



The 'Connections 2050' logo features a large, stylized letter 'C' on the left, composed of four interlocking puzzle pieces in shades of green and blue. To the right of the 'C', the word 'connections' is written in a blue, sans-serif font, and '2050' is written below it in a purple, sans-serif font.

PLAN for GREATER PHILADELPHIA

Public Comments and Responses

September 2021



The Delaware Valley Regional Planning Commission

is the federally designated Metropolitan Planning Organization for the Greater Philadelphia region, established by an Interstate Compact between the Commonwealth of Pennsylvania and the State of New Jersey. Members include Bucks, Chester, Delaware, Montgomery, and Philadelphia counties, plus the City of Chester, in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties, plus the cities of Camden and Trenton, in New Jersey.

DVRPC serves strictly as an advisory agency. Any planning or design concepts as prepared by DVRPC are conceptual and may require engineering design and feasibility analysis. Actual authority for carrying out any planning proposals rest solely with the governing bodies of the states, local governments or authorities that have the primary responsibility to own, manage or maintain any transportation facility.



DVRPC's vision for the Greater Philadelphia Region is a prosperous, innovative, equitable, resilient, and sustainable region that increases mobility choices by investing in a safe and modern transportation system; that protects and preserves our natural resources while creating healthy communities; and that fosters greater opportunities for all.

DVRPC's mission is to achieve this vision by convening the widest array of partners to inform and facilitate data-driven decision-making. We are engaged across the region, and strive to be leaders and innovators, exploring new ideas and creating best practices.

TITLE VI COMPLIANCE | 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 mandates in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can usually be made available in alternative languages and formats, if requested. DVRPC's public meetings are always held in ADA-accessible facilities, and held in transit-accessible locations whenever possible. Translation, interpretation, or other auxiliary services can be provided to individuals who submit a request at least seven days prior to a public meeting. Translation and interpretation services for DVRPC's projects, products, and planning processes are available, generally free of charge, by calling (215) 592-1800. All requests 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 must 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 visit: www.dvrpc.org/GetInvolved/TitleVI, call (215) 592-1800, or email public_affairs@dvrpc.org.

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

Contents

Introduction	5
Section A. Public Comments Received During Public Comment Period	8
Section B. Letter Attachments to Public Comments	323
Section C. Responses to Public Comments Received During Public Comment Period	337
Section D. Public Comments Received After Public Comment Period	389

Introduction

Before a Metropolitan Planning Organization (MPO), such as the Delaware Valley Regional Planning Commission (DVRPC), can adopt a new long-range plan it must hold a 30-day public comment period. The Draft *Connections 2050* Plan was made available for public comment from July 28, 2021 to August 30, 2021. The *Connections 2050 Plan for Greater Philadelphia* comprises two documents:

- The *Connections 2050 Policy Manual* is the primary document, highlighting the Plan's vision, strategies to achieve the vision, and a summary of the financial plan.
- The *Connections 2050 Process and Analysis Manual* is a more technical document that reviews the Plan's development and outreach, contains supporting information for the Plan's vision and strategies, and has a detailed financial plan.

These draft documents were made available online at www.dvrpc.org/2050 and at various regional libraries. The public comment period was advertised by legal notice in area newspapers, on the DVRPC web page, and via email to over 12,000 recipients on DVRPC's distribution list and tribal governments in the region. As part of the comment period, two online public information sessions were held on August 11, 2021 at 2 PM and August 18, 2021 at 7 PM, via webinar and a call-in function. Comments could be submitted at the public information sessions, by mail, email, or online form at www.dvrpc.org/2050.

Submitted comments were presented to the DVRPC's Regional Technical Committee and Board during their September 2021 meetings. The Draft *Connections 2050* Plan received 492 total comments. These can be summarized as:

- 219 Bicycle Coalition of Greater Philadelphia & the Circuit Coalition with specific requests for the expansion of bicycle and pedestrian facilities.
- 106 wrote in opposition to any roadway widening.
 - 26 of these specifically noted opposition to I-95 reconstruction and/or widening.
- 87 were the same letter making the case that the Plan's projects do not support Environmental Justice & climate goals, particularly I-95 reconstruction in South Philadelphia and US 30 reconstruction and part-time shoulder use in Chester County.
- 70 had a range of other concerns, such as: change funding for roads to transit, bike, and pedestrian projects;¹ stronger response to climate change and equity; support for or opposition to specific projects; and anti-Vision Zero.
 - Projects that received some comments in support include: The Circuit Trails, Roosevelt Boulevard Transit, High-Quality Bike Network, Trolley Modernization, Spring Garden Greenway, I-76 Active Traffic Management, Cap over I-676 in Center City, Philadelphia, Regional Rail Service Frequency & Bus Network Redesign,

¹ Federal and state funds that come to the region as separate revenues for roadway and transit projects. These funds often have restrictions on their use, which limits the ability to move from one type of project or mode to another.

- Various other transit expansion (such as Glassboro-Camden Line, Broad Street Line extension), and putting I-95 below grade through South Philadelphia.
- There was some Opposition To: I-95 reconstruction, King of Prussia Rail, US 30 reconstruction and part-time shoulder use, and any other highway expansion (such as US 1, US 202, US 322).
 - 10 were flagged as inappropriate because they were off topic, offensive, or profane.

DVRPC has created formal responses to each public comment received during the formal comment period, except for those deemed inappropriate. DVRPC compiled the comments and responses, and provided this information to the DVRPC Board prior to requesting adoption of the *Connections 2050 Plan*. 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 Long Range Plan is appropriate.

This document publishes all comments and responses. DVRPC made several substantive changes to the *Connections 2050 Plan* documents in response to these comments. These changes are summarized in the *Process & Analysis Manual* on pages 11 to 14.

How to Read Comments and Responses

This document contains four sections:

- Section A: A complete list of Original Public Comments received from July 28, 2021 to August 30, 2021 5PM. Personal information such as street address and email have been removed to protect the privacy of commenters.
- Section B: Contains comment Submissions for attached letter for the Draft Document. These documents correspond with a Comment ID # in the complete list of Original Public Comments.
- Section C: DVRPC responses to comments made within the public comment period for Connections 2050. The Responses listed in this volume correspond to Comment IDs listed in the Original Public Comments received from July 28, 2021 to August 30, 2021 at 5 PM.
- Section D: A list of additional comments submitted after Aug 30, 2021 5 PM until Aug 31, 2021 5 PM is included in the document as a courtesy

To find your specific comment and response, search for your name to find your comment in Section A. Then note the Response number identified with your public comment and find that response in Section C. All comments and responses are listed in numerical order. Numerical order for each comment is based on when it was received.

Section A.
Comments Received During Public Comment Period

From: John Boyle

Zip Code:

Comment ID: 9

Response ID: 522

Submitted: Aug 24 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

*1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. *The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.

*2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. *\$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.

3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them

*4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. *Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.

5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.

6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, John Boyle

From: Larry Hobbs

Zip Code:

Comment ID: 10

Response ID: 522

Submitted: Aug 24 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Larry Hobbs Jersey Bents, LLC

From: Brian Hamilton

Zip Code:

Comment ID: 11

Response ID: 522

Submitted: Aug 24 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely Brian Hamilton

From: Craig Morgan

Zip Code:

Comment ID: 12

Response ID: 522

Submitted: Aug 24 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Craig Morgan

From: Lyn Hedrick

Zip Code:

Comment ID: 13

Response ID: 522

Submitted: Aug 24 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60 Million per year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them

4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, [Your Name] [Your Email]

From: Andrew Chainer

Zip Code: 08534

Comment ID: 14

Response ID: 522

Submitted: Aug 24 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Pennington, NJ 08534

From: John Saylor

Zip Code: 19104

Comment ID: 15

Response ID: 10

Submitted: Aug 24 2021

DVRPC must apply rigorous equity analyses to planning activities. These analyses should go beyond traditional considerations of congestion, commute time, efficiency & accessibility to emphasize not only

localized environmental-justice considerations (especially particulate emissions from continued facilitation of private automobile travel) but also the long-term contribution to climate change as highlighted in the 2021 IPCC report and the likelihood that rising sea levels will disproportionately threaten the regions environmental justice communities.

From: Don Pillsbury

Zip Code:

Comment ID: 16

Response ID: 522

Submitted: Aug 24 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Donald Pillsbury

From: Lehn Weaver

Zip Code: 08062

Comment ID: 17

Response ID: 522

Submitted: Aug 24 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Lehn Weaver Mullica Hill, NJ
08062

From: Edward Arnold

Zip Code:

Comment ID: 18

Response ID: 522

Submitted: Aug 24 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60 Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them

4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, [Your Name] [Your Email]

From: Lea Ann Bowers

Zip Code:

Comment ID: 19

Response ID: 522

Submitted: Aug 24 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed

Thanks
Lea Ann Bowers
Bike Gloucester
County Affiliate Chair

From: Peter Logan

Zip Code: 19129

Comment ID: 20

Response ID: 522

Submitted: Aug 24 2021

Dear DVRPC: As a Philadelphia resident (age 69), I wish to comment on what I would like to see in the Draft Connections 2040 Long-Range Plan. Let's mitigate climate change and contribute to a livable future for the next generation of Philadelphians. Please: get people out of the cars by providing attractive alternatives in the short term. I 100% support the following priorities of the Bicycle Coalition of Greater Philadelphia:

- > > 1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
- > > 2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
- > > 3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
- > > 4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
- > > 5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
- > > 6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed

Thank you for your dedication to the future of our region.
Sincerely, Peter Logan Philadelphia, PA 19129 _____ Peter Logan

From: Marguerite Ayres

Zip Code:

Comment ID: 21

Response ID: 522

Submitted: Aug 24 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60 Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, [Your Name] [Your Email]

From: Jonah Lucas

Zip Code:

Comment ID: 22

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan, which I think is of utmost importance.:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Jonah Lucas

From: Daniel Paschall

Zip Code:

Comment ID: 23

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them.
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Daniel Paschall

From: Gregory Milewski

Zip Code:

Comment ID: 24

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan: 1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit. 2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects. 3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them. 4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects. 5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program. 6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector. Sincerely, Gregory Milewski

From: B. Harmon

Zip Code:

Comment ID: 25

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60 Million per year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them

4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, [Your Name] [Your Email] Bob

From: Robert Dredge

Zip Code:

Comment ID: 26

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Robert Dredge

From: Nancy Sauers

Zip Code:

Comment ID: 27

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Nancy Sauers

From: Mark Guinan

Zip Code:

Comment ID: 28

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed

Sincerely, Mark Guinan

From: Thomas Marino

Zip Code: 18591

Comment ID: 29

Response ID: 522

Submitted: Aug 25 2021

: The Plan should concentrate its investment in new infrastructure that will promote carbon-less transportation. the Plan only allocates a little over 4% on bicycle/pedestrian projects (\$1.6B) and the rest on \$37.8B on roadway system The Plan needs to change the current approach to transportation funding that is inherently biased against bike/ped funding. Bicycle/pedestrian projects are traditionally funded completely differently than road and bridge projects. Sponsors must raise funds for bike/ped projects in a manner that is never required of road and bridge projects Bike/ped projects are currently funded largely by federal competitive grants (Transportation Alternatives Set Aside, Congestion Mitigation Air Quality, and Coastal Zone Management) and state competitive grants (New Jersey DOT's Bikeways funds, NJDEP's Recreational Trails Funding, Pennsylvania's two multimodal transportation funds, and PA DCNR's Community Conservation Partnership Program grants, for example). The burden is on sponsors to spend years of staff capacity to scrape together planning and design funds before these construction grant programs can even be applied to (for PennDOT's and DCED's Multimodal funds, the sponsor must provide a 30% local match and for DCNR funding, 50%). The reliance on competitive funding for these projects rewards communities with more resources with the capacity to apply for these funds, creating an equity issue regarding which townships and counties are able to build active transportation projects.

From: Anya Saretzky

Zip Code:

Comment ID: 30

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them.
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Anya Saretzky

From: Diana Hulboy

Zip Code:

Comment ID: 31

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. I believe the Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan should make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. The plan should program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. I recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. The plan should commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. It should select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. The plan should also commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. The plan should place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. It should support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. Accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Diana Hulboy
Roxborough, Philadelphia PA

From: Peter McLoone

Zip Code:

Comment ID: 32

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Peter McLoone

From: Gregory Dawson

Zip Code:

Comment ID: 33

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation

Sincerely,
Greg Dawson

From: Adam Nawrot

Zip Code:

Comment ID: 34

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Adam Nawrot

From: William Fraser

Zip Code:

Comment ID: 35

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Will Fraser

From: jkahn1431@comcast.net

Zip Code:

Comment ID: 36

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from James Kahn Philadelphia

From: Mary Ann

Zip Code:

Comment ID: 37

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.

After the year we just had with the surge of cycling and trail usage isn't evidence enough that the citizens of PA want and deserve safer more connectivity via cycling, I don't know what else can be done. We at Delco want to be a part of the circuit trail network and the time to invest is now.

MaryAnn Sandone

From: Fran DeMillion

Zip Code:

Comment ID: 38

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, [Your Name]
[Your Email]

From: Nina Isaacson

Zip Code:

Comment ID: 39

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Nina K Isaacson

From: Sandra Gillette

Zip Code:

Comment ID: 40

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector. Thank you for your consideration, Sandra Gillette

From: Kelly Holz

Zip Code:

Comment ID: 41

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60 Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them

4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Kelly Holz, MD

From: Marc Shackelford-Rowell

Zip Code:

Comment ID: 42

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector. Show me with your action that you view all stakeholders the same. Now is a pivotal time for us to build infrastructure for all people and it starts with building safe roads for people on bikes.

Sincerely, Marc Shackelford-Rowell

From: Keith Monahan

Zip Code: 19143

Comment ID: 43

Response ID: 522

Submitted: Aug 25 2021

I am writing to provide the following comments on the Connections 2050 Long-Range Plan: 1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit. 2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects. 3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them 4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects. 5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program. 6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector. Sincerely, Keith Monahan

From: Ben Pawson

Zip Code:

Comment ID: 44

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am a passionate bicycle rider, and do not own a car. I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. *The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years.* The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. *Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. * The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. *Commit to the 500 miles of Circuit Trails by 2025 *and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. *Commit to spending 17% of new transportation road dollars on Bike/Ped projects. * Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. *Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.*
6. *Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network,* targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Benjamin J Pawson

From: Jonathan Reuther

Zip Code: 19106

Comment ID: 45

Response ID: 522

Submitted: Aug 25 2021

Good afternoon, I am writing to comment on the 2050 Long-Range Plan. My comments are related to the advancement of bicycling as a form of transportation and recreation. Our region continues to struggle to address congestion and it is becoming clear that every individual, business, and government agency must act in a coordinated and decisive way to address the causes and impacts of climate change. I am a licensed professional engineer, a bicycle commuter, a recreational cyclist, and an advocate for active transportation. I know from experience that the transportation network in our region makes it impossible for the majority of people to safely and confidently ride a bicycle or walk as a means of travel. The pace of planning and implementation of active transportation networks needs to be drastically increased for our region to realize the benefits of active transportation, which I know DVRPC is well aware of.

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. I would recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them.
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Jonathan Reuther, PE, PMP
Pronouns<<https://www.mottmac.com/article/66545/person-pronouns>>: he, him, his Senior Project Engineer - Water/Wastewater

From: James Castellan

Zip Code:

Comment ID: 46

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, James Castellan

From: Ryan Spies

Zip Code: 19004

Comment ID: 47

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them.
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Ryan Spies

From: andrew righter

Zip Code:

Comment ID: 48

Response ID: 522

Submitted: Aug 25 2021

Going to remove the following from my previous email: "and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras." I do NOT declare the above. I don't think that's a good idea. Thank you, \----- Original Message ----- > Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan: 1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit. 2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects. 3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them 4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects. 5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program. 6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector. Sincerely, \[Your Name\] \[Your Email\]

From: Stephen Perrotti

Zip Code:

Comment ID: 49

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Stephen Perrotti

From: Louise Silberg

Zip Code:

Comment ID: 50

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, [Your Louise SilbergName]

From: Basil gregory Kapchonick

Zip Code:

Comment ID: 51

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan: 1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit. 2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60 Million per year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects. 3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them

4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects. 5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program. 6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector. Sincerely, [Your Name][Your Email]

Comment: Years of traveling the streets of Philly by ways of Septa, bike and foot compel me to assert that there is blatant disregard for the courtesies and rules of "the road," most of which are laws. At this critical stage of rising bicycle use it's disheartening to witness that among the worse offenders are bicyclists. The parties intent on advancing the bike agenda, which I fully support, must couple the "Connections..." campaign with a long-term program to disseminate and instill the "Rules of the Road." Weekly, monthly and yearly media blitzes (say, full page PSA's in the Inquirer, LED billboards, Septa signage) would lend credence to the "Connections..." campaign and advance the goals of access, mutual respect and safety of all who travel the streets of Philly. BG Kapchonick

From: Paul Riermaier

Zip Code:

Comment ID: 52

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Paul Riermaier

From: Gillian Macauley

Zip Code:

Comment ID: 53

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, [Your Name] [Your Email] Get Outlook for Android<<https://aka.ms/AAb9ysg>>

From: Molly

Zip Code:

Comment ID: 54

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, molly garrett

From: cptdjv

Zip Code:

Comment ID: 55

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the In Progress and In Pipeline projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, [Your Name] [Your Email]

From: Reload Baggage

Zip Code:

Comment ID: 56

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Roland Burns

From: Ken Kessler

Zip Code:

Comment ID: 57

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, Philadelphia is an ideal urban area to have an extensive, safe, and climate-saving bicycle trail/road network. As an avid biker (who does NOT an automobile), this area could be a model for other city/suburb regions across the country. And someday soon I hope it will be! I am in full agreement with all the points below re the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

From: Joe Compagni

Zip Code:

Comment ID: 58

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, Thank you for creating a vision for a safer passage for pedestrians and cyclists. Much needed! I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan should make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term. The sooner the better! Providing safe areas to walk, run and ride will significantly shift people from out of their cars to other ways to travel that are healthier and better for the environment.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles. Areas that have created these safe spaces in the U.S. and abroad have transformed their cities and their regions for the better.

Thank you, Joe Compagni 908-616-0119 Sent from Mail
<<https://go.microsoft.com/fwlink/?LinkId=550986>> for Windows

From: Giacomo DeAnnuntis

Zip Code:

Comment ID: 59

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, [Your Name] [Your Email] Sent from my iPad

From: John Randolph

Zip Code:

Comment ID: 60

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, John Randolph

From: Susan Babbitt

Zip Code:

Comment ID: 61

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Susan Babbitt

From: holly Gregory

Zip Code:

Comment ID: 62

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan: 1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit. 2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60 Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects. 3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them

4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects. 5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program. 6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector. Sincerely, Holly Gregory

From: Tom Briggs

Zip Code:

Comment ID: 63

Response ID: 11

Submitted: Aug 25 2021

Dear DVRPC, As a resident of the Delaware Valley region, I'd like to provide my input on the 2050 Long-Range Plan. I'd like to request that the plan provide *strong support for bicycling* in the greater Philadelphia area. I'm hoping that we can make strong progress on the Circuit Trails, and Philadelphia's own bicycle network, in the next decade. There are several reasons I support this: * Bicycling is a lower-carbon way of traveling * It's great to have more outside recreation options, especially during a pandemic * It's an amenity that attracts young professionals to the region * It fosters economic development along the trails I'm looking forward to seeing the plan, when it's done! Best wishes, -Tom

From: Dennis Barnebey

Zip Code:

Comment ID: 64

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan: The Plan should meet the moment of change we are in with more innovative approaches to infrastructure for the future. We can't just keep funding roads and highways, when we all say (and know!) cars are not the future. The emphasis should be on connecting public transit with "last mile" solutions, including many more and better bike/ped. trails, taking into consideration newer modes of transportation like ebikes. This is a chance to redesign an outmoded system into one that allows easy access to transit other than our cars. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit. Why not program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian project? The Plan should develop a system for programming those funds from the Surface Transportation Program funds, not competitive grant funds. This is a chance to commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. 17% of new transportation road dollars should be spent on Bike/Ped projects, not the much smaller amount in the current plan. Why not put Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program? Now's our chance! Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. I have been bicycling in Philadelphia for over 50 years. I fully understand the need for updated roadways, but progress has been painfully slow. We can't just keep doing the same things we have always done. Recent progress in bimodal networks, TOD's, and other projects indicate the importance and potential success of integrating bicycle and ped. paths in a serious way NOW, not 20 years from now. Doing so can alter the transportation landscape, improve the quality all of our lives and make Philadelphia a leader in addressing 21st Century urban needs. Emphasize public transit supported by the Circuit trails. Sincerely, Dennis Barnebey

From: John Armstead

Zip Code:

Comment ID: 65

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan: 1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit. 2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects. 3. Commit to the 500 miles -- John Armstead We are more alike than unlike - M. Angelou

From: Paul Krok Zip Code: 19106
Comment ID: 66 Response ID: Submitted: Aug 25 2021

I shall be dead or near death in 2050. I care not what you do.

From: Mark Mumbauer Zip Code:
Comment ID: 67 Response ID: 522 Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them.
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Mark Mumbauer
E Mount Airy, Philadelphia

From: Jason Joseph

Zip Code:

Comment ID: 68

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60 Million per year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them

4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, [Your Name] [Your Email]

From: Matthew Williams

Zip Code:

Comment ID: 69

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Matthew Williams

From: Peter Bartholomew

Zip Code: 19122

Comment ID: 70

Response ID: 12

Submitted: Aug 25 2021

"Vehicular deaths should not be happening so frequently in a wealthy country. Please prioritize bike infrastructure that actually prevents cars from blocking it up."

From: Kathryn Odonell

Zip Code: 19107

Comment ID: 71

Response ID: 13

Submitted: Aug 25 2021

Bicycling as a form of commuting needs more attention. This is one of the most sustainable forms of transport but until it feels safe and is prioritized, it will not become more popular. Increasing cycling will take cars off the road. It is important to incentivize this. However cycling gutters (painted lanes next to high speed cars) will never feel safe and is not safe even to experienced cyclists. Bicyclists should be prioritized with trails, and junctions in intersections where they are prioritized OVER cars. For examples of how this can work in a metropolitan area, look at the Netherlands. Sidewalks for pedestrians and trails for bikes are very popular because they are prioritized.

From: Janet M Lorenz

Zip Code:

Comment ID: 72

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to advocate for Circuit Trails Coalition's thoughtful comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Janet M. Lorenz

From: Sharon Jessar

Zip Code:

Comment ID: 73

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Sharon Jessar

From: JILL HOFFMAN

Zip Code:

Comment ID: 74

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Jill Hoffman

From: Jonathan Purtle

Zip Code:

Comment ID: 75

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan: 1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit. 2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects. 3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them 4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects. 5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program. 6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector. Sincerely, Jonathan

From: Jisoo Kim

Zip Code:

Comment ID: 76

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Jisoo Kim Jisoo Kim (she/her) Ph.D. Student in Geological Sciences School of Earth and Space Exploration, Arizona State University <https://sese.asu.edu/node/3568>

From: Comcast

Zip Code:

Comment ID: 77

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector. Sincerely, Dave Fox

From: Amanda De Leo

Zip Code: 19129

Comment ID: 78

Response ID: 523

Submitted: Aug 25 2021

I am in full support of the Circuit Trails Coalition's letter outlining the need to go further with this initiative. Climate change is real. Black Lives Matter.

From: Ed Buchanan

Zip Code:

Comment ID: 79

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Edward Buchanan MD

From: Dara Silverman

Zip Code:

Comment ID: 80

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Dara Silverman

From: Matthew Gordon

Zip Code:

Comment ID: 81

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Matthew Gordon

From: Tatted Moms Robert Perry

Zip Code: 19147

Comment ID: 82

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, As a supporter for cycling and pedestrian projects in the region I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Robert Perry 530 South Street Philadelphia, PA 19147

From: Alexander Manta

Zip Code: 19143

Comment ID: 83

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Ag Manta Zip Code: 19143

From: Greta Kazenski

Zip Code:

Comment ID: 84

Response ID: 522

Submitted: Aug 25 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector. Sincerely, Greta Kazenski

From: marika beneventi

Zip Code:

Comment ID: 85

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Marika Beneventi

From: Donna Pancari

Zip Code:

Comment ID: 86

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Donna Pancari

From: amy Kietzman

Zip Code:

Comment ID: 87

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60 Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, [Your Name] [Your Email]

From: Byron Hawthorn

Zip Code:

Comment ID: 88

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan: The Plan needs a stronger, commitment to completing the Circuit as well as the Philadelphia High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) to get people from out of their cars and into biking and walking or taking transit. Most of all I encourage you to designate \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects with a mechanism or system for programming those funds from the Surface Transportation Program funds and not competitive grant funds. Fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects. Here is the hard one, but I ask you to commit to spending 17% of new transportation road dollars on Bike and Pedestrian projects, expressly commit to spending 17% of any new roadway funding on bicycle/pedestrian projects. Include the Philadelphia High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program. Finally, accelerate the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term. Sincerely, Byron Hawthorn Bryn Mawr PA

From: Will Tung

Zip Code: 19143

Comment ID: 89

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, William Tung
Philadelphia, PA 19143

From: Chase Schulte

Zip Code:

Comment ID: 90

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Chase Schulte

From: Daniel Muldoon

Zip Code:

Comment ID: 91

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Best, Dan Muldoon

From: anthony faranda

Zip Code:

Comment ID: 92

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Anthony Faranda

From: Adam Fisher Cooper

Zip Code: 19038

Comment ID: 93

Response ID: 521

Submitted: Aug 26 2021

Highway widenings and new construction of highways is absolutely unacceptable in a plan for the future when the present is already staring us in the face with irreversible climate change. Encouraging increased use of cars, even electric cars, is encouraging accelerating pollution. This plan is irresponsible as written. The only highway projects should be as-is maintenance, removals, narrowings, safety projects, and climate mitigation projects. Focus on transit, encouraging density, reducing and de-incentivizing sprawl.

From: Vaughan Campbell

Zip Code: 19104

Comment ID: 94

Response ID: 521

Submitted: Aug 26 2021

If you're being honest about your goals to get to zero-emissions across the region by 2050, there is no reason at all that this plan should include ANY highway widenings, ANYWHERE in the region. We need to be focused on expanding transit and other forms of transportation and DISCOURAGING driving. If you are set on widening roads than the sustainability goals listed in this document are outright lies.

From: David Gabel

Zip Code:

Comment ID: 95

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector. The future must be truly safe multi use trails that are wide and have 0 danger of people getting hit by cars. All bike lanes need to be protected with solid barriers that cars can not enter. Roads need to convert to bike lanes in Philadelphia. That is the future that would benefit everybody.

Sincerely, David Gabel

From: Robert Hoe

Zip Code: 19118

Comment ID: 96

Response ID: 522

Submitted: Aug 26 2021

I support the Bike Coalition Robert Hoe Philadelphia, PA 19118 Fwd: 1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit. 2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects. 3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them 4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects. 5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program. 6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed If you are currently a Bicycle Coalition member, your ongoing engagement is vital to creating access to safe trails and roadways. You already understand how impactful our collective voice can be in amplifying these types of messages to local officials. Thank you! If you have been thinking about supporting our work through membership, please consider joining the Coalition<http://go.bicyclecoalition.org/e/631151/members-6p38k/407058570?h=s22ETne5f0zJLo_rdomRjKb1S0oMst6FWSAGkuPYxyc> now to help advance our shared vision of expanded trail systems and safe roadways. There's less than one week to take action so please act now and send your comments to DVRPC today

From: Aaron Bauman

Zip Code: 19147

Comment ID: 97

Response ID: 521

Submitted: Aug 26 2021

To whom it may concern: DVRPC's long range plan is climate denialism. This plan is fundamentally misguided and lacks any forward-thinking vision, or any serious engagement with combating climate change. Our region's resources are already stretched thin, and this plan squanders valuable time and energy on fossil fuel infrastructure rather than providing or improving transportation alternatives. We need to be talking about removing impermeable surfaces, not expanding them. We need to be talking about restoring our metropolitan communities which have been blighted by highways and urban renewal, not expanding them under the guise of rebuilding and maintenance. No new roads! No new lanes! No more road widenings, or expanded shoulders, or access roads, ramps! Aaron BaumanPhiladelphia, PA 19147

From: Jake Thompson

Zip Code:

Comment ID: 98

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them.
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Jake Thompson

From: Pablo

Zip Code:

Comment ID: 99

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed

As a long-time resident of Philly, and a recent retiree, I look forward to the growth of Circuit Trails. Thanks for your consideration. Sincerely, Pablo Lake

From: Brent Archer

Zip Code: 19146

Comment ID: 100

Response ID: 521

Submitted: Aug 26 2021

spending money to widen highways is never going to fix congestion. we know this. we also know it is silly to build capacity based on current peak volumes. induced demand means traffic will eventually fill all the capacity you build to the detriment of our city and the planet

From: Karen Guarino Spanton

Zip Code:

Comment ID: 101

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, [Your Name]
[Your Email]

From: Stephen Klim

Zip Code:

Comment ID: 102

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60 Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them.
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, [Your Name] [Your Email]

From: Peter Kim

Zip Code:

Comment ID: 103

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Peter Kim

From: andre

Zip Code:

Comment ID: 104

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The pPan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Andre Geffen

From: Leonard Bonarek

Zip Code:

Comment ID: 105

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, [Your Name]
[Your Email]

From: John Durovsik

Zip Code:

Comment ID: 106

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, John Durovsik

From: J B

Zip Code:

Comment ID: 107

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Jessica Burns

From: Jeff Rickard

Zip Code:

Comment ID: 108

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Jeff Rickard

From: David Kutner

Zip Code:

Comment ID: 109

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term, (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them.
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. Accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector. Sincerely,
David Kutner

From: Derek Dohler

Zip Code:

Comment ID: 110

Response ID: 521

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide my support for the following comments suggested by 5th Square and the Bicycle Coalition on the Connections 2050 Long-Range Plan. Nearly every week I hear about family members or coworkers who are scared to use a bicycle as a primary means of transportation due to the lack of safe cycling infrastructure. Implementing the suggestions below would help more people switch to cycling and help our region be more sustainable into the future.

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Derek Dohler

From: KAREN MCGOVERN

Zip Code:

Comment ID: 111

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60 Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them.
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, [Your Name] [Your Email]

From: Michael Burns

Zip Code: 19106

Comment ID: 112

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Michael Burns Philadelphia PA 19106

From: Mandy Smith

Zip Code:

Comment ID: 113

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan: 1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit. 2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects. 3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them 4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects. 5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program. 6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector. Sincerely, Mandy Smith

From: Turner Burns

Zip Code:

Comment ID: 114

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, [Your Name] [Your Email]

From: Rachel Blau DuPlessis

Zip Code:

Comment ID: 115

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Rachel DuPlessis

From: Cecelia T-T

Zip Code:

Comment ID: 116

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Cecelia Tannous-Taylor

From: Paul Pallas

Zip Code:

Comment ID: 117

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Paul Pallas

From: Sophia Merow

Zip Code:

Comment ID: 118

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them.
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Sophia Merow

From: Jonah Adams

Zip Code:

Comment ID: 119

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Jonah Adams

From: Michael Manfroni

Zip Code:

Comment ID: 120

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Michael Manfroni

From: Jesse Blumenstock

Zip Code:

Comment ID: 121

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Jesse Blumenstock

From: erosencrans21

Zip Code:

Comment ID: 122

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them.
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Liz Rosencrans
Co-Chair Ambler Environmental Advisory Council

From: susan thornton

Zip Code:

Comment ID: 123

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Our Earth can't wait - it is imperative that we act now on these initiatives,

Sincerely, Susan Thornton

From: Scott

Zip Code:

Comment ID: 124

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Scott Wittrock

From: Rob Hewitt

Zip Code:

Comment ID: 125

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Rob Hewitt -- Rob Hewitt
robhewitt.blogspot.com

From: John P Caskey

Zip Code: 19130

Comment ID: 126

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to support the Bicycle Coalitions comments on the Connections 2050 Long-Range Plan. I fully agree with them. As you know, they are the following:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

Adopting these 6 recommendations will strengthen the 2050 Long-Range Plan and create a more bicycle/pedestrian/environmentally-friendly region. Sincerely, John Caskey
Philadelphia, PA 19130

From: David Maynard

Zip Code:

Comment ID: 127

Response ID: 522

Submitted: Aug 26 2021

I know form emails don't do much-- but consider this a hey--- this isn't a bad plan but recall a prime rule in politics--- never waste a crisis-- it breeds a period of extra ordinary politics and much can shift and change much much faster in that moment-- this is a moment of extraordinary politics Be bolder- and move fast toward a transportation system that focuses first and foremost on how people can move under their own power, then collective movement and then and only then on individual movement by vehicle

David S. Maynard Policy Advisor Office of Council Member Isaiah Thomas
Philadelphia City Council, At-Large City Hall Room 330 Cell: 267-969-2477 preferred Dear
DVRPC,

I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector. Sincerely, [Your Name]
[Your Email] David S. Maynard Policy Advisor Office of Council Member Isaiah Thomas
Philadelphia City Council, At-Large City Hall Room 330 Cell: 267-969-2477 preferred

From: Jenny Hoedeman-Eiteljorg

Zip Code:

Comment ID: 128

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60M per year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them.
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. Accelerating the development of more pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Thank you for your time, Jenny Hoedeman-Eiteljorg

From: John Bryan

Zip Code:

Comment ID: 129

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, John Bryan

From: Kathleen Scanlon

Zip Code:

Comment ID: 130

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them.
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Kathleen Scanlon

From: Greg Swenson

Zip Code:

Comment ID: 131

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Greg Swenson

From: David Anderson

Zip Code:

Comment ID: 132

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, David Anderson

From: Owen Sindler

Zip Code:

Comment ID: 133

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, [Owen Sindler]

From: Julia Stone

Zip Code:

Comment ID: 134

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Julia Stone

From: Christopher Aho

Zip Code: 19143

Comment ID: 135

Response ID: 522

Submitted: Aug 26 2021

Hello, I wish to submit my thoughts about the 2050 plan being prepared by the DVRPC. I have 4 main points about the future plans for this region. 1) The importance of prioritizing funding for sustainable transit projects cannot be overstated. We currently have too many roadway expansion projects in the roster that have secured funding while other sustainable transit projects sit idle and unfunded. I realize that a lot of federal dollars get earmarked for highways and can't always be reallocated to non-highway projects but the DVRPC should be working hand-in-hand with legislators to ensure that this changes and that regional planning commissions have the authority to spend infrastructure dollars where they need it. If that means leaving money on the table every year then please do that because building more highways is exacerbating our climate problems and I believe that many in the DVRPC know this. 2) Self driving technology remains unproven and it should not be embraced until it has been demonstrated to be viable. There are many road-blocks to self-driving technology and several major car companies have already failed to meet their timelines. It looks possible that this technology will never reach level 4 or 5 without a new type of limited access (FSD-only) highway. Planning projects to accommodate this technology should be limited because there are many other projects more worthy of the valuable time of the DVRPC. 3) Bike and Ped infrastructure needs to be deployed everywhere. The improvements along the Schuylkill and Delaware rivers have been good and filling in the gaps and widening the path should happen, however there are many more walking and biking routes that are in dire need of redesign. The focus for all these projects should be on bike and pedestrian safety, comfort, and utility. Removing parking, reducing car lanes, and broad traffic calming are all things that I would support. Continuous sidewalks, elevated bike lanes that run adjacent to sidewalks, and ped and bike priority and smart signalling should all be used in every place where it can be. Too many of the new bike infrastructure projects are not safe or comfortable and these flaws are preventing a lot of people from using them. A specific example is the new 2-way protected bike lane on the grays ferry bridge. This brand new bike lane is extremely bumpy with large sewer grates sunken deeply in the ground making using it quite unpleasant. The path also currently connects to nothing on both sides so it's not a useful route. 4) Land-use strategy needs to be re-evaluated near high capacity transit lines. Preventing high density development in areas within walking distance to transit stations is wasting an incredibly valuable resource and it makes the region less sustainable and more car dependent. Our transit lines (especially regional rail) could easily expand to serve a much higher ridership and a great way to encourage a lot more people to ride it is to allow them to live within walking or biking distance of stations. The areas surrounding stations also need to be made more walkable and bikeable so that people living within 1/4 to 1 mile can safely walk or bike to the station instead of driving - as many now do. If we can run the trains with greater span and less headway and zoning would allow for dense development near stations then I have no doubt that many people would be able to shift their commuting and shopping habits to being much more sustainable. Thank you for reading these comments and I look forward to a 2050 plan which focuses on sustainable transit, and safe, comfortable, and useful bicycle and pedestrian amenities. Philadelphia, PA 19143 August 26, 2021

From: John Murphy

Zip Code:

Comment ID: 136

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, John Murphy

From: Kwas

Zip Code:

Comment ID: 137

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Amy Kwasnicki
Sierra Club Local Outings, Southeast PA

From: Jessica Bady

Zip Code:

Comment ID: 138

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Jessica Bady

From: Rory Boyle

Zip Code: 19106

Comment ID: 139

Response ID: 522

Submitted: Aug 26 2021

19106 resident signing off on the below... Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Rory Boyle 19106

From: Rosemarie D'Alba

Zip Code:

Comment ID: 140

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit. 2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more%20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector. Sincerely, Rosemarie D'Alba

From: Anne Dicker

Zip Code:

Comment ID: 141

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Anne Dicker

From: Oren Roth-Eisenberg

Zip Code:

Comment ID: 142

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Oren Roth-Eisenberg

From: Nancy Lo

Zip Code:

Comment ID: 143

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, [Your Name]
[Your Email]

From: Pamela Zimmerman

Zip Code:

Comment ID: 144

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Pamela Zimmerman

From: Breanna D'Antonio

Zip Code:

Comment ID: 145

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Bre D'Antonio

From: Marybeth

Zip Code:

Comment ID: 146

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, [Your Name] [Your Email]

From: Lisa Guercio

Zip Code:

Comment ID: 147

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Lisa Guercio

From: andy cino

Zip Code:

Comment ID: 148

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, Below is a pre-written email provided to me from 5th Sq. Please know that, although it is pre-written, I agree with all of the content. I know several people who have been injured riding bikes in the city and believe that additional infrastructure could both save lives and help improve equity in transportation. Please consider giving adequate funding to bicycle infrastructure in our city. With Respect, Andy I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, [Your Name]
[Your Email]

From: bruce blomquist

Zip Code:

Comment ID: 149

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Bruce Blomquist

From: Tanya Seaman

Zip Code:

Comment ID: 150

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism for programming those funds from the Surface Transportation Program funds; they should not be competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60M per year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them.
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. Accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Tanya Seaman
Founding Executive Director, PhillyCarShareCo-Chair, Vision Zero Committee, South of South Neighborhood Association

From: David Woo

Zip Code: 19128

Comment ID: 151

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, David Woo
Philadelphia, PA 19128

From: Daniel Farrell

Zip Code:

Comment ID: 152

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them.
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Dan Farrell

From: C Rand

Zip Code:

Comment ID: 153

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, C. Rand

From: William Henderson

Zip Code: 19130

Comment ID: 154

Response ID: 521

Submitted: Aug 26 2021

To whom it may concern: I am writing with great dismay regarding DVRPC's Connections 2050 range plan. After a 2020 and 2021 that have seen shocking increases in the number of significant adverse weather events stemming from climate change, DVRPC's plan seems to be in complete denial about the effects of climate change and what needs to be done to prepare-for and combat these changes. DVRPC's plan calls for more of the same that brought us into this mess: more roads, more lanes, wider lanes...every policy centered around cars, cars, cars. A serious response to the threat of climate change requires getting more people out of private cars and off fossil fuel infrastructure. Rather than propose a bold forward-thinking vision for how we can engage with the challenges of the future, The DVRPC's Connections 2050 plan doubles-down on the poor decisions of the past. William Henderson, 19130

From: Dominic Vasturia

Zip Code: 19454

Comment ID: 155

Response ID: 522

Submitted: Aug 26 2021

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit. 2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects. 3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them 4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects. 5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program. 6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed

From: Aaron Ronksley

Zip Code:

Comment ID: 156

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Aaron Ronksley

From: Andrew Steelman

Zip Code:

Comment ID: 157

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, [Your Name]
[Your Email]

From: Jared Cram

Zip Code: 19148

Comment ID: 158

Response ID: 521

Submitted: Aug 26 2021

Rebuilding I-95 and connecting it to 676 or Broad St. should not be part of this or any other project. Our transportation system should be reducing our reliance on automobiles as we move into the future. Our climate and our quality of life demand it.

