenue.
The sale is subject to unpaid taxes and assessments, tax, water, and sewer liens and other municipal assessments. The amount due can be obtained from the local taxing authority.

Pursuant to N.S.J.A. 46:8B-21 the sale may also be subject to the limited lien priority of any condominium/homeowner association liens which may exist.
The judgment sought to be satisfied by the sale is:

"APPROXIMATELY"
\$188,062.75
TWENTY PERCENT
DEPOSIT REQUIRED

SURPLUS MONEY: If after the sale and satisfaction of the mortgage debt, including costs and expenses, there remains any surplus money, the money will be deposited into the Superior Court Trust Fund and any person claiming the surplus, or any part thereof, may file a motion pursuant to Court Rules 4:64-3 and 4:57-2 stating the nature and extent of that person's claim and asking for an order directing payment of the surplus money.
The Sheriff or other person conducting the sale will have information regarding the surplus, if any.

Note: The sheriff reserves the right to adjourn this sale for any length of time without further advertisement.

Seized as the property of: RICHELLE T. REYNOLDS, and taken in execution of PHH MORTGAGE CORPORATION CHARLES H. BILLINGHAM SHERIFF
Sheriff's Number: 14002275
DATED: 05/03/2014, 06/10/2014, 06/17/2014, 06/24/2014
SHAPIRO & DENARDO, LLP
14000 COMMERCE PARKWAY, SUITE B
MT. LAUREL, NJ 08054
(1657365) **\$152.64**

SHERIFF'S SALE

By virtue of a Writ of execution, to me directed, issued out of the SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION, CAMDEN COUNTY, DOCKET NO. DJ06785713 AT Public Venue on WEDNESDAY the 18th Day of JUNE, 2014 A.D. at 12 o'clock, LOCAL TIME, noon of said day, at the SHERIFF'S OFFICE in the COURT HOUSE, 520 Market St., 2nd Floor, Suite 202, in City and County of Camden and State of New Jersey:
Property to be sold is located in the Municipality of Cherry Hill, County of Camden, State of New Jersey.
Premises commonly known as:
232 Chanticleer Drive, Cherry Hill, NJ 08003
Being Tax Lot: 1, Block: 520.04 on the Cherry Hill Township Tax Map
Dimensions approximately: Unknown
Nearest Cross Street: Kresson & Cropwell Roads
A FULL LEGAL DESCRIPTION OF THE PREMISES CAN BE FOUND IN THE OFFICE OF THE SHERIFF OF CAMDEN COUNTY
The judgment sought to be satisfied by the sale is:

"APPROXIMATELY"
\$7,275.61
TWENTY PERCENT
DEPOSIT REQUIRED

SURPLUS MONEY: If after the sale and satisfaction of the mortgage debt, including costs and expenses, there remains any surplus money, the money will be deposited into the Superior Court Trust Fund and any person claiming the surplus, or any part thereof, may file a motion pursuant to Court Rules 4:64-3 and 4:57-2 stating the nature and extent of that person's claim and asking for an order directing payment of the surplus money.
The Sheriff or other person conducting the sale will have information regarding the surplus, if any.

Note: The sheriff reserves the right to adjourn this sale for any length of time without further advertisement.

Seized as the property of: VIRGINIA TAYLOR AND DERRICK B. ROBINSON A/K/A DERRICK B. ROBERSON, and taken in execution of CHAPARRAL AT CHANTICLEER CONDOMINIUM ASSOCIATION, INC. CHARLES H. BILLINGHAM SHERIFF
Sheriff's Number: 14002145
DATED: 05/27/2014, 06/03/2014, 06/10/2014, 06/17/2014
BARRY W. ROSENBERG
411 ROUTE 70 EAST,
SUITE 104
CHERRY HILL, NJ 08034
(1656547) **\$146.88**

SHERIFF'S SALE

By virtue of a Writ of execution, to me directed, issued out of the SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION, CAMDEN COUNTY, DOCKET NO. F02352612 at Public Venue on WEDNESDAY the 18th Day of JUNE, 2014 A.D. at 12 o'clock, LOCAL TIME, noon of said day, at the SHERIFF'S OFFICE in the COURT HOUSE, 520 Market St., 2nd Floor, Suite 202, in City and County of Camden and State of New Jersey:
Property to be sold is located in the Municipality of Winslow, County of Camden, State of New Jersey.
Premises commonly known as:
53 Normans Ford Drive, Winslow, NJ 08081 with a mailing address of 53 Normans Ford Drive, Sickleville, NJ 08081
Being Tax Lot: 53, Block: 303.01
Dimensions approximately: 20' x 100' x 20' x 100'
Nearest Cross Street: Meeting House Drive
"THE SHERIFF HEREBY RESERVES THE RIGHT TO ADJOURN THIS SALE WITHOUT FURTHER NOTICE THROUGH PUBLICATION."
The judgment sought to be satisfied by the sale is:

"APPROXIMATELY"
\$235,570.30
TWENTY PERCENT
DEPOSIT REQUIRED

SURPLUS MONEY: If after the sale and satisfaction of the mortgage debt, including costs and expenses, there remains any surplus money, the money will be deposited into the Superior Court Trust Fund and any person claiming the surplus, or any part thereof, may file a motion pursuant to Court Rules 4:64-3 and 4:57-2 stating the nature and extent of that person's claim and asking for an order directing payment of the surplus money.
The Sheriff or other person conducting the sale will have information regarding the surplus, if any.