From: John Poole

Zip Code:

Comment ID: 159

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, John Poole

From: Patrick Lee

Zip Code:

Comment ID: 160

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more than 20 bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Patrick Lee

From: Kristen Valanoski

Zip Code:

Comment ID: 161

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Kristen Valanoski

From: Susan Eachus

Zip Code:

Comment ID: 162

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC,I am writing to provide the following comments on the Connections 2050 Long-Range

Plan: Getting more people outside on bikes, walking and on septa makes us all healthier and safer!

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia’s High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit. 2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the “In Progress” and “In Pipeline” projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.5. Place Philadelphia’s High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia’s High Quality Bicycle Network, targeting highway safety spending, and declaring the region’s need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more%20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector. Susan Eachus 19119

From: Anne Dicker

Zip Code: 19119

Comment ID: 163

Response ID: 15

Submitted: Aug 26 2021

1. Routes 30 and 1 should not be widened. It is a massive waste of taxpayer money and does nothing to reduce traffic. 2. Rebuilding I-95 through the Philadelphia riverfront is similarly a waste of money. These funds should be repurposed to bury 95 entirely - not just one small section. 3. This plan is profoundly anti-pedestrian and anti-bike. It does nothing to mitigate the climate crisis, and will in fact serve to speed it up. Using mid-20th century ideas for a 21st century plan is baffling.

From: Brian Kall

Zip Code:

Comment ID: 164

Response ID: 16; 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Brian Kall

From: Jeff Pelchek

Zip Code:

Comment ID: 165

Response ID: 521

Submitted: Aug 26 2021

Don't spend money on roads

From: Jeffrey J. Pelcheck

Zip Code:

Comment ID: 166

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Jeff Pelcheck

From: John Abel Jr

Zip Code:

Comment ID: 167

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the In Progress and In Pipeline projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, [Your Name] [Your Email]

From: Stephanie Lee Jackson

Zip Code:

Comment ID: 168

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, As a Philadelphia sustainable business owner and cyclist, I am writing to provide the following comments on the Connections 2050 Long-Range Plan. Safe cycling in Philadelphia can improve the health, community and quality of life for all residents, in addition to combating climate change, and the existing plan does not prioritize cycling infrastructure.

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them.
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. Accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector. Thank you, Stephanie Lee Jackson Practical Sanctuary (267)702-5594

From: Stephen Megargee

Zip Code:

Comment ID: 169

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Stephen Megargee

From: Michelle Alvare

Zip Code:

Comment ID: 170

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Michelle Alvare

From: Vaughn Campbell

Zip Code:

Comment ID: 171

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Vaughn Campbell

From: Eileen Ryan

Zip Code:

Comment ID: 172

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Eileen Ryan

From: Kevin Collison

Zip Code:

Comment ID: 173

Response ID: 524

Submitted: Aug 26 2021

I-95 in Philadelphia already has more-than-adequate capacity for motor vehicle transit between I-95 and I-676. No expansion or improvement is necessary. Serious consideration should be given to the neighborhoods surrounding this stretch of the I-95 corridor. \$0 should be spent on I-95 before an equivalent amount is spent on public transportation improvements

From: Andrew Davies

Zip Code:

Comment ID: 174

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Andrew Davies

From: John Kuhn

Zip Code:

Comment ID: 175

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, John Kuhn

From: Micheal Saah Zip Code:

Comment ID: 178 Response ID: 19 Submitted: Aug 26 2021

lots of lofty goals in here re: emissions, consolidating job centers, preserving open space, etc. actual funded plan looks like a lot of maintenance and expansion of major arterieals in far flung suburbs. the latter does not lead to the former. most impactful thing region could do is do a full overhaul of regional rail and rezone surrounding corridors to encourage density, along with restructuring city taxes to encourage CC business formation (kop extension is just admitting defeat here). no one wants to sit in traffic on 202, they want a leafy walkable neighborhood with carless access to jobs. see success of Baltimore Ave, SJ towns on patco, brooklyn, etc. bike infra is nice but this region is never going to be northern europe. we have the bones for exceptional regional transit, let's not fight ourselves.

From: Alex Schmaus Zip Code: 19127

Comment ID: 179 Response ID: 20 Submitted: Aug 26 2021

I'm extremely upset that we are spending \$2,754,000,000 on a rail project that has a projected ridership of 9500 people a day PRE pandemic, but there's no funding to study subway lines inside the city of Philadelphia that could have nearly 12x as many riders like a Roosevelt Boulevard Line. There's no funding for 24 hour bus service in the city of Philadelphia. We should extend PATCO passed University City to West Philadelphia, there's no reason to not allow a subway line going through the city to be used by people from the city. Extending it into SW Philadelphia will expand opportunities past University City. There's no funding for environmental studies for new rail lines to plan for the future. If this plan is for 2050, it is woefully inadequate on so many levels. The city of Philadelphia grew twice as fast as the rest of the state and you can not build for the future with highways. The population growth in the 5 counties that SEPTA serves was essentially the entire population growth for the state, more money needs to be invested in our horribly underfunded mass transit system. Parking is already horrible in the city and less effective BRT lines and bus only lanes won't fix congestion like a subway line will, nor bring the development and opportunities a subway line will. You need to plan for mass transit, fund mass transit, and prioritize mass transit over new highways in the city. Look at fishtown, spring garden, university city. All the areas that are experiencing job and residence growth are well served by mass transit and subway lines, it's not a coincidence.

From: Duane Cuthbertson Zip Code: 19122

Comment ID: 180 Response ID: 521 Submitted: Aug 26 2021

Can we please reconsider our regional transportation network by thinking of highway removal and investments that make it easier for folks to consider not moving around by car? Let's reconnect the city to its rivers, improve the environment, reduce congestion by removing those monstrous highway barriers.

From: Alex Price Zip Code: 19106

Comment ID: 181 Response ID: 524 Submitted: Aug 26 2021

No money should be spent adding capacity to highways in or around Center City. I like half a block from I-95, it adds air and noise pollution 24 hours per day, separates residents and tourists from valuable riverfront land, and is counteractive to what makes for a world class city.

From: Rachel Linstead Goldsmith

Zip Code:

Comment ID: 182

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, [Your Name]
[Your Email]

From: Gail Massey

Zip Code:

Comment ID: 183

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector. People should be encouraged to bike and walk. We need to do our parts to limit climate change.

Sincerely, Gail Massey

From: Joshua Davis

Zip Code: 19147

Comment ID: 184

Response ID: 21

Submitted: Aug 26 2021

This is a dreadful and disheartening plan. There is not one iota of evidence that widening interstates leads to reduction in traffic. Plowing interstates through dense urban areas was a mistake of one decade when racism and profiteering lead to an orgy of this kind of destruction, the legacy of which we are still living with. You have all the evidence you need not to repeat the mistakes of the past and no excuses not to. A few points: As a South Philly resident 4.6 billion out of a confirmed budget of 67 billion ("what we can afford" pg 63) to fix I-95 in Philly, is abhorrent. Funneling suburbanites to and from the city is not one of my priorities. The word "widen" appears 12 times and "vision zero" 17 times, then buried on page 70 there are 17 plans for "roadway system expansion" and two for "bike and pedestrian". In conclusion and after reading some of your report, I'm kind of appalled at the disconnect between the goals and what the funding priorities are and encourage you to do better.

From: William Godfrey

Zip Code:

Comment ID: 185

Response ID: 522

Submitted: Aug 26 2021

The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit. The plan should program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects. The plan should commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them. The plan should commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects. The plan should place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program. The plan should support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed

From: Katelyn Repash

Zip Code:

Comment ID: 186

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Katelyn Repash

From: Kelson Northeimer

Zip Code:

Comment ID: 187

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Kelson Northeimer

From: Joe Chera

Zip Code:

Comment ID: 188

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles

Thank you for your support of Circuit Trails, Joe Chera
Mr. Joseph B. Chera, Jr.

From: Daryn Edwards

Zip Code:

Comment ID: 189

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, daryn edwards

From: Chris A

Zip Code:

Comment ID: 190

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following additional comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them.
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Chris Aho

From: James Boland

Zip Code:

Comment ID: 191

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more than 20 bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, James Boland

From: John L

Zip Code:

Comment ID: 192

Response ID:

Submitted: Aug 26 2021

Comment redacted because it is off topic, profane, and/or offensive.

From: David Yang

Zip Code:

Comment ID: 193

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, David Yang Artistic Director: Newburyport Chamber Music Festival
<https://www.newburyportchambermusic.org> he/him/his

From: Marisa Wilson

Zip Code:

Comment ID: 194

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Marisa Wilson

From: Olivia W Walling

Zip Code:

Comment ID: 195

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Olivia Walling Philadelphia, PA 19103 www.crazyguyonabike.com/prose-by-bike Help limit global warming by taking the meatless Mondays commitment—for your health, for your neighbors. <https://www.meatlessmonday.com/>

From: Keaten Daley

Zip Code: 19125

Comment ID: 196

Response ID: 22; 521

Submitted: Aug 26 2021

1.6 billion dollars to I 95 reconstruction is a horrible waste of money and exactly the opposite of what is needed from inner city transportation. We should be removing and downscaling highways as opposed to widening them.

From: Brian Donahue
 Comment ID: 197 Response ID: 526 Submitted: Aug 26 2021

1) On page 69 of the Policy Manual, "Transit System Expansion" is defined as "New or widened roads or part-time shoulder use that focus on eliminating congestion bottlenecks and supporting land-use goals." This is copied from the prior page for "Roadway Expansion". Shouldn't "Transit System Expansion" actually be about expanding trains/trolleys/buses? i.e. West Chester Line, KOP rail, improving SEPTA Regional Rail frequency (aka SEPTA 2045 plan), etc. 2) What are the plans for transit expansion? Unfortunately, it looks vastly underfunded compared to roadway expansion. 3) What will it take to obtain funding for a i676 cap? It just makes a lot of sense to reclaim space above the highway in the middle of Center City Philadelphia for various development purposes. The Chinatown area is split up because of this highway running through the area. Plus, the highway divides the entirety of Center City Philadelphia from river-to-river. A cap on this highway, with a possible mixed-used development and/or parks on top of the cap, would improve walkability, decrease air pollution from the highway, decrease the urban heat island effect, create green spaces for all to use, and fix a historical wrong by dividing communities with a highway.

From: Bob Fosset
 Comment ID: 198 Response ID: 8 Submitted: Aug 26 2021

Dear DVRPC,

I agree with all the recommendations proposed in the attached document. We need to move away from automobile-centric, combustion engine oriented transportation. Please begin planning accordingly. Thank you.

Sincerely,
 Robert R. Fossett

[See Section B for supporting document]

From: Wil Spillane
 Comment ID: 199 Response ID: 524 Submitted: Aug 26 2021

Please do not rebuild I95. This project would negatively affects the city's fabric, neighborhoods, home owners, and communities overall. This would be dangerous for our communities.

From: Braff, Jeffrey

Zip Code:

Comment ID: 200

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60 Million per year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them.
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, [Your Name] [Your Email] Jeff Braff

From: Evan Hennesey

Zip Code: 19104

Comment ID: 201

Response ID: 524

Submitted: Aug 26 2021

public-comment: 95 should not be rebuilt in center city that money would be far better spent on public transit infrastructure.

From: SDF 10000

Zip Code:

Comment ID: 202

Response ID: 522

Submitted: Aug 26 2021

I live in Montgomery County, Pennsylvania and write to comment on the draft Connections 2050 Plan. My primary concern is that the draft plan does not commit to adequately funding bicycle and pedestrian projects. I recommend the following changes to the draft plan:

- * Add an explicit commitment to fully fund completion of the Circuit Trails Program \$60 million annually from the Surface Transportation Program to bicycle and pedestrian projects
- * * * Commit to spending 17% of new transportation road dollars on bicycle and pedestrian projects
- * * Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.

* Sincerely, Jacob Speidel

From: Dave Brindley

Zip Code:

Comment ID: 203

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Dave Brindley

From: Phillip Mulder Zip Code: 19103
Comment ID: 204 Response ID: 524 Submitted: Aug 26 2021

public-comment: Do not widen I-95 in Philly - it will harm the neighborhoods around it and slow environmental progress towards reducing vehicle emissions.

From: Tyler Britten Zip Code: 19118
Comment ID: 205 Response ID: 524 Submitted: Aug 26 2021

Expanding I95 in philadelphia is a big mistake. We need to be investing much heavier in public transportation and not expanding highways any further.

From: Brian Connell Zip Code: 19401
Comment ID: 206 Response ID: 23 Submitted: Aug 26 2021

There needs to be a plan to widen 76 between KOP and 476. This is a monstrous bottleneck. The 476/76 interchange needs to be re-worked. It's dangerous as it stands and leads to more congestion. Widening 476 between Rt 3 and 95 would also significantly improve the quality of life in lower Delaware county.

From: Max Morgan Zip Code: 19119
Comment ID: 207 Response ID: 524 Submitted: Aug 26 2021

public-comment: As someone that drives on 95 from 676 through the city every day, it is perfectly fine and does not need a 6 BILLION dollar makeover!! It makes me sick to my stomach that much of our money is going to a highway that's perfectly fine. That money should go to one of the many things that are actually broken in this city like I 76, SEPTA, bike infrastructure

From: Victoria Yusibova Zip Code: 19139
Comment ID: 208 Response ID: 524 Submitted: Aug 26 2021

strongly oppose this project, it is completely pointless and caustic for the environment. Please do not fund this! I am outraged that expanding 95 is being proposed when there have already been so many pointless and fruitless endeavors on it. Please put this exorbitant amount of money to better use and listen to your community and constituents

From: Chris Ohara Zip Code: 19134
Comment ID: 209 Response ID: 521 Submitted: Aug 26 2021

As a Philadelphia resident, I feel that moving forward automobile transportation is going to be far less integral in terms of daily life. Following the trends set during the COVID-19 pandemic, I foresee work from home as being a standard moving forward. If this proves to be the case - and I'm sure it will, as the youth is heavily in favor - then the number of commuters will drop, or at the very least stagnate as population grows. Please invest in trolley, bike and rail transit. Look towards other cities who have treaded the path previously. We should ultimately be aiming to depart from our crippling reliance on automobiles.

From: Ashton Bryant Zip Code: 19141
Comment ID: 210 Response ID: 524 Submitted: Aug 26 2021

Widening i95 is a bad option for the city. For 4.6 billion we could complete trolley modernization, repair our roads, revamp the El and subway, or do many other projects which would benefit the city more. Also, widening the highway would cause more congestion on roads and pollution.

From: Jenny Kraft

Zip Code:

Comment ID: 211

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Jennifer Kraft
19146

From: Deborah Diamond

Zip Code: 19146

Comment ID: 212

Response ID: 524

Submitted: Aug 26 2021

Do not spend any money (waste resources) building out I-95 in Center City!!!! Spend that money on transit, bike lanes, anything else that de-prioritizes cars, especially through the middle of the city.

From: Doug Petty

Zip Code:

Comment ID: 213

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan: 1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit. 2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60 Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects. 3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them. 4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects. 5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program. 6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector. Sincerely, DOUGLAS PETTY

From: Kevin Kurack

Zip Code: 19128

Comment ID: 214

Response ID: 524

Submitted: Aug 26 2021

Please do not widen I-95 or 676. It will come at the cost of destroying more sections of Center City and neighborhoods throughout North and South Philadelphia that are heavily African American and Latino, further dividing neighborhoods and putting an unfair burden on minorities in this city. Our city needs more investment in public transit infrastructure, not highways. If anything, expenses on highways such as I-95 and 676 should be spent in burying them and reconnecting the river to Center City. I strongly ask that you reconsider this project, thank you.

From: Christian Mattozo

Zip Code: 19148

Comment ID: 215

Response ID: 524

Submitted: Aug 26 2021

This plan is a misguided use of scarce federal and state tax dollars for transportation. This money should go towards the expansion of routes on the Delaware County and outerlying suburbs from Philadelphia that are connected to I-76. Currently traffic is horrendous there. Rebuilding I-95, while a noble cause, is not as necessary since there are alternate routes that commuters can take, namely the Delaware Memorial Bridge and the Benjamin Franklin Bridge to get into Philadelphia. Commuters, particularly reverse commuters from Philadelphia travelling to the outerlying suburbs have no other option but to use I-76 if they drive, as public transit options are scarce. This plan should be reconsidered, and money diverted to causes that would better ease traffic on that side of Philadelphia.

From: Ethan Diamond

Zip Code: 19072

Comment ID: 216

Response ID: 524

Submitted: Aug 26 2021

Hello, my name is Ethan Diamond and I will keep this brief and simple. I strongly appose the widening of I-95 in South Philadelphia. We are in a climate crises and that last thing that we need is more vehicles on the road. Furthermore, such an expansion will be extremely detrimental to an already hurt community by taking various houses along the way. Thank you for you understanding and I hope you understand that such a widening project will not help anybody. Ethan Diamond

From: Jonathan Hanley

Zip Code: 19104

Comment ID: 217

Response ID:

Submitted: Aug 26 2021

Comment redacted because it is off topic, profane, and/or offensive.

From: Eleanor Kennell

Zip Code:

Comment ID: 218

Response ID: 522

Submitted: Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them.
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. Accelerating the development of more than 20 bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector. Sincerely,
Eleanor Kennell

From:	Michael Bourg	Zip Code:	
Comment ID:	219	Response ID:	522
		Submitted:	Aug 26 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan: 1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term(the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit. 2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects. 3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them 4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects. 5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program. 6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector. Sincerely, Michael Bourg

From:	Anne Dicker	Zip Code:	19119
Comment ID:	220	Response ID:	24
		Submitted:	Aug 26 2021

This plan will certainly help us reach out goal of a completely uninhabitable planet by 2050. Where are the controls on the DVRPC? Have you given no thought to how much extra carbon through cars and new concrete you will be spewing? This plan is a disaster. Time to go back to the drawing board!

From:	Katerina Yusibova	Zip Code:	19083
Comment ID:	221	Response ID:	524
		Submitted:	Aug 26 2021

Please don't waste money on pipe 95. We need it for more important things given the covid crisis. Do not further damage the economy for this pipeline or the lives and health of citizens.spend this money on better public transportation instead

From: David Pape Zip Code: 19106
Comment ID: 225 Response ID: 521 Submitted: Aug 26 2021

We should be putting our funds toward public transit and pedestrian infrastructure, not widening the highway which cuts through the city's core.

From: Timothy McGraw Zip Code:
Comment ID: 226 Response ID: 524 Submitted: Aug 26 2021

I've been in Philly for a while and recently moved to 2nd street in South Philly. I love it here and walk my dog along front street every day. It's a wonderful neighborhood with people walking there dogs, playing with there children, etc. on front street. And yet I've learned about the I-95 widening taking priority here in Philly and I'm very opposed. I don't even own a car - taking public transit here within Philly. Why would the state want to destroy this popular neighborhood walking spot, that defines this wonderful neighborhood, to expand I-95 for people who are just driving through? Please end this project and focus on improving the lives of actual Philly residents - expanding access to the Delaware/Penn's landing, etc.

From: Ryan Bones Zip Code: 19125
Comment ID: 227 Response ID: 25 Submitted: Aug 26 2021

Looks like absolute garbage. Waste of money. Cars are not the future in a world where we are fighting climate change. Go back to the drawing board. Nothing about this plan is good or acceptable.

From: Nina Froggatt Zip Code: 19145
Comment ID: 228 Response ID: 521 Submitted: Aug 27 2021

I absolutely do not want to see I-95 widened, I've read countless studies about how adding lanes to highways does nothing but add more congestion over time. I do not want MORE pollution from cars and traffic in my city, I want to see trains and rail lines that will help reduce traffic and carbon emissions.

From: Katerina Yusibova Zip Code: 19083
Comment ID: 229 Response ID: 521 Submitted: Aug 27 2021

Stop destroying our climate, don't widen n95. We're already in a crisis

From: Micheal McGettigan Zip Code: 19123
Comment ID: 230 Response ID: 521 Submitted: Aug 27 2021

I-95 is already obsolete and redundant. Right-size this motor vehicle corridor to reduce climate-changing pollution. The funds MUST be spent responsibly, for transit and for rebuilding the waterfront. The DVRPC's "embiggen highways forever" program must end.

From: Aaron Cahel Zip Code: 19106
Comment ID: 231 Response ID: Submitted: Aug 27 2021

Comment redacted because it is off topic, profane, and/or offensive.

From: Omar Rosa Zip Code: 19146
Comment ID: 232 Response ID: 521; 524 Submitted: Aug 27 2021

Remove I-95 through the heart of the City. Do not rebuild. Also, provide a flyover from 676 to the ben franklin bridge rather than having people drive onto the City Street.

From: Janice Bellace Zip Code:
Comment ID: 233 Response ID: 522 Submitted: Aug 27 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund safe neighborhood bicycle/pedestrian connections. The Plan must get cycles off major streets and put them on the parallel smaller side streets. For instance, why have bicycles on Pine Street, limiting traffic to one lane and making left/right turns awkward, when Waverly and Panama Streets run parallel to Pine? Pedestrians have to cross where cars are trying to turn and bikes are shooting through (red lights often).
1. The Plan must describe exactly how safe pedestrian crossings will be made. At present, line painting at intersections have worn off. There must be full funding to paint lines and to re-paint them periodically. Also, very distinctive pedestrian crossings should be painted at major intersections (such as around 30th Street Station especially at 29th and Market, around City Hall, South Street bridge where it crosses the Expressway ramps). One way would be to specify zebra crossing painting as is used in London.
2. 3. Commit to spending 15% of new transportation road dollars on pedestrian improvement projects. Do NOT say "bicycle/pedestrian projects" in the Plan because basically that means "for bicycle projects". There are many more pedestrians than cyclists in Philadelphia. And for those over 60, it must be 99 pedestrians to 1 cyclist.
1. In the Plan, very strongly support public transportation. It is important to all Philadelphians. Many more would take public transportation if it came frequently. For instance, even in center city there are bus routes (such as the no. 40 and the no. 12) that come only every 12 - 20 minutes during weekdays. Where possible create bus only lanes.
1. In the Plan commit funding for sidewalk improvements. In many places, pavements are uneven (trees push them up) or cracked, and lighting is poor (the street lighting is designed for the cars not for people walking along the sidewalk). Older persons particularly need safe sidewalks.

Sincerely, Janice Bellace

From: Modesto Bigas-Valedon

Zip Code:

Comment ID: 234

Response ID: 522

Submitted: Aug 27 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, [Your Name] [Your Email]

From: Scott Van Bramer

Zip Code:

Comment ID: 235

Response ID: 522

Submitted: Aug 27 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Scott Van Bramer

From: Charles Krueger

Zip Code: 19107

Comment ID: 236

Response ID: 26

Submitted: Aug 27 2021

Cancel I-95 widening project and remove the freeway instead. Restore South Philly neighborhoods to previous waterfront status! Extend Ridge Avenue Spur to serve this area.

From: Stephen Stofka

Zip Code:

Comment ID: 237

Response ID: 524

Submitted: Aug 27 2021

There is a Japanese word, "chigau", which means both "wrong" and "different". The implication to most English speakers is that Japanese implies something is wrong because it's different. But I submit there is another way to read this word: that there is a right way and a wrong way to do things, and if one insists on doing something that is not the right way to do things, that person is chigau and needs to change their approach. Expanding I-95 through Center City is chigau. Expanding roadway capacity in the Philadelphia region in general is chigau. What the City and region really need is concentrated and heavy investment in bike and mass transit infrastructure. I would recommend making extending the River LINE to Glassboro and Regional Rail extensions to Pottstown and Quakertown priorities. I would recommend dusting off the 2003 Boulevard heavy rail study, updating it, and making it a priority infrastructure project. I would recommend developing a useful for transportation bike system that spreads throughout the city and region, but I would also recommend returning rail-trails to rail where feasible, such as along the Bethlehem Branch between Quakertown and Allentown. I would recommend upgrading SEPTA's busiest bus routes to light rail. I would recommend focusing on SEPTA's bus and trolley modernization projects. I would recommend defunding the NHSL KoP project, as it is currently being panned as the worst rail project in the country. Most importantly, I recommend spending a grand total of \$0.00 on any project that expands road capacity in a non-incidenta l way. Climate change is upon us, and we know what forms of infrastructure work, and what forms of infrastructure don't. We only need to look to the Netherlands, Denmark, Switzerland, Japan, and South Korea for successful examples. We need to copy their strategies, and we need to do it now. Anything else is chigau.

From: Jason Duckworth

Zip Code: 19103

Comment ID: 238

Response ID: 27

Submitted: Aug 27 2021

1. Since the great recession, there's been a terrible lack of urgency from local and county jurisdictions concerning open space preservation. Covid accerlated long-term trends favoring suburban housing and is fueling the shift to ecommerce and WFH--all of which are putting more pressure on remaining open spaces. We are not on our way towards preserving 1,000,000 acres. The report should be more explicit about the need for funding this priority at all levels of government. Right now it's only the developers who are proactive about the shape of our region. 2. Ped/bike facilities need a much greater priority for climate reasons, for safety reasons, for equity reasons. I wholeheartedly agree with the recommendations of the Bicycle Coalition in terms of funding. 3. I am not clear why there's such a significant focus on congestion management. Congestion on roads provides the incentive to cycle or take transit. We should consider road pricing. 4. I believe in transit but I don't think expanding rail transit makes much economic sense in a region with job sprawl. Let's preserve the incredible system we have and seek ways to make cheap, flexible systems like bus rapid transit a reality.

From: James Lubin

Zip Code:

Comment ID: 239

Response ID: 524

Submitted: Aug 27 2021

I heavily disagree with using 4+ billion to widen I-95. We need to prioritize expanding our transit system.

From: Manfred Weis

Zip Code:

Comment ID: 240

Response ID: 522

Submitted: Aug 27 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Manfred Weis

From: Beckett Woodworth

Zip Code: 19148

Comment ID: 241

Response ID: 524

Submitted: Aug 27 2021

Rebuilding I-95 from I-676 to Broad St for \$4.6 BILLION is ridiculous. That money would be better spent on improving SEPTA or even I-76. As a South Philly resident for almost a decade, I can assure you that we do not need any more cars or traffic here. Fewer highway lanes and more transit funding please.

From: David Leichtling Zip Code: 8824
Comment ID: 242 Response ID: 521 Submitted: Aug 27 2021

I am from Central New Jersey and am opposed to any highway widening or expansion. Urban freeways should be removed and, if their need exists, be rerouted outside of the city. Any journey I take to Philadelphia will be by SEPTA or Patco and through the city via Amtrak. Car-centric infrastructure is not needed. Cities should be a place for pedestrians, bicycles, and public transit, because of their inherent effectiveness at moving large numbers of people within a comparable space to car traffic, their low GHG impacts, low financial burden on the traveler.

From: Jacob Sloan Zip Code:
Comment ID: 243 Response ID: 524 Submitted: Aug 27 2021

Do not widen I-95 in Philadelphia! We need to prioritize pedestrian/bike/public-transportation infrastructure in our city, for the sake of our planet. Widening roads makes the city less hospitable to pedestrians and induces more demand for driving. We do not need to pump more space-inefficient and energy-inefficient cars into our city.

From: Sam Lifson-Neubardt

Zip Code:

Comment ID: 244

Response ID: 522

Submitted: Aug 27 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Sam Neubardt

From: Jeff Rickard

Zip Code: 19147

Comment ID: 245

Response ID: 524

Submitted: Aug 27 2021

Please cancel the plan to widen I-95 and instead work to create a city that centers mass transit, bikes, and pedestrian friendly travel.

From: Sebastien Hardinger

Zip Code: 19312

Comment ID: 246

Response ID: 28

Submitted: Aug 27 2021

I'm going to begin with a cliché - the definition of insanity is doing the same thing over and over again and expecting different results. The report is very pretty, and the planning commission spent lots of money on some talented artists. It uses many of the right words and phrases, it hits on the correct beats. There is lots of flowery text about the environment and communities, pretty trees being drawn in the margins, discussions of Black Lives Matter and of climate change. Reading the first 65 pages, a naïve reader might get the sense that our transit agencies really have learned from the past, that this transportation plan will, finally, prioritize people, the environment, and liveable cities and towns over cars. Then you reach page 65 and look at the numbers. They are deliberately designed to be as obscure as possible, in tiny font and with confusing percentages, but the meaning is once again clear - this is a highway funding plan with pretty trees drawn on it. It gets even worse when you look at which projects are *actually funded*. The list of funded highway expansions is long - the list of funded transit expansions is tiny (and most of that is the boondoggle that is KOP rail). There are exactly two funded bike/pedestrian projects. It has been proved time and time and time again that highway expansions do not reduce congestion. LA and Houston and Phoenix and Dallas and many other cities have poured tens of billions in turning their cities into highways, and traffic just gets worse. A new highway lane will never fix traffic. Considering how this report is being sold, as a win for the environment and social and racial justice - and the reality of the proposals, which will lead to yet more car-driven pollution, displacement by highways, cutting communities apart, and more - it's frankly insulting and downright deceptive. 65 pages of flowery lies, 5 pages of grim truth and continued climate change.

From: Michael Helduser

Zip Code:

Comment ID: 247

Response ID: 522

Submitted: Aug 27 2021

Hello, Resubmitting so I could put my name at the button. Letter is below. Michael Experience the world through cycling :) <http://support.railstotrails.org/recovery> Here's the letter resubmission: Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan: 1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit. 2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects. 3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them 4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects. 5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program. 6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector. Sincerely, Michael Helduser

From: Rachel Anderson

Zip Code:

Comment ID: 248

Response ID: 521

Submitted: Aug 27 2021

Adding lanes is not the solution to traffic. I beg you, please look up the concept of "Induced Demand." Adding lanes will increase traffic with all the accompanying environmental and economic issues associated with it. The Philadelphia area needs more and better alternatives to driving, and ways to incentivize moving away from private vehicles and onto transit. This plan does nothing to help with that.

From: Jonathan Blum

Zip Code:

Comment ID: 249

Response ID: 522

Submitted: Aug 27 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60 Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them.
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, [Jonathan Blum]

From: Quincy Morgan

Zip Code: 19104

Comment ID: 250

Response ID: 521

Submitted: Aug 27 2021

Hello, I'm in my mid-20s and plan to stay in the Philadelphia area for the rest of my life, provided it stays livable. In any given week I walk, bike, drive, and take three or four types of transit to get around. I am deeply concerned that many of DVRPC's highway projects do not align with its stated goals of sustainability, resiliency, and equity in the face of climate change and air pollution. I am absolutely opposed to major new investments in highway infrastructure. Specifically, I am shocked and angered over proposals to widen US-30, US-202, US-1, US-322, as well as to reconstruct I-95. While Philadelphia faces one of the hottest summers on record and air quality suffers, we need fewer people to drive. Greater road capacity incentivizes more driving and thus creates worse traffic congestion. Instead, we need to get people off the road by investing in transit, cycling, and pedestrian infrastructure. I support most of DVRPC's transit expansion projects, including the Broad Street Line extension, PATCO extension, West Chester rail restoration, Bethlehem Branch restoration, Glassboro-Camden line, Roosevelt Boulevard line, and NJ West Trenton Line. I urge you to prioritize these projects. I don't support the King of Prussia rail project due to its high cost in relation to very low ridership projections. Please, plan for a 21st century transportation system where people come first, not cars. Quincy Morgan Philadelphia, PA 19104

From: A.T. Lambert

Zip Code:

Comment ID: 251

Response ID: 521

Submitted: Aug 27 2021

Hello, Highway expansion into dense urban areas is literally the opposite of what needs to happen with American cities. There is so much evidence and there are so many studies that show that more lanes and larger highways do not reduce traffic, it does the opposite (and that's not mentioning the almost complete lack of attention to pedestrian and cycling infrastructure that this city has planned). I moved to Philadelphia specifically because it is one of the only places in the U.S. that is walkable and doesn't require a car to live here. It's a shame your organization is trying to weaken one of the most attractive aspects of living in Philadelphia and is hoping that the same thought processes that brought us to the brink of climate catastrophe are going to be the same that get us out. A.T. Lambert

From: Isabel Yannatos

Zip Code:

Comment ID: 252

Response ID: 522

Submitted: Aug 27 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Isabel Yannatos

From: Benjamin She

Zip Code:

Comment ID: 253

Response ID: 523

Submitted: Aug 27 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Sincerely,

Benjamin She

From: Catherine Hofmann

Zip Code:

Comment ID: 254

Response ID: 522

Submitted: Aug 27 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan: Overall, the plan needs a stronger commitment to pedestrians, cyclists, public transit, and other forms of alternative transportation. Visionary, amazing, and resilient cities are designing for people, not cars -- we need to make it easy and attractive to travel without a private car! 1. The Plan should fully fund the Circuit Trails and its pedestrian and cyclist connections. Accessibility and safety is paramount! 2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. 3. Commit to and fund the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. 4. Place Philadelphia’s High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program. 5. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions. Safety and speed enforcement is a must! Sincerely, Catherine Hofmann Philadelphia

From: Paul Ruffner

Zip Code:

Comment ID: 255

Response ID: 522

Submitted: Aug 27 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles

Thank you for your consideration.
Paul L. Ruffner -- This email was Virus checked by Astaro Security Gateway.
<http://www.sophos.com>

From: Melanie Bahti

Zip Code:

Comment ID: 256

Response ID: 522

Submitted: Aug 27 2021

Dear DVRPC, I am a Philadelphia resident who lives, works, and travels in the region without owning a car. As an exclusive pedestrian/cyclist/public transportation user, I am extremely motivated to support safe bicycle and pedestrian infrastructure in the Delaware Valley. I believe that there is work to do in our region to make it possible for all residents to safely and easily live their lives without needing access to a car. I am writing in support of the Bicycle Coalition's recommendations, with the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them.
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Melanie Bahti

From: Annie Butkiewicz

Zip Code:

Comment ID: 257

Response ID: 522

Submitted: Aug 27 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Annie Butkiewicz

From: Deborah Seitz

Zip Code:

Comment ID: 258

Response ID: 522

Submitted: Aug 27 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.

5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Deborah Seitz

From: Cameron Adamez

Zip Code:

Comment ID: 259

Response ID: 29

Submitted: Aug 27 2021

To whom it may concern: It is strange to have a a section in the Connections 2050 documents acknowledging the structural issues brought up by the Black Lives Matter movement when air pollution is also a threat to Black lives. "I can't breathe" was not a metaphor but encompasses both the active struggle against police brutality and the environmental racism cast upon marginalized communities. When more than half of the slated projects involve widening highways, the increase in traffic and volatile gasses will only exacerbate the health problems of a community pushed to its limits. The stated goals of DVRPC and the budget as outlined in the process manual are diametrically opposed. It is time for DVRPC to reevaluate the the budget line items to ensure the safety and longevity of all communities. Lives are on the line. Cameron Adamez (they/them) Transit committee member, 5th Square Front end & owner services manager, South Philly Food Co-op

From: Thomas Kowalczyk

Zip Code: 19146

Comment ID: 260

Response ID: 522

Submitted: Aug 27 2021

I believe you should take the following steps to strengthen the 2050 Connections Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed

Tom Kowalczyk

From: Abby Dow

Zip Code:

Comment ID: 261

Response ID: 522

Submitted: Aug 27 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Abby Dow

From: CJ Arayata

Zip Code:

Comment ID: 262

Response ID: 522

Submitted: Aug 27 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Best, CJ Arayata

From: Jim

Zip Code:

Comment ID: 263

Response ID: 30

Submitted: Aug 27 2021

Commentson Connections 50 and upcoming other items. Iam 100% OPPOSED to all forms of automated traffic enforcement, whichincludes things like red-light and speed cameras. I am 100% opposedto lowering speed limits, traffic calming, and Vision Zero also. IfDVRPC wants actual safety, rather than listening to a bike group, itshould seek a ban on ticket cameras, get 85thpercentile speed limits, longer yellow lights, and stop signs onlywhere needed. Itis sad you are getting misinformation about safety topics, whichis making the state less safe. You should speak to the National Motorists Association. Thanks.

From: Bob

Zip Code:

Comment ID: 264

Response ID: 31

Submitted: Aug 27 2021

The organization needs an immediate about face, as proper engineering refutes everything that DVRPC is doing. Philly may be making a mint off of the low speed limits and short yellow lights. -----

The Philadelphia Vision Zero 2025 Action Plan seeks to harass drivers and make them pay unreasonable sums of money to safely drive on roads. It seeks to install more red-light cameras, install stop-arm cameras, blanket the city with speed cameras, set absurdly low speed limits, and install transit bus-lane cameras. Some of these would require state law changes, but all stories I found did not mention the bus-lane cameras would need a state law change also. Poor engineering and predatory ticketing failed in many places, and Vision Zero cities are showing poor results. Bicyclists and pedestrians are routinely shown to cause many crashes. The above items would make things worse and punish good people. These add to the potential policy of civilian traffic enforcement, which the FOP said violates state law. What about the new vague council proposal of police mailing owners of cars tickets, rather than pulling them over? Legality? It is time to stop waging a war on driving. The city should get rid of engineering that does not meet best-practices, and cease overzealous enforcement. At this point, the city has some serious issues to confront, and trying to ticket people who are actually spending money in the city should not be at the top of the list. Pull up the National Motorists Association.

From: Joe Dougherty

Zip Code:

Comment ID: 265

Response ID: 522

Submitted: Aug 28 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed.

Thank you for your consideration. Joseph J. Dougherty

From: Anna Cava Grosso

Zip Code:

Comment ID: 266

Response ID: 522

Submitted: Aug 28 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan: 1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term that provide viable transportation alternatives for motorists through a combination of biking and walking or taking transit options. 2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60 million per year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects. 3. Commit to designating 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them. 4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects. 5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program. 6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. Accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector. Thank you for the work you do in transforming Philadelphia and its environs into a truly multimodal region that meets everyone's transportation needs. Sincerely, Anna Cava Grosso, AICP Anna Cava Grosso, AICP

From: mike zickler

Zip Code:

Comment ID: 267

Response ID: 522

Submitted: Aug 28 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/ped estrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Mike Zickler

From: Nathans, Benjamin

Zip Code:

Comment ID: 268

Response ID: 522

Submitted: Aug 28 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500

Thank you for your attention to these issues. Sincerely, Ben Nathans -- Benjamin Nathans Alan Charles Kors Term Associate Professor Department of History University of Pennsylvania <http://www.history.upenn.edu/people/faculty/benjamin-nathans>

From: Beatrice Zovich

Zip Code:

Comment ID: 269

Response ID: 522

Submitted: Aug 28 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan: 1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit. 2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects. 3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them 4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects. 5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program. 6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector. Sincerely, Beatrice Zovich

From: Chris Hazle-Cary

Zip Code:

Comment ID: 270

Response ID: 522

Submitted: Aug 28 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60 Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Chris Hazle-Cary

From: Paolo Pezzotta

Zip Code:

Comment ID: 271

Response ID: 522

Submitted: Aug 28 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, [Your Name] [Your Email]

From: Ivan Mawesome

Zip Code:

Comment ID: 272

Response ID: 522

Submitted: Aug 28 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, [Your Name]
[Your Email]

From: Luke Szumski

Zip Code:

Comment ID: 273

Response ID: 522

Submitted: Aug 28 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/ped estrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Luke Szumski

From: Jason Lenthe

Zip Code:

Comment ID: 274

Response ID: 522

Submitted: Aug 28 2021

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.

2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.

3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them

4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.

5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.

6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement.

From: Elizabeth Shaak

Zip Code:

Comment ID: 275

Response ID: 522

Submitted: Aug 28 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Elizabeth Shaak
[Your Email]

From: Peter Furcht

Zip Code:

Comment ID: 276

Response ID: 522

Submitted: Aug 28 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Peter Furcht www.linkedin.com/in/peterfurcht

From: Thomas McCarey

Zip Code:

Comment ID: 277

Response ID: 525

Submitted: Aug 28 2021

Dear LRP: Below is factual information backed by research about safe driving. It would be good if you include this in your presentation to counter the misinformation citizens have received. Thank you.
Tom McCarey Member, National Motorists

Association ----- The Big Lie: Traffic Safety Depends on Low Speeds By Chad Dornsife, NMA Activist, Executive Director of Best Highway Safety Practices Institute, and Institute of Transportation Engineers (ITE) Member. An email survey sent to members earlier this year by the ITE brought to light efforts by the US Department of Transportation (USDOT), the National Transportation Safety Board, and elements within the ITE to gut Congress's Highway Safety Act of 1996. These efforts disregard, reject, or contradict scientifically recognized safety standards, historical precedents, and constitutional guarantees. I'll be even more direct: The USDOT is weaponizing unsafe practices by eliminating any pretext of engineering. And it is being enabled by so-called safety and engineering organizations that are abdicating their responsibilities to the public. These actions, no doubt prompted and supported by conjecture, faulty or misleading statistics, and social objectives, are a clear and present danger to safety and freedom of all U.S. drivers. Unless the public protests en masse, special interests—the insurance industry, the photo and mechanical ticket-issuing industry, law enforcement, local government reliant on enforcement-based revenue, and politicians, for example—benefit while motorists pay the financial and social costs. All of this under the false aegis of SAFETY. The ramifications of the context of the ITE survey are alarming because it disregarded current best practices and established engineering standards; instead, the survey substituted conjecture and bad science. After seeing it I felt compelled to attend the August 2018 National ITE Conference in Minneapolis and, in particular, the Workshop on Speed Limits. The Speed Limit Workshop began with USDOT's prerequisite BIG LIE that has been repeated for decades as the primer for every presentation on safety. It was followed with a coup de grace: Recommended changes to the Manual on Uniform Traffic Control Devices (MUTCD) by USDOT that would codify safety standards that disregard established engineering practices while also providing an endorsement within the MUTCD of non-traffic control devices such as red-light and speed cameras. {The BIG LIE: The National Highway Traffic Safety Administration's (NHTSA) overview of speeding: Speeding endangers everyone on the road: In 2016, speeding killed 10,111 people, accounting for more than a quarter (27%) of all traffic fatalities that year. We all know the frustrations of modern life and juggling a busy schedule, but speed limits are put in place to protect all road users. Learn about the dangers of speeding and why faster doesn't mean safer.} Liars love misusing statistics, and those of NHTSA without context have no significance whatsoever. Never mind that studies from the United Kingdom and data from NHTSA's own Fatality Analysis Reporting System have demonstrated that only about two percent of traffic fatalities are the responsibility of drivers exceeding the speed limit. Elimination of the 55 mph National Maximum Speed Limit (NMSL) over two decades ago was accompanied by dire predictions of mass fatalities due to higher speed limits. Yet Western states saw fatality rates drop despite 80 and 85 mph posted limits on interstates and 75 mph on rural county highways. Montana eliminated posted limits for more than four years and experienced unchanged driving speeds and safety. National speed limit policy has been used for decades as a cudgel against motorists. The roots of this abuse began with the implementation of the 55 mph NMSL in 1974. Most of us have forgotten that the NMSL was an effort to conserve fuel during the Arab oil embargo and to make the U.S. less dependent on oil imports. Its metamorphosis into a safety issue resulted in organized resistance in the form of the Citizen's Coalition for Rational Traffic Laws—the original National Motorists Association—which is widely credited with rescission of the NMSL. The scientific 85th percentile speed consensus is the "speed-kills" proponents' Achilles heel, defended at all costs. In engineering terms, the 85th percentile is the gold standard of the scientific community. It holds that the primary consideration for traffic control is represented by the actual measured, safe-for-conditions speed of the public, which rationally regards its own safety as paramount. Regardless of desktop, bureaucratic calculations or opinions to the contrary, except for the suicidal—for whom there can be no limits—drivers always seek to avoid collisions and bodily injury. Accordingly, their driving speeds trump governmental one-size-fits-all posted limits. It is increasingly difficult

to accept NHTSA's assertion that "speed limits are put in place to protect all road users." The 85th percentile speed is regarded as the safest speed on the crash involvement risk chart. The number on a speed limit sign is not a per se safety threshold; at best, it is guidance or a recommendation. At worst, it is fraud perpetrated by revenue-starved local governments. There are thousands of cities and some states that do not base their speed limits, signal timing or anything else on the operating speed of the roadway because they simply do not measure it. I have found traffic signals mistimed to at 20 mph below actual 85th percentile speeds. California currently has the best protocols for speed limits and signal timing but even then, I have seen government engineers create data to justify lower limits. If you really want to know the best practices for applying the 85th percentile speeds to posted speed limits, view the presentation we made in 2009 to the ITE. You can find it on the NMA website at: <https://www.motorists.org/wp-content/themes/nma/pk/lib/pdf/web/viewer.html?file:https://www.motorists.org/wp-content/uploads/2018/04/SPEED-LIMITS-When-and-Why-the-85th-Percentile-Dornsife-2009.pdf>. {From Report No. FHWA/RD-85/096 Technical Summary, "Synthesis of Speed Zoning Practice": "Based on the best available evidence, the speed limit should be set at the speed driven by 85 to 90 percent of the free-moving vehicles rounded up to next 5 mph increment. This method results in speed limits that are not only acceptable to a majority of the motorist, but also fall within the speed range where accident risk is lowest." "No other factors need to be considered since they are reflected in the driver's speed choice."} In conversations with USDOT personnel I'm not sure they are aware of the underlying legislation that authorizes them to regulate the federal highway system. Non-conforming practices have become the norm, combined with so-called home rule carve-outs. A change to the 2003 MUTCD made arbitrary and capricious statutory limits superior to fact-based practices. That's just on the engineering side. Best estimates, using findings by the Federal Highway Administration and the American Association of State Highway and Transportation Officials, are that more than 60 million citations are being issued annually for driving that would otherwise be safe. Should the movement to eliminate the 85th percentile rule for establishing safe speed limits be successful, you can be sure ticket volumes will soar above an already formidable level. On top of that, many states have changed moving violations to civil infractions, which improves the efficiency of convictions and fine collection. Regardless of how errant or contrary to MUTCD standards, there is no legal remedy because civil charges are often litigated in an administrative court with little to no due process for defendants. In addition, photo enforcement has removed any pretext of due process by using administrative staff or private contractors to collect fines. The latest efforts to curb the USDOT's MUTCD efforts to undermine recognized and accepted best practices and to sanction and justify enforcement devices—such as ticket cameras and automated controls—based on safety, must be curtailed. Make no mistake, those efforts are gaining momentum as Vision Zero proponents contend that the "85th percentile standard is obsolete and unsafe." No truer words have been spoken than these from Matthew C. Sielski, president of the ITE 50 years ago: Traffic laws that are based upon behavior of reasonable motorists are found to be successful. Laws that arbitrarily restrict the majority of motorists encourage wholesale violations, lack of public support, and usually fail to bring about desirable changes in driving behavior. This is especially true of speed limits.

From: Thomas McCarey

Zip Code:

Comment ID: 278

Response ID: 525

Submitted: Aug 28 2021

Dear LRP: Below is information about red light cameras that you should include in your presentation.

Thank you. Tom McCarey Member, National Motorists

Association ----- <https://www.motorists.org/blog/red-light-cameras-do-not-reduce-right-angle-crashes-2/> <https://www.zerohedge.com/political/governing-looting-washington-beyond> ----- Pennsylvania: Complaint Documents Red Light Camera Mismanagement 2019 Whistleblower complaint alleges Conduent-Xerox rigged the bidding for the red light camera contract despite shoddy performance. Part 2 of 2 <https://www.thenewspaper.com/news/67/6722.asp> Pennsylvania: Red Light Camera Accidents Increase in Philadelphia 2013 Ten years of accident data show accidents increase at Philadelphia, Pennsylvania red light camera intersections. <https://www.thenewspaper.com/news/40/4034.asp> <https://www.motorists.org/issues/red-light-cameras/philadelphia-pennsylvania-red-light-cameras/> Pennsylvania Red Light Camera Violations Have Not Decreased. 2012 Claims regarding violations and accidents at red light camera locations fail to hold up to scrutiny. <https://www.thenewspaper.com/news/38/3863.asp> Pennsylvania: 4390 Red Light Camera Tickets Refunded 2008 Overly quick red light camera trigger in Philadelphia, Pennsylvania results in 4390 refunded citations worth \$439,000. <https://www.thenewspaper.com/news/25/2562.asp> Philadelphia: Accidents Up at Camera Intersections 2005 Accidents have increased 10-20 percent since red light cameras began issuing tickets in Philadelphia, Pennsylvania. <https://www.thenewspaper.com/news/07/733.asp> Red light camera promoters are chronic liars endorsing a known fraudulent product that injures and kills people. Red light cameras increase accidents, injuries and fatalities: they make the highways more dangerous. Red light cameras should be banned. 50% of red light fatalities come from police chases. The rest are the result of DUI, lack of attention and failure to yield. These accidents will not and cannot be prevented by red light cameras – cameras only take pictures. 70% of red light violations, that camera promoters characterize as wanton “red light running,” occur within one second of the red. In other words, honest, split-second mistakes that cause no harm. These red light violations make the camera companies and the government tens of millions of dollars. This is money literally stolen from safe drivers, stolen on a split-second technicality by “GOTCHA” technology. If one second is added to the yellow time, these violations disappear, forever, making intersections safer. Yet, camera proponents never disclose this information. Probably because it will make red light cameras unprofitable. The only studies that show red light cameras make intersection safer are studies done by groups who profit from red light camera revenue, and those studies suffer from improper methodology. Every honest study, done with proper methodology, done by researchers with no financial connection to red light cameras, show that the cameras increase accidents, injuries and fatalities, and that they do not reduce t-bone collisions. The biggest booster of red light cameras is the Insurance Institute for Highway Safety (IIHS), an organization funded by auto insurers. Red light camera tickets earn billions of dollars in policy surcharges for the auto insurers, including AAA, so naturally they want red light cameras everywhere. Governments get tens of millions of dollars from red light camera tickets, so they, too, are gung-ho for red light cameras. The more the better, even though the cameras make intersections more dangerous. The dangers of red light cameras have been known for over 20 years. Read Dick Arme’s report <https://www.motorists.org/wp-content/uploads/2015/05/armeyreport.pdf> And for more background on red light camera go to <https://www.motorists.org/issues/red-light-cameras/> for information the IIHS or AAA will never tell you. Oh yes, the man who introduced red light cameras to the US, Richard Retting, was a paid employee of the IIHS for years before becoming a paid red light camera lobbyist <https://www.thenewspaper.com/news/41/4136.asp> Shame on Philadelphia media for ignoring the harm to drivers caused by the cameras. Speed cameras, which the media are so gung-ho for, will cause even more problems, accidents and injuries. These cameras are solely for raising revenue. Roosevelt Boulevard is being kept dangerous for the revenue. Thank you. Sincerely, Tom McCarey Member, National Motorists Association

From: Thomas McCarey

Zip Code:

Comment ID: 279

Response ID: 525

Submitted: Aug 28 2021

Dear LRP: I urge you to be very careful in considering adoption of any of the Vision Zero agenda. It seeks to change the way we live, and not in a good way. They are interested in command, control, and confiscation of our freedom to drive what we want, where we want, when we want. They are also interested in getting significant money from taxpayers to finance their anti-driver/anti-auto agenda. Below are two articles about Vision Zero that you should include in your presentation. Thank you. Sincerely, Tom McCarey Member, National Motorists

Association ----- Vision Zero Isn't Working By The Antiplanner | December 2, 2019 | Follow up, Transportation An article posted on the Atlantic's CityLab last week documented that many of the cities that have adopted "vision zero" policies have seen pedestrian fatalities sharply increase. These cities, notes the article, have "spent hundreds of millions of dollars in the process, rebuilding streets to calm traffic and reduce driving, lobbying for speed limit reductions, launching public awareness campaigns, and retraining police departments." Yet Chicago, Los Angeles, and Washington, among others, saw sharp increases in pedestrian and/or bicycle fatalities after adopting Vision Zero policies. This won't be a surprise to Antiplanner readers. As described in Policy Brief #25, Vision Zero is an overly simplistic strategy that fails to solve the real problems that are causing pedestrian fatalities to rise. Vision Zero is based on the observation that pedestrians hit by cars traveling at high speeds are more likely to die than if the cars are traveling at low speeds. So Vision Zero's primary tactic is to reduce driving speeds. Vision Zero's secondary goal is to reduce driving period by making auto travel slower and less desirable compared to the alternatives. Neither of these are working very well. As Policy Brief #25 noted, the real problem isn't speed but design. The fastest driving speeds are on urban freeways, yet they have the lowest pedestrian fatality rates because pedestrians are normally excluded from the freeways. Traffic on one-way streets tends to be faster than on two-way streets, yet pedestrians suffer fewer accidents on one-way streets because they only have to worry about traffic coming from one direction when crossing the streets. Moreover, simply slowing daytime traffic doesn't treat another major problem, which is unsafe behavior. More pedestrians die and the rise in fatalities is greater during the three-hour period between 3 am and 6 am than the nine-hour period between 9 am and 6 pm. Most fatalities are also away from intersections and a high percentage of nighttime pedestrians who died had alcohol in their bloodstreams. Presumably the same is true for the drivers, but the data don't report driver alcohol levels for pedestrian accidents alone. Better street lighting, better enforcement of driving under the influence laws, and policies aimed at discouraging people from crossing the streets outside of designated crosswalks, especially at night, would be more successful at reducing fatalities than increasing traffic congestion during rush hours, which is really what Vision Zero is all about. We can say for certain that Vision Zero's efforts to reduce driving have failed. Chicago and Los Angeles were the first major cities to adopt Vision Zero goals in 2012. Since then, per capita driving in Chicago has grown by more than 5 percent while in Los Angeles it has grown more than 2 percent. For decades, traffic engineers followed a tried-and-true formula for reducing auto fatalities: improve roadway designs in ways that reduce the number and impact of accidents. Vision Zero has diverted cities from that formula in an overt anti-auto strategy that sometimes actually makes streets more dangerous (such as when one-way streets are converted to two-way operation). So it is no surprise that Vision Zero isn't working. About The Antiplanner The Antiplanner is an economist with forty years of experience critiquing public land, urban, transportation, and other government plans. -----

<http://ti.org/antiplanner/?p=11279&winst=1481748177699&of=0> The Vision Zero Cult By Randal O'Toole <https://www.cato.org/people/randal-otoole> The Vision Zero Initiative seeks to reduce traffic deaths to zero—certainly a worthy goal. However, I looked throughout its web site and couldn't find anything about how they propose to achieve that goal. Instead, there is a lot of mumbo jumbo along with a few poorly chosen statistics about how safe roads are in Sweden. The lack of specific recommendations combined with the misuse of data leads me to believe that this initiative is no better than a cult trying to get money out of gullible government officials with the promise that, if they pay enough, they'll get a magic formula to safer

streets. The statistic they most commonly use is number of traffic deaths per 100,000 residents. The problem with this is that this number is bound to be higher in countries where people drive the most. Considering that commercial fishing is one of the most dangerous jobs in the world, you could just as well argue that countries that have totally destroyed their fisheries due to overfishing have superior policies to ones that still have healthy fisheries. However, there are better ways of improving safety than destroying the utility of whatever it is that might be dangerous. Only by searching other web sites, including Wikipedia, do we learn Vision Zero's secret: they make streets safer by slowing traffic down to a crawl. In other words, they greatly reduce the utility of the automobile. We know from various research that slower speeds means lower economic productivity. Yet there are better ways of making streets safer without reducing people's mobility and income. The Vision Zero people brag that, since adopting the policy in 1997, fatality rates in Sweden have dramatically declined. Yet, in that same period, U.S. fatality rates per billion vehicle miles (a better measure than per 100,000 residents) declined by more than a third. Far from being some new Swedish discovery, safety has, in fact, been a high priority for traffic engineers ever since the profession began. Fatality rates in the United States fell by 50 percent between 1910 and 1922; another 50 percent by 1939; another 50 percent by 1958; another 50 percent by 1986; another 50 percent by 2008; and 15 percent more since then. There are many reasons for this steady decline, but slowing down traffic isn't one of them. Instead, the reduction in fatalities is mainly attributable to safer road and automobile designs. There are many cases where faster is actually safer. The safest roads in our cities are the interstate freeways (4.1 deaths per billion vehicle miles), followed closely by other freeways (4.7), while the most dangerous are local streets where traffic is slowest (11.3). Despite faster average speeds, one-way streets are safer than two-way, even for pedestrians. One of the biggest one-year declines in traffic fatalities in American history was in 2008, when fatalities fell by 10 percent. One of the most important factors in this decline was the 1.9 percent decline in driving due to the recession. According to the Texas Transportation Institute, this resulted in 10 percent fewer hours of congested traffic per day and 15 percent less fuel wasted in traffic. Less congestion meant faster traffic speeds and fewer fatalities. (The other big declines were in 1932 and 1942 for similar reasons: less driving, less congestion, faster speeds, fewer fatalities.) Contrary to the hoopla, even slowing down cars is not going to reduce traffic deaths to zero unless, of course, cities reduce speed limits to zero. But the real point of the "Vision Zero" name is not to set a realistic goal but to silence potential opponents: "If you are not for Vision Zero, you must want to see people die in traffic." While there's nothing wrong with seeking to make roads safer, there is something wrong with following a cult that treats its prescription as a religious dogma and demonizes anyone who disagrees. Despite the questionable assumptions, the Vision Zero cult has attracted a lot of followers. Portland has joined, of course. So has Boston, Chicago, Los Angeles, New York, San Francisco, Seattle, and Washington. Officials in many of these cities spout off about the zero-fatality goal without mentioning that this goal is unattainable and the real effect of their policies will be to reduce people's mobility. Let's make roads safer. But let's do it cost-effectively in a way that doesn't reduce mobility.

From: Thomas McCarey

Zip Code:

Comment ID: 280

Response ID: 525

Submitted: Aug 28 2021

Dear LRP: Speed cameras make the highways more dangerous. Below are references to work zone cameras, and speed cameras in general. You should include the information in your presentation. Thank you. Tom McCarey Member, National Motorists

Association. ----- From 1970 to 2015 the number of highway workers killed by passing cars has been 1 every 2.14 years. The majority are killed by accidents within the work zone caused by the workers themselves. This fact never shows up in articles talking about "work zone deaths" as if there is wholesale carnage on the streets by maniac drivers flying through work zones. Speed cameras are part of the enforcement-for-profit racket that has infected Harrisburg. They are not for safety. They only exist to steal money from safe drivers. They cannot stop accidents, they can only take pictures. Best practices highway safety engineering will solve safety problems, not for-profit cameras. Below is information about speed cameras that doesn't show up in media or government presentations on the subject. Sincerely, Tom McCarey Member, National Motorists Association. -----

Highway fatalities at new low in 2019 in Pennsylvania <https://www.connectradio.fm/2020/05/18/highway-fatalities-at-new-low-in-2019-in-pennsylvania/?winst=1590163913043&of=0> UK Study: Speed Cameras Increase Injury Accidents Full text of suppressed UK government study shows speed cameras increase accidents 31 percent on freeways, 55 percent in work zones. <http://thenewspaper.com/news/06/602.asp> UK Study: Speed Cameras Do Nothing in Freeway Construction Zones UK government-sponsored study shows speed cameras have no effect in construction zone. <http://thenewspaper.com/news/05/582.asp> UK to Drop Construction Zone Speed Cameras UK Department for Transport drops speed cameras from construction zones. <http://thenewspaper.com/news/12/1270.asp> "A Minnesota Department of Transportation (DOT) study released at the beginning of the year (2016) found no evidence that speed cameras had any positive impact on driver behavior and awareness."

<http://thenewspaper.com/news/50/5006.asp> Here is the 101 page Minnesota Department of Transportation (MnDOT) report, "Examining the Impact of ASE (Automated Speed Enforcement) in Work Zones on Driver Attention" <http://thenewspaper.com/rlc/docs/2016/mn-workzonecam.pdf> "Transportation Officials Using Bogus Worker Death Data" "Inflated worker death numbers used to implement...programs that have no proven beneficial safety effect."

<http://thenewspaper.com/news/07/729.asp> UK Analysis Identifies Speed Camera Danger. Telematics firm reports that panic braking increases up to eleven-fold within 50 yards of a speed camera in the UK.

<http://www.thenewspaper.com/news/48/4820.asp> DC Speed Cameras Have Not Improved Traffic Safety. Accident rates have not improved in Washington, DC after issuing \$500 million in speed and red light camera tickets.

<http://www.thenewspaper.com/news/45/4511.asp> Traffic Camera Lobbyists Buy Victory in Maryland Legislature (Did this happen in Pennsylvania? Probably) Four photo ticketing firms spend \$555,106 in campaign donations and lobbying for \$9.8 million statewide speed camera payoff in Maryland.

<http://thenewspaper.com/news/27/2752.asp> Arguments Against Speed Cameras <http://www.mddriversalliance.org/p/arguments-against-speed-cameras.html> Maryland Speed Camera Falsely Accuses School Bus.

Rockville, Maryland admits radar error caused a school bus to receive a bogus speed camera ticket. <http://thenewspaper.com/news/49/4934.asp> "Iowa Officials Warn Of Speed Camera Dangers State government officials say Iowa Department of Transportation must regulate speed cameras as a potential hazard to public safety.

<http://www.thenewspaper.com/news/64/6441.asp> Are Speed Cameras Effective? Our traffic survey ferrets out the truth.

<https://radartest.com/article.asp?articleid=100619> Poll: The Majority Favors Red Light and Speed Cameras? How the pollsters fabricated the favorable approval ratings

<https://radartest.com/SpeedcamPoll.asp> Brazil Reports Safety Improved Without Speed Cameras Comparing road fatalities in August 2018, with speed cameras active, to August 2019 with the devices turned off, the number of road fatalities dropped from 454 to 283. The number of accidents and injuries likewise fell to the lowest level recorded in the past twenty months.

<http://www.thenewspaper.com/news/68/6802.asp>

From: Thomas McCarey

Zip Code:

Comment ID: 281

Response ID: 525

Submitted: Aug 28 2021

Dear LRP: You should include the information below in your presentation. Thank you. Tom McCarey
Member, National Motorists Association -----

You have been misinformed about RADAR and "speeding." RADAR should be banned in Pennsylvania and not extended to municipal police. There is no epidemic crisis of speeding, only an epidemic crisis of highway engineering malpractice allowing well meaning but misinformed politicians to seek more and more money from safe drivers. RADAR is not about highway safety, RADAR is about raising revenue. RADAR guns are notoriously inaccurate, for instance, clocking trees at 90 MPH, and being unable to distinguish between cars. Claiming that the ticket money doesn't go to the government is a red herring: it adds up to a lot of money in the end. And proposing that some of the ticket money go to a "good cause" in order to build support for RADAR is plain deception. Every police traffic report requires three entries for "cause of accident," and "excessive speed" is almost always listed as one of the three whether or not the driver was actually speeding: it's a throw-away entry. This gives NHTSA and the "safety" lobby carte blanche, by manipulating their "statistics," to raise the roof about all those maniacs slaughtering people on the highways, which is a lie. Speed is a cause of accidents 5% of the time, according to the National Highway Safety Administration (NHTSA) [DOT HS 811 059 National Motor Vehicle Crash Causation Survey]. The Florida Department of Transportation puts it at 2%. Speed as a cause of accidents when traffic is free flowing is a rare event, yet this is when the majority of citations are written. Speed traps are staged where it is safe to drive faster, making it easy to write tickets. Yet, 50 years of government propaganda and misinformation about highway safety makes it easy for the "safety" lobby to declare that unless we give local police RADAR guns, everybody's going to die! And far too many otherwise reasonable people agree, so that in the end, the special interests who profit from RADAR, the RADAR manufacturers, auto insurers, governments, the police, and the courts, get their go-ahead to unfairly tax (ticket) drivers. For the attorneys reading this, RADAR fails the Daubert Test concerning the admissibility of evidence in court. Posted speed limits are at the bottom of all of this. What is the safest speed* and who decides? If it were up to the "safety" lobby, we'd all be driving cars that could only go 20 miles per hour. The core tenet of reasonable traffic laws, safety and due process is that the super majority of people act in a safe and responsible manner, and that they do drive safely for the conditions present. An engineering concept known as the 85th Percentile Speed* very simply says that 85 out of 100 motor vehicles will travel at or below a speed which is reasonable and prudent. It is the safest speed* with the most compliance. But posting limits at the 85th Percentile Speed* makes the job of the police, that is, to collect taxes for the government, very difficult indeed since 85% of drivers are not speeding. The Federal Highway Safety Administration (FHWA) found that 90% of the time speed limits in Pennsylvania are posted 8 to 16 miles per hour below the safest speed*. The politicians' response to complaints from uninformed and misled constituents about "speeders" is to push for arming all police state-wide with RADAR guns, while keeping posted limits too low and withholding NHTSA and FHWA statistics showing that there is no speeding crisis. Arbitrary, unrealistic speed zones cannot be expected to reduce accidents and may, in fact, adversely affect traffic safety by confusing drivers and increasing speed differentials. Arbitrary, unrealistic speed zones do provide high profits for RADAR guns. Hunting down drivers with RADAR guns will not improve highway safety, and the unfair and unnecessary enforcement of too-low limits will foster contempt for law enforcement. Money is the one and only reason for arming municipal police with RADAR guns. Until speed limits are set at the safest speed* using proper, time-tested highway engineering, as called for in Title 75, highway safety will not be improved. RADAR guns will only raise money, they will not improve highway safety. The Legislature should not give RADAR guns to municipal police. RADAR guns will only raise money, they will not add to safety. Sincerely, Tom McCarey Member, National Motorists Association * The Department of Transportation defines the 85th percentile speed as, "the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point." Traffic and Transportation Engineers use the 85th percentile speed as a guide to set the speed limit at a safe speed, minimizing crashes and promoting uniform traffic flow along a corridor.

From: Thomas McCarey

Zip Code:

Comment ID: 282

Response ID: 525

Submitted: Aug 28 2021

Dear LRP: Roosevelt Boulevard will be kept deadly by the city for the profits. Roosevelt Boulevard, Philadelphia, speed cameras are part of an enforcement-for-profit scheme embraced by Harrisburg that has nothing to do with safety: speed cameras exist only to raise money. Cameras can't stop accidents, they can only take pictures. The reason the Boulevard is unsafe is because the city refuses to use best practices highway safety engineering to fix the problems. Immediate and nearly free steps that could be taken to make the Boulevard safer: 1. Synchronize the lights to 45 mph, ending speeding and red light running; 2. Put the crosswalks underground - no more pedestrian deaths. But it won't happen because there is too much money to be made with the cameras. The city will keep the Boulevard dangerous because the profit motive of speed cameras encourages the government to ignore safe alternatives. In Washington, DC after using speed cameras for more than a decade, traffic safety has not improved. After collecting \$500,000,000.00 in ticket revenue, injury accidents have not declined. The same will happen on the Boulevard. An independent audit of Maryland's speed cameras showed the issuance of tickets that were flat out incorrect. The city comptroller pointed to an ongoing ticket error rate of 2.9%, which equaled nearly 25,000 fraudulent tickets being issued, yet the Baltimore speed camera program raked in over \$7 million in revenue in four years. The Inquirer reported the PPA was under investigation by the FBI, and has red-light cameras that are 3% accurate. How can we possibly trust them with speed cameras? Unbiased studies done by people and organizations with no financial interest in cameras show that cameras have no effect and even make highways more dangerous. A Minnesota Department of Transportation (DOT) study found no evidence that speed cameras had any positive impact on driver behavior and awareness. In a UK study, speed cameras were shown to increase injury accidents. The most dangerous place to be on a British road is near a speed camera, because panic braking increases up to eleven-fold within 50 yards of a speed camera at 80 percent of the UK's speed camera locations. Cameras will change driver behavior for the worse on the Boulevard. The only "studies" showing speed cameras to be effective are from people and organizations who profit from camera enforcement, and those "studies" suffer from improper methodology. This is being labeled a pilot project, but it is far from it. The goal is to blanket the entire state with speed cameras. After time passes, the cameras will be on every road in the state, an intention that has already been voiced in Harrisburg. A fine with no points is a ruse to sell the cameras, by making them a little less onerous. Red light cameras on the Boulevard started as a "pilot program." In spite of the Philadelphia Police Department finding that red light cameras increased accidents, the "pilot program" was renewed year after year, and finally made permanent. The Legislature even made red light cameras available state-wide. The camera promoters' "studies" magically found the red light cameras to be a huge success. It should be noted that red light camera data is kept secret by state law, so no one can look at the actual performance of the cameras. It also should be noted that the Philadelphia Police Department does not get any revenue from the red light cameras. Speed cameras will, magically, be found to be a great success by the camera promoters. So successful in fact, that we will be told there is no time to waste, we must have speed cameras everywhere. Drivers know that speed cameras are a money grabbing racket. Shame on the politicians and their pet special interests who are responsible for this unfair taxation by citation. Speed cameras should be banned, and the Boulevard re-engineered for safety, not left deadly for camera profit. Tom McCarey Member, National Motorists Association

References: <http://www.thenewspaper.com/news/45/4511.asp>
<http://thenewspaper.com/news/66/6614.asp>. <https://www.inquirer.com/philly/business/transportation/fbi-investigation-philadelphia-parking-authority-red-light-cameras-20171210.html>
<https://thenewspaper.com/news/40/4034.asp> <http://thenewspaper.com/news/50/5006.asp>
<http://thenewspaper.com/news/06/602.asp> <https://www.thenewspaper.com/news/48/4820.asp>

From: Thomas McCarey

Zip Code:

Comment ID: 283

Response ID: 525

Submitted: Aug 28 2021

Dear LRP: "Traffic Calming" is a euphemism for traffic obstruction. Below is the definitive article on why "Traffic Calming" should never be used, references included. You should include this information in your presentation to properly inform the public about the dangers of "Traffic Calming." Thank you. Tom McCarey Member, National Motorists

Association. ----- Problems Associated With Traffic Calming NMA Traffic Calming Fact Sheet (PDF) Free to download, print & distribute.<https://www.motorists.org/wp-content/uploads/2015/05/traffic-calming-fact-sheet.pdf> By Kathleen Calongne Traffic calming devices, such as speed humps and traffic circles are spreading to communities across the United States, without regard to their risks. The U.S. Department of Transportation (USDOT) has avoided the examination of the problems associated with intentionally imposing vertical and horizontal deflection on vehicles and vehicle passengers, in order to encourage the proliferation of devices on city streets. Deflection devices built to slow passenger vehicles, create even greater delays to emergency response vehicles. The longer wheel-base, stiff suspension, high vehicle weight, as well as the sensitive equipment and injured victims transported by these vehicles, requires drivers to slow almost to a stop to negotiate the devices safely. An unethical attempt has been made to silence the objections of rescue personnel to delays to emergency response by deflection devices. Fire chiefs, as city appointees, fear professional retribution and often will not voice concern until the level of risk becomes intolerable. Emergency calls are not the rare events some members of transportation and city staff would like to believe. The City of Houston, Texas for example, responds to an average of 150,000 emergency medical calls and 100,000 fire calls per year. There is an average of 250,000 deaths from sudden cardiac arrest (SCA) alone each year in the United States. American Heart Association (AHA) statistics indicate that 90% of these incidents occur outside of the hospital environment. By comparison, there are approximately 5,000 pedestrian deaths per year in the United States. Few of these occur on local neighborhood streets. A ten-year study of pedestrian deaths by the U.S. Department of Health and Human Services, 1982 – 1992 found 35% of pedestrian victims were intoxicated. National Highway Traffic Safety Administration (NHTSA) statistics, Safety Facts 2000, found similar results with intoxication on the part of 31% of pedestrian victims. AHA statistics for SCA, show survivability is directly related to the response times of cities. For example, an AHA study in 1996 showed that Seattle with a response time of less than 7 minutes saved 30% of its SCA victims. New York, with an average response time of 12 minutes saved only 2%. While delay from individual devices is sometimes measured, the cumulative effect of series of devices is often ignored. Series of devices turn seconds of delay into minutes, as vehicles fail to regain cruising speed between the devices. Calming devices impose permanent, 24-hour delays to emergency response, unlike traffic congestion which occurs periodically. A study conducted by the fire department of Austin, Texas, 1997, showed an increase in the travel time of ambulances of up to 100% transporting victims. Members of city councils and transportation divisions often portray delay to emergency response by calming devices as simply a tradeoff for increased safety from speeding cars. They avoid making the analysis which shows which risk is greater. Ronald Bowman, a scientist in Boulder, Colorado developed an analysis to compare these risks. The results show that even minor delay to emergency response by calming devices imposes far greater risk on the community than vehicles, speeding or not. The result of Bowman's analysis, showed a risk factor of 85 – 1 from an additional one minute of delay (predicted to result from the installation of all the devices proposed for the City of Boulder at the time) before one life might be saved by the devices — if it can be shown that the devices do save lives. Bowman's analysis, based on the curve of survivability for victims of cardiac arrest and severe trauma (AHA) has been verified by a professional mathematician. The Bowman analysis was applied to the City of Austin, Texas by Assistant Fire Chief, Les Bunte, with similar results.