Note: The sheriff reserves the right to adjourn this sale for any length of time without further advertisement.

Seized as the property of: ELSA MERLE STA ANA AND RENATO R. RAZON, WIFE AND HUSBAND, and taken in execution of FEDERAL NATIONAL MORTGAGE ASSOCIATION CHARLES H. BILLINGHAM SHERIFF
Sheriff's Number: 14002125
DATED: 05/27/2014, 06/03/2014, 06/10/2014, 06/17/2014
PLUSE, BECKER & SALTZMAN
20000 HORIZON WAY, SUITE 900
MT. LAUREL NJ 08054
(1656802) **\$146.88**

SHERIFF'S SALE

By virtue of a Writ of execution, to me directed, issued out of the SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION, CAMDEN COUNTY, DOCKET NO. F1423412 at Public Venue on WEDNESDAY the 11th Day of JUNE, 2014 A.D. at 12 o'clock, LOCAL TIME, noon of said day, at the SHERIFF'S OFFICE in the COURT HOUSE, 520 Market St., 2nd Floor, Suite 202, in City and County of Camden and State of New Jersey:
Premises commonly known as:
960 Sout 8th Street, Camden, New Jersey
Being Tax Lot: 73, Block: 376 on the official Tax Map of the City of Camden Dimensions approximately: 16' x 87'
Nearest Cross Street: Cherry Street
Prior liens and encumbrances not extinguished by sale:
Tax Sale Certificate #12-00357:
\$5,073.63 as of March 17, 2014
Open tax quarters and unpaid municipal charges due and owing to the City of Camden: \$273.66 as of March 17, 2014.
The judgment sought to be satisfied by the sale is:

"APPROXIMATELY"
\$161,981.80
TWENTY PERCENT
DEPOSIT REQUIRED

SURPLUS MONEY: If after the sale and satisfaction of the mortgage debt, including costs and expenses, there remains any surplus money, the money will be deposited into the Superior Court Trust Fund and any person claiming the surplus, or any part thereof, may file a motion pursuant to Court Rules 4:64-3 and 4:57-2 stating the nature and extent of that person's claim and asking for an order directing payment of the surplus money.
The Sheriff or other person conducting the sale will have information regarding the surplus, if any.

Note: The sheriff reserves the right to adjourn this sale for any length of time without further advertisement.

Seized as the property of: HOPE CHEEK, and taken in execution of SOUTH JERSEY FEDERAL CREDIT UNION CHARLES H. BILLINGHAM SHERIFF
Sheriff's Number: 14002007
DATED: 05/20/2014, 05/27/2014, 06/03/2014, 06/10/2014
GARY C. ZEITZ, L.L.C.
ATTORNEYS AT LAW
1105 LAUREL OAK ROAD, SUITE 136,
VOORHEES, NJ 08043
(1655984) **\$141.12**