The results of these analyses show that deflection devices are a tradeoff of the perception of increased safety from speeding vehicles for the real risk to citizen survivability from delay to emergency response. While the Institute of Transportation Engineers' (ITE) Guidelines for the Design and Application of Speed Humps, 1997, states humps should never be placed on emergency response routes, humps and physical devices of all kinds have been installed on critical emergency response routes in cities where these projects

exist. The proliferation of devices has resulted in temporary or permanent moratoriums on devices in cities such as Berkeley California, Boulder Colorado, Portland Maine and Portland Oregon. People with disabilities complain of lasting pain and injury caused by traveling over deflection devices in vehicles. Significant testimony about the physical and psychological barrier deflection devices make to access to public rights-of-way has been given to the U.S. Access Board in Washington D.C. Calming devices have been installed on streets to divide communities along racial and socioeconomic lines. The U.S. Department of Housing and Development (HUD) identified gates installed as part of a traffic calming project in Houston, Texas as discriminatory, ordering them removed. Gates were replaced with speed humps to create a similar, though less obvious, barrier between neighborhoods. While calming devices are built on the premise they will reduce accidents, a comprehensive study commissioned by the ITE and the Federal Highway Administration (FHWA) on traffic calming projects in the United States concludes: "Traffic calming in the U.S. is largely restricted to low volume residential streets. Collisions occur infrequently on such streets to begin with, and any systematic change in collision rates tends to get lost in the random variation from year to year. This limits our confidence in drawing inferences about safety impacts of traffic calming." (Traffic Calming: State of the Practice, Reid Ewing, 1999, P. 123) The USDOT defines traffic calming devices as geometric design features of the roadway, rather than traffic control devices. The USDOT recommends standards for the design and warrants for the use of devices that are approved traffic control devices in the Manual on Uniform Traffic Control Devices (MUTCD). The definition of traffic calming devices as geometric design features of the road has allowed devices to proliferate on city streets as a decision of local governments. An increase in accidents has occurred after some installations. Experimental speed humps placed on a street at a school in Portland, Maine registered an increase in accidents of 35%. Accidents increased 100% after the installation of an experimental traffic circle in Boulder, Colorado. However, the circle in Boulder and the humps in Portland remain on the street today. People across the United States are opposing the installation of deflection devices on city streets that damage vehicles, injure vehicle passengers, increase pollution and gas consumption and delay emergency response. I have researched traffic calming projects since 1996, and have compiled my research into a 400-page report on the "Problems Associated with Traffic Calming Devices." I offer the report to all interested individuals at my cost. The following is a summary of some of the issues addressed in my report.

These were the resources used for this article: ARTICLES Reuben Castenada and Steven Gray, "Maryland Boy, 13, Dies in Fire at Friend's Sleepover," THE WASHINGTON POST, June 15, 1998 (Firefighter Stottlemeyer descends into basement to rescue child as flashover occurs forcing his exit from the home.) Jen Chaney, "Fatal fire renews speed hump debate," GAITHERSBERG GAZETTE, July 8, 1998 (Impact of delay caused by humps on street on rescue of child.) Dwight Daniels, "Encinitas protesters' parked vehicles hinder laying of speed bumps," THE SAN DIEGO UNION TRIBUNE, Aug. 13, 1998 Editorial, "Meeting air standards Maine's obligation too," PORTLAND PRESS HERALD, October 17, 1997 (Ruling of EPA) Editorial, "Street Fights," THE HOUSTON CHRONICLE, July 12, 1994 (Closures foster exclusivity rather than community.) Dan Feldstein, "Brown has 911 gate removed," THE HOUSTON CHRONICLE, August 18, 1998 ("Closure denies emergency access.") Dan Feldstein, "Subdivision struggles with great barrier rift," THE HOUSTON CHRONICLE, February 22, 1999 Kristen Green, "It's neighbor vs. neighbor over Santee speed bumps," THE SAN DIEGO UNION TRIBUNE, March 7, 2000 Kristen Green, "Disabled woman wins fight to remove speed bumps on her street," THE SAN DIEGO UNION TRIBUNE, May 12, 2000 Jean-Martin Kuntscher, "Speed bumps cause ten times more air pollution," ALLIANCE INTERNATIONALE DE TOURISME, FEDERATION INTERNATIONALE DE L'AUTOMOBILE, September 6, 1994 Lisa Marshall, "Circles called hazards," THE DAILY CAMERA, December 12, 1996 Paul Marston, "Humps increase exhaust fumes," UK NEWS, ELECTRONIC TELEGRAPH, January 14, 1998 Bruce Nichols, "Houston hits the brakes on speed-humps," THE HOUSTON CHRONICLE, ("Deterrent for drivers raises worries about police, fire response.") August 1, 1999 Amy Reinholds, "Whittier attempts mediation... Neighbors square off on traffic issue" THE DAILY CAMERA, January 21, 1997 Amy Reinholds, "Slip-sliding away at Pine St. traffic circle", THE COLORADO DAILY, November 20, 1996 Judith Scherr, "Berkeley's bumpy battle," BERKELEY DAILY PLANET, March 27, 2000 (Berkeley Commission on Disability takes stand against humps.) Mark Shanahan, "Federal government pulls funds from traffic-slowing experiment," PORTLAND PRESS

HERALD, August 18, 1998 Matt Schwartz, "HUD labels Dian Street gate discriminatory, asks removal," THE HOUSTON CHRONICLE, October 15, 1998 Joanne B. Walker, "Speed bumps, tables meet legal obstacle," ST. PETERSBURG TIMES, August 1998 (Judge Bennett rules in favor of 2 citizens who have filed suit against city for placing devices on streets used for traffic control which are not approved traffic control devices in the Manual on Uniform Traffic Control Devices.) John Williams, "Street Warfare" (Intersection sealing brings racism calls.) THE HOUSTON CHRONICLE, July 10, 1994 John Williams, "Probe of bias and street closings looks at use of federal money," THE HOUSTON CHRONICLE, December 16, 1994 REPORTS / PAPERS Accessible Rights-of-Way: Sidewalks, street crossings, other pedestrian facilities, U.S. Architectural and Transportation Barriers Compliance Board, U.S. Access Board, November 1999. "All Vehicle VOC and NOX Emission Factors by Speed, Summer and Winter," graph provided by Ron Severence, Maine Department of Environmental Protection, 1997 An Analysis of Leadership, Politics and Ethics in the Stevens Avenue Traffic Calming Project, Part III, Ethics in the Stevens Avenue Project" by Scott Landry, Scot Mattox, Sara & Celeste Vigor, May 14, 1998 (Graduate paper for Muskie Institute at University of Maine Law School) Boulder Fire Department Master Plan, Kevin Klein for City of Boulder CO, 1996 Building a True Community Final Report, Public Rights-of-Way Access Advisory Committee, U.S. Access Board, January 10, 2001 Deaths Expected from Delayed Emergency Response Due to Neighborhood Traffic Mitigation, Ronald R. Bowman, April 3, 1997 An Evaluation of the Speed Hump Program in the City of Berkeley, October 1997 (Damage to vehicles, impact on ambulance and fire services and people with disabilities.) Guidelines for the Design and Application of Speed Humps, Institute of Transportation Engineers, 1997 The Impacts of Traffic Calming Measures on Vehicle Exhaust Emissions, United Kingdom, Transport Research Laboratory Report 482, PG Boulter, AJ Hickman "Motor-Vehicle-Related Deaths Involving Intoxicated Pedestrians" – United States, 1982-1992," Morbidity and Mortality Weekly Report, Vol. 43 / No. 14 911 Emergency Gate Review, Fire Chief Les Tyra, City of Houston Fire Department, November 17, 1998 Possible Neighborhood Traffic Calming Methods, Report to city council of Sunnyvale, CA, February 4, 1997 (Potential liability.) Speed Hump/UC Plan Presentation Outline, draft report, Susan Sanderson, Transportation Planner, City of Berkeley, (Emergency response concerns from proliferation of speed humps. Humps not the tool felt they were.) 1995. Sudden Cardiac Arrest, The American Heart Association, 1996 A Survey of Traffic Calming Practices in the United States, Institute of Urban and Regional Development by Asha Weinstein and Elizabeth Deakin, University of California at Berkeley, March 1998, (Conflict in neighborhoods.) Stevens Avenue Traffic Calming Project, DeLuca-Hoffman Associates Inc., May 27, 1998, Portland, Maine (Increased accidents and pollution from traffic calming project.) Traffic Calming: State of the Practice, Reid Ewing, ITE/FHWA, 1999 Traffic Calming and vehicle emissions: A literature review, Transport Research Laboratory Report 307, United Kingdom, P. G. Boulter and D. C. Webster, 1997 FEDERAL DOCUMENTS Americans with Disabilities Act, Title II, State and Local Government, Justice regulations, 28 CFR, 35.151, "New construction and alterations." Clean Air Act, EPA, Title 1, Part A, Air Quality and Emission Limits, Sec. 113 Federal Limits Manual on Uniform Traffic Control Devices, Millennium Edition, USDOT/FHWA, 2000 Traffic Safety Facts 2000, National Highway Traffic Safety Administration, USDOT TIME TRIALS "An Analysis of Speed Hump Effects on Response Times," City of Austin, TX Fire Department, January 20, 1999 "The Effects of Speed Humps and Traffic Circles on Responding Fire-Rescue Apparatus in Montgomery County, Maryland," Montgomery County Fire and Rescue Commission, August 1997 The Influence of Traffic Calming Devices on Fire Vehicle Travel Times," Portland Bureau of Fire, Rescue and Emergency Service, January 1996 Memorandum from Nels Tahti, Administrative Analyst, City of Roseville, CA Fire Department (Time trials on streets with series of speed humps), June 4, 1991 LETTERS Letter from Earl Noe, "I have disabled your car... because you have so little regard for laws," THE BOULDER PLANET, October 9-15, 1996 (Opponent of devices has tires slashed.) Letter from Karen Craig, Chair, Commission on Disability, Berkeley CA to Berkeley Mayor and City Council, November 10, 1998 (Problems of the disabled with vertical deflection devices.) Letter from Special Transit of Boulder, CO to Boulder City Council, April 3, 1997 (Problems of disabled riders with vertical and horizontal deflection devices.) Letter from Steven Beningo, Division Transportation Planner, USDOT, to Commissioner John Melrose, Maine DOT, August 13, 1998, (Rescinds funds for Portland's traffic calming project because of increased emissions.) LEGAL DOCUMENTS Affidavit of Settlement for Permanent Disability for fire fighter, George Gosbee, Montgomery County, MD, 1998 (Settlement of \$ 3,000 per month for life for injury sustained when hit speed hump traveling to scene of

emergency.) Appellant’s Brief in, Slager v. Duncan and Montgomery County MD to U.S. Court of Appeals, Fourth Circuit (Unpublished opinion, sets no precedent by rules of the court.) Final Judgment, Twelfth Circuit Court of the State of Florida, June 29, 1998 (Judge Robert B. Bennet rules in favor of Windom and Hartenstine of Sarasota, FL) Opinion of Attorney General, State of Maryland, No. 86-021, April 2, 1986 (Potential liability.) Opinion of Thomas R. Powell, Senior Assistant City Attorney, The City of Wichita, KS April 1, 1986 (Potential liability.) OTHER Housing Discrimination Complaint, filed by Calvin Hummer, President, Meadow Walk Town Home Association, Houston TX, May 28, 1997 “The Other Pine Intersections,” Ronald Bowman, 1996 (Graph showing increase in accidents at intersections with traffic circles on Pine St., Boulder CO.) Program Application for CMAQ (Congestion Mitigation and Air Quality) funds from City of Portland, July 1994. (City agrees to remove temporary measures if CMAQ determines emissions are not lowered by project.) VIDEO “Traffic Calming Devices,” 1996, Portland Bureau of Fire, Rescue and Emergency Services, 55 SW Ash St., Portland, OR 97204

From: Chantal Chahine Zip Code:
Comment ID: 284 Response ID: 522 Submitted: Aug 28 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia’s High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the “In Progress” and “In Pipeline” projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/ped estrian projects.
5. Place Philadelphia’s High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia’s High Quality Bicycle Network, targeting highway safety spending, and declaring the region’s need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Chantal

From: Mary Watts

Zip Code:

Comment ID: 285

Response ID: 522

Submitted: Aug 28 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Mary Watts

From: r Zip Code: 19104
Comment ID: 286 Response ID: 522 Submitted: Aug 28 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Rob Ambrose

From: Rachel McCay Zip Code: 19428
Comment ID: 287 Response ID: 521 Submitted: Aug 29 2021

Please stop funding highway and roadway widening. Funding car-centric transportation projects worsens the effects of climate change. Please invest in mass transportation. I have noticed the stark disconnect between DVRPC's stated policy goals and what they're actually funding in the budgets. Prioritize truly intermodal, climate, and mobility-focused long-term planning. Name: Rachel Hruszkewycz Postal code: 19428

From: Brendan Glackin Zip Code:
Comment ID: 288 Response ID: 33 Submitted: Aug 29 2021

Hello, I'm extremely disappointed in the disconnect between the stated priorities and the how the funding matches. The region has continually over invested in unnecessary highway expansions and not invested at all in public transit expansion. We've spent years talking about a broad street line or Norristown high speed line expansions while rubber stamping I-95 expansions which cost multiples of either of this projects. This public transit expansion is sorely needed to address access, equity, economic growth and the impending climate crisis. Please push to spend money in a more sustainable way that promotes economic growth across the region. Brendan -- Brendan Glackin

From: Michael Gelfand Zip Code: 19146
Comment ID: 289 Response ID: 521 Submitted: Aug 29 2021

Plans to expand highway networks and spend significant \$ on rebuilding highway systems conflicts with the goals of sustainability and equity. Please reconsider and aim to devote a greater fraction of total spending to public transit, including more frequent and reliable bus service to underserved neighborhoods as well as increased regional rail to limit the need for highway/road network use. Michael Gelfand Zip:19146

From: Helen Horstmann-Allen Zip Code:
Comment ID: 290 Response ID: 34 Submitted: Aug 29 2021

As a multimodal transportation user and business owner, investing in transit is a critical priority for both me and my staff. As technology usage grows, the appeal of rapid, reliable, regular transit choices grows, too. In your car, you can, at best, make telephone calls. In a bus, subway, trolley or train, more and more employees can fully work on their way to the office. I employ people across the region, from within city limits to as far out as Gilbertsville and New Jersey. All of them prefer transit over driving (though walking or biking is the first choice for further in staff.) Please invest in our future and the future types of jobs that are growing! Even people for whom cars are their primary form of transportation in their home area prefer transit for work. Make my job as an employer easier by making sure transit runs throughout the network frequently (departures spaced 15 minutes or less is my ideal), and affordable! Cheers Helen

From: Mike Den Zip Code:
Comment ID: 291 Response ID: 521 Submitted: Aug 29 2021

Stop throwing money at highways! Prioritize expanding SEPTA subways, trolleys and Regional Rail. After all, it's "Connections 2050," not "Connections 1950!"

From: Tim Brogan Zip Code: 19147
Comment ID: 292 Response ID: 521 Submitted: Aug 29 2021

The plan has far too much focus on highway spending, and way too little on transit. We do not need further highway expansion - particularly an expansion of 95 in central Philadelphia where there should be a significant expansion in mass transit. It's important to focus on transit for so many reasons - climate change, equity, quality of life, etc. And this plan really misses the mark and reflects very outdated thinking. Also the comment section on your website is broken. Tim Brogan, 19147

From: Michael Cunningham Zip Code:
Comment ID: 293 Response ID: 521 Submitted: Aug 29 2021

I'd like to recommend that we invest in SEPTA and transit and not highway widening, especially in Philadelphia. — Michael Cunningham Cell: 215-518-0591

From: Rob Hewitt Zip Code:
Comment ID: 294 Response ID: 521 Submitted: Aug 29 2021

Please, stop the highway and roadway expansions! It's time to find public transportation. Rob Hewitt Zip code: 19119 -- Rob Hewitt robhewitt.blogspot.com

From: Natalie Short Zip Code: 19125
Comment ID: 295 Response ID: 521 Submitted: Aug 29 2021

Highway expansion is climate change denial. We cannot afford to expand highways when each additional car guzzles more gasoline, emits harmful exhaust, and increases risk of traffic fatalities. This money should be used to expand transit and sidewalks in the region and make it more convenient and pleasant to ride. We seem to be waiting for demand to increase before investing in improving transit, but people are going to continue to drive as long as transit in the region is what it is. If more people start taking transit our children and grandchildren will have a chance at a better life. Natalie Short, 19125

From: John LaVaccare Zip Code: 19104
Comment ID: 296 Response ID: 521 Submitted: Aug 29 2021

To whom it may concern, Hello, and I hope you are doing well. I am a resident of Philadelphia and I am writing to comment on your Connections 2050 plan—specifically ask that you please do not include highway widening in your plans. We do not need to widen any more highways in the Delaware Valley! First off, allocating additional resources to urban highways means allocating resources to a transport mode that directly causes climate change. Urban highways have a direct link with climate change and all of the natural disasters that are ravaging our country and world today and will only increase in frequency and severity in the future. Automobile usage still would be linked to climate change even in a far-off future where every single American switched to fully electric vehicles (so much of our energy comes from fossil fuels). Urban highways also make our great city—one of the best urban environments in the US—less walkable and less livable. Highway widening has been proven not to reduce traffic due to induced demand—all it does is add more cars (and potential car accidents) to our streets—making life less safe for pedestrians and cyclists like myself! As a young person who moved here from outside the area, I was drawn to this city specifically because it is one of a select few that retains the walkable urbanism of the pre-automotive era. Adding more cars to our streets through induced demand would be an immediate detriment to our city’s unique urban environment. Even though I do drive a car at times, and understand that there are scenarios in which cars are useful or necessary, I believe that driving should be tightly restricted and regulated—especially in the city—so that people only drive if they absolutely need to, and otherwise choose to use more sustainable modes of transport like cycling, walking, and public transit. I applaud you for adopting an active transportation focus in your long range planning—for the future of our planet’s climate, and for the future of our urban environment and the public’s safety from the catastrophe of traffic collisions. However, I implore you to put your words into practice by prioritizing active transportation expansion over highway widening. I would recommend funds that are currently planned to go to highway widening instead go to service improvements for public transit, cyclists, and pedestrians that would induce more demand to use those more sustainable modes of transport. Thank you for all of your hard work in long range planning for our region’s future! I hope you will consider amending your Connections 2050 plan to remove any plans for highway widening, to help create a more sustainable future for our great city and metropolitan region. Best regards, John LaVaccare

From: Russell Richie Zip Code: 19147
Comment ID: 297 Response ID: 521 Submitted: Aug 29 2021

To whom it may concern: The 'submit' button here <<https://www.dvrpc.org/2050>> is not working, so I'm sharing my comments here: There should not be any highway expansions in Connections 2050! Transportation money should be invested in, at most, maintaining current auto-centric capacity, but better is investing in public transit, which would be both more equitable *and* efficient. Best, Russell Richie Postal code: 19147

From: sarah davidson

Zip Code:

Comment ID: 302

Response ID: 522

Submitted: Aug 29 2021

Dear DVRPC, I am writing to ask you to consider the below comments on the Connections 2050 Long-Range Plan. Best regards, Sarah Davidson Philadelphia, PA 215-651-4023

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

From: Steven Ludwig

Zip Code:

Comment ID: 303

Response ID: 522

Submitted: Aug 29 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan: 1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit. 2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects. 3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them. 4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects. 5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program. 6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector. Thanks for considering these comments. Sincerely, Steven K. Ludwig

From: James Harrison

Zip Code:

Comment ID: 304

Response ID: 522

Submitted: Aug 29 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, [Your Name] [Your Email] James Harrison Philadelphia, PA
jamesharrison.com

From: Mike Gallagher

Zip Code: 19053

Comment ID: 305

Response ID: 36

Submitted: Aug 29 2021

Pasting feedback here (zip code 19053): Please please do not spend so much money on marginal improvements to highways and instead invest in public transportation improvements for the region. Please look at other desirable cities across the world that have been investing this way for years and realize the root of their desirability is because of their public transportation infrastructure.

From: Christopher Gillespie

Zip Code: 19122

Comment ID: 306

Response ID: 37

Submitted: Aug 29 2021

This planning document fundamentally and outrageously fails to meet the standards it sets for itself. You actually do a great job recognizing the threats our region faces by 2050, and then you fall flat in specifying strategies for them. The most flawed strategy is "'maintain and modernize" the existing system of car-centric urban highways.' This plan commits to doing nothing about the current road network other than expanding and maintaining it, without any commitments for alternative transportation. You simply cannot achieve the walkability, GHG reduction, neighborhood cohesion, density, and anti-racist goals in this document if you aren't deadly serious about reducing VMTs, and reducing the infrastructure those vehicles would use. The internal inconsistency of this planning element lays bare how unserious this plan is about the scale of the challenges facing the region and the lack of ambition among local and state governments to do anything about it. Among the other failures of this plan: * Your "reduce GHGs" strategy includes "decrease VMTs" and "provide walking, biking, and transit" options, but ... there's not a strategy for building these? * Your "walkable neighborhoods" strategy checklist doesn't include creating more space for pedestrians? Just adding art and programming? * You have an 'anti-displacement' strategy, but you're still considering expanding 95? Including through the displacement of residents?? * You have an 'urban agriculture' strategy in the same document as a 'preserve open space' and 'promote urban infill' strategy... If you're going to plan for the future, actually plan for it. Don't just "accommodate" alternative transportation; you have to *center* it in planning. Build new pedestrian, bicycle, and transit infrastructure that allows people to move without cars. If you just keep trying to slot it in on the side without a coherent regional network, and with random gaps, nonexistent maintenance, and unreliable service, it will never be a viable alternative. Don't make limp gestures towards the obvious unsustainability of the current system and then commit to keeping all the dysfunctional transportation systems we've inherited. It's time to move on: decommission roads, build new transit systems, build new transportation facilities for alternative transportation. Overall, this is less a planning document and more a list of every hot-button sustainability concept thoughtlessly piled into an incoherent jumble of random thoughts, 95% of which have zero institutional commitment or regulatory force. Until planning agencies get back to planning, the "incremental technology and deference to market forces" dystopian scenario is basically baked in. Also, don't expand lanes on 95! Come on! Sheesh, Chris Gillespie.

From: Tanya Seaman

Zip Code: 19146

Comment ID: 307

Response ID: 521

Submitted: Aug 29 2021

Please prioritize public transit projects over highway projects, and please do not widen any highways to accommodate more cars. That is unsustainable. What is sustainable is more public transit -- with the ability to run more trains with more frequency and more buses and dedicated bus lanes. Public transit has the ability to serve everyone, where car-oriented travel only serves those who are able to drive -- whether due to age or ability. We need to be concerned about our air quality, and more cars simply means more air pollution.

From: David Sorge

Zip Code:

Comment ID: 311

Response ID: 522

Submitted: Aug 29 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, David C. Sorge

From: Michael McCrossen

Zip Code: 19128

Comment ID: 312

Response ID: 521

Submitted: Aug 29 2021

Don't spend any money on highway expansion. Yeah

From: Jonathan Frederickson

Zip Code:

Comment ID: 316

Response ID: 522

Submitted: Aug 29 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Jonathan Frederickson

From: Alexander Sahn

Zip Code: 19147

Comment ID: 317

Response ID: 521

Submitted: Aug 29 2021

i am a philadelphia resident, registered voter, and a daily user of transit and waking and biking infrastructure in the philadelphia area. i urge dvrpc to not spend any money to build new or widen existing highways or car infrastructure. given the scale of our climate crisis and the many health problems that automobiles cause, we should be dismantling this harmful infrastructure and instead investing in new options for people to get around safely and quickly by foot, bike, or public transit.

From: Bryan Cummings Zip Code: 19123
Comment ID: 318 Response ID: 521 Submitted: Aug 29 2021

I do not want to see any highway widening projects move forward as a part of Connections2050. More highway lanes encourage more car use, which causes more traffic, pollution affecting our respiratory health, and pollution that affects our global climate. Furthermore, more cars on the roads in Philadelphia will lead to more pedestrian and cyclist deaths. SEPTA is a huge asset to the Delaware Valley, which is currently underutilized. Instead of investing in roads, SEPTA capital projects should be funded, service should be made more frequent (especially weekend rail service), and fares should be made more affordable.

From: Pamela Komm Zip Code:
Comment ID: 319 Response ID: 522 Submitted: Aug 30 2021

Dear DVRPC,I am writing to provide the following comments on the Connections 2050 Long-Range Plan:1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia’s High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit. 2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the “In Progress” and “In Pipeline” projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.5. Place Philadelphia’s High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia’s High Quality Bicycle Network, targeting highway safety spending, and declaring the region’s need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.Sincerely,[Your Name][Your Email]

From: John Will Zip Code: 19130
Comment ID: 320 Response ID: 41 Submitted: Aug 30 2021

Hello, The plan lacks a vision for the large concrete structures that currently exist throughout the region that absorb heat and are eyesores. The DRVPC should consider looking at cities across the world and how they include vine-type plants to grow up these walls with our without supportive trellises. Thanks, John

From: aonobiverajus aonobiverajus Zip Code:
Comment ID: 321 Response ID: Submitted: Aug 30 2021

Comment redacted because it is off topic, profane, and/or offensive.

From: Nick Hunsicker Zip Code: 19106
Comment ID: 322 Response ID: 521 Submitted: Aug 30 2021

I'm extremely disappointed to hear that highways are being hyperfunded whereas public transit remains starved for funds. We do not need more money thrown at our highways, especially given the effects of hybrid work post-2020. Additionally, the DVRPC & state agencies are not living up to their hollow-commitments to racial justice when they continue to fund roadways that split up BIPOC communities. We need to reinvest in Philly's public transit system. Studies show that adding more and more lanes to highways does NOTHING to help with congestion or mobility in a city, but actually funding public transportation goes a long way! It's about MULTI-MODAL transit, not multiple lane highways. It's ludicrous that we, the citizens, have to say this to you, the "experts." If DVRPC & state agencies (SEPTA, PENNDOT) knew what truly excellent city planning was, they'd be expanding Philly's public transit system.

From: Matthew Byrne Zip Code: 19147
Comment ID: 323 Response ID: 521 Submitted: Aug 30 2021

Study after study has shown that highway widening generally doesn't improve traffic, it merely induces more demand. Philadelphia has the skeleton of a very efficient and expansive public transit system, but time and time again, we invest in cars rather than public transit and pedestrian/bike infrastructure. We are facing a climate crisis to which cars are the greatest contributor. please flesh out our public transit system with this money so that Philadelphia can truly become a world-class city.

From: Mary More Zip Code:
Comment ID: 324 Response ID: 42 Submitted: Aug 30 2021

Why, is the DVRPC speaking out publicly in favor of public transportation, when it is obvious from your funding priorities that that is not what you intend to do, even though that is what is desperately needed, and needed for decades. Be sure SEPTA is completely funded, EV buses are substituted for all current buses, electric trolleys are funded. Then fix current roadways, and lastly, and only lastly, add new roadways. And do not chop up and marginalize communities to add the roadways.

From: aonobiverajus Zip Code:
Comment ID: 328 Response ID: Submitted: Aug 30 2021

Comment redacted because it is off topic, profane, and/or offensive.

From: Andrew Ross Zip Code: 19106
Comment ID: 329 Response ID: 521 Submitted: Aug 30 2021

There is little, if any, need for highway expansion, which increases motor vehicle traffic and exacerbates climate change. Highway funds should focus on repair and maintenance, not expansion. Public transit must be a much higher priority. Thank you.

From: Warren Dobney Zip Code:
Comment ID: 330 Response ID: 523 Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Sincerely, Warren Dobney

From: Kathryn Matthews Zip Code: 19130
Comment ID: 331 Response ID: 45 Submitted: Aug 30 2021

PRIORITIZE PUBLIC TRANSIT: modernize and upgrade to ensure it is resilient in the face of climate change (e.g., keep subway tunnels dry in large storms). Also continue to add bike-friendly travel options. DEPRIORITIZE highway expansion which will only encourage more road traffic and suburban sprawl.

From: Chi-Hyun Kim

Zip Code: 19104

Comment ID: 332

Response ID: 521

Submitted: Aug 30 2021

It is heartening to see DVRPC respond to the urgent demands confronting the Philadelphia region in the Connections 2050 Long-Range Plan. The Plan's focus on the values of equity, resiliency, and sustainability will be crucial to guide DVRPC's planning process as the region works to end continuing racial and economic inequalities and to prevent the impacts of climate change from worsening further. For these touchstones to be meaningful, however, the work carried out on the ground—as well as the dollars and cents that fund them—must align with the stated values. The vision laid out in the Plan rightly recognizes that the established way of doing things must change and the status quo is quite literally unsustainable.

In that light, the transportation infrastructure allocations envisioned in the plan can and must go further to prioritize modes of transportation that help us towards our climate and environmental goals as well as affirmatively further equity. Currently, the Plan allocates just as much funding for roadway expansion as towards bike and pedestrian infrastructure. We know from the recently released IPCC report that climate action must be decisive and swift. Any plan that funds infrastructure that will worsen climate impacts at the same level as basic human-powered mobility will work at cross-purposes with a vision for a resilient, sustainable, and equitable region. Nor is it sufficient that most of the funding allocated for highway projects are categorized as repair or operational improvements; for I-95 alone, billions are envisioned for projects that further entrench the harms of car-centric planning, rather than moving us towards a future that dismantles these harms. With regards to the amounts allocated for pedestrian and bicycle infrastructure, I fully echo the recommendations made by the Circuit Trails Coalition. Also welcome would be a more informative breakdown of bicycle infrastructure projects—for example, how is it that a bike lane network for Philadelphia is estimated to cost \$800 million? Further, it is strange to see that none of the projects listed under this section include major sidewalk expansions or pedestrian safety-related projects such as bump-outs or crossing improvements, the need for which has been well documented by DVRPC's research. As Congress is likely to pass an infrastructure funding bill that contains hardly any guardrails for their effective spending, it will be more important than ever for planning agencies like DVRPC to leverage their influence and expertise to guide the investment of these resources away from the car-centric status quo, and towards infrastructure that truly supports sustainable well-being for all residents of the region. As a member of DVRPC's Public Participation Task Force, I appreciate the public engagement process that led to this draft, and I look forward to further revisions and improvements to the Plan in response to public comments. Sincerely, Chi-Hyun Kim ZIP code 19104

From: Paul Ruffner

Zip Code:

Comment ID: 333

Response ID: 522

Submitted: Aug 30 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by August, 2022.

From: R. Austin Huber

Zip Code:

Comment ID: 334

Response ID: 523

Submitted: Aug 30 2021

In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Sincerely, Robert Austin Huber

From: Suzanne Hagner

Zip Code:

Comment ID: 335

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

From: Paul and Monica Gondek

Zip Code:

Comment ID: 339

Response ID: 522

Submitted: Aug 30 2021

I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Paul and Monica Gondek

From: Priyanka P

Zip Code:

Comment ID: 340

Response ID: 522

Submitted: Aug 30 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Priyanka Padidam

From: Jonah Eaton

Zip Code: 19145

Comment ID: 341

Response ID: 521

Submitted: Aug 30 2021

Building more highways instead of investing in transit and maintenance of existing infrastructure is immensely destructive.

From: Susan Babbitt

Zip Code: 19107

Comment ID: 342

Response ID: 521

Submitted: Aug 30 2021

The climate crisis is impossible to ignore. Time to stop pampering drivers and support public transit and bikes.

From: Daniel Trubman

Zip Code: 19118

Comment ID: 343

Response ID: 49

Submitted: Aug 30 2021

Please stop prioritizing adding so much more new auto-infrastructure. Decades of throwing ever money money at highways and roads for cars and trucks has been incredibly destructive to our region. And stop trying to sneak in more automobile capacity under the guise of rehabilitation, safety, or maintenance projects.

From: Joseph Daniels

Zip Code:

Comment ID: 344

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. -Joe Daniels Olde Kensington

From: Joseph Alkus

Zip Code:

Comment ID: 345

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

From: Marybeth

Zip Code:

Comment ID: 346

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

From: Jacob Schneider Zip Code: 19143
Comment ID: 347 Response ID: 50 Submitted: Aug 30 2021

Please explicitly promote transit, walking and biking OVER cars. Words like "accommodate" (p. 53) are squishy and ineffectual. I'm sure most members of the DVRPC agree that we need fewer cars on the road, smaller car lanes and more transit/walking/biking. Please have the courage to say so strongly and directly.

From: John P Caskey Zip Code:
Comment ID: 348 Response ID: 521 Submitted: Aug 30 2021

DVRPC: The DVRPC long-range plan set out in Connections2050 gives emphasis to expanding highway capacity in our urban areas. While we must keep highways in decent repair, vibrant urban communities require high-quality mass transit. I urge the DVPRD to rethink its priorities and the vision it has for our metro area. John Caskey Philadelphia, PA

From: Genevieve Blake Tung Zip Code:
Comment ID: 349 Response ID: 523 Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the "Black Lives Matter" section that "in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community". In the process manual, DVRPC further notes that "Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements" (page 81) and "[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility" (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley's long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Thank you for your consideration. Best regards, Genevieve Tung

From: Will Tung

Zip Code:

Comment ID: 350

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Will TUNG
5120 Springfield Ave

From: Peter Hecht

Zip Code: 19147

Comment ID: 351

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Sincerely, Peter R. Hecht, Ph.D. Philadelphia, PA
19147 8/30/2021 12:46 PM

From: Michael Cunningham

Zip Code:

Comment ID: 352

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.
Sent from my iPhone — Michael Cunningham

From: Joey McAteer

Zip Code:

Comment ID: 353

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socio-economic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

From: Patricia Swan

Zip Code:

Comment ID: 354

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Sent from my iPhone

From: Jane Barry

Zip Code:

Comment ID: 355

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

From: Jason Das

Zip Code: 19143

Comment ID: 356

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency?

thank you, Jason Das 19143

From: Andrew Steelman

Zip Code:

Comment ID: 357

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

From: Natasha Tabachnikoff Zip Code:
Comment ID: 358 Response ID: 523 Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Thank you, Natasha Tabachnikoff

From: Sally Mattison Zip Code:
Comment ID: 359 Response ID: 523 Submitted: Aug 30 2021

Dear Sir or Madam, I am a concerned Pennsylvanian who cares about the environment. In the Connections2050 policy manual, DVRPC noted that “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. We don't need more or bigger roads. We need to protect our environment and reduce GHG emissions. Thank you for your attention. Priscilla Mattison

From: Alec Bernstein Zip Code: 19105
Comment ID: 360 Response ID: 521 Submitted: Aug 30 2021

prioritizing funding for expanding and building highways! Prioritize our transit options, make sensible decisions with the infrastructure we have! Run more trains. Trolleys. Make it reliable! People will use it and reduce our carbon impact.

From: David Marley Zip Code: 19139
Comment ID: 361 Response ID: 521 Submitted: Aug 30 2021

Stop all roadway expansions in favor of restorative investments in public transit and active mobility across the region. Prioritize trolleys, buses, trains, bikes, scooters, walking. Deprioritize automobiles, and disincentivize car use.

From: Jude Robison Zip Code:
Comment ID: 362 Response ID: 521 Submitted: Aug 30 2021

As you design the future of the Delaware Valley, please focus on public transportation rather than on highways. Thank you, Jude Robison 449 Harvey Street Philadelphia, PA

From: William Dungan Zip Code: 19125
Comment ID: 363 Response ID: 51 Submitted: Aug 30 2021

Please do not double down on expanding highways through our city. I-95 has minimal traffic 99% of the time; this is a horrible use of money that would make Philadelphia worse. Instead, the money should be directed to improve transit frequency, enhance pedestrian safety, and pursue more projects like Penn's Landing Park.

From: Matthew Polomski Zip Code: 19103
Comment ID: 364 Response ID: 521 Submitted: Aug 30 2021

Please no more new lanes on highways! We should be investing in better regional rail, including more frequent, regular service, high level platforms, fare integration, etc- like the Munich S-Bahn.

From: Alex Jonas

Zip Code:

Comment ID: 365

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Alex Jonas

From: Douglas King

Zip Code: 19143

Comment ID: 366

Response ID: 52

Submitted: Aug 30 2021

I wish we would stop expanding the amount of space this city uses for cars. We should be reclaiming highway space for a walkable city and deprioritizing massive multilane projects. The most beautiful and profitable areas of the city focus on foot traffic and access to mass transit. Douglas

From: Jalia D

Zip Code:

Comment ID: 367

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Regards,

From: Roberta Camp

Zip Code:

Comment ID: 368

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.
Roberta Camp Philadelphia PA 19147

From: Kenneth Nicholas

Zip Code:

Comment ID: 369

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

Sincerely, Kenneth Nicholas 3014 Redner St, Phila, PA 19121

From: Eric Schulz

Zip Code: 19130

Comment ID: 370

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Eric Schulz 607 N 18th St 2F Philadelphia, PA 19130

From: Michael Manfroni

Zip Code: 19125

Comment ID: 371

Response ID: 53

Submitted: Aug 30 2021

It has been clear for a long time and with increasing urgency that personal car-centric infrastructure is not a long term solution to either of the dire needs of transportation and environmentalism. We must invest heavily and immediately in multimodal transit, including intercity rail, heavy rail transit, light rail transit, buses and bicycling infrastructure. Any proposal for highway widening, even if presented as "revitalization" or "renewal" must be flatly rejected. Highway widening does not work, as has been proven again and again, and will only lead to more congestion and more private vehicles on the road, whether internal combustion or electric. The future of our region depends on creating fast, frequent, and affordable connections via transit projects and these should be prioritized. Specifically SEPTA's trolley modernization; regional rail upgrades and expansion; and new connections to and from all corners of the region. The era of the personal car must come to an end and DVRPC must provide a vision for a future that is resilient to the challenges of climate change that does not rely on highways as the primary driver of economic growth.

From: Andrew Litts

Zip Code:

Comment ID: 372

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: Please read the following, all of which outline either the futility (because doing so only leads to more traffic) and/or the anti-community nature of building more highways and adding lanes to existing ones: <https://arstechnica.com/cars/2021/08/please-stop-adding-more-lanes-to-busy-highways-it-doesnt-help/> <<https://arstechnica.com/cars/2021/08/please-stop-adding-more-lanes-to-busy-highways-it-doesnt-help/>> <https://www.spokesman.com/blogs/transportation/2015/mar/04/why-adding-more-lanes-doesnt-reduce-traffic-jams/> <<https://www.spokesman.com/blogs/transportation/2015/mar/04/why-adding-more-lanes-doesnt-reduce-traffic-jams/>> <https://usa.streetsblog.org/2017/06/21/the-science-is-clear-more-highways-equals-more-traffic-why-are-dots-still-ignoring-it/> <<https://usa.streetsblog.org/2017/06/21/the-science-is-clear-more-highways-equals-more-traffic-why-are-dots-still-ignoring-it/>> <http://fourthplan.org/action/highway-congestion> <<http://fourthplan.org/action/highway-congestion>> <https://www.texasobserver.org/more-highways-more-problems/> <<https://www.texasobserver.org/more-highways-more-problems/>> There are more. Many, many more. The evidence is overwhelming, yet urban planners refuse to accept the truth.

Every single dollar devoted to expanding highways should be directed to public transportation.

Every. Single. Dollar. Additionally, in the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Cheers, Andrew Litts 3521 New Queen Street Philadelphia, PA 19129 610.888.4738

From: Matthew Cohen

Zip Code:

Comment ID: 373

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

Matt Cohen

From: J B

Zip Code:

Comment ID: 374

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

Jessica Williams Burns

From: Joseph Russell

Zip Code: 8108

Comment ID: 375

Response ID: 521

Submitted: Aug 30 2021

Dear DVRPC, I cannot believe that your 2050 plan includes plans for highway widening. Our planet is literally on fire from burning too much carbon, our communities are a tangle of roadways, our children have asthma from too much car exhaust, and our transit systems that should be helping us kick our addiction to cars and oil are underfunded and undervalued even by organizations like yours that should be helping us make a better world. I find it morally reprehensible that you would consider ANY highway widening or extension project moving forward. Our region did not grow anywhere near enough to make any road expansion project worthwhile, and even if we did grow by a lot, you of all organizations should be tasked with helping us to intelligently grow our regional and not make the same mistakes we made in the 20th century. (As an aside, do you even know how much racial inequality is baked into the kind of road expansion projects you apparently support?) Please, NO MORE ROAD EXPANSION OR WIDENING PROJECTS. Please be smart and please do your work with our children and their children in mind. More roads, more sprawl, more congestion, and more pollution are not the answer to our problems, but the cause of them. Please don't do this to us.

From: Paul Farrell

Zip Code:

Comment ID: 376

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Sincerely, Paul Farrell

From: Alex Bomstein

Zip Code: 19147

Comment ID: 377

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I am a South Philly homeowner, and I do not want I-95 widened through my community. I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Thank you, Alex Bomstein. Phila. PA 19147

From: Christopher Maloof

Zip Code:

Comment ID: 378

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 process manual, DVRPC notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Sincerely, Christopher Maloof

From: FLORENCE BUCKLEY

Zip Code:

Comment ID: 379

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Sent from my iPad

From: Kirin Kennedy

Zip Code:

Comment ID: 380

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Kirin

From: David Yang

Zip Code:

Comment ID: 381

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. David Yang Artistic Director: Newburyport Chamber Music Festival <https://www.newburyportchambermusic.org>

From: Tracy Miller

Zip Code:

Comment ID: 382

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Thank you. Tracy Miller

From: Theo Banks

Zip Code:

Comment ID: 383

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

Thanks, Theo Banks

From: Bryan Satalino

Zip Code:

Comment ID: 384

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socio-economic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

Best,
Bryan Satalino

From: KAREN MCGOVERN

Zip Code:

Comment ID: 385

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.
Sent from my iPad

From: Joseph Russell

Zip Code:

Comment ID: 386

Response ID: 54

Submitted: Aug 30 2021

Dear DVRPC, I cannot believe that your 2050 plan includes plans for highway widening. Our planet is literally on fire from burning too much carbon, our communities are a tangle of roadways, our children have asthma from too much car exhaust, and our transit systems that should be helping us kick our addiction to cars and oil are underfunded and undervalued even by organizations like yours that should be helping us make a better world. I find it morally reprehensible that you would consider ANY highway widening or extension project moving forward. Our region did not grow anywhere near enough to make any road expansion project worthwhile, and even if we did grow by a lot, you of all organizations should be tasked with helping us to intelligently grow our regional and not make the same mistakes we made in the 20th century. (As an aside, do you even know how much racial inequality is baked into the kind of road expansion projects you apparently support?) Please, NO MORE ROAD EXPANSION OR WIDENING PROJECTS. Please be smart and please do your work with our children and their children in mind. More roads, more sprawl, more congestion, and more pollution are not the answer to our problems, but the cause of them. Please don't do this to us. Joseph Russell
Collingswood NJ

From: TJ Nicolaides

Zip Code:

Comment ID: 387

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. TJ Nicolaides Ardmore, PA

From: Andrew Davies

Zip Code:

Comment ID: 388

Response ID: 521

Submitted: Aug 30 2021

To whom it may concern: Transportation funding should be about everyone, not just car drivers. For too long cars have been prioritized over trains, buses, bikers, and pedestrians. More highways is not the solution to this imbalance. Smart planning including funding for everyone and all modes of transportation is important. I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Sincerely Andrew Davies Volunteer with 5th Square

From: Joanna Witte

Zip Code:

Comment ID: 389

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

Thanks, Joanna

From: Barbara Mail

Zip Code:

Comment ID: 390

Response ID: 55

Submitted: Aug 30 2021

I am writing to share my opinion that with the *Senate’s removal of a “fix-it-first” spending policy in the infrastructure bill, many sprawl-inducing, climate-threatening, road widening projects are instantly eligible for generous grant funding. Using Act 89 funds, PennDOT is all-in on using state funding to match these grants, but the agency and Harrisburg legislators continue to balk at guaranteeing anything similar for transit, leaving Philadelphia and other cities in the cold. Not a single transit project has fully guaranteed funding, despite a report that pretends there is funding parity. The quality-of-life of over 380,000 Market-Frankford El, trolley, and Regional Rail riders is in dire jeopardy in favor of slightly improving a suburban driving commute that may not even exist post-2020.* *The public transit system, if modernize and improved, adding move trains/busses to the schedules to make public trans more convenient, not less, would do so much to cut pollution, reduce greenhouse gases, and reduce our carbon footprint, and ultimately be a great improvement to our precious planet. Isn’t that what we should be doing with this government funding? By the way, it would also add jobs, and help to build our local economy.* *Sincerely,* *Barbara Mail* *Philadelphia, PA*

From: Harold Bershadly

Zip Code:

Comment ID: 391

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

From: Gloria Rohlfis

Zip Code: 19119

Comment ID: 392

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). The list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. The Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. is not representative of transportation equity. In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Sincerely, Gloria Rohlfis, Phila. PA 19119

From: Amy Sinden (sheherhers)

Zip Code:

Comment ID: 393

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: Please reject Connections2050 -- With the climate crisis looming it is the wrong direction for Philadelphia. One thing people from across the political spectrum agree on in this era of culture wars and divided government--walkable, bikeable communities are far more desirable than communities dominated by automobiles. In the Connections2050 policy manual, DVRPC noted in the "Black Lives Matter" section that "in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community". In the process manual, DVRPC further notes that "Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements" (page 81) and "[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility" (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley's long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Amy Sinden Professor of Law Temple University Beasley School of Law 1719 N. Broad St. Phila., PA 19122 (215) 204-4969 Center for Progressive Reform Pronouns: she/her

From: Rose Paddison

Zip Code:

Comment ID: 394

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

Sincerely, Rose Paddison

From: Minicola, Steven

Zip Code:

Comment ID: 395

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

From: Eric Murphy

Zip Code:

Comment ID: 396

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Thank you, Eric Murphy

From: Andrew Ettenger

Zip Code:

Comment ID: 397

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Sincerely, Andrew Ettenger 5134 Cedar Ave Philadelphia, PA 19143 215-694-9203

From: Patrick Garraud

Zip Code:

Comment ID: 398

Response ID: 56

Submitted: Aug 30 2021

The introduction to the 2050 plan for the Delaware Valley Regional Planning Commission accurately points out the need to limit the economic and environmental costs of urban sprawl, through investing in multi-modal infrastructure. However, the plan proposed does very little to address these laudable goals. Metropolitan areas around the world are coming to realize how environmentally and economically costly investing in car infrastructure is and are taking concrete steps to reverse this. Paris is building out over 100 miles of transit to better connect its infrastructure, Denver is building a frequent regional rail network to its suburbs from scratch and Montreal is about to double its rapid transit network in the next ten years. However, rather than investing in sustainable transportation like its peers, the Philadelphia region plans to spend an extreme amount of money on car exclusive highways, with very little being done to expand our outdated multi-modal infrastructure. Freeways are one of the most space and economically inefficient ways to move mass amounts of people, yet the DVRPC plans to spend billions of dollars on their expansion. This decision will only create highways that cost magnitudes of more money to maintain, while being more congested due to induced demand. Freeways are one of the most space and economically inefficient ways to move mass amounts of people, yet the DVRPC plans to spend billions of dollars on their expansion. Compared to the massive roadway widening projects, almost no money is being dedicated to the much-needed SEPTA projects, like the trolley modernization or Regional Rail frequency improvements. The proposal identifies the need for multi-modal transportation, but proposes spending \$7 billion on rebuilding I-95 while doing nothing to address the lack of sidewalks in the majority of the region.

The DVRPC's current car-focused infrastructure plans will only burden future generations with worse pollution and higher taxes from needing to maintain inefficient infrastructure. If the DVRPC wants to seriously address the needs of controlling sprawl and improving equity, they need a plan that truly prioritizes sustainable modes of transportation over expensive car infrastructure.

From: KAREN MCGOVERN

Zip Code: 19130

Comment ID: 399

Response ID: 524

Submitted: Aug 30 2021

Policy makers, Please change the plan that directs funding to widening I95 in South Phila. and instead direct that money to improving all aspects of public transportation. Everyone can see that many employees are moving towards a work-from-home situation and we will be left with wider highways that are under-utilized. We need to encourage heavier use of regional rail, etc., to minimize pollution and we would also realize fewer driving fatalities. Some of the money could also be used to make cycling safer, including the installation of barriers alongside bike lanes. Thanks for your time and attention to this matter. Karen McGovern Phila., PA 19130

From: Robert DuPlessis

Zip Code:

Comment ID: 400

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

From: Joanna Giwa-Hecht

Zip Code:

Comment ID: 401

Response ID: 521

Submitted: Aug 30 2021

Hello, I was disappointed to see the amount of funding in our region that is being directed towards highway expansion, particularly I-95. Urban highways are harmful and their expansion is antithetical to our climate goals. Please reconsider alternatives that support a more sustainable future and strengthen non-auto travel options. Thank you, Joanna Hecht Philadelphia

From: David

Zip Code:

Comment ID: 402

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Thank you for your kind consideration! Sincerely, David Nicastró 706 S Warnock St Philadelphia, PA 19147

From: Jon Curtis

Zip Code:

Comment ID: 403

Response ID: 57

Submitted: Aug 30 2021

Dear DVRPC, I am writing today in regards to Connections2050 and to encourage you to be a leader in improving the region, be on the forefront of combating climate change, and stop throwing money at things like widening highways like Rt. 30 and the \$4 billion dollars proposed for I-95. All these expensive, wasteful projects accomplish nothing: they do not improve transportation, they do not protect the region's residents, and they continue the racist, anti-poor, anti-disabled, anti-children and anti-elderly practices of the past. Politicians are, by nature, political animals. They sway with the breeze as they deem necessary or profitable. Planners need to lead. We need to be the ones who take flack from the public and local governments for doing the right, just thing, rather than the easy and expedient thing. To waste this funding and opportunity to affect real change and improvement is to abandon the ethical demands of our profession to serve the public's needs. We no longer have the luxury of kicking the can down the highway. We have to act, immediately and boldly. I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. The time is now. Sincerely, Jonathan Curtis

From: bruce blomquist

Zip Code:

Comment ID: 404

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

From: Wayne Batchis

Zip Code:

Comment ID: 405

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Sincerely, Wayne Batchis 7211 Cresheim Road Phila. 19119 216-410-1173

From: Nicholas Royston

Zip Code:

Comment ID: 406

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. -
Nicholas Royston

From: Peter Furcht

Zip Code:

Comment ID: 407

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.
Best regards, Peter Furcht www.linkedin.com/in/peterfurcht

From: Lindsay Brzowski

Zip Code:

Comment ID: 408

Response ID: 522

Submitted: Aug 30 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Lindsay Woodruff

From: Youbear Youbear

Zip Code:

Comment ID: 409

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

From: Alex Fogg

Zip Code:

Comment ID: 410

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Best,
Alex Fogg
Kimball Street, Philadelphia PA

From: Gary Gladstone

Zip Code:

Comment ID: 411

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

From: Sarah Bishop-Stone

Zip Code:

Comment ID: 412

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. *Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. *Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? As a South Philadelphia resident, for whom I-95 already causes numerous quality-of-life problems and respiratory illnesses, I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Yours, Sarah Bishop-Stone 19147

From: Robert Bonasia

Zip Code:

Comment ID: 415

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Robert Bonasia

From: James Ryskalchick

Zip Code: 19139

Comment ID: 416

Response ID: 521

Submitted: Aug 30 2021

100+ years of building bigger roads hasn't decreased traffic congestion, this money could be better put to use elsewhere

From: Ste V

Zip Code:

Comment ID: 423

Response ID: 59

Submitted: Aug 30 2021

There are many things to like in DVRPC's Draft Connections 2050 plan, but when it comes funded projects it continues to emphasize roadway expansions throughout the region. This is not a plan that will get us to zero deaths or net zero carbon emissions by 2050. The funded major regional roadway system expansion projects are bad enough--although largely the result of PennDOT and the counties, but the "vision" for roadway expansion should be completely scrapped. Finally, the plan needs to emphasize how the region can reduce VMT especially around trips to the region's core to reduce the burden cars have on residents whose neighborhoods they drive through. To make this feasible, the region needs to increase transit capacity as well as stopping its continuous expansion of roadways. Steve

From: LAWRENCE GILBERT

Zip Code:

Comment ID: 424

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the "Black Lives Matter" section that "in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community". In the process manual, DVRPC further notes that "Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements" (page 81) and "[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility" (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley's long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

From: Far McKon

Zip Code:

Comment ID: 425

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. Thank you. But the list of funded Major Regional Projects directly contradicts these principles. At least 12 out of the 20 costliest transportation projects include some sort of highway widening. At a time when we need to drastically reduce driver load, we are inducing demand, by doubling down on transportation mistakes of the last generation. In 30 years when Connections2050 is complete, temperatures will be 1.5 to 3 degrees hotter. The climate here will be hotter than Atlanta. Philly will be unrecognizable, if we keep on this ruinous path. Are we laying groundwork for a better 2050? Or are we planning the on ruining our children's future on pages while praising it in the introduction? This is like praising having a college fund for a child, while secretly spending it on a new car. Or talking about smart diet, and surviving diabesties, while selling candy. The actions are contributing to the downgrade and ruin of our region's environment, just pages before you claim you want to preserve it. Projects such as the Route 30 widening (that will cost in excess of \$1.6 billion) are gross misuses of our transportation funding. They show total insincerity in addressing climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers. Why not us ? Delaware Valley's long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of conservative 'preservation and protect' values? Liberal climate justice values? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Regards - Jonathan McKamey

From: Michele Koskinen

Zip Code:

Comment ID: 426

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: Having highways widened for more traffic and less for other modes of transportation will not solve the problems of climate, air pollution, neighbourhoods and more. We must look forward to a different world and make sure we are ready for major changes in our way of life. Funds should be used to rehabilitate current roads and bridges and more funds should go toward expansion of transit. Other areas of the country have started to pull away from destroying what we have now and instead replacing our fallen neighbourhoods give over to major highways. An example was the completed 676 covering. It is wonderful to have gained a smidgen of public space but why not the entire roadway from the BenFranklinParkwy offramp to Chinatown? A missed opportunity to restore that which was lost. Think bold not 1990 or 2021. We need less congestion and more ideas to make it better not encourage more cars to make more Problems. This plan is not forward thinking to 2050. It will not fit into what is coming. I think this plan should be reworked and have more community input as to the vision for 2050. Sincerely, Michele Koskinen

In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

From: Mark Forte

Zip Code: 19148

Comment ID: 427

Response ID: 521

Submitted: Aug 30 2021

Widening the highway's should not be a priority. Maintenance of existing highways and actually CLEANING THEM would increase the usefulness of them much more.

From: Vincent Prudente

Zip Code:

Comment ID: 431

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Sincerely, Vincent A. Prudente

From: Andrew Wierzbieniec

Zip Code: 19147

Comment ID: 432

Response ID: 524

Submitted: Aug 30 2021

I am fully against any widening of 95. It is a horrible scar across the city, cutting us off from the Delaware waterfront. I’d much rather see the stretch of roadway be eliminated entirely and diver traffic through the NJ expressway.

From: Alkfost

Zip Code:

Comment ID: 433

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

From: Christopher Mejia-Smith

Zip Code: 19143

Comment ID: 434

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Thank you,
Christopher Mejia-Smith Philadelphia, PA 19143

From: David Cairns

Zip Code:

Comment ID: 435

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Sincerely, -- David Cairns

From: Rachel Blau DuPlessis

Zip Code:

Comment ID: 436

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Rachel Blau DuPlessis

From: Patricia Kopicki

Zip Code:

Comment ID: 437

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Sincerely, Patricia Kopicki

From: Stephen Shiffer

Zip Code:

Comment ID: 438

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

From: Evan Siegel

Zip Code:

Comment ID: 439

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: My primary concerns are that the connections2050 plan prioritizes highway expansion over improving transportation, that it does not identify funding for transit projects, and that it would lead to an increase in net emissions as the fight against climate change is becoming more important by the day. Also, in the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Thank you, Evan Siegel

From: Comment redacted because it is off to

Zip Code:

Comment ID: 440

Response ID:

Submitted: Aug 30 2021

From: Paul Brommer

Zip Code: 19102

Comment ID: 441

Response ID: 61

Submitted: Aug 30 2021

The current plan proposes to continue roadway expansion and otherwise continue the destructive transportation and land use consensus that has been dominant since after the second world war while marginally and imprudently supporting transit. The actual plans of the commission are irrelevant to the principals and goals, such as racial equity and mitigating climate change, that it decorates itself with. The Commission's plan should be mostly abandoned and then redesigned to minimize or eliminate roadway expansion, scrutinize every proposed roadway rehabilitation or restoration to determine whether it should instead be a removal and aggressively identify the transit corridors with the greatest needs or opportunities to generate ridership, especially modal shift away from private automobiles to transit. This is the best, surest way to reduce emissions, ameliorate past injustices and improve the quality of life in the Delaware Valley. The currently planned reconstruction of I-95 from I-676 to Broad Street should be replaced with either a removal of this segment of the highway or a radical mitigation of its destructive effects on the neighborhoods around it. I-95 is tremendously inimical to the urban environments of Philadelphia; it deprives the city of its Delaware waterfront and badly reduces the livability of the land along it, sacrificing even more than the enormous right-of-way consumed by the highway for the sake of traffic passing through rather than interacting with the city. This segment also tends to have lower travel demand than the northern segments, so its removal and redirection of its traffic would have comparatively modest consequences for traffic while increasing quality of life and health for residents of the city. The King of Prussia rail project should be abandoned in favor of identifying more cost-efficient and beneficial projects. The chosen alignment has been very badly compromised through the biases of public consultation, which tends to be biased toward particular persons likely to be antagonistic toward the best transit service and not genuinely representative, and the projected costs have continued to escalate while projected ridership has continued to decline. The cost of this elevated structure is near and will likely reach a half billion dollars per mile as construction nears, which seems absurd when France, Spain and the Scandinavian countries often built underground heavy rail for less than that, all fewer than seven thousand riders are expected to ride the line. Trolley Modernization is a far better project; it will benefit more and more disadvantaged riders and have genuinely transformative potential. If a major grade-separate rail project is desired, the Roosevelt Boulevard Subway should be revived or other concepts, such as an extension along Ogontz Avenue, should be explored. Present and probably future circumstances do not warrant a continuation of post-war suburban ideas.

From: omedoloqubog

Zip Code: 125421

Comment ID: 442

Response ID:

Submitted: Aug 30 2021

Comment redacted because it is off topic, profane, and/or offensive.

From: Poole, Kristen

Zip Code:

Comment ID: 443

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

From: Robert Stoffel

Zip Code:

Comment ID: 444

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Thank you,
Robert Stoffel Philadelphia Brewerytown Resident

From: Paul Lipton Zip Code: 19146
Comment ID: 447 Response ID: 63 Submitted: Aug 30 2021

Aspects of this approach would not be out of place in the 1950s. Mass transit improvements, especially massive improvements in trolley and regional rail capabilities should be fully funded. The current approach is far too highway-centric, largely ignoring (other than lip service) actual funding that prepares the region for climate change. Also, it ignores the possibility that suburban commuters may work at home more often. It truly ignores the essential role of mass transit for front-line workers, including doctors, nurses, and medical support staff.

From: alosadooqehp Zip Code: 123325
Comment ID: 448 Response ID: Submitted: Aug 30 2021

Comment redacted because it is off topic, profane, and/or offensive.

From: Craig Baumer Zip Code: 19147
Comment ID: 449 Response ID: 521 Submitted: Aug 30 2021

Highway widening is a terrible idea because of induced demand (and climate change!). The future is mass transit and personal transportation and I'd like to see this plan reflect that.

From: Craig Baumer Zip Code: 19147
Comment ID: 450 Response ID: 521 Submitted: Aug 30 2021

We need to focus on improving mass transit and personal transportation like bicycles, not spend money widening highways (induced demand and climate change are real!)

From: Craig Baumer Zip Code:
Comment ID: 451 Response ID: 521 Submitted: Aug 30 2021

Hello, Highway widening is a terrible idea because of induced demand and climate change. We need to focus on prioritizing people, not cars, with mass transit and better personal transportation options like bikes. Thanks, Craig Baumer 19147

From: Andy Porter

Zip Code:

Comment ID: 452

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Sincerely, Andrew Porter Philadelphia, PA 19148

From: Rose Paddison

Zip Code:

Comment ID: 453

Response ID: 522

Submitted: Aug 30 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more% 20bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector. Sincerely, Rose Paddison

From: Kara Lindstrom

Zip Code: 19148

Comment ID: 454

Response ID: 64

Submitted: Aug 30 2021

We need transit for everyone at all stages of life, not reinforcing the car dominance that is expensive both for individuals (vehicle, gas, insurance, maintenance, stress) and for the community (pollution, inefficient at scale, prioritizes valuable real estate for vehicle storage AKA "parking"). As a region our priority should be making it as efficient and easy as possible to connect residents to the schools, businesses, healthcare, parks, and work places throughout the area. This should be something that you can navigate as a parent with small children, a student, a senior, a business executive, a group of friends, or travelers to the region. We want to be able to enjoy and explore this diverse region without having to own or rent a car, unless its entirely necessary. As the technology evolves its also likely that there would actually be a reduction in the number of individually owned and operated vehicles as more people use car sharing and ride hailing. So lets plan to have more space for walking, biking, and scooting around and enhanced service to move longer distances, and allow people and activities like outdoor dining and performance take up more space than cars and their three parking spots (home, work, shopping). Let's be ahead of the curve so that by 2050 we have a region that's long embraced the 1/3 fewer personal automobiles and the safety and good health that's provided us.

From: Paul Lipton Zip Code:
Comment ID: 455 Response ID: 65 Submitted: Aug 30 2021

To whom it may concern, Please pardon the brevity and hasty prose (not my best, but I am rushing today). Frankly, aspects of this approach would not be out of place in the 1950s. Mass transit improvements, especially massive improvements in trolley and regional rail capabilities should be fully funded (they are not). The current approach is far too highway-centric and pours far too much money into highway and road "buckets" It largely ignores (other than lip service) actual full-funding that prepares the region for climate change. Also, it ignores the possibility that suburban commuters may work at home more often, an antiquated hub-and-spoke approach for what are in many cases aging suburban community demographics. Lastly, expansion of Rt. 95 along the section of South Philly is the opposite of what is needed. The problem is one of induced demand. Expand Rt. 95 and you perpetuate and expand investments in backward-thinking car-oriented transit, essentially setting up Rt. 95 for further traffic jams. What is needed is far greater investment in alternatives so as to induce further demand for modern, clean train service, trollies, buses, bicycles, and pedestrians, to name a few. Again, my apologies for the "flow-of-consciousness," but I suspect you get the point. Thank you, Paul Lipton Philadelphia, PA

From: Benjamin Albertus Zip Code: 19121
Comment ID: 456 Response ID: 66 Submitted: Aug 30 2021

I-95, Spring Garden Greenway, Roosevelt Blvd Transit

From: Jerilynn MCGovern Zip Code:
Comment ID: 457 Response ID: 523 Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the "Black Lives Matter" section that "in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community". In the process manual, DVRPC further notes that "Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements" (page 81) and "[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility" (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley's long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

From: Micheal Russell

Zip Code: 08021

Comment ID: 458

Response ID: 67

Submitted: Aug 30 2021

Hello DVRPC, Thank you for taking the time to read my comments. I'm a South Jersey resident who commutes daily to Philadelphia for both work and the majority of my social life. Before my current job, I commuted from South Jersey to Wayne, PA, often enduring an hour and a half or longer commute each way. As you can imagine, how we move around the region is very important to me, which is exactly why I'm writing to say that the Connections 2050 report's focus on expanding road infrastructure is exactly the wrong move. We already know that road widening doesn't, in reality, improve travel times (<https://www.wired.com/2014/06/wuwt-traffic-induced-demand/>)—a very understandable but still incorrect intuition that many of us carry. But even more than the wasted effort, time, and money involved in trying to solve a problem with a disproven solution, the prioritization of building new roads and highways will show our children that we do not care about them. The planet is warming, and cars play a large roll in this existential crisis. The ideal future involves dense communities connected by a robust public transportation network, which is an asset that Philadelphia and the region already has! With the same invest in regional rail, subways, buses, and trolleys that roads and highways currently receives, we could have a powerhouse of regional connectivity. My time living in NYC and DC taught me the absolute joys of not needing to own a car. The best future is one where cars makes no sense in a region for most people because of how wonderful the transit network is. Further, a better transit network opens economic opportunities to the struggling, helping connect eager workers to the jobs location all around our already sprawling region. I am no fool; I know that cars are still important to a lot of people in the region. Americans' dependence on cars is strong, and not entirely unjustifiably. I live in transit sparse New Jersey; I'm well aware. But bolstering the road network any further will only continue the cycle of incentives that favor drivers over transit riders. We must instead have the courage and imagination to picture a world where our freedom to move, live, and even just breath is tied to the costly and dangerous ownership of cars. In short, cars (and the prioritization of their infrastructure) lead only to further climate change, greater social stratification, and greater economic disparity. Robust transit, on the other hand, improves all of these conditions, and more. Thank you again so much for your time.

From: Michael Lanewala

Zip Code: 19148

Comment ID: 459

Response ID: 61

Submitted: Aug 30 2021

The current plan proposes to continue roadway expansion and otherwise continue the destructive transportation and land use consensus that has been dominant since after the second world war while marginally and imprudently supporting transit. The actual plans of the commission are irrelevant to the principals and goals, such as racial equity and mitigating climate change, that it decorates itself with. The Commission's plan should be mostly abandoned and then redesigned to minimize or eliminate roadway expansion, scrutinize every proposed roadway rehabilitation or restoration to determine whether it should instead be a removal and aggressively identify the transit corridors with the greatest needs or opportunities to generate ridership, especially modal shift away from private automobiles to transit. This is the best, surest way to reduce emissions, ameliorate past injustices and improve the quality of life in the Delaware Valley. The currently planned reconstruction of I-95 from I-676 to Broad Street should be replaced with either a removal of this segment of the highway or a radical mitigation of its destructive effects on the neighborhoods around it. I-95 is tremendously inimical to the urban environments of Philadelphia; it deprives the city of its Delaware waterfront and badly reduces the livability of the land along it, sacrificing even more than the enormous right-of-way consumed by the highway for the sake of traffic passing through rather than interacting with the city. This segment also tends to have lower travel demand than the northern segments, so its removal and redirection of its traffic would have comparatively modest consequences for traffic while increasing quality of life and health for residents of the city. The King of Prussia rail project should be abandoned in favor of identifying more cost-efficient and beneficial projects. The chosen alignment has been very badly compromised through the biases of public consultation, which tends to be biased toward particular persons likely to be antagonistic toward the best transit service and not genuinely representative, and the projected costs have continued to escalate while projected ridership has continued to decline. The cost of this elevated structure is near and will likely reach a half billion dollars per mile as construction nears, which seems absurd when France, Spain and the Scandinavian countries often built underground heavy rail for less than that, all fewer than seven thousand riders are expected to ride the line. Trolley Modernization is a far better project; it will benefit more and more disadvantaged riders and have genuinely transformative potential. If a major grade-separate rail project is desired, the Roosevelt Boulevard Subway should be revived or other concepts, such as an extension along Ogontz Avenue, should be explored. Present and probably future circumstances do not warrant a continuation of post-war suburban ideas.

From: Cynthia Dobson

Zip Code:

Comment ID: 460

Response ID: 69

Submitted: Aug 30 2021

I will only vote in people who expand and fund public transit for better ecological effects on increasing global warming. And will fight any expansion and widening of highways that are trying to induce more cars onto the roads, increase pollution and traffic stress in neighborhoods, plus threaten to take homes property to do this just when our biggest catastrophic need is new low income housing, not less. I want the funds to go into more trains and electric transportation. I have only missed one election in my life, and I'm watching exactly who is going along with more cars only infrastructure. I am posting this to public media to all my friends and family to watch, also. For all the promise of a green Philly, all I see is an attempt to return to a past we can no longer tolerate nor waste time on. Thankyou—Cynthia 8/30/21

From: Susannah Burger Zip Code: 19103
Comment ID: 461 Response ID: 521 Submitted: Aug 30 2021

Stop building new highways, fewer car lanes. Stick with building and supporting transit!

From: Joseph Freedman Zip Code: 19103
Comment ID: 462 Response ID: 70 Submitted: Aug 30 2021

I understand that, in coordination with federal funding for infrastructure improvements, the priorities of PennDOT for our region are widening of highways, including I 76 in Philadelphia. I would like to see an emphasis, instead, on highway maintenance and expansion of public transit, streetcars and SEPTA service. A couple of months ago, I rented a car to drive from 30th Street Station into Delaware County. The closing of local roads and highways for construction has created a traffic nightmare. I took the same trip a couple of weeks later on public transit and it was comfortable and quick. I believe that highway construction too often is just encouraging auto travel and congestion in a spiral that never ends. I believe there are also locations and communities that would benefit by limiting highways. For example, north of Market Street and west of 21st Street in Philadelphia there is only one street that is a through street for pedestrians - 22nd Street - which connects Market Street to Benjamin Franklin Parkway. And yet this area is undergoing quite a bit of residential and commercial construction, such as the new Giant store at 22nd and Race, and the Schuylkill River walkway. A thriving community is limited and divided by the Vine Street Expressway. What was once seemingly a good idea - the Vine Street Expressway - is now an obstacle to urban living and development. There is another consideration to emphasizing public transit instead of privately owned and publicly subsidized automobiles. Auto ownership is expensive. It requires purchasing an auto, maintaining it, and buying insurance. Many families need to maintain more than one auto, because our public transit system is not adequate. But if we can free people from HAVING to own so many cars, individuals and families can save and invest and build wealth, instead of expending it. This has been important to me as an individual - I am 75 years old - and it could be important to many others who are starting out. And, as you know, many younger people today do NOT want to own cars and are looking for alternatives. Thank you. Yours, Joseph Freedman Philadelphia, PA 19103

From: Julian Boggs Zip Code:
Comment ID: 463 Response ID: 71 Submitted: Aug 30 2021

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan: Spend less money on highway expansion and more money on pedestrian and bicycle infrastructure that keeps people safe and keeps emissions down. All the rhetoric about Vision Zero, Complete Streets, climate action, or just moving past our transportation legacy of bulldozing urban neighborhoods to make way for suburban communities - it's just rhetoric unless you actually reallocate money to reflect those ideals. Thank you, Julian Boggs Philadelphia, PA 19121

From: Christina Gubitosa Zip Code: 19125
Comment ID: 464 Response ID: 521 Submitted: Aug 30 2021

No highway expansions in connections 2050.

From: Beatrice Zovich

Zip Code:

Comment ID: 467

Response ID: 523

Submitted: Aug 30 2021

To Whom It May Concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Sincerely, Beatrice Zovich Philadelphia Resident

From: Christine Brisson

Zip Code:

Comment ID: 468

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Please, let’s move Philadelphia into the 21st century and stop re-making the mistakes of the 20th century. Sincerely, Christine Brisson

From: Kyle Andrews

Zip Code:

Comment ID: 469

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

From: Erin Murphy

Zip Code:

Comment ID: 470

Response ID: 73

Submitted: Aug 30 2021

Comments: I appreciate the good planning practices evidenced in the Connections 2050 Long-Range Plan. It's encouraging to see our transportation systems considered holistically in terms of both geography and modes. My concern is how this vision could be implemented. I was very happy to attend a DVRPC presentation in Upper Providence Township where local candidates for complete streets were identified, but when proposals for adjacent development or PennDOT alterations for those streets came up, DVRPC recommendations were not even discussed, and we missed every opportunity to implement the vision. I raised the point at one local meeting relating to such a street, and township officials who had attended the same DVRPC presentation drew a blank. For Connections 2050 to happen at all, DVRPC needs to have a review process for any changes that affect locations identified in the plan. I'm rooting for you to make that happen! Best regards, Erin Murphy

From: Suzanne Hagner

Zip Code:

Comment ID: 473

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

From: Victoria Harris

Zip Code: 19143

Comment ID: 474

Response ID: 521

Submitted: Aug 30 2021

We am appalled at the amount of money set aside for highway projects. Think of the negative consequences of that amount of highway construction and widening? The traffic demand induced, the sprawling land us supported, the concrete ghg emissions, it’s unconscionable that in 2021 we are still even considering eminent domain for highway widening when we should be talking about monetary and environmental restitution for the original projects. This document is a shame on all of us, a climate denial, environmental and budgetary disaster of the highest order. Shame on you.

From: Thomas Davidenko

Zip Code: 19152

Comment ID: 475

Response ID: 521

Submitted: Aug 30 2021

Wasting money on never-ending highway expansion is climate arson and will displace PA families. We need to invest in better transit connections that actually reach transit-reliant communities.

From: Jeremy Koven

Zip Code:

Comment ID: 479

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

From: Emily Morton-Owens

Zip Code: 19146

Comment ID: 480

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Emily Morton-Owens 754 Martin St., Philadelphia PA 19146

From: Josh Throckmorton Zip Code: 19130
Comment ID: 481 Response ID: 521 Submitted: Aug 30 2021

This proposed plan is gravely concerning for our city. We need investment in public transit infrastructure to alleviate personal vehicle use, not wider highways. Transportation directly impacts our environment, which we should be prioritizing for our children's future. This plan doesn't ensure it'll be a bright one.

From: R. Austin Huber Zip Code:
Comment ID: 482 Response ID: 523 Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the "Black Lives Matter" section that "in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community". In the process manual, DVRPC further notes that "Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements" (page 81) and "[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility" (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley's long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.
Sincerely, Robert Austin Huber

From: Catherine Schmitt Zip Code:
Comment ID: 483 Response ID: 524 Submitted: Aug 30 2021

I'm against the widening of I-95 in South Philadelphia. Thank you Catherine Schmitt

From: Jarrett Stewart Zip Code:
Comment ID: 484 Response ID: 521 Submitted: Aug 30 2021

Stop throwing money at useless highways. Spend more on Septa, sidewalks, protected bike lanes, scooters, less parking lots. Induced demand is a thing. Cities are built for PEOPLE first. Especially this city which has been terrorized by cars for too long. Climate change is real. The city of Philadelphia is failing at livability. Remove the cars, return the public space known as streets back to the people.

From: Kathryn ODonnell

Zip Code:

Comment ID: 485

Response ID: 523

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

Section B.
Letter Attachments to Public Comments Received During Public
Comment Period

THE CIRCUIT TRAILS

Aug 23, 2021

To the Delaware Valley Regional Planning Commission:

The Circuit Trails Coalition submits these public comments on Connections 2050 Plan for Greater Philadelphia and the Connections 2050 Plan for Greater Philadelphia Process and Analysis Manual, collectively known as “the Plan” to the Delaware Valley Regional Planning Commission (DVRPC).

The Plan is prepared by the region’s Metropolitan Planning Organization, the DVRPC, every four years to present “a vision for the orderly growth and development of the region and a fiscally constrained financial plan for how the region intends to invest reasonably anticipated transportation revenue.” It is a critically important document because it lays out how the region will spend federal transportation funds, which in turn has a dramatic impact on the region’s transportation infrastructure, future growth patterns and land use, and the concomitant impact on the environment: greenhouse gas emissions, air quality and water quality.

We believe that it is imperative that Greater Philadelphia’s 2050 Long Range Plan (the Plan) move the region toward significantly reducing its greenhouse gas emissions for three compelling reasons.

First, the effects of climate change are here, playing out on a daily basis.