La Comisión de Planificación Regional del Valle de Delaware (DVRPC por sus siglas en inglés) dará apertura a períodos para comentarios públicos para los siguientes documentos: Versión preliminar del Programa de Mejoras al Transporte (TIP) de Pensilvania para el año fiscal 2015-2018; Versión preliminar de la enmienda al Plan de largo rango "Connections 2040" de la DVRPC (el Plan); y la Versión preliminar del Hallazgo de conformidad del transporte para la versión preliminar del TIP de Pensilvania de 2015, la versión preliminar de la enmienda al Plan, y el TIP de Nueva Jersey para el año fiscal 2014. El periodo para comentarios públicos para la versión preliminar del TIP de Pensilvania iniciará el 30 de mayo de 2014 y concluirá el 30 de junio de 2014, a las 17:00 horas. El periodo de comentarios públicos para la versión preliminar de la enmienda al Plan y la versión preliminar del Hallazgo de conformidad del transporte iniciará el 16 de junio de 2014 y concluirá el 18 de julio de 2014 a las 17:00 horas. La reunión pública para todos los documentos está programada para el 26 de junio de 2014, de 16:00 a 18:00 horas, en el DVRPC, cuya dirección es: 190 N. Independence Mall West, 8th Fl, Filadelfia, PA 19106. Las copias de los documentos están disponibles en www.dvrpc.org, en el Centro de recursos del DVRPC (ubicado en la dirección anteriormente mencionada), en varias bibliotecas regionales y en la reunión pública. Los comentarios escritos deben ser enviados por correo a: Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office (a la dirección que se detalla anteriormente en éste) enviado por fax al número 215-592-9125, o enviado por correo electrónico a: tip-plan-comments@dvrpc.org. El proceso de participación pública para el TIP realizado por el DVRPC se lleva a cabo en colaboración con el Departamento de Transporte de Pensilvania (conocido como PennDOT) para cumplir con los requisitos establecidos por la legislación y normas federales para todos los proyectos en el TIP financiados por la Administración Federal de Tránsito y la Administración Federal de Carreteras. La participación del público para el TIP también se usa para cumplir con los requisitos de la participación pública del programa de proyectos de la Sección 5307 del PennDOT. El DVRPC cumple a cabalidad con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Restauración de los Derechos Civiles de 1987, el Decreto ejecutivo 12898 sobre Justicia Medioambiental, y los estatutos y normas de no-discriminación relacionadas en todos los programas y actividades. El sitio web del DVRPC, www.dvrpc.org, podrá ser traducido en varios idiomas. Las publicaciones y otros documentos públicos podrán estar disponibles en otros idiomas y formatos, si así se solicitaran. Las reuniones públicas del DVRPC siempre se llevan a cabo en instalaciones accesibles para cumplir con la Ley para estadounidenses con discapacidades (ADA por sus siglas en inglés) y en lugares accesibles al transporte, cuando sea posible. Se podrán prestar servicios auxiliares a las personas que presenten una solicitud por lo menos siete días antes de la reunión. Las solicitudes presentadas dentro de siete días serán complacidas en la mayor medida posible. Cualquier persona que crea que ha sido ofendida por una práctica discriminatoria ilegal, por parte del DVRPC, en virtud del Título VI, tiene derecho de presentar una queja formal. Cualquier queja tal podrá hacerse por escrito y presentado ante el Gerente de cumplimiento del Título VI del DVRPC y/o la agencia estatal o federal adecuada dentro de 180 días a partir del supuesto suceso discriminatorio. Para obtener más información sobre el programa del Título VI del DVRPC, o para obtener un formulario de denuncia del Título VI, llame al teléfono (215) 238-2871 o envía un correo electrónico a: public_affairs@dvrpc.org.

THE SCHOOL DISTRICT OF PHILADELPHIA

Sealed proposals will be received by the School Reform Commission at the School Administration Building located at 440 North Broad St., 3rd Floor, Office of Capital Programs, Philadelphia, PA 19130-4015, until 2:00 P.M., on Tuesday, June 17, 2014. A non-refundable fee for each set of bid documents is as scheduled. The School District will only accept bids from companies that have been placed on its current Pre Qualified Contractors List as shown at psit.org. All School District Projects require MBE/WBE participation as shown in the specifications.

B-008 C of 2013/14	General	Interior Door Replacement Tilden Middle School 6601 Elmwood Ave. Philadelphia, PA 19142	BUDGET	FEE
			\$ 808,900.00	\$100.00

* A pre-bid conference and site tour will be held at the project location at the main entrance, on Wednesday, June 4th, 2014 at 10:00 a.m.

Specifications and/or plans and contract documents may be examined and copies thereof obtained from the School Reform Commission, 440 North Broad Street, 3rd floor, Philadelphia, PA 19130.

Information as to contract documents, etc., may be obtained at the above address, or telephone 215-400-4730. Make checks payable to the School District of Philadelphia.

The School Reform Commission reserves the right to reject any and all bids and make the awards to the best interests of the School District of Philadelphia.



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Publication Title: DVRPC FY2015 Transportation Improvement Program (TIP) for Pennsylvania - Addendum

Publication Number: 15001B

Date Published: September 2014

Geographic Area Covered: Southeastern Pennsylvania (Bucks, Chester, Delaware, Montgomery, and Philadelphia counties)

Key Words: Act 89, Bike and Pedestrian, Bridges, Conformity, Congestion Mitigation and Air Quality, Congestion Mitigation Process, DRPA/PATCO, Environmental Justice, Federally Funded Projects, Goods Movement, Highways, Highlights of the Draft TIP, Hometown Streets/Safe Routes to School, Index of Comments, MAP-21, Moving Ahead for Progress in the 21st Century, New Jersey Department of Transportation, NJ TRANSIT, Pennsylvania Department of Transportation, Pottstown Area Rapid Transit, Public Comments, Public Involvement, Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users, SAFETEA-LU, SEPTA, TEA-21, TIP, Title VI of the 1964 Civil Rights Act, TAP, Transit, Transportation, Transportation Alternatives Program, Transportation Improvement Program, Transportation Enhancements, Transportation Equity Act for the 21st Century

Abstract: This volume contains the following: (d) DVRPC TIP Project Benefit Criteria, (e) Executive Summary of the Documentation of the Conformity Finding, and (f) Summary of Public Involvement Process, Index of Comments, Original Public Comments, Responses to Public Comments, List of Recommended Changes, Public Comment Outreach Documentation, the Draft Highlights of the FY2013 Draft TIP for Pennsylvania, Tribal Nations Notification, and Proof of Publication.

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