- July 2021 was the Earth’s hottest month in 142 years, according to global data released by the NOAA’s National Centers for Environmental Information.
- In early August 2021, the Intergovernmental Panel on Climate Change issued its landmark report and findings that humans have altered the environment at an “unprecedented” pace and that there is no scientific doubt that humans are fueling climate change.
- The entire world is experiencing unprecedented fires, severe flooding, more powerful hurricanes and tornadoes, increasingly hotter summers, melting glaciers and ice sheets and consequently, steadily rising sea levels. And Greater Philadelphia is experiencing many of these impacts, especially hotter summers, more severe flooding and severe and unpredictable weather events.

Second, the transportation sector is the leading source of climate emissions [nationally](#); [in NJ it is the largest source](#) of total GHG emissions and [in PA it is the 3rd largest](#). The Plan is a transportation plan and should address how the region will reduce GHG emissions from the transportation sector. Electrifying the transportation system cannot be the only strategy to do this. There is a compelling need to make swift, immediate reductions in transportation emissions that have equitable benefits to everyone in the region. Investing in infrastructure that will shift modes to non-motorized travel should be a central part of this strategy.

Third, the region may possibly receive a once-in-a-generation boost in transportation funding in 2021 if Congress passes and President Biden enacts the surface transportation reauthorization bill (“the Infrastructure bill”) and a larger budget bill that directly addresses climate change (“the budget plan”).)

In light of the imperiled state of the world’s and the region’s environment, the call to action by the world’s most pre-eminent scientists, and the possibility of significantly new funding that the region hasn’t witnessed in decades, we want the Plan to step up to this challenge. However, in our view, the Plan’s current array of investments and commitment to bicycle/pedestrian infrastructure in the near term are not enough to significantly move the region to reduce its greenhouse gasses from the transportation sector.

Due to a lack of concrete commitments and mechanisms that would change how bicycle/pedestrian projects are funded in the near term under current funding constraints, the Plan runs the risk of being a “business-as-usual” blueprint in terms of how it proposes to spend the transportation dollars that it currently receives and may receive in the future for a [“Code Red for Humanity” emergency](#). We find that prospect unacceptable.

The Plan needs a greater investment commitment to shift modes.

Decreasing the 71% of commuters in the Philadelphia/Wilmington/Camden Metropolitan Area [who drive alone](#) by encouraging more to become transit/bike/pedestrian commuters MUST be a top priority for the Plan. In the United States, nearly 60% of trips are [less than 6 miles](#) and [48% of trips are less than 3 miles](#). The Greater Philadelphia region likely has similar figures.

Additionally, [over 30% of Philadelphia County households do not have access to a motor vehicle](#). 11% of Camden County households do not have access to a car; 10.5% of Delaware County and the other counties have rates between 4-6% (2015-2019 ACS Data; [PA county data](#); [NJ county data](#)). Transportation funding should address the needs of these residents as well as it serves the needs of motorists. Electrifying motor vehicles and remote working should not be the only investment strategy for reducing Greenhouse Gas emissions from the transportation sector.

The Plan should concentrate its investment in new infrastructure that will promote carbon-less transportation. However, from its current “funded” budget, the Plan only allocates a little over 4% on bicycle/pedestrian projects (\$1.6B) and the rest on \$37.8B on roadway system

preservation, improvement, expansion and other purposes. Even more disturbing is that most of the \$1.6 Billion is not programmed, whereas much of the other roadway categories are programmed (see Tables 65-66 of the Process and Planning Manual). In other words, making revenue available now to bicycle/pedestrian projects is not prioritized by the Plan and is only a future pledge.

The Plan states as a goal that it will reduce greenhouse gasses to “net zero”, yet it in addition to spending \$34.6B on roadway preservation, it still plans to fund 4% of its roadway funding, or \$1.6 Billion, on road system expansion, the same amount it intends to spend on bicycle/pedestrian projects. Spending the same amount on road expansion as it does on bicycle/pedestrian projects does not advance greenhouse gas emissions reductions or advance shifting to more sustainable and affordable modes of transportation.

Although the Plan’s “Vision” budget promises to spend 17% of roadway funding on bicycle/pedestrian projects, which is a big contrast to the “funded” 4%, it’s not reassuring to see that in the near term, the Plan allocates very little of that funding in the first twelve years. The bulk of the “Vision” budget promised for bicycle/pedestrian projects is committed between 2033-2050.

The Plan needs to change the current approach to transportation funding that is inherently biased against bike/ped funding. Bicycle/pedestrian projects are traditionally funded completely differently than road and bridge projects. Sponsors must raise funds for bike/ped projects in a manner that is never required of road and bridge projects¹.

Bike/ped projects are currently funded largely by federal competitive grants (Transportation Alternatives Set Aside, Congestion Mitigation Air Quality, and Coastal Zone Management) and state competitive grants (New Jersey DOT’s Bikeways funds, NJDEP’s Recreational Trails Funding, Pennsylvania’s two multimodal transportation funds, and PA DCNR’s Community Conservation Partnership Program grants, for example). The burden is on sponsors to spend years of staff capacity to scrape together planning and design funds before these construction grant programs can even be applied to (for PennDOT’s and DCED’s Multimodal funds, the sponsor must provide a 30% local match and for DCNR funding, 50%). The reliance on competitive funding for these projects rewards communities with more resources with the capacity to apply for these funds, creating an equity issue regarding which townships and counties are able to build active transportation projects.

¹ As an example, the Spring Garden Connector, a Circuit project, received both a DCNR and a Regional Trails Fund (William Penn Foundation capitalized) grant to conduct a preliminary feasibility study in 2015. The project was placed in the Circuit line item and shares a MPMS number with other trail projects, but the burden is now on the City of Philadelphia to scrape together \$4.2 Million for a full design and engineering study. Only if it can raise those funds can it apply for the \$50-60 million that is necessary for construction. This is a standard operating procedure for every bike/ped project. Generally, sponsors never have to grant funds for road projects.

The small amount of funding that has been allocated in the PA TIP for the Circuit Line Item (roughly \$6 Million) and NJ TIP for Circuit Trails came from those programs and the funding is nowhere near enough to pay entirely for the projects. They are only placeholders.

Never or rarely has the region allocated any of its Surface Transportation Program funds towards Circuit projects. It's possible that a rare case is the I-95 cap to re-create Penn's Landing.

The Plan's "Funded" Allocation for Bike/Ped is illusory

The Plan currently "allocates" \$1.6 Billion to bicycle/pedestrian projects, out of \$37.8 billion that is "funded" for the region. If the region did actually spend \$1.6 Billion, this would come to 4.2% of the roadway budget that the Region will spend given the current amount of funds it receives from the federal government. Over the lifetime of the Plan, that comes to \$55M added every year that should be designated to bicycle/pedestrian projects. The irony is that only a limited number of bicycle/pedestrian projects are placed on the TIP (Currently the PA TIP has 38 projects and the NJ TIP has 13) and almost all of the funding for those projects comes from competitive grant programs. The Plan lacks a mechanism that will truly program \$1.6 Billion of Surface Transportation Program funds to bike/ped projects over the 29 years of this Plan.

The Plan calls the Circuit and Philadelphia's High Quality Bicycle Network "Major Regional Projects," but there is no plan to fund these projects under the "Funded Plan", they are only in the "Vision Plan."

Currently, the Funded Plan allocates \$6 Million for the Circuit and \$227 Million for the I-95 cap project. Combined together, that comes to \$233 Million, which is 0.62% of the available funding for NJ and PA roads (\$37.8 billion). What will the rest of the \$1.6 Billion be spent on and when?

Table 50: MAJOR REGIONAL BIKE AND PEDESTRIAN PROJECTS—FUNDED PLAN

Facility	Project Scope	Location	Timing	Cost (Millions of YOE \$)
I-95 at Penn's Landing	Access and community improvement via cap over I-95 from Chestnut Street to Walnut Street in Center City.	Philadelphia	2022–2026	\$ 227.8
The Circuit (PA Programmed)	Various trail and greenway segments of the Circuit Trails regional trail network.	All PA Counties	2022–2026	\$ 6.0

Source: DVRPC, 2021.

Nearly all "funded" revenue for the Bicycle/Pedestrian category is not yet programmed, while most Road System Expansion funding is programmed.

The "funded" budget has as much money dedicated to road system expansion as it does to bicycle/pedestrian projects (roughly \$1.6B for each). But the difference between "available revenue" versus "balance to be programmed" between the two categories is very different. Of the \$1.6 B intended to be spent on bicycle/pedestrian projects, between both states, \$1.54B is the "balance to be programmed" (see Tables 65 and 66.) In contrast, out of \$1.6B intended for road system expansion, that category only has .39M "balance to be programmed." This means

that under the “funded” budget, most of the allocated revenue has already been committed to roadway system expansion, while very little has been committed to bicycle/pedestrian projects.

The Plan’s “Vision” for Bike/Ped projects in the first 12 years of 29 years is inadequate.

The “Vision” Plan for Bike/Ped is more in line of the need for bike/ped infrastructure (\$13.8 Billion out of \$82.3 Billion, which comes to 16.7% of all road funding over the next 29 years), but there is nothing designated for the Circuit or Philadelphia’s High Quality Bicycle Network in the Pennsylvania subregion for first 12 years (other than the I-95 cap project.) \$99.1 million is designated for Bike/Ped Major Regional Projects in the New Jersey Subregion in the first 12 years, although for what exactly is unclear. The Circuit and Philadelphia’s High Quality Bike Network needs to be funded now, not starting in 2033.

Table 22: PENNSYLVANIA SUBREGION BIKE/PED CAPITAL VISION (R3)

R3	Bike/Ped	2022–2026	2027–2032	2033–2040	2041–2050	Total
R3.01	Major Regional Bike and Pedestrian Projects	\$227.8	\$-	\$1,225.7	\$1,859.0	\$3,312.5
R3.02	Minor On-Road Facilities	\$ 815.7	\$ 1,151.6	\$ 1,888.4	\$ 3,080.0	\$ 6,935.7
R3.03	Minor Off-Road Facilities	\$ 23.9	\$ 33.7	\$ 55.3	\$ 90.2	\$ 203.2
R3	TOTAL	\$1,067.4	\$1,185.3	\$3,169.5	\$5,029.1	\$10,451.3

*All figures in millions of YOE dollars. Figures may not add up due to rounding.
Source: DVRPC, 2021.*

Table 23: NEW JERSEY SUBREGION BIKE/PED CAPITAL VISION (R3)

R3	Bike/Ped	2022–2025	2026–2031	2032–2040	2041–2050	Total
R3.01	Major Regional Bike and Pedestrian Projects	\$ 36.3	\$ 63.1	\$ 118.2	\$ 174.0	\$ 391.7
R3.02	Minor On-Road Facilities	\$ 337.1	\$ 464.4	\$ 783.1	\$ 1,346.9	\$ 2,931.5
R3.03	Minor Off-Road Facilities	\$ 12.9	\$ 18.0	\$ 29.9	\$ 49.5	\$ 110.3
R3	TOTAL	\$ 386.3	\$ 545.5	\$ 931.2	\$ 1,570.4	\$ 3,433.45

*All figures in millions of YOE dollars. Figures may not add up due to rounding.
Source: DVRPC, 2021.*

The Plan Doesn’t Reflect Current Commitments to Completing the Circuit and Bike/Ped Projects that Strengthen Neighborhood Connections

The Long Range Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia’s High Quality Bicycle Network and other bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.

At the very least, the Plan should reflect the county and municipal commitment made to build 500 miles by 2025 and Philadelphia’s goal to reach 40 miles of protected bike lanes by 2025. Each of the nine counties adopted resolutions in 2018 and 2019 in favor of reaching the 500 mile goal. Over [100 municipalities](#) in the region did the same, adopting resolutions in favor of building 500 miles of the Circuit by 2025. Although the Plan mentions the 500 miles by 2025 as a goal, it attributes that goal to the Circuit Trails Coalition and not to the region as a whole. The

Plan states on p. 5 in the Introduction that DVPRC is “investing to make that [the 500 mile goal] happen.” But, the Regional commitment should be stronger and reflect the current commitment of the counties and municipalities.

Plus, Mayor Kenney committed to the 40 mile goal in both his Strategic Transportation Plan and his Vision Zero 2025 Action Plan. Currently, the Plan makes no mention of the 40 miles of protected bike lanes that Philadelphia has pledged to build. The Long Range Plan should reference those commitments and reflect the necessary investments to make those commitments possible.

Reaching 500 miles of the Circuit is affordable.

The Plan estimates that building out the remaining 473.5 miles of the Circuit over 29 years to be \$560.1 million (Table 51 - \$369.4 Million for PA and \$190.7 Million for NJ). That comes to roughly \$1.25 million per mile. The Plan further states that there are 82 miles in design or under construction, largely (but probably not 100%) funded by competitive grants won over the past 10-15 years.

Given that there is a 150 mile gap between the miles currently completed (354) and the goal of 500 miles by 2025, the maximum cost of achieving the 500 mile goal is \$180 million, which is only 11% of the \$1.6 Billion that the Plan proposes spending on the Bicycle/Pedestrian category.

According to the Circuit Trails Coalition’s Moving the Circuit Forward report, roughly 136 Circuit miles in PA are “In Progress” or “in Pipeline” and roughly 93 miles are in the same status in New Jersey. The cost of building all of those miles comes to roughly \$275 million.

	PA	NJ	Total miles	Total segments
In Progress	43.53 miles	37.95 miles	81.48 miles	71 segments
Pipeline	92.96 miles	55.49 miles	148.45 miles	71 segments
Total miles of In Progress and Pipeline segments	136.49 miles	93.44 miles	229.93 miles	142 segments
Completed miles	269.37 miles	83.89 miles	353.26 miles	190 segments
Completed, In Progress & Pipeline miles	405.86 miles	177.33 miles	583.19 miles	

Whether the counties and DOTs focus on building 150 miles or 230 miles, the total cost is only 11-17% of the \$1.6 billion that the Plan proposes to allocate to bike/ped projects under its “funded” scenario.

The question is how will the counties and DOTs make \$180-\$275 Million available now so that the miles of trails can be built in the next 5 years?

The Circuit Projects are identified.

For several years, the Circuit Trails Coalition has worked with its county partners and DVRPC staff to identify the specific segments that make up the gap of 230 miles that can get the region to 500 miles by 2025. The 230 miles is approximately 142 different segments and each of them has been identified by county in the 2021 edition of Moving the Circuit Forward. A [table of the segments is at the end of this letter](#). The counties should select which of these projects will get the region to 500 miles and add them to each of the two TIPs.

Summary of Recommendations

- 1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years.**
The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
- 2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects.** \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
- 3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal.** Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
- 4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects.** Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.

5. **Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP** and program the identified cost of \$800 million from the Surface Transportation Program.
6. **Support the Regional Vision Zero Target goal of zero traffic deaths by 2050** with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.
7. **Create a Bike/Pedestrian Category Technical Committee** made up of county planners and DOT staff to recommend projects to the two TIPs.
8. **Create a Bike/Ped Project Expediter Unit** with new staff positions at DVRPC to help bike/ped project sponsors move projects through the federal contract process.

In conclusion, there are significant opportunities to strengthen the 2050 LRP and accelerate the development of more bicycle/pedestrian facilities and to add 150 miles to the Circuit in the near term to help reduce GHG emissions from the transportation sector. We hope that the Final LRP incorporates our recommendations.

Sincerely yours,



Sarah Clark Stuart
Chair, Circuit Trails Coalition Steering Committee
Executive Director, Bicycle Coalition of Greater Philadelphia



Patrick Starr,
PA Vice-Chair, Circuit Trails Coalition Steering Committee
Executive Vice President, PA Environmental Council



Sonia Szczesna
NJ Vice-Chair, Circuit Trails Coalition Steering Committee
Director of Active Transportation, Tri-State Transportation Campaign

Full list of the Circuit Trails Segments that are In-Progress

The following lists sort the 142 trail segments that are the “in progress” or “pipeline” categories by county. The list provides the trail segment’s name, the trail corridor that it is part of, its mileage and if it’s in the pipeline category, its Community Impact score. The Community Impact score is from an analysis conducted by the Bicycle Coalition of Greater Philadelphia in 2020 to evaluate the impact these trails will have on citizens of the 9-county Greater Philadelphia Region based on equity, length, population and connectivity. The combined results led to scores ranging from 0 to 11.9.

County	Trail	Segment Description	Status	Community Impact Score	Miles
Bucks	202 Trail	Solebury Trail - W. Bridge Street to Sugaan Road	In Progress	3.08	0.27
Bucks	D&L Canal Towpath	D&L Canal - Bridge Street Crossing	In Progress	6.73	0.08
Bucks	East Coast Greenway	Bensalem - Biddle Lane to Station Ave.	In Progress	5.95	0.68
Bucks	Liberty Bell Trail	California Road to Coopersburg	In Progress	1.85	3.01
Bucks	Neshaminy Creek Trail	611 & Almhouse Road to Central Park	In Progress	3.43	1.23
Bucks	Neshaminy Creek Trail	Upper State Road to Neshaminy Creek	In Progress	7.08	0.45
Bucks	Neshaminy Creek Trail	Upper State Road to Unami Jr High Section	In Progress	N/A	1.52
Bucks	Newtown Rail Trail	County Line Road to Bristol Road	In Progress	6.12	2.54
Burlington	Arney’s Mount Trail	Pemberton Road to Juliustown Road - Segment 2	In Progress	1.11	1.49
Burlington	Arney’s Mount Trail	Juliustown Road to Jacksonville Road	In Progress	1.13	2.87
Burlington	DRHT	Norman & River Drive to PA Ave. at Rancocas Creek	In Progress	5.41	1.70
Burlington	DRHT	Route 130 Bypass	In Progress	3.54	4.64
Burlington	Rancocas Creek Greenway Trail	Pennsylvania Ave. to Pennington Park	In Progress	5.25	0.34
Camden	Camden County Link	Merchant Street to Station Ave.	In Progress	4.72	1.08
Camden	Camden County Link	Cross Keys Road to New Brooklyn County Park	In Progress	5.86	5.10
Camden	Camden County Link	Sommerdale Road to Wakonda Road	In Progress	5.92	0.45
Camden	Camden County Link	Pub Connector	In Progress	12.00	0.10
Camden	Camden Greenways	Riverbirch Trail	In Progress	9.00	0.05
Camden	Delaware River Heritage Trail	Cramer Hill Park Trail	In Progress	8.54	0.77
Camden	Gloucester - Mt. Ephraim Trail	Evesham Road to Oak Ave.	In Progress	8.52	1.53
Camden	Gloucester - Mt. Ephraim Trail	Clements Bridge Road to Brown Ave.	In Progress	N/A	1.84
Camden	Merchantville Trail	Cove Road to Bethel Ave.	In Progress	9.28	0.25
Camden	Merchantville Trail	N. 36th Street to Euclid Ave.	In Progress	11.90	0.57
Camden	Merchantville Trail	Stockton Park Trail	In Progress	10.50	0.35
Chester	Brandywine Creek Trail	Robbins Road to Johnstontown Park	In Progress	7.47	0.59
Chester	Chester Valley Trail	Chester Valley Trail - 4a	In Progress	6.34	1.04
Chester	Schuylkill River Trail	Parkerford Road to Route 422	In Progress	5.71	4.11
Delaware	Chester Creek Trail	Kerlin Street to Incinerator Road	In Progress	8.66	0.72
Delaware	Chester Creek Trail	Bridgewater Road to Creek Road	In Progress	7.09	1.31
Delaware	Darby Creek Trail	Baltimore Ave. to Kent Park	In Progress	10.16	0.31
Delaware	Darby Creek Trail	Swedish Cabin to Rosemont	In Progress	10.45	0.30
Delaware	East Coast Greenway	Marcus Hook Bike Lanes	In Progress	4.67	0.26

County	Trail	Segment Description	Status	Community Impact Score	Miles
Delaware	East Coast Greenway	Chester City Highland Ave. - 4th Street to Waterfront	In Progress	7.43	0.53
Delaware	Octoraro Trail	Concord Road to Route 202	In Progress	7.25	2.58
Gloucester	Glassboro - Elk Trail	Sewell St To Elephant Swamp Trail	In Progress	4.80	3.50
Gloucester	Harrison - Mullica Hill Trail	Mullica Hill Trail to Chestnut Branch	In Progress	2.93	5.94
Gloucester	Monroe Township Bike Path	Bridgeton Secondary to Delsea Drive	In Progress	7.20	1.13
Mercer	DRHT	D&R Canal South to Wellness Loop	In Progress	9.82	1.38
Mercer	DRHT	D&R Canal Connector - Lalor St. Park to Cass St	In Progress	10.50	0.37
Mercer	LHT	Carter to Cleveland Road	In Progress	2.55	0.93
Mercer	LHT	Moores Mill - Mt. Rose Rd to Bailey Court	In Progress	4.27	0.40
Mercer	LHT	Dyson Tract	In Progress	8.57	0.46
Mercer	LHT	Pretty Brook Rd	In Progress	6.60	0.34
Mercer	Scudder Falls Bridge Trail	Scudder Falls Bridge - Mercer County	In Progress	8.87	0.37
Montgomery	Chester Valley Trail	CVT Extension East - Phase II	In Progress	11.00	3.75
Montgomery	Cross County Trail	Joshua Road to Wissahickon Trail	In Progress	2.74	1.13
Montgomery	Cross County Trail	Pennsylvania Ave. to PA 309	In Progress	4.46	0.45
Montgomery	Cross County Trail	PA 309 Overpass to Life Time/TruMark Entrance	In Progress	6.69	0.20
Montgomery	Cross County Trail	Susquehanna Road to Bantry Drive	In Progress	6.00	0.87
Montgomery	Liberty Bell Trail	Stony Creek Park to Andale Section	In Progress	6.98	0.37
Montgomery	Parkside/Cynwyd Trail	City Line Ave. to Montgomery Ave.	In Progress	8.32	0.47
Montgomery	Pennypack Trail	Byberry Road to County Line Road	In Progress	8.30	0.83
Montgomery	Power Line Trail	Horsham Road to Montgomery Twp Gazebo Park	In Progress	4.93	0.13
Montgomery	Power Line Trail	Montgomery Twp Gazebo Park to 202 Parkway Trail	In Progress	6.80	0.28
Montgomery	Schuylkill River Trail	Route 422 to Industrial Highway	In Progress	8.04	0.70
Montgomery	Schuylkill River Trail	Stenton Ave. Sidepath	In Progress	6.53	0.81
Montgomery	Tookany Creek Trail	New 2nd Street to Mill Road	In Progress	6.08	0.55
Philadelphia	Delaware River Trail	Spring Garden Street to Washington Ave.	In Progress	7.05	1.9
Philadelphia	ECG - Allegheny to Art Museum	Spring Garden Street Greenway	In Progress	8.40	2.12
Philadelphia	ECG - Allegheny to Art Museum	Richmond Street Bike Lanes - Lehigh to Susquehanna	In Progress	4.80	0.71
Philadelphia	ECG - Cobbs Creek	Cobbs Creek Connector - Segment D	In Progress	9.74	0.32
Philadelphia	ECG - Cobbs Creek	Cobbs Creek Connector - Segment C	In Progress	7.93	0.81
Philadelphia	ECG - Cobbs Creek	Cobbs Creek Connector - Segment B, Phase 1	In Progress	10.10	0.24
Philadelphia	ECG - Riverfront North	K&T Trail Phase 2	In Progress	9.48	0.74
Philadelphia	ECG - Riverfront North	Tacony - Holmesburg Gap	In Progress	9.01	1.49
Philadelphia	ECG - Riverfront North	Baxter Trail - Police Firing Range	In Progress	10.32	0.63
Philadelphia	Fox Chase - Lorimer Trail	Rhawn Street to Shady Lane	In Progress	8.07	0.62
Philadelphia	Parkside - Cynwyd Trail	Parkside & 53rd to City Line Ave.	In Progress	8.10	1.29
Philadelphia	Pennypack Trail	State & Rhawn Crossing	In Progress	11.33	0.07
Philadelphia	Tidal Schuylkill River Trail	Schuylkill Banks - Grays Ferry Swing Bridge	In Progress	12.00	0.10
Philadelphia	Tidal Schuylkill River Trail	Schuylkill Banks - Christian to Crescent	In Progress	12.00	0.42
				Total Miles:	81.48

Full list of the Circuit Trails Segments that are Pipeline

County	Trail	Segment Description	Status	Community Impact Score	Miles
Bucks	East Coast Greenway	Croydon Woods to Mill Street	Pipeline	9.50	2.37
Bucks	Liberty Bell Trail	Rich Hill Road to California Road	Pipeline	3.03	6.23
Bucks	Liberty Bell Trail	Fairview Ave to Veterans Park	Pipeline	1.85	2.39
Bucks	Neshaminy Creek Trail	Dark Hollow Road to Mill Road	Pipeline	2.37	1.21
Bucks	Neshaminy Creek Trail	Mill Road to Valley Road	Pipeline	2.67	1.40
Bucks	Newtown Rail Trail	Bristol Road to Newtown Borough	Pipeline	6.32	5.86
Burlington	Kinkora Trail	Old York Road to Village of Columbus	Pipeline	4.58	2.63
Burlington	Rancocas Creek Greenway Trail	Long Bridge Park to Route 206	Pipeline	7.52	4.62
Camden	Camden County Link	Browning Ave. to Champion Ave.	Pipeline	7.04	0.79
Camden	Camden County Link	Champion Ave. to Oakland Ave.	Pipeline	6.53	1.16
Camden	Camden County Link	Station Ave. to Clements Bridge Road	Pipeline	5.56	0.71
Camden	Camden County Link	New Brooklyn Park Parking Lot to Cedar Brook Road	Pipeline	3.77	1.51
Camden	Camden County Link	Cooper River Trail South to Collings Ave.	Pipeline	6.67	0.87
Camden	Camden County Link	Lower Great Egg Harbor Greenway	Pipeline	1.74	7.70
Camden	Camden County Link	Gibbsboro Road to Berlin - Cross Keys Road	Pipeline	7.96	2.02
Camden	Cooper River Trail - South	Baird Boulevard	Pipeline	12.00	0.24
Camden	Cooper River Trail - South	Route 130 Crossing	Pipeline	12.00	0.18
Camden	Delaware River Heritage Trail	Baldwin's Run Trail	Pipeline	8.22	0.53
Camden	Delaware River Heritage Trail	24th Street to Baldwin's Run Trail	Pipeline	8.24	0.89
Camden	Merchantville Trail	Bethel Ave. to Union Ave.	Pipeline	8.74	0.36
Chester	Brandywine Creek Trail	P&T Trail to Robbins Road	Pipeline	5.83	0.30
Chester	Chester Valley Trail	CVT Extension to Downingtown - P&T Line	Pipeline	9.86	6.68
Chester	Devault-Warner-Paoli	Paoli to Chester Valley Trail	Pipeline	8.92	1.35
Chester	Devault-Warner-Paoli	Chester Valley Trail to Devault Line	Pipeline	6.07	3.24
Chester	Devault-Warner-Paoli	Warner Spur to Schuylkill River Trail	Pipeline	6.72	5.60
Chester	Struble Trail	Chestnut Tree Road to Honey Brook	Pipeline	2.88	3.85
Chester	Struble Trail	Dorlan's Mill Road to Reeds Road	Pipeline	3.29	1.23
Delaware	Chester Creek Trail	Lenni Road to Wawa Station	Pipeline	4.48	0.72
Delaware	Chester Creek Trail	9th Street to Kerlin Street	Pipeline	8.79	0.55
Delaware	Darby Creek Trail	Pilgrim Park to Merry Place	Pipeline	5.95	0.79
Delaware	Darby Creek Trail	West Chester Pike Underpass to Haverford Reserve	Pipeline	4.76	1.85
Delaware	Darby Creek Trail	West Chester Pike Underpass	Pipeline	5.96	0.47
Delaware	East Coast Greenway	Chester Branch Rail Trail - Morton Ave. to Darby Creek	Pipeline	9.50	2.34
Delaware	East Coast Greenway	Chester City - 2nd Ave - Norris Street to Crosby Street	Pipeline	7.75	1.27
Delaware	East Coast Greenway	Chester City - Norris Street - Waterfront to 2nd Ave.	Pipeline	8.31	0.29
Delaware	East Coast Greenway	I-95 Wormhole	Pipeline	9.09	0.24
Delaware	East Coast Greenway	Airport Business Park to Jansen Ave.	Pipeline	2.65	1.05

County	Trail	Segment Description	Status	Community Impact Score	Miles
Delaware	East Coast Greenway	JHNWR to Airport Business Park	Pipeline	2.89	0.57
Delaware	Forge to Refuge	Jansen Ave. to Manor Park	Pipeline	4.93	0.72
Delaware	Forge to Refuge	City Line Ave. to Eagle/Wynnewood Road	Pipeline	4.52	1.82
Delaware	Forge to Refuge	Spring Mill Road to Radnor Trail	Pipeline	5.04	0.82
Delaware	Garnet Valley Greenway	Clayton Park to Route 202	Pipeline	7.91	3.20
Delaware	Octoraro Trail	Polecat Road to Concord Road	Pipeline	1.05	0.97
Delaware	Octoraro Trail	High Trail and Bridge	Pipeline	3.62	0.24
Gloucester	Glassboro - Elk Trail	Elephant Swamp Trail	Pipeline	0.56	1.18
Gloucester	Dinosaur Trail	Chester Branch Creek to Rowan University	Pipeline	5.96	2.65
Gloucester	Dinosaur Trail	Gloucester Light Rail to Chester Branch Creek	Pipeline	1.16	1.14
Gloucester	Dinosaur Trail	Delsea Drive to Gloucester Light Rail	Pipeline	4.87	3.53
Mercer	DRHT	Cass St to Union St	Pipeline	9.00	0.24
Mercer	Johnson Trolley Line	Eggert Crossing Road to I-295	Pipeline	7.74	0.98
Mercer	Johnson Trolley Line	I-95 Crossing	Pipeline	7.89	0.06
Mercer	LHT	Cleveland Rd	Pipeline	4.97	0.47
Mercer	Union Transportation Trail	Old York Rd to Mercer St (Route 33)	Pipeline	8.00	3.12
Montgomery	Cross County Trail	Germantown Pike Crossing to Joshua Road	Pipeline	2.69	2.10
Montgomery	Cross County Trail	Powerline Trail to Byberry Road	Pipeline	N/A	3.17
Montgomery	Cynwyd Spur Trail	Cynwyd Spur	Pipeline	10.08	0.38
Montgomery	Gulf Road Connector	Chester Valley Trail to Valley Forge Loop Trail	Pipeline	8.93	2.18
Montgomery	Liberty Bell Trail	Hatfield Section - Vine Street to Lincoln Ave.	Pipeline	6.98	0.43
Montgomery	Power Line Trail	Biwood Road to Horsham Road	Pipeline	4.20	2.54
Montgomery	Schuylkill River Trail	Northwestern Ave.	Pipeline	6.27	0.55
Montgomery	Tookany Creek Trail	Cheltenham Ave. to Ashbourne Ave.	Pipeline	9.59	1.30
Montgomery	Tookany Creek Trail	Ashbourne Road to Jenkintown Road	Pipeline	5.04	0.77
Montgomery	Tookany Creek Trail	Jenkintown Road to New 2nd Street	Pipeline	4.61	0.66
Philadelphia	Cresheim Trail	Forbidden Drive to Stenton Ave.	Pipeline	5.60	2.20
Philadelphia	ECG - Cobbs Creek	Cobbs Creek Connector - Segment B, Phase 2	Pipeline	8.28	0.68
Philadelphia	ECG - Riverfront North	North Delaware Ave. Extension - Phase II	Pipeline	10.20	1.14
Philadelphia	Forge to Refuge Trail	Market Street to City Line Ave.	Pipeline	9.50	2.17
Philadelphia	Frankford Creek Trail	Torresdale Ave. to I Street	Pipeline	9.86	1.68
Philadelphia	Ivy Ridge Trail	Manayunk Bridge to Ivy Ridge Station	Pipeline	5.53	0.57
Philadelphia	Schuylkill River Trail	Wissahickon Gateway	Pipeline	7.08	0.31
Philadelphia	Tidal Schuylkill River Trail	Schuylkill Banks - 61st Street to 56th Street	Pipeline	10.32	0.51
				Total Miles:	148.45

Section C.
Responses to Public Comments

DVRPC Response to Public Comments on DVRPC Connections 2050: Long Range Plan

Response ID: 1

Response to Comment ID 1

Thank you for your comment and your interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The Plan maintains a transportation vision and goal of creating a safe, multimodal transportation network that serves everyone. It includes a financially-constrained set of transportation investments aimed at meeting the needs of a diverse region within a highly constrained budget. Forty-four percent of anticipated revenues are allocated to transit projects. In policy and practice, the Plan has capped expenditures in roadway new capacity at four percent of total roadway revenues. In addition, this Plan adds just one new system expansion project to the fiscally constrained financial plan relative to what was included in the previous Connections 2045 Plan: the US 322 bypass in Gloucester County, NJ, which will support pedestrianization within Rowan University's campus.

The Plan also provides funding towards the construction of a more-than-800-mile regional trail network, and calls for the provision of complete streets, road diets, traffic calming, and other bicycle and pedestrian friendly safety improvements. The vision plan calls for a more significant expansion of bike and pedestrian facilities, with funding doubled for such projects over the previous long-range plan. DVRPC will continue to work with planning partners and others to streamline the trail construction process. These recommendations will shape the pipeline of projects, of all scales, that go into the region's Transportation Improvement Program (TIP). The current TIP lists hundreds of projects eligible for federal funding, and nearly all of them contain bicycle and pedestrian components.

However, at least one-third of all households and jobs in the Greater Philadelphia region lack reasonable access to transit (source: <https://www.dvrpc.org/Reports/11045.pdf>). Ensuring that people and goods can safely and reliably move around the region is critical for quality of life, health and well-being, and the economy. Emerging shared mobility services are helping to fill some of the gaps in transit access, and can offer new modal options for the future of transportation that reduce the region's reliance on automobiles. That being said, DVRPC remains committed to improving the multimodal nature of transportation within Greater Philadelphia.

In addition to multimodal transportation improvements, the Plan is committed to responding to climate change by both lowering carbon emissions and adapting to the degree of climate change already baked in. It recommends a range of strategies for doing so, including increased land use density near transit and updating zoning to support more mixed-use development to support more walkable and energy efficient communities, electrifying vehicles and all other equipment currently powered by fossil fuels, makes a call to price carbon emissions, supports the development of renewable energy through renewable energy ordinances, and decreasing emissions by providing for more transit, walking, biking, and energy-efficient goods movement.

We hope you will continue to provide valuable input into the Planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Thank you for your comment and your interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

Roadway expansion expenditures are capped at four percent of total roadway funds, and consist of only a small number of projects. The Plan lists only major regional projects that will cost more than \$25 million in today's dollars, including projects that will be completed by toll authorities using non-federal funding. This is only a few of the thousands of projects that will be implemented over the next 29 years. We have added text to clarify this in the Connections 2050 Policy Manual. In addition, approximately 44 percent of total funding will go toward maintaining and improving transit infrastructure. Budgets for roadways and transit projects are set through the legislative process and come from different sources with limitations on their uses.

We hope you will continue to provide valuable input into the planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Thank you for your comment and your interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The financial plan caps roadway expansion expenditures at four percent of total roadway funds. The Plan's aspirational vision calls for the expansion of transit throughout the region (see the interactive major regional project webmap at <https://www.dvrpc.org/webmaps/mrp2050/>). There are several challenges to expanding the region's transit system. First is the overwhelming preservation needs of our transit systems to maintain a state-of-good repair. The second challenge is funding the capital costs and the additional operating costs once the expansion project is complete. The Federal Transit Administration's New Starts program is highly competitive and funds only about 40 percent of the the cost of a new transit line on average (new roads are 80 percent federally funded without the need to win a competitive grant). The remaining 60 percent costs must then be funded with state and local resources, for which there is no dedicated funding available.

In the Connections 2050 Policy Manual strategy #5 checklist, the Plan recommends 'Develop parking standards based on supply and demand, reduce parking minimums, and better manage existing parking resources to allow more room for pedestrian spaces and services.' Under strategy #6, the Plan recommends 'Incentivize and update zoning to allow for more new affordable alternative housing such as: missing middle housing, co-housing, accessory dwelling units (ADUs), and shared housing.' Note in both cases, making these changes would need to occur at the municipal, not county, level.

We hope you will continue to provide valuable input into the Planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 4

Response to Comment ID 4

Thank you for your comment and your interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

We share your concerns about CO2 emissions and climate change, this is one of the reasons why the Plan has long limited expenditures on roadway system expansion projects. This cap is currently four percent of available roadway revenues, and is applied by tracking the portion of each project's system expansion costs and summing total costs together for all projects with system expansion components. Expansion projects programmed in the Plan are aimed at removing existing bottlenecks, eliminating existing design flaws, filling in missing links, and/or supporting economic development. These projects are evaluated to ensure they won't increase traffic speeds or volumes in communities with high indicators of potential disadvantage. In addition, the Plan will expend 44 percent of its available revenue on maintaining and improving transit infrastructure.

We hope you will continue to provide valuable input into the Planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 6

Response to Comment ID 5

Thank you for your comment and interest in the Connections 2050 Plan. The Plan supports the expansion of bicycle and pedestrian and other multimodal facilities. Projects listed in the long-range plan are large in scope and serve the 9-county region. This particular project could be programmed through the Transportation Improvement Program (TIP). The TIP lists all near-term transportation projects, including those that are on a local level.

We have forwarded your comment to the Mercer County Planning Commission, which agrees that this is an important multimodal connection and will work with West Windsor Township, as and when appropriate, to facilitate implementation.

We hope you will continue to provide valuable input into the Planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 7

Response to Comment ID 6; 7

Thanks for these questions and the chance to better explain them. The three sets of numbers are somewhat embedded within them. The \$13.89 billion figure is the vision plan, representing what the region would ideally like to spend on bike and pedestrian infrastructure over the next 30 years. The second number, \$1.6 billion, is what can be afforded within the fiscally constrained plan, based on reasonably available projected revenue. Last, the \$233.8 million represents what has been funded to projects in the Plan and TIP, leaving the remaining balance to be programmed over time--whether in the current 12-year TIP or the later years in the Plan.

Second, the Connections 2050 Plan allocates four percent of total roadway funds to bike and pedestrian projects in

Pennsylvania and five percent of total roadway funds in New Jersey. The previous Connections 2045 Plan allocated 1.5 percent of total roadway funds to bike and pedestrian projects in Pennsylvania and two percent in New Jersey. DVRPC will continue to work with our planning partners, including the Bicycle Coalition and the Circuit Trails Coalition, to more quickly advance these projects.

Response ID: 8

Response to Comment ID 8; 198

Thank you for your comment, interest in Connections 2050, and ongoing advocacy for the Circuit Trails. As the long-range plan for our region, Connections 2050 shapes both the regional planning agenda and the pipeline of projects coming into the TIP. While some specific projects are identified, the Plan contains placeholders for the hundreds of projects at all scales that will be completed over its time frame. The Circuit Trails and advancing other bike and pedestrian projects are priorities in the Plan. The project has not been included as a fully funded major regional project because the details on how we are going to fund it are still to be determined. Federal dollars come to the region with limitations on their use. We continue to seek ways to flexibly fund the construction of trail projects as they are ready to go, but there is presently no dedicated formula funding source at any level of government for these projects. That being said, nothing in the Plan prevents individual trail projects from being programmed in the TIP. We have added language to clarify that in the Plan. Please see our response to your summary comments below.

You have highlighted the aspirational vision of vastly expanding both bicycle and sidewalk infrastructure in the Plan. The Plan supports this but the details of how to do this are still to be worked out. While DVRPC is not an advocacy organization, we can certainly continue to do our part to extoll the benefits of these types of investments and their importance to the regional vision. We agree these are critical investments to make, especially in the face of worsening climate change. We hope the final version of the bipartisan infrastructure legislation will provide more flexible funding that can help to advance these critical projects.

In response to your summary comments:

1. The Plan has doubled the funding allocation for bicycle and pedestrian projects as compared to Connections 2045 to \$1.6 billion over the life of the plan. However, the Plan does not program projects into the TIP, and therefore, the adoption of the Plan does not translate into an immediate increase in the amount of funds programmed on the 12-year TIP. Currently, the 12-year PA TIP includes \$308 million in bicycle and pedestrian investments (including \$228 million in Major Regional Projects and \$80 million in smaller projects) and the 12-year NJ TIP includes \$30 million in smaller projects. This means that \$338 million of the available \$1.6 billion is currently programmed, leaving a balance of \$1.36 billion to be programmed over the life of the Plan.

DVRPC currently works, and will continue to work, with sponsors to advance bicycle and pedestrian projects, including Circuit Trails, into the TIP moving forward. All projects are subject to funding constraints, and there is a limited ability to add new project candidates into the TIP at any given time. Despite the realities of fiscal constraint, the Plan (and the region) has made a long-term commitment to funding the Circuit Trails as evidenced by the inclusion of the Circuit Trails in the Plan's list of illustrative Major Regional Projects and by language in the Plan supporting the completion of 500 miles of the Circuit by 2025 and full build-out by 2040. Philadelphia's High-Quality Bicycle Network is included in the Vision Plan, but there is currently not enough funding available to include it in the fiscally-constrained plan. This does not mean any individual component of the High-Quality Bicycle Network, or any other piece of bicycle and pedestrian infrastructure cannot move forward in the near-term.

To move projects into the 12-year program, or Transportation Improvement Program (TIP), we will need to continue to work with our partners around the region to get projects ready for construction. In our dialogue internally and with planning partners, such as the Greater Philadelphia Bicycle Coalition, we recognize that project design is a major bottleneck in delivering larger-scale Circuit Trail projects. We will work with the TIP and Regional Technical Committee

to identify additional design funds for some Circuit Trail projects. However, funding activities like design locally or with competitive state funding will enable smaller-scale trail projects to advance more quickly than they could with using federally-funded programs. As funds become available, construction ready projects can be programmed at any time if they are a priority of our member governments and regional partners.

Another intent of the funding allocation in the Vision Plan is to guide future state and federal funding and policy decisions, so that greater explicit commitments to fund bicycle and pedestrian infrastructure can be included in future Plan iterations, and the TIP as it is updated over time.

2. The region's current Surface Transportation Block Grant Program for the five-county Pennsylvania subregion is \$26 million per year total, and is just under \$8 million per year in the four New Jersey counties. The Surface Transportation Urban program is about \$75 million per year in Southeast Pennsylvania, and \$28 million per year in southern New Jersey. Due to not hitting our federal Transportation Performance Management safety targets, some of this funding will need to be converted to Highway Safety Improvement Project (HSIP) funding in both state subregions. The Regional Technical Committee makes all project funding recommendations and the DVRPC Board must approve them. The Plan's increased funding allocation for bike/ped is intended to help move more bicycle and pedestrian projects, including the Circuit Trails, forward. Besides funding, there are many other challenges to delivering these projects. These include: obtaining maintenance agreements with local partners and right-of-way easements with property owners; sidewalks are owned by property owners, who are responsible for their upkeep and maintenance; obtaining grants or other funds for project design, and that there is no dedicated formula funding source to pay for trail projects. These are challenges that the region must find ways to overcome in order to deliver all the bike and pedestrian projects contained in the aspirational vision.

3. We have added language supporting the 500-mile goal by 2025 and full buildout by 2040.

4. We expect and embrace the developing bipartisan infrastructure legislation's additional focus on bicycle and pedestrian infrastructure. We will look at ways to maximize that investment by supporting flexible use of funds. However, we can't commit to any number without knowing what kind of restrictions or guidance will be placed on available revenues. Even if new funds can't program Circuit Trails or other bike and pedestrian projects, they may free up other funds that are currently programmed for projects that may be able to advance sooner. This could potentially allow the use of those currently programmed funds for bicycle and pedestrian projects that need more time to go through design. In addition, it should be noted that as a result of federal funding requirements, many on-road projects are best implemented as part of a roadway preservation project. We don't track how much roadway preservation funding goes to bike and pedestrian improvements yet, but this is something we could do in the future. Since the TIP currently only assigns a primary project category, these investments won't show up in the TIP's bike and pedestrian category. Furthermore, these roadway preservation projects are sometimes funded from the PennDOT maintenance budget, while the TIP only documents the expenditure of capital funds.

5. We will work to incorporate elements of the City's High-Quality Bike Network and seek ways to fund it in the TIP. Note, the Plan does not program projects into the TIP, rather it identifies future large-scale projects and then DVRPC works with project sponsors to help advance them.

6. We will work with the City of Philadelphia to implement their Vision Zero Plan, and will seek to program projects in the TIP as they are ready. We are also currently working with Trenton to develop a Vision Zero Plan for the city. We are currently seeking funding to implement a series of safety projects that did not get funded through HSIP. And as noted above, failure to meet federal TPM safety targets means that more SPF funds will need to be put toward safety projects. We will be further updating the TIP-LRP Project Benefit Criteria and will work to incorporate more Vision Zero

safety strategies into it as an analytical tool. We have added 'design all projects using system safety principles' as one of the checklist strategies under strategy #8 "Safely Accommodate Walking, Biking, Transit, and Transportation Network Users of All Abilities."

7. While a bike / ped committee is a worthwhile idea, we think the best way to move toward this approach will be through a specific focus on the status of projects in the bike and ped project pipeline through conversations with DVRPC's Office of Project Implementation and Office of Environmental Planning as part of each TIP update. These conversations would include the Regional Technical Committee that works with DVRPC's Office of Capital Programs to develop each TIP. If this still proves insufficient, we can then explore forming an official bike/ped subcommittee. But we think having this conversation become a formal part of the TIP update process makes more sense than trying to get county, DOT, and transit staff to attend more meetings.

8. DVRPC's Office of Project Implementation works with project sponsors to guide them through the federal design review and approval process, essentially performing the precise functions of a "Bike/Ped Expediter." The Office of Project Implementation accelerates project delivery to the greatest extent possible to help both experienced and inexperienced sponsors navigate the process.

We look forward to continuing to work with you on building out the Circuit Trails network and other bicycle and pedestrian projects.

Response ID: 10

Response to Comment ID 15

Thank you for your comment and your interest in the Connections 2050 Plan. DVRPC has two approaches to environmental justice analysis. The first occurs at the project level and utilizes the TIP-LRP Benefit Criteria that includes equity as a weighted criterion for new project candidates on Transportation Improvement Programs and the Long Range Plan. This criterion evaluates how the project serves under-represented and disadvantaged communities and other population groups with additional transportation needs, including the environmental impact of project construction and disturbance to communities. Projects score based on location in census tracts with high Indicators of Potential Disadvantage (IPD) communities, though projects aren't scored for this criterion if they are anticipated to significantly increase vehicle speeds or traffic volumes in above average IPD communities.

The second analysis is at the program level and tests whether current poor bridge or pavement conditions, and crashes are disproportionately lower within high IPD communities. Our analysis has found that pavement and bridge conditions are not significantly worse in high IPD communities. However, crashes are occurring at a higher rate in above average IPD communities, which is one reason why it adopted a Vision Zero approach to roadway safety. In addition, the City of Philadelphia has a Vision Zero Plan, which has begun to identify specific safety projects that the region will look to start funding in the Transportation Improvement Program (TIP).

We are constantly looking for new approaches and ways we can improve our environmental justice analyses, and welcome any further thoughts you have on the subject. We hope you will continue to provide valuable input into the planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 11

Response to Comment ID 63

Thank you for your comment and your interest in the Connections 2050 Plan. The Connections 2050 Vision Plan identifies \$13.9 billion on bike and pedestrian projects as an aspirational investment in expanding these facilities over the next 30 years. The Connections 2050 Plan allocates four percent of total roadway funds to bike and pedestrian projects in Pennsylvania and five percent of total roadway funds in New Jersey. The Plan supports the completion of

the Circuit Trails Network. In addition, many other types of projects, from basic maintenance to system preservation to operational improvements and even system expansion, contain on-road bicycle and pedestrian improvements as part of their scope. For example, DVRPC's Bicycle Friendly Resurfacing Program partners with PennDOT to ensure bicycle facilities, where appropriate, are included in the rehabilitation project for safe roads.

We hope you will continue to provide valuable input into the planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 12

Response to Comment ID 70

Thank you for your comment and your interest in the Connections 2050 Plan. The Plan adopts the Vision Zero planning philosophy, which aims to end fatal and serious injury crashes by protecting all roadway users through equitable engineering, education, and enforcement, while prioritizing speed control. DVRPC facilitates coordination among county and municipal partners, state DOTs, and FHWA to bring data-driven safety improvements to both local and state roads. The region's data-driven Transportation Safety Analysis and Plan (TSAP) focuses on key regional emphasis areas for reducing roadway crashes, injuries, and fatalities. It is a living document that guides effective collaboration and coordination among safety professionals and stakeholders to address various road-user issues, including: intersection safety, impaired driving, roadway departure crashes, and pedestrian and bicyclist safety.

We hope you will continue to provide valuable input into the planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 13

Response to Comment ID 71

Thank you for your comment and your interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The Connections 2050 Vision Plan identifies \$13.9 billion of bike and pedestrian projects as an aspirational investment in expanding these facilities over the next 30 years. The Connections 2050 Plan allocates four percent of total roadway funds to stand-alone bike and pedestrian projects in Pennsylvania and five percent of total roadway funds in New Jersey, for a total of about \$1.6 billion across the region. In addition, many other types of projects, from basic maintenance to system preservation to operational improvements and even system expansion, contain on-road bicycle and pedestrian improvements as part of their scope. For example, DVRPC's Bicycle Friendly Resurfacing Program partners with PennDOT to ensure bicycle facilities, where appropriate, are included in the rehabilitation project for safe roads. Though this project is not yet ready to program in the funded Plan, Philadelphia's High-Quality Bicycle Network is a good example of protected bike infrastructure that will provide additional safety by separating vehicles and bicyclists.

We hope you will continue to provide valuable input into the planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 15

Response to Comment ID 163

Thank you for your comment and your interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

We share your concerns about overinvesting in road expansion with negative consequences for our communities and climate. The last several iterations of the region's long-range plan have placed a strict cap on system expansion investments for these very reasons. The Plan categorizes any project with any new capacity component as a system expansion project, even though it may be predominantly a reconstruction project. Funding for these projects come from multiple funding pots. This may be causing some confusion as to the scale of the expansion for each of these projects.

The I-95 viaduct sections from Broad Street to Queen Street in South Philadelphia were built between 1967 and 1979 with an anticipated 50-year service life. This section contains roughly 2.5 million square feet of bridge deck area, which will need to be rehabilitated or reconstructed in advance of 2050 in order to remain in service. The exact system preservation requirements of this project are still to be determined. I-95 reconstruction will be developed with broad community involvement. As with the I-95 reconstruction projects north of I-676, PennDOT will work closely with DVRPC, the City of Philadelphia, SEPTA, and local stakeholders to identify ways to improve access to the Delaware River and other recreation/cultural destinations, build trail and bike/pedestrian improvements, and implement transit improvements to mitigate congestion in this corridor. The I-95 Central to South Philadelphia study is underway and looking into these issues. Information about the study can be found at <http://95revive.com/project-areas/sector-b/>. The funds anticipated to be used on this project will come from PennDOT's Interstate Management Program, which are not able to be transferred to another mode or even non-Interstate road facilities--except for use in community enhancement projects to mitigate for the inconveniences caused by construction in the neighborhood.

The Coatesville-Downingtown bypass in Chester County (Route 30), which was completed in 1962, is in poor condition, requires continual maintenance, and suffers from an outdated design. The project to upgrade this facility is primarily a system preservation project intended to bring this facility up to modern design standards. The facility won't have a widened footprint as a result of it's reconstruction, rather it's shoulders will be opened up for use during peak travel periods as part of an active traffic management strategy. Two partial intersections will be completed to enable movements in all directions at PA 10 and Airport Road. US 1 in Bucks County likewise has an outdated design, and the 'system expansion' component in this project is aimed at correcting past design mistakes.

The Plan aims to enhance the region's walkability and bikeability in a number of ways. First, the Land Use Vision aims to focus future growth and development in existing communities, so that trip lengths can be shortened and more feasibly completed using these modes (or transit). Second, it aims to expand bike and pedestrian facilities through complete streets policies, building out the Circuit Trails network, connecting sidewalk clusters, enhancing safety for all transportation modes through Vision Zero design, education, and enforcement approaches, traffic calming, context sensitive design, and other strategies.

We have added language to the Policy Manual to note that the large-scale major regional projects listed in the Plan document is a very short list of the total projects that will be in the Plan. These are only the largest projects, but the Plan is consistent with and looks to shape new projects coming into the region's Transportation Improvement Program (TIP). The TIP lists hundreds of transportation projects at all scales that will advance over the next decade or so. Nearly every project in the TIP has a bicycle or pedestrian improvement as part of its scope.

We hope you will continue to provide valuable input into the planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 16

Response to Comment ID 164

The entire economy of the region and nation relies on roads. Roads are critical for accessing healthcare, education, and jobs and for moving the goods we all consume on a daily basis. The Plan places an emphasis on preserving and maintaining our existing roads and the vast majority of planned roadway funding goes toward such projects. The next

highest amount of roadway funding goes towards projects that make our roadways operate more efficiently, such as signal retiming and real-time information projects. The last several iterations of the region's Long-Range Plan have placed a strict cap on system expansion investments out of concerns about environmental impacts and the rebound effect from new road construction. Roadway expansion projects primarily seek to correct past design flaws, remove bottlenecks, fill in missing links, and support economic development. The Plan also promotes a multimodal transportation network for the future and has allocated over 44% of total spending for transit projects and has doubled funding for bicycle and pedestrian projects over the previous long-range plan.

Response ID: 18

Response to Comment ID 177

Thank you for your comment and your interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

Due to overwhelming needs in system preservation, increasing needs for operational improvements, and bike and pedestrian alignment with the regional vision, new roadway capacity funding is capped at four percent of total anticipated roadway revenue. The region has made strides in bridge conditions having brought structurally deficient deck area in the Pennsylvania subregion down to about eight percent in 2018 from more than 18 percent as recently as 2003 (see www.dvrpc.org/trackingprogress). About 75 percent of roadway funds in Connections 2050 are dedicated to bridge and pavement system preservation projects.

The Plan is funded by a variety of sources. The major funding source for the projects in the Plan's short-term is federal transportation legislation, currently the FAST Act, which authorizes the federal surface transportation programs for highways, highway safety, and transit, and is administered through the U.S. Department of Transportation's (USDOT's) Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Federal transportation funding for roads and bridges is made available through the Federal Highway Trust Fund generated primarily by an 18.4 cents-per-gallon (as of 2021) motor fuel tax and supplemented by general funds. The federal motor fuel tax has not been increased since 1993. Federal funds are then apportioned among the states and metropolitan areas by formula. Most FHWA sources of funding are administered by the state DOTs, which allocate the money to urban and rural areas based on state and local priorities and needs. Most transit funds for urban areas are sent directly from the FTA to the transit operator. These funds are specific to their intended mode and have limited transferability between roadway and transit projects.

We hope you will continue to provide valuable input into the planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 19

Response to Comment ID 178

Thank you for your comment and your interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey.

The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The Plan makes limited investments in system expansion and focuses heavily on maintaining existing infrastructure, while increasing investment in bike and pedestrian facilities. The Land Use Vision aims to help increase transit, walking, and biking use by focusing development in more than 135 Plan centers and in already existing developed areas (see Land Use Vision map on page 37 of the Policy Manual). In strategy #1, preserve open space and focus growth in centers, it calls for increasing density in these areas. Changes to zoning codes will require individual action by local governments.

We hope you will continue to provide valuable input into the planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 20

Response to Comment ID 179

Thank you for your input on the Connections 2050 Plan. We appreciate your deep knowledge of transit planning in the city of Philadelphia. You are correct that our region's subways carry many of the transit riders in the city and 70% of the plan's funds are allocated to the maintenance or replacement of existing infrastructure, such as our rail and station infrastructure. The plan also allocates approximately 44% of overall funding to transit projects. The city of Philadelphia recently completed the City Transit Plan (<https://www.phila.gov/media/20210222110702/OTIS-Philadelphia-Transit-Plan.pdf>) which largely addresses city needs, many of which you've mentioned. SEPTA and DVRPC must consider the entire region's system, which includes different contexts than Philadelphia. At a system level, we must consider the needs of those accessing jobs outside of the city to places such as King of Prussia, our region's most significant job center outside of Center City and University City. SEPTA has recently started its 18-month long Regional Rail Master Plan project which will outline recommendations for Regional Rail infrastructure and operations in the region for the next several decades.

The PATCO extension to University City is shown as part of the Plan's aspirational vision, but we cannot identify funding for this project at this time. Funds allocated to roads and transit are identified by federal and state policy. These revenues come to the region as separate budgets with very limited opportunity to shift from one mode to the other. We hope you will continue to provide valuable input into the planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 21

Response to Comment ID 184

Thank you for your comment and your interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The Connections 2050 Plan maintains a transportation vision and goal of creating a safe, multimodal transportation network that serves everyone. It includes a financially-constrained set of transportation investments aimed at meeting the needs of a diverse region within a highly constrained budget. Forty-four percent of anticipated revenues are allocated to transit projects. In policy and practice, the Plan has capped expenditures in roadway new capacity at four percent of total roadway revenues. The Plan also provides funding towards the construction of a more-than 800-mile regional trail network, and calls for the provision of complete streets. The vision plan calls for a more significant expansion of bike and pedestrian facilities, though implementing these projects will require identifying new funding sources for them.

The Connections 2050 Policy Manual lists only major regional projects that will cost more than \$25 million in today's dollars, including projects that will be completed by toll authorities using non-federal funding. This is only a few of the thousands of projects that will be implemented over the next 29 years through DVRPC's Transportation Improvement Program (TIP). We have added text to clarify this in the Connections 2050 Policy Manual. Many roadway projects, from basic maintenance to system preservation to operational improvements and even system expansion, contain on-road bicycle and pedestrian improvements as part of their scope. For example, DVRPC's Bicycle Friendly Resurfacing Program partners with PennDOT to ensure bicycle facilities, where appropriate, are included in the rehabilitation project for safe roads. Though this project is not yet ready to program in the funded Plan, Philadelphia's High-Quality

Bicycle Network is a good example of protected bike infrastructure that will provide additional safety by separating vehicles and bicyclists.

Response ID: 22

Response to Comment ID 196

Thank you for your comment and your interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

We have corrected the typo you noted for the 'Draft for Board Adoption' version of the Policy Manual. The funded Plan includes the King of Prussia (KOP) Rail project, finishing the extension of the Media-Elwyn Line to Wawa, PA, and opening the Franklin Square Station on the PATCO High-Speed Line. In addition, SEPTA's Trolley Modernization project promises to be transformative for the communities served by trolley routes, and includes many end of line extensions. The vision plan includes:

- Restoring service along the Bethlehem Branch from Lansdale to Perkasie, PA,
- New surface transit along Roosevelt Boulevard,
- Extending the Paoli-Thorndale Line to Atglen,
- A new Market-Frankford Line station on West Market Street in Center City, Philadelphia,
- A fixed guideway shuttle service connecting 30th Street Station, new development in its vicinity, the Philadelphia Zoo, and Mantua.
- New transit service along Delaware Avenue in Philadelphia.
- Extending PATCO to University City.
- Extending the Broad Street Line to the Navy Yard.
- Glassboro-Camden Line.
- Bus Rapid Transit from Camden County to Center City.
- Bus Rapid Transit along US 1 in Mercer County.
- Restoring service on the West Trenton Line to Newark and Secaucus.
- Extending the River Line to the New Jersey State House.

There are several challenges to building any of these lines. First is the overwhelming preservation needs of our transit systems to maintain a state-of-good repair. The second challenge is funding the capital costs and the additional operating costs once the expansion project is complete. The Federal Transit Administration's New Starts program is highly competitive and funds only about 40 percent of the the cost of a new transit line on average (new roads are 80 percent federally funded without the need to win a competitive grant). The remaining 60 percent costs must then be funded with state and local resources, for which there is no dedicated funding available.

The aspirational vision contains a partial cap over I-676 in Chinatown. The walls on much of the rest of this facility were not built to support a cap, and a full cap has been deemed infeasible due to lighting and ventilation requirements.

We hope you will continue to provide valuable input into the planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 23

Response to Comment ID 206

Thank you for your comment and your interest in the Connections 2050 Plan. The Plan seeks to balance limited funding and a large number of regional transportation needs. This cap is currently four percent of available roadway revenues

out of concerns over climate change, induced travel demand, and potential negative community impacts. Expansion projects programmed in the Plan are aimed at removing existing bottlenecks, eliminating existing design flaws, filling in missing links, and/or supporting economic development. These projects are evaluated to ensure they won't increase traffic speeds or volumes in communities with high indicators of potential disadvantage. That said, the Connections 2050 Plan has improvements planned at the locations mentioned in your comment.

The Interstate 76 Integrated Corridor Management project (MPMS #106662) will construct a wider and stronger shoulder to allow for flex lane use during the peak travel periods, along with making multimodal improvements with a larger parking facility at the Conshohocken Regional Rail Station and trail . The project is well into the preliminary engineering stage see www.transform76.com for more info. This project includes variable speed limits and queue detection, dynamic lane assignments, ramp metering, monitoring devices, adaptive signals along parallel arterials, and coordination with SEPTA operations to reduce congestion in this corridor. There is a separate, funded project in the Plan for ramp modifications at the I-76 and I-476 interchange, currently programmed in the later years of the Plan. There was an improvement a few years back to add additional stacking area on southbound 476 on the bridges over the Schuylkill and Ballingomingo Road for the 76 off-ramp lanes.

A similar active traffic management project is planned along I-476 from PA 3 to I-95 that will include part-time shoulder use within the facility's existing right-of-way (MPMS #104821). This project is also in preliminary engineering and will include variable speed limits and queue detection, dynamic lane assignments, and ramp metering to reduce congestion.

We hope you will continue to provide valuable input into the Planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 24 **Response to Comment ID 220**

Thank you for your comment and your interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities. The Plan calls for reduction of GHG emissions to a net zero level by 2050 through renewable energy production and supportive ordinances, energy management, the electrification of buildings and vehicles, protecting open space, focusing growth and development in 135 Plan centers with multimodal transportation options, improving transit and non-motorized travel options, and other strategy recommendations. The financial plan is focused on maintaining existing infrastructure and responding to the specific needs of a diverse region. In doing so, it makes very limited investments in expanding existing roadways--capping expenditures on new roadway capacity at just four percent of total available roadway revenue. We hope you will continue to provide valuable input into the planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 25 **Response to Comment ID 227**

Thank you for your comment.

Response ID: 26 **Response to Comment ID 236**

Thank you for your comment and your interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The I-95 viaduct sections from Broad Street to Queen Street in South Philadelphia were built between 1967 and 1979 with an anticipated 50-year service life. This section contains roughly 2.5 million square feet of bridge deck area, which will need to be rehabilitated or reconstructed in advance of 2050 in order to remain in service. The exact system preservation requirements of this project are still to be determined. It is important to note that roadway widening is not being proposed for this project. This is in order to minimize community impacts and out of concerns for climate change.

This project will be developed with broad community involvement. As with the I-95 reconstruction projects north of I-676, PennDOT will work closely with DVRPC, the City of Philadelphia, SEPTA, and local stakeholders to identify ways to improve access to the Delaware River and other recreation/cultural destinations, build trail and bike/pedestrian improvements, and implement transit improvements to mitigate congestion in this corridor. The I-95 Central to South Philadelphia study is underway and looking into these issues. Information about the study can be found at <http://95revive.com/project-areas/sector-b/>. The funds anticipated to be used on this project will come from PennDOT's Interstate Management Program, which are not able to be transferred to another mode or even non-Interstate road facilities--except for use in community enhancement projects to mitigate for the inconveniences caused by construction in the neighborhood.

We hope you will continue to provide valuable input into the planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 27

Response to Comment ID 238

Thanks for your comment and your interest in the Connections 2050 Plan. In response to your comments as numbered:

DVRPC collects data from each of our counties on their land preservation efforts when we update our Long-Range Plan. From this data we have a snapshot of our total preserved lands in 2004, 2007, 2011, 2016, and 2020. In 2020 there were a total of 632,680 acres preserved (this figure is updated from the published Draft for Public Comment documents, but we are still going over some anomalies with the 2020 data and may update again for the final version of the Plan). For the 2004-2007 period there was an annualized rate of 18,300 acres preserved each year. Added to our 2020 total, that rate would reach 1 million acres by 2040. The 2007-2011 period had an annualized rate of 18,450 acres per year, and would get us to 1 million acres by 2040 as well. 2011-2016 had a rate of 8,260 acres annually, achieving 1 million acres by 2065. The 2016-2020 period had an improved rate of 10,100 acres per year but would get us to 1 million acres by 2057 if that rate was kept constant. So it is true that we were on track to achieve DVRPC's goal of 1 million acres preserved by 2040 prior to the Great Recession. There were signs of a quickening pace in the last 5 years but a new recession, should one occur due to the pandemic, could jeopardize that.

As for Covid-19's impact on residential development trends, it is too soon to know for sure. DVRPC tracks approvals for residential units and looks at trends based on four Planning Area Types: Core Cities, Developed Communities, Growing Suburbs, and Rural Areas. We have data going back to 1980. Unit approvals in the region's Core Cities--dominated by growth in Philadelphia--have generally been on the rise since the Great Recession, and 2020 hit a high of 5,742 units approved in our Core Cities--up almost one thousand units since the previous high of 4,782 set in 2019. Core Cities' share of approvals has rarely been higher at 38.2 percent (second to 2014's 39.7 percent). Meanwhile Growing Suburbs' and Rural Areas' shares of annual approvals are near historic lows. Growing Suburbs' share of 26.9 percent of regional residential unit approvals is less than half of its 1999 high of 55.4 percent and near is 2014 low of 24.6 percent. Rural Areas 2020 share of 4.8 percent was down from their high of 13.9 percent of unit approvals in 2007 and second to their low of 4.2 percent in 2019. The data also shows a trend toward fewer single family dwellings in recent

years.

Still, residential unit approvals are up regionally, and development pressure persists in areas ripe for preservation. As pointed out in the comment, the rise in ecommerce and distribution centers will only accelerate due to the pandemic. It was already. While many former industrial or shopping center sites are ripe for redevelopment for distribution centers, farms and other open space will be looked to for development opportunities to keep up with consumer demand.

Regardless, your point is a good one. We will add this sentence to Key Strategy #1 Protect Open Space and Focus Growth in Centers: “More investment is needed at levels of government to meet the region’s goal of one million acres of protected open space by 2040.”

The Plan has increased priority for bike and pedestrian facilities by more than doubling the funding allocated to them. There are a range of challenges to delivering these projects, which we have documented on pages 121-122 of the Connections 2050 Process and Analysis Manual. We will continue to work with our planning partners on finding ways to overcome these challenges.

Congestion is a federally required planning factor and part of the Federal Highway Administration’s Transportation Performance Management performance measures that must be a part of a metropolitan planning organization’s long-range plan. We also hear about congestion as a regional concern during our visioning outreach. Road pricing is suggested as a potential gas tax replacement in the Plan, and would be the most effective way to reduce congestion. Federal and state legislation changes would be a necessary precursor to any road pricing approaches.

4. The Plan’s focus is on system preservation for both transit (two-thirds of available transit revenues are focused on these types of projects) and roads (three-quarters of available road revenues are tabbed for system preservation projects). The main transit system preservation project would better connect the region’s three largest employment centers. SEPTA and NJ Transit are both pursuing bus route network redesign projects. These are expected to be revenue neutral projects, where capital costs will be paid for through operating cost savings. These projects aren’t listed in the Plan for this reason

We hope you will continue to provide valuable input into the Planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 28

Response to Comment ID 246

Thank you for your comment and interest in the Connections 2050 Plan. The scenes being drawn for the Connections 2050 Policy Manual are being done by in-house staff. We have added language to the Policy Manual to note that the major regional projects listed in the Plan document is a very short list of the total projects that will be in the Plan. These are only the largest projects, but the Plan is consistent with and looks to shape new projects coming into the region’s Transportation Improvement Program (TIP). The TIP lists hundreds of transportation projects at all scales that will advance over the next decade or so. The projects listed in the Plan are only the biggest projects that will advance over the next nearly 30 years, given current funding projections. The Plan’s aim for transparency means that any project with a system expansion component is listed in that category. This means that projects listed as system expansion often have major system preservation or operational improvements as their primary focus, such as US 30 in Chester County or US 1 in Bucks County. The Plan limits total investment in system expansion to four percent of available roadway revenues. This means the actual amount of roadway capacity expansion in Plan relative to roads on the ground today is minimal.

There are several challenges to doing more transit expansion, though the aspirational vision calls for the extensive

restoration, extension, or creation of new transit routes. First is the additional operating costs that more service requires. The second challenge is funding the capital costs. The Federal Transit Administration's New Starts program is highly competitive and funds only about 40 percent of the the cost of a new transit line on average (new roads are 80 percent federally funded without the need to win a competitive grant). The remaining 60 percent costs must then be funded with state and local resources, for which there is no dedicated funding available.

DVRPC realizes that climate change is not only an issue of the future but also realizes the gravity of the issue unfolding before the region right now. The DVRPC Board and staff have worked hard to include many projects and activities in the Long Range Plan, Transportation Improvement Program, and FY22 Unified Planning Work Program to address land use, environmental and economic issues in the region as well as core transportation investments. While these activities are integrated throughout DVRPC's work program, the following are particularly relevant:

- Developing energy-efficiency, renewable energy, climate adaptation and resiliency projects for county and municipal facilities and operations (Project 22-33-160 Local Government Energy Implementation Strategies and Initiatives).
- Protecting coastal wetlands and riparian lands that reduce flooding, assessing and making recommendations to reduce the vulnerability of communities to the impacts of climate change, and working with DOTs to improve the resilience of transportation infrastructure against the impacts of extreme weather (Program Area 22-33-040 Environmental Planning, Project 22-33-70 PA Coastal Zone Management Implementation Program, Project 22-33-150 Climate Adaptation Planning and Community Resiliency).
- Coordinating the Regional Streetlight Procurement Program and developing other aggregate procurement opportunities around energy (Program Area 22-33-010 Smart Growth).
- Providing technical assistance to municipalities on their efforts to support renewable energy and energy efficient development in their communities, including the development of renewable energy ordinances and permitting processes, support for Solarize campaigns, and engaging the local utility (Program Area 22-33-010 Smart Growth).
- Provide ongoing support and collaboration with regional partners to encourage bike share program coordination across municipal and county boundaries, as industry circumstances and program capacity permit (Project 22-52-020 Bicycle and Pedestrian Planning Program).
- Promoting growth patterns that minimize commuting by automobile, enhance walkability, and encourage transit-oriented development (Program Area 22-33-010 Smart Growth, Project 22-33-170 Transit-Oriented Development Next Steps/Station Screening)
- Supporting public transit infrastructure (Program Area 22-52-010 Regional Transit Planning Program).
- Ensuring that transportation investments are tied to long-term land use and environmental goals (Program Area 22-34-010 Long-Range Planning).
- Efforts to improve transportation-related air pollution, which also serve to reduce GHG emissions (Program Area 22-34-050 Air Quality Planning, Project 22-34-100 PA Air Quality Action Supplemental Services, Project 22-34-110 NJ Air Quality Action Supplemental Services, Project 22-33-180 Regional Electric Vehicle Planning Program).
- Promoting efficiency (and hence GHG reductions) in goods movement (Program Area 22-34-020 Freight and Aviation Planning).
- Improving infrastructure for walking and cycling (Program Area 22-33-040 Environmental Planning, Program Area 22-52-020 Bicycle and Pedestrian Planning Program, Program Area 22-52-030 Mobility Analysis and Design Program, Project 22- 52-070 PennDOT Connects Bike-Friendly Resurfacing Program, Project 22-52-130 Regional Sidewalk Development Program, Project 22-52-140 Delaware County Bicycle Corridor Action Plan).
- Working to reduce overall transportation demand (Program Area 22-52-040 Regional Transportation Demand Management (TDM) Program, Project 22-22-52-050 Regional TDM Program Planning and Administration, Project 22-52-090 Commuter Services/Mobility Alternatives Program).

We hope you will continue to provide valuable input into the planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Thank you for your comment and your interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

We have added language to the 2050 Policy Manual to note that the major regional projects listed in the Plan document is a very short list of the total projects that will be in the Plan. These are only the largest projects, but the Plan is consistent with and looks to shape new projects coming into the region's Transportation Improvement Program (TIP). The TIP lists hundreds of transportation projects at all scales that will advance over the next decade or so. Nearly all of the projects in the TIP have some multimodal component. The projects listed in the Plan are only the biggest projects that will advance over the next nearly 30 years, given current funding projections. The Plan's aim for transparency means that any project with a system expansion component is listed in that category. This means that projects listed as system expansion often have major system preservation or operational improvements as their primary focus, such as US 30 in Chester County, US 1 in Bucks County, US 322 in Delaware County, and US 202 (Section 600) and US 422 in Montgomery County. The Plan caps expenditures on roadway system expansion at four percent of available roadway revenues. This means the actual amount of roadway capacity expansion in Plan relative to roads on the ground today is minimal

We hope you will continue to provide valuable input into the planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

The Connections 2050 Plan includes a Vision Zero goal of no transportation fatalities or serious injuries by 2050. The Plan promotes safety for all system users and is consistent with the City of Philadelphia Vision Zero effort, the safety goals of both Pennsylvania and New Jersey's Strategic Highway Safety Plans, and that of the Federal Highway Administration. A growing body of evidence demonstrates that a more forgiving roadway network—one that protects users from unnecessarily being killed or seriously injured—is possible. It is our responsibility to prioritize data-driven interventions that protect system users, which include context-sensitive use of automated speed enforcement, traffic calming, and complete streets, among other safety interventions.

Thank you for your comment. Connections 2050 is a long-range plan for the Greater Philadelphia region (nine counties across New Jersey and Pennsylvania). The Philadelphia Vision Zero 2025 Action Plan will be implemented by the city of Philadelphia.

The Connection 2050 Plan includes a Vision Zero goal of no transportation fatalities or serious injuries by 2050 and promotes safety for all system users and is consistent with the City of Philadelphia Vision Zero effort, the safety goals of both Pennsylvania and New Jersey's Strategic Highway Safety Plans, and that of the Federal Highway Administration. A growing body of evidence demonstrates that a more forgiving roadway network—one that protects users from unnecessarily being killed or seriously injured—is possible. It is our responsibility to prioritize data-driven interventions that protect system users, which include context-sensitive use of automated speed enforcement, traffic calming, and complete streets, among other safety interventions.

Thank you for your comment and interest in the Connections 2050 Plan. Thank you for your comment and interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The Plan maintains a transportation vision and goal of creating a safe, multimodal transportation network that serves everyone. The Plan includes a financially-constrained set of transportation investments, and 44 percent of anticipated revenues are allocated to transit projects. In policy and practice, the Plan has capped expenditures in roadway new capacity at four percent of total roadway revenues. In addition to the short list of Major Regional Projects in the Plan, the Transportation Improvement Program, or TIP, lists hundreds of additional projects of all scales that can advance with federal or state transportation funds over the next ten to 12 years. Many of these projects have multimodal components.

There are several challenges to expanding the region's transit system. First is the overwhelming preservation needs of our transit systems to maintain a state-of-good repair. The second challenge is funding the capital costs and the additional operating costs once the expansion project is complete. The Federal Transit Administration's New Starts program is highly competitive and funds only about 40 percent of the the cost of a new transit line on average (new roads are 80 percent federally funded without the need to win a competitive grant). The remaining 60 percent costs must then be funded with state and local resources, for which there is no dedicated funding available. In comparison, a new roadway can be 80 percent federally funded without having to compete with other projects for federal investment. The Plan has identified the King of Prussia Rail project as a funded priority project. The Broad Street Line extension to the Navy Yard is currently being studied by SEPTA, along with several other projects, are listed as aspirational transit expansion projects in the Plan.

In addition to multimodal transportation improvements, the Plan is committed to responding to climate change by both lowering carbon emissions and adapting to the degree of climate change already baked in. It recommends a range of strategies for doing so, including increased land use density near transit and updating zoning to support more mixed-use development to support more walkable and energy efficient communities, electrifying vehicles and all other equipment currently powered by fossil fuels, makes a call to price carbon emissions, supports the development of renewable energy through renewable energy ordinances, and decreasing emissions by providing for more transit, walking, biking, and energy-efficient goods movement.

We hope you will continue to provide valuable input into the planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 34

Response to Comment ID 290

Thanks for your comment and interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

We agree with you on the immense value of being able to use time for other activities while riding transit. It won't be possible to expand transit everywhere, and to be consistent with our region's land use goals, and expanding transit to very low density areas of the region is neither practical nor desirable. For instance, extending lines to low density areas could lead to more greenfield development in open space and agricultural lands. Instead, the Plan aims to better connect people with transit through improved first-mile / last-mile to transit connections and focus future growth and development in parts of the region where there are already multimodal transportation options. Better connections to

transit can come from better bike lanes and sidewalks, more pick-up and drop-off facilities at transit stations and in dense Plan centers, shuttles, partnerships with private transportation services, such as Uber and Lyft, and other strategies.

The aspirational vision contains a number of additional transit system expansion projects that would greatly benefit the region. There are several challenges to building any of these lines. First is the additional operating costs that more service requires. The second challenge is funding the capital costs. The Federal Transit Administration's New Starts program is highly competitive and funds only about 40 percent of the the cost of a new transit line on average (new roads are 80 percent federally funded without the need to win a competitive grant). The remaining 60 percent costs must then be funded with state and local resources, for which there is no dedicated funding available.

We hope you will continue to provide valuable input into the planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 35

Response to Comment ID 298

Thank you for your comment and interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The financial plan caps roadway expansion expenditures at four percent of total roadway funds as a way to limit expansion out of climate concerns. The Plan seeks to spend four percent of roadway funds on stand alone bike and pedestrian projects in Pennsylvania and five percent in New Jersey. In addition, nearly every project in the region's Transportation Improvement Program (TIP), which contains a listing of hundreds of projects eligible to receive federal transportation funds, has a bicycle and pedestrian component. The Plan's aspirational vision calls for the expansion of pedestrian, bicycle, and transit facilities throughout the region (see the interactive major regional project webmap at <https://www.dvrpc.org/webmaps/mrp2050/>).

There are several challenges to expanding the region's transit system. First is the overwhelming preservation needs of our transit systems to maintain a state-of-good repair. The second challenge is funding the capital costs and the additional operating costs once the expansion project is complete. The Federal Transit Administration's New Starts program is highly competitive and funds only about 40 percent of the the cost of a new transit line on average (new roads are 80 percent federally funded without the need to win a competitive grant). The remaining 60 percent costs must then be funded with state and local resources, for which there is no dedicated funding available. We are working to advance the goals of multimodal transportation in Connections 2050 this year in our Fiscal Year 2022 Unified Work Program (see <https://www.dvrpc.org/workprogram> for more information).

Response ID: 36

Response to Comment ID 305

Thank you for your comment and interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

Budgets for roadways and transit projects are set through the legislative process and come from different sources with limitations on their uses. The Connections 2050 financial plan caps roadway expansion expenditures at four percent of total roadway funds. The Plan directs more than 44% of total expected funding to transit improvements and the Plan's

aspirational vision calls for the expansion of transit throughout the region (see the interactive major regional project webmap at <https://www.dvrpc.org/webmaps/mrp2050/>). However, there are considerable challenges with transit system expansion, in particular there are limited competitive funds at the federal level available for new transit facilities and when a federal New Starts grant is won it generally covers only about 40 percent of the project's capital cost. Those remaining costs must come from either the state or local funding sources, which are also limited.

Response ID: 37

Response to Comment ID 306

Thank you for your comment and your interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The Plan contains a range of strategies to achieve a more walkable, bikeable, and transit-oriented region. At its cornerstone is the Land Use Vision found in the first key strategy (Preserve Open Space and Focus Growth in Centers). It aims to link land use transportation to guide development into appropriate areas where there is existing infrastructure to support it—in and around existing or emerging Plan centers or as infill and redevelopment in already developed areas. This has an added bonus of helping to limit development in the region's greenspace network and rural resource lands. The Plan invests in stand alone bicycle and pedestrian facilities, such as the Circuit Regional Trails network. Nearly every project in the region's Transportation Improvement Program (TIP), which contains a listing of hundreds of projects eligible to receive federal transportation funds, has a bicycle and pedestrian component. The Plan's aspirational vision calls for the expansion of pedestrian, bicycle, and transit facilities throughout the region (see the interactive major regional project webmap at <https://www.dvrpc.org/webmaps/mrp2050/>).

The Plan is committed to responding to climate change through a range of strategies to lower emissions and adapt to the degree of change already baked in. Key strategy recommendations include increasing land use density near transit and updating zoning to support more mixed-use development to support more walkable and energy efficient communities, electrifying vehicles and all other equipment currently powered by fossil fuels, calling for a price on carbon emissions, supporting the development of renewable energy through renewable energy ordinances, and decreasing emissions by providing for more transit, walking, biking, and energy-efficient goods movement. The I-95 viaduct sections from Broad Street to Queen Street in South Philadelphia were built between 1967 and 1979 with an anticipated 50-year service life. This section contains roughly 2.5 million square feet of bridge deck area, which will need to be rehabilitated or reconstructed in advance of 2050 in order to remain in service. The exact system preservation requirements of this project are still to be determined. It is important to note that roadway widening is not being proposed for this project. This is in order to minimize community impacts and out of concerns for climate change.

This project will be developed with broad community involvement. As with the I-95 reconstruction projects north of I-676, PennDOT will work closely with DVRPC, the City of Philadelphia, SEPTA, and local stakeholders to identify ways to improve access to the Delaware River and other recreation/cultural destinations, build trail and bike/pedestrian improvements, and implement transit improvements to mitigate congestion in this corridor. The I-95 Central to South Philadelphia study is underway and looking into these issues. Information about the study can be found at <http://95revive.com/project-areas/sector-b/>. The funds anticipated to be used on this project will come from PennDOT's Interstate Management Program, which are not able to be transferred to another mode or even non-Interstate road facilities--except for use in community enhancement projects to mitigate for the inconveniences caused by construction in the neighborhood.

Response ID: 38

Response to Comment ID 308

Thank you for your comment and interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The Plan maintains a transportation vision and goal of creating a safe, multimodal transportation network that serves everyone. The Plan includes a financially-constrained set of transportation investments, and 44% of anticipated revenues are allocated to transit projects. Transportation Improvement Program and Long Range Plan projects undergo a weighted Criteria Benefit Evaluation which includes equity consideration for potentially disadvantaged communities that are protected under Title VI of the Civil Rights Act and the Executive Order on Environmental Justice (#12898), (racial and ethnic minorities, youth, older adults, and communities with limited-english proficiency, low-income, disabilities, foreign born populations). The Plan includes mitigation efforts to reduce greenhouse gas emissions through energy conservation and municipal energy management, solar PV deployment, and infrastructure improvements that facilitate climate resiliency.

Response ID: 39

Response to Comment ID 313

Thank you for your comment and interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The Plan maintains a transportation vision and goal of creating a safe, multimodal transportation network that serves everyone. The Plan includes a financially-constrained set of transportation investments, and 44% of anticipated revenues are allocated to transit projects. It is important to note that budgets for roadways and transit projects are set through the legislative process and come from different sources with limitations on their uses. In policy and practice, the Plan has capped expenditures in roadway new capacity at four percent of total roadway revenues.

The I-95 viaduct sections from Broad Street to Queen Street in South Philadelphia were built between 1967 and 1979 with an anticipated 50-year service life. This section contains roughly 2.5 million square feet of bridge deck area, which will need to be rehabilitated or reconstructed in advance of 2050 in order to remain in service. The exact system preservation requirements of this project are still to be determined.

There are several challenges to expanding the region's transit system. First is the overwhelming preservation needs of our transit systems to maintain a state-of-good repair. The second challenge is funding the capital costs and the additional operating costs once the expansion project is complete. The Federal Transit Administration's New Starts program is highly competitive and funds only about 40 percent of the the cost of a new transit line on average (new roads are 80 percent federally funded without the need to win a competitive grant). The remaining 60 percent costs must then be funded with state and local resources, for which there is no dedicated funding available. However, The Plan's aspirational vision calls for the expansion of pedestrian, bicycle, and transit facilities throughout the region (see the interactive major regional project webmap at <https://www.dvrpc.org/webmaps/mrp2050/>).

Response ID: 40

Response to Comment ID 315

Thank you for your comment and interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit,

walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The Plan has a transportation vision and goal of creating a safe, multimodal transportation network that serves everyone. It includes a financially-constrained set of transportation investments, and 44% of anticipated revenues are allocated to transit projects. However, budgets for roadways and transit projects are set through the legislative process and come from different sources with limitations on their uses. In policy and practice, the Plan has capped roadway new capacity expenditures at four percent of total roadway revenues. The Plan is largely focused on preserving existing transit and roadway infrastructure, and aims to spend approximately 70 percent of total revenues on these types of projects.

The I-95 viaduct sections from Broad Street to Queen Street in South Philadelphia were built between 1967 and 1979 with an anticipated 50-year service life. This section contains roughly 2.5 million square feet of bridge deck area, which will need to be rehabilitated or reconstructed in advance of 2050 in order to remain in service. The exact system preservation requirements of this project are still to be determined.

In addition to multimodal transportation improvements, the Plan is committed to responding to climate change by both lowering carbon emissions and adapting to the degree of climate change already baked in. It recommends a range of strategies for doing so, including increased land use density near transit and updating zoning to support more mixed-use development to support more walkable and energy efficient communities, electrifying vehicles and all other equipment currently powered by fossil fuels, makes a call to price carbon emissions, supports the development of renewable energy through renewable energy ordinances, and decreasing emissions by providing for more transit, walking, biking, and energy-efficient goods movement.

Response ID: 41 **Response to Comment ID 320**

Thank you for your suggestion. It is consistent with Key Strategy #3 Expand Nature in the Built Environment, Improve Water Quality, and Adapt to Climate Change. DVRPC and its planning partners will consider it for applicable projects.

Response ID: 42 **Response to Comment ID 324**

Thank you for your comment and interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The Plan maintains a transportation vision and goal of creating a safe, multimodal transportation network that serves everyone. Budgets for roadways and transit projects are set through the federal and state legislative processes and come from different sources with limitations on their uses. The Plan includes a financially-constrained set of transportation investments within these budgets, and 44% of anticipated revenues will go to transit projects. In policy and practice, the Plan has capped expenditures in roadway new capacity at four percent of total roadway revenues. The Plan is largely focused on preserving existing transit and roadway infrastructure, and aims to spend approximately 70 percent of total revenues on these types of projects. New projects added to Transportation Improvement Programs and Long Range Plans undergo a weighted Benefit Criteria Evaluation to ensure disproportionate burden is not placed on communities of concern and potential disadvantage.

Thank you for your comment and interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The Plan maintains a transportation vision and goal of creating a safe, multimodal transportation network that serves everyone. The Plan includes a financially-constrained set of transportation investments, and 44% of anticipated revenues are allocated to transit projects. Though, budgets for roadways and transit projects are set through federal and state legislative processes and come from different sources with limitations on their uses. In policy and practice, the Plan has capped roadway new capacity expenditures at four percent of total roadway revenues. The Plan is largely focused on preserving existing transit and roadway infrastructure, and aims to spend approximately 70 percent of total revenues on these types of projects.

Thank you for your comment and interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The Plan maintains a transportation vision and goal of creating a safe, multimodal transportation network that serves everyone. The Plan includes a financially-constrained set of transportation investments, and 44 percent of anticipated revenues are allocated to transit projects. Though, budgets for roadways and transit projects are set through federal and state legislative processes and come from different sources with limitations on their uses. In policy and practice, the Plan has capped roadway new capacity expenditures at four percent of total roadway revenues. The Plan is largely focused on preserving existing transit and roadway infrastructure, and aims to spend approximately 70 percent of total revenues on these types of projects.

In addition to multimodal transportation improvements, the Plan is committed to responding to climate change by both lowering carbon emissions and adapting to the degree of climate change already baked in. It recommends a range of strategies for doing so, including increased land use density near transit and updating zoning to support more mixed-use development to support more walkable and energy efficient communities, electrifying vehicles and all other equipment currently powered by fossil fuels, makes a call to price carbon emissions, supports the development of renewable energy through renewable energy ordinances, and decreasing emissions by providing for more transit, walking, biking, and energy-efficient goods movement.

The Land Use Vision contained in Strategy #1 Protect Open Space and Focus Growth in Centers aims to help increase transit, walking, and biking use by focusing development in more than 135 Plan centers and in already-existing developed areas (see page 37 of the Connections 2050 Policy Manual). Strategy 1 calls for increasing density in these areas. Changes to zoning codes require action by local governments.

Thank you for your comment and interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and

other denser urban areas, because more people travel with them in those communities.

The Plan maintains a transportation vision and goal of creating a safe, multimodal transportation network that serves everyone. The Plan includes a financially-constrained set of transportation investments, and 44 percent of anticipated revenues are allocated to transit projects. Though, budgets for roadways and transit projects are set through federal and state legislative processes and come from different sources with limitations on their uses. In policy and practice, the Plan has capped roadway new capacity expenditures at four percent of total roadway revenues. The Plan is largely focused on preserving existing transit and roadway infrastructure, and aims to spend approximately 70 percent of total revenues on these types of projects. While the Plan lists the largest projects that will advance over the next 30 years, the region's Transportation Improvement Program (TIP) lists hundreds of transportation projects at all scales that will advance over the next decade or so. Nearly all of the projects in the TIP have some multimodal component.

Response ID: 46

Response to Comment ID 336

Thank you for your comment and your interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The Roosevelt Boulevard Transit Line is included in the Connection 2050 Transportation Aspirational Vision Plan. The 'Route for Change' major regional project to fully redesign Roosevelt Boulevard is currently underway and is included in the Connections 2050 Plan's aspirational vision. See www.rooseveltblvd.com for more information. This study is investigating the best approach for integrating more transit along the corridor.

Transportation Improvement Program and Long-Range Plan projects undergo a weighted Criteria Benefit Evaluation which includes equity consideration for potentially disadvantaged communities that are protected under Title VI of the Civil Rights Act and the Executive Order on Environmental Justice (#12898), (racial and ethnic minorities, youth, older adults, and communities with limited-english proficiency, low-income, disabilities, foreign born populations). DVRPC has two approaches to environmental justice analysis. The first occurs at the project level and utilizes the TIP-LRP Benefit Criteria that includes equity as a weighted criterion for new project candidates on Transportation Improvement Programs and the Long Range Plan. This criterion evaluates how the project serves under-represented and disadvantaged communities and other population groups with additional transportation needs, including the environmental impact of project construction and disturbance to communities. Projects score based on location in census tracts with high Indicators of Potential Disadvantage (IPD) communities, though projects aren't scored for this criterion if they are anticipated to significantly increase vehicle speeds or traffic volumes in above average IPD communities.

The second analysis is at the program level and tests whether current poor bridge or pavement conditions, and crashes are disproportionately lower within high IPD communities. Our analysis has found that pavement and bridge conditions are not significantly worse in high IPD communities. However, crashes are occurring at a higher rate in above average IPD communities, which is one reason why it adopted a Vision Zero approach to roadway safety. In addition, the City of Philadelphia has a Vision Zero Plan, which has begun to identify specific safety projects that the region will look to start funding in the Transportation Improvement Program (TIP).

We are constantly looking for new approaches and ways we can improve our environmental justice analyses, and welcome any further thoughts you have on the subject. We hope you will continue to provide valuable input into the planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 47

Response to Comment ID 337

Thank you for your comment and your interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

Each update to the region's long-range plan does a full vision plan for transportation infrastructure, which includes an assessment of maintenance needs for existing infrastructure. This maintenance assessment uses asset management systems that have been long developed by the region's departments of transportation and transit agencies. These systems use historic rates of decline and maintenance costs to project future system preservation needs. Basic preservation needs for existing infrastructure is roughly double our projected available revenue over the next 30 years in Pennsylvania. They are roughly in line with available revenues on the New Jersey side of the region.

The Plan maintains a transportation vision and goal of creating a safe, multimodal transportation network that serves everyone. The Plan includes a financially-constrained set of transportation investments, and 44 percent of anticipated revenues are allocated to transit projects. In policy and practice, the Plan has capped expenditures in roadway new capacity at four percent of total roadway revenues. The Plan is funded by a variety of sources. The major funding source for the projects in the Plan's short-term is federal transportation legislation, currently the FAST Act, which authorizes the federal surface transportation programs for highways, highway safety, and transit, and is administered through the U.S. Department of Transportation's (USDOT's) Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Federal transportation funding for roads and bridges is made available through the Federal Highway Trust Fund generated primarily by an 18.4 cents-per-gallon (as of 2021) motor fuel tax and supplemented by general funds. The federal motor fuel tax has not been increased since 1993. Federal funds are then apportioned among the states and metropolitan areas by formula. Most FHWA sources of funding are administered by the state DOTs, which allocate the money to urban and rural areas based on state and local priorities and needs. Most transit funds for urban areas are sent directly from the FTA to the transit operator.

In addition to multimodal transportation improvements, the Plan is committed to responding to climate change by both lowering carbon emissions and adapting to the degree of climate change already baked in. It recommends a range of strategies for doing so, including increased land use density near transit and updating zoning to support more mixed-use development to support more walkable and energy efficient communities, electrifying vehicles and all other equipment currently powered by fossil fuels, makes a call to price carbon emissions, supports the development of renewable energy through renewable energy ordinances, and decreasing emissions by providing for more transit, walking, biking, and energy-efficient goods movement.

Response ID: 48

Response to Comment ID 338

Thank you for your comment and interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The Plan maintains a transportation vision and goal of creating a safe, multimodal transportation network that serves everyone. The Plan includes a financially-constrained set of transportation investments, and 44 percent of anticipated revenues are allocated to transit projects. We share your concerns about overinvesting in road expansion with negative consequences for our communities and climate. The last several iterations of the region's long-range plan have placed a strict cap on system expansion investments for these very reasons. The current cap is to spend no more than four percent of roadway revenues on system expansion.

Budgets for roadways and transit projects are set through federal and state legislative processes and come from different sources with limitations on their uses. There are other challenges with transit system expansion, including vast system preservation needs and limited availability of capital and operating funds needed to support the construction and operation of new facilities. At the federal level, available for funding new transit facilities is on a competitive basis, and when a federal New Starts grant is won it generally covers only about 40 percent of the project's capital cost. Those remaining costs must come from either the state or local funding sources, which are also limited.

Response ID: 49

Response to Comment ID 343

Thank you for your comment and interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The Plan maintains a transportation vision and goal of creating a safe, multimodal transportation network that serves everyone. The Plan includes a financially-constrained set of transportation investments, and 44 percent of anticipated revenues are allocated to transit projects. We share your concerns about overinvesting in road expansion with negative consequences for our communities and climate. The last several iterations of the region's long-range plan have placed a strict cap on system expansion investments for these very reasons. The current cap is to spend no more than four percent of roadway revenues on system expansion. The Plan transparently categorizes any project with any new capacity component as a system expansion project, even though it may be predominantly a reconstruction or operational improvement project. This includes projects such as US 30 in Chester County, US 322 in Delaware County, and US 422 and US 202 (Section 600) in Montgomery County.

Budgets for roadways and transit projects are set through federal and state legislative processes and come from different sources with limitations on their uses. There are several challenges to expanding the region's transit system. First is the overwhelming preservation needs of our transit systems to maintain a state-of-good repair. The second challenge is funding the capital costs and the additional operating costs once the expansion project is complete. The Federal Transit Administration's New Starts program is highly competitive and funds only about 40 percent of the the cost of a new transit line on average (new roads are 80 percent federally funded without the need to win a competitive grant). The remaining 60 percent costs must then be funded with state and local resources, for which there is no dedicated funding available.

Response ID: 50

Response to Comment ID 347

Thank you for your comment and interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The Plan maintains a transportation vision and goal of creating a safe, multimodal transportation network that serves everyone. We revisited the name for Key Strategy #8 Safely Accommodate Transit, Walking, and Biking, and Transportation Network Users of All Abilities, but feel like the last part on users of all abilities makes accommodate the best fit here. In the strategy checklist for Key Strategy #8, there is a call for narrower lanes, traffic calming, lower speed limits, road diets, complete streets, and other ways to prioritize bicycle and pedestrian movement.

We are advancing the Connections 2050 priorities for transit, bicycle, and pedestrian facilities that work for everyone this year through projects in our FY22 Work program by:

- Providing ongoing support and collaboration with regional partners to encourage bike share program coordination across municipal and county boundaries, as industry circumstances and program capacity permit (Project 22-52-020 Bicycle and Pedestrian Planning Program).
- Promoting growth patterns that minimize commuting by automobile, enhance walkability, and encourage transit-oriented development (Program Area 22-33-010 Smart Growth, Project 22-33-170 Transit-Oriented Development Next Steps/Station Screening).
- Supporting public transit infrastructure (Program Area 22-52-010 Regional Transit Planning Program).
- Ensuring that transportation investments are tied to long-term land use and environmental goals (Program Area 22-34-010 Long-Range Planning).
- Efforts to improve transportation-related air pollution, which also serve to reduce GHG emissions (Program Area 22-34-050 Air Quality Planning, Project 22-34-100 PA Air Quality Action Supplemental Services, Project 22-34-110 NJ Air Quality Action Supplemental Services, Project 22-33-180 Regional Electric Vehicle Planning Program).
- Promoting efficiency (and hence GHG reductions) in goods movement (Program Area 22-34-020 Freight and Aviation Planning).
- Improving infrastructure for walking and cycling (Program Area 22-33-040 Environmental Planning, Program Area 22-52-020 Bicycle and Pedestrian Planning Program, Program Area 22-52-030 Mobility Analysis and Design Program, Project 22- 52-070 PennDOT Connects Bike-Friendly Resurfacing Program, Project 22-52-130 Regional Sidewalk Development Program, Project 22-52-140 Delaware County Bicycle Corridor Action Plan).
- Working to reduce overall transportation demand (Program Area 22-52-040 Regional Transportation Demand Management (TDM) Program, Project 22-52-050 Regional TDM Program Planning and Administration, Project 22-52-090 Commuter Services/Mobility Alternatives Program).

Response ID: 51

Response to Comment ID 363

Thank you for your comment and interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The I-95 viaduct sections from Broad Street to Queen Street in South Philadelphia were built between 1967 and 1979 with an anticipated 50-year service life. This section contains roughly 2.5 million square feet of bridge deck area, which will need to be rehabilitated or reconstructed in advance of 2050 in order to remain in service. The exact system preservation requirements of this project are still to be determined. It is important to note that roadway widening is not being proposed for this project. This is in order to minimize community impacts and out of concerns for climate change.

This project will be developed with broad community involvement. As with the I-95 reconstruction projects north of I-676, PennDOT will work closely with DVRPC, the City of Philadelphia, SEPTA, and local stakeholders to identify ways to improve access to the Delaware River and other recreation/cultural destinations, build trail and bike/pedestrian improvements, and implement transit improvements to mitigate congestion in this corridor. The I-95 Central to South Philadelphia study is underway and looking into these issues. Information about the study can be found at <http://95revive.com/project-areas/sector-b/>. The funds anticipated to be used on this project will come from PennDOT's Interstate Management Program, which are not able to be transferred to another mode or even non-Interstate road facilities--except for use in community enhancement projects to mitigate for the inconveniences caused by construction in the neighborhood.

Budgets for roadways and transit projects are set through federal and state legislative processes and come from different sources with limitations on their uses. There are other challenges with transit system expansion, including vast system preservation needs and limited availability of capital and operating funds needed to support the construction and operation of new facilities. At the federal level, available for funding new transit facilities is on a competitive basis, and when a federal New Starts grant is won it generally covers only about 40 percent of the project's capital cost. Those remaining costs must come from either the state or local funding sources, which are also limited.

We hope you will continue to provide valuable input into the Planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 52 **Response to Comment ID 366**

Thank you for your comment and interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. These investments are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with non-motorized modes in those communities. The Plan maintains a transportation vision and goal of creating a safe, multimodal transportation network that serves everyone.

Budgets for roadways and transit projects are set through federal and state legislative processes and come from different sources with limitations on their uses. There are other challenges with transit system expansion, including vast system preservation needs and limited availability of capital and operating funds needed to support the construction and operation of new facilities. At the federal level, available for funding new transit facilities is on a competitive basis, and when a federal New Starts grant is won it generally covers only about 40 percent of the project's capital cost. Those remaining costs must come from either the state or local funding sources, which are also limited.

We hope you will continue to provide valuable input into the Planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 53 **Response to Comment ID 371**

Thank you for your comment and interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. These investments are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with non-motorized modes in those communities.

The Plan maintains a transportation vision and goal of creating a safe, multimodal transportation network that serves everyone. SEPTA's Trolley Modernization project is fully funded in the Plan, and is a priority project for the region. In policy and practice, the Plan has capped expenditures in roadway new capacity at four percent of total roadway revenues.

Budgets for roadways and transit projects are set through federal and state legislative processes and come from different sources with limitations on their uses. There are other challenges with transit system expansion, including vast system preservation needs and limited availability of capital and operating funds needed to support the construction and operation of new facilities. At the federal level, available for funding new transit facilities is on a

competitive basis, and when a federal New Starts grant is won it generally covers only about 40 percent of the project’s capital cost. Those remaining costs must come from either the state or local funding sources, which are also limited.

We hope you will continue to provide valuable input into the Planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 54

Response to Comment ID 386

Thank you for your comment and interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. These investments are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with non-motorized modes in those communities.

The Plan maintains a transportation vision and goal of creating a safe, multimodal transportation network that serves everyone. We share your concerns about overinvesting in road expansion with negative consequences for our communities and climate. The last several iterations of the region’s long-range plan have placed a strict cap on system expansion investments for these very reasons. The current cap is to spend no more than four percent of roadway revenues on system expansion. The Plan transparently categorizes any project with any new capacity component as a system expansion project, even though it may be predominantly a reconstruction or operational improvement project. The limited investment in roadway system projects are intended to correct for design deficiencies, remove bottlenecks, fill in missing links, and/or support economic development.

Budgets for roadways and transit projects are set through federal and state legislative processes and come from different sources with limitations on their uses. There are other challenges with transit system expansion, including vast system preservation needs and limited availability of capital and operating funds needed to support the construction and operation of new facilities. At the federal level, available for funding new transit facilities is on a competitive basis, and when a federal New Starts grant is won it generally covers only about 40 percent of the project’s capital cost. Those remaining costs must come from either the state or local funding sources, which are also limited.

In addition to multimodal transportation improvements, the Plan is committed to responding to climate change by both lowering carbon emissions and adapting to the degree of climate change already baked in. It recommends a range of strategies for doing so, including increased land use density near transit and updating zoning to support more mixed-use development to support more walkable and energy efficient communities, electrifying vehicles and all other equipment currently powered by fossil fuels, makes a call to price carbon emissions, supports the development of renewable energy through renewable energy ordinances, and decreasing emissions by providing for more transit, walking, biking, and energy-efficient goods movement.

We hope you will continue to provide valuable input into the Planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 55

Response to Comment ID 390

Thank you for your comment and interest in the Connections 2050 Plan. The Plan’s transportation vision is to create a safe, multimodal transportation network that serves everyone. As you note, budgets for roadways and transit projects are set through federal and state legislative processes and come from different sources with limitations on their uses.

There are other challenges with transit system expansion, including vast system preservation needs and limited availability of capital and operating funds needed to support the construction and operation of new facilities. At the federal level, available for funding new transit facilities is on a competitive basis, and when a federal New Starts grant is won it generally covers only about 40 percent of the project's capital cost. Those remaining costs must come from either the state or local funding sources, which are also limited. However, 44 percent of the Plan's available funding does go toward transit. The priority for all funds, roadway and transit, is system preservation projects. Roadway and transit system preservation and maintenance has been a long-standing regional priority. The Plan anticipates about 70 percent of all available revenue to go toward preservation projects.

We hope you will continue to provide valuable input into the Planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 56

Response to Comment ID 398

Thank you for your comment and interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The Plan's transportation vision is to create a safe, multimodal transportation network that serves everyone. The Plan includes a financially-constrained set of transportation investments, and 44 percent of anticipated revenues are allocated to transit projects. In policy and practice, the Plan has capped expenditures in roadway new capacity at four percent of total roadway revenues.

The Vision Plan for transportation infrastructure calls for the construction of sidewalks throughout the region, building on DVRPC's recently developed sidewalk inventory to better connect 'islands' of sidewalks. However, there are no dedicated federal or state funding sources for this type of project and it poses other challenges as their liability and maintenance responsibility falls on property owners.

The Plan is funded by a variety of sources. The major funding source for the projects in the Plan's short-term is federal transportation legislation, currently the FAST Act, which authorizes the federal surface transportation programs for highways, highway safety, and transit, and is administered through the U.S. Department of Transportation's (USDOT's) Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Federal transportation funding for roads and bridges is made available through the Federal Highway Trust Fund generated primarily by an 18.4 cents-per-gallon (as of 2021) motor fuel tax and supplemented by general funds. The federal motor fuel tax has not been increased since 1993. Federal funds are then apportioned among the states and metropolitan areas by formula. Most FHWA sources of funding are administered by the state DOTs, which allocate the money to urban and rural areas based on state and local priorities and needs. Most transit funds for urban areas are sent directly from the FTA to the transit operator. Thus, federal and state policy largely sets roadway and transit capital and operating budgets.

The Plan is committed to responding to climate change by both lowering carbon emissions and adapting to the degree of climate change already baked in. It recommends a range of strategies for doing so, including increased land use density near transit and updating zoning to support more mixed-use development to support more walkable and energy efficient communities, electrifying vehicles and all other equipment currently powered by fossil fuels, makes a call to price carbon emissions, supports the development of renewable energy through renewable energy ordinances, and decreasing emissions by providing for more transit, walking, biking, and energy-efficient goods movement.

We hope you will continue to provide valuable input into the Planning process by participating in public meetings,

reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 57

Response to Comment ID 403

Thank you for your comment and interest in the Connections 2050 Plan. Thank you for your comment and interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The Plan is committed to responding to climate change by both lowering carbon emissions and adapting to the degree of climate change already baked in. It recommends a range of strategies for doing so, including increased land use density near transit and updating zoning to support more mixed-use development to support more walkable and energy efficient communities, electrifying vehicles and all other equipment currently powered by fossil fuels, makes a call to price carbon emissions, supports the development of renewable energy through renewable energy ordinances, and decreasing emissions by providing for more transit, walking, biking, and energy-efficient goods movement.

The I-95 viaduct sections from Broad Street to Queen Street in South Philadelphia were built between 1967 and 1979 with an anticipated 50-year service life. This section contains roughly 2.5 million square feet of bridge deck area, which will need to be rehabilitated or reconstructed in advance of 2050 in order to remain in service. The exact system preservation requirements of this project are still to be determined. It is important to note that roadway widening is not being proposed for this project. This is in order to minimize community impacts and out of concerns for climate change.

This project will be developed with broad community involvement. As with the I-95 reconstruction projects north of I-676, PennDOT will work closely with DVRPC, the City of Philadelphia, SEPTA, and local stakeholders to identify ways to improve access to the Delaware River and other recreation/cultural destinations, build trail and bike/pedestrian improvements, and implement transit improvements to mitigate congestion in this corridor. The I-95 Central to South Philadelphia study is underway and looking into these issues. Information about the study can be found at <http://95revive.com/project-areas/sector-b/>.

The Coatesville-Downingtown bypass in Chester County (Route 30), which was completed in 1962, is in poor condition, requires continual maintenance, and suffers from an outdated design. The project to upgrade this facility is primarily a system preservation project intended to bring this facility up to modern design standards. The larger project has two system expansion components. As part of the project, part-time shoulder use--where the shoulders will be open as an additional travel lane during the peak travel period--will be incorporated into the eastern half of the project's limits. In addition, two partial interchanges will be made into full interchanges enabling movement in all directions at these locations. This project aims to improve access and support investment and development in Plan centers such as Coatesville, Downingtown, and Exton--while steering it away from open space and agricultural communities in southern Chester County. This project is consistent with the county's Master Plan, Landscapes III.

We hope you will continue to provide valuable input into the Planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 58

Response to Comment ID 414

Thank you for your comments and continued participation in the DVRPC planning process. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

Creating multi-modal transportation opportunities for the residents of Greater Philadelphia is a prominent goal of DVRPC's long-range plan. Maintaining and improving the state of the region's transportation infrastructure which is critical to moving people and goods into and beyond the region is an additional obligation of the Plan. This plan attempts to accomplish both goals and obligations by funding public transit, (44 percent of total funds available to the region support transit projects), by funding transit and highway system preservation and maintenance projects (about three-quarters of available roadway funds), as well as funding of stand alone trails, bicycle, and pedestrian projects (four percent of available roadway funds), though many system preservation, operational improvement, and system expansion projects will also make bicycle and pedestrian improvements. System expansion projects account for four percent of the region's funds. This mix of funding is allocated based on the Plan's vision, goals, policies through a consensus building process conducted with planning partners from a diverse region. Though funding is limited, this allocation is seen as the best way to meet the region's environmental, economic, and residents' mobility needs.

While progress towards the goals of the plan may seem slow, it is important to note that the available funds for highway capacity expansion has been reduced each planning cycle and operational improvements, such as turning lanes and traffic light synchronization are often opportunities to make the existing system function better without widening the roadways.

DVRPC recognizes and supports the need to reduce harmful air pollutants and greenhouse gas emissions through an array of strategies. Enhancing and expanding the regional and local trail networks are an important component of those strategies. Reducing congestion by investing in transit and making the existing transportation network function more efficiently also play a role in helping the region meet its air quality and emission reduction goals. DVRPC strives to balance the costs and benefits of each of these strategies.

The competitive CMAQ program is a good example of how the region uses different strategies to reduce emissions and improve air quality. The program is required, under the federal funding program guidance, to reduce emissions and traffic congestion by prioritizing projects that demonstrate cost effective emission reductions. Meeting this requirement is accomplished by either reducing vehicle miles travelled (alternative commute options), reducing the time spent in congestion (through operational improvements), or investing in cleaner vehicle technologies. DVRPC's CMAQ program ensures a diversity of project types that apply various approaches towards meeting the program goals.

In the 2019 CMAQ competitive round for Pennsylvania, \$3 million or 12% of the CMAQ competitive program was awarded to bicycle and pedestrian projects. In the 2020 CMAQ competitive round for New Jersey \$3.7 million or 74% of the program was awarded to bicycle and pedestrian projects. These selected projects demonstrate a commitment to alternative modes of transportation and pedestrian mobility while also investing in projects that have larger impacts on reducing emissions from the transportation network.

We hope you will continue to provide valuable input into the planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 59

Response to Comment ID 423

Thank you for your comment and interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit,

walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The Plan maintains a transportation vision and goal of creating a safe, multimodal transportation network that serves everyone. We share your concerns about overinvesting in road expansion with negative consequences for our communities and climate. The last several iterations of the region's long-range plan have placed a strict cap on system expansion investments for these very reasons. The current cap is to spend no more than four percent of roadway revenues on system expansion. The Plan transparently categorizes any project with any new capacity component as a system expansion project, even though it may be predominantly a reconstruction or operational improvement project. These projects are largely intended to correct for design deficiencies, remove bottlenecks, fill in missing links, and/or support economic development.

The Plan is funded by a variety of sources. The major funding source for the projects in the Plan's short-term is federal transportation legislation, currently the FAST Act, which authorizes the federal surface transportation programs for highways, highway safety, and transit, and is administered through the U.S. Department of Transportation's (USDOT's) Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Federal transportation funding for roads and bridges is made available through the Federal Highway Trust Fund generated primarily by an 18.4 cents-per-gallon (as of 2021) motor fuel tax and supplemented by general funds. The federal motor fuel tax has not been increased since 1993. Federal funds are then apportioned among the states and metropolitan areas by formula. Most FHWA sources of funding are administered by the state DOTs, which allocate the money to urban and rural areas based on state and local priorities and needs. Most federal transit funds for urban areas are sent directly from the FTA to the transit operator. Thus, federal and state policy largely sets roadway and transit capital and operating budgets.

Future iterations of the region's Transportation Safety Analysis and Plan will address the priorities, goals, countermeasures to achieve Vision Zero, and adoption of this target serves as a reset of DVRPC's transportation safety program.

The Plan is committed to responding to climate change by both lowering carbon emissions and adapting to the degree of climate change already baked in. It recommends a range of strategies for doing so, including increased land use density near transit and updating zoning to support more mixed-use development to support more walkable and energy efficient communities, electrifying vehicles and all other equipment currently powered by fossil fuels, makes a call to price carbon emissions, supports the development of renewable energy through renewable energy ordinances, and decreasing emissions by providing for more transit, walking, biking, and energy-efficient goods movement. We hope you will continue to provide valuable input into the planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 60

Response to Comment ID 428

Thank you for your comment and interest in the Connections 2050 Plan. There are a number of multimodal projects underway in the vicinity of Philadelphia's Chinatown community. This includes the Reviving Vine study to do a road diet along Vine Street, and the partial cap that came out of the 2016 Ladders to Opportunity Every Place Counts Design Challenge. The partial cap remains largely conceptual, due to numerous transportation needs for limited funding as well as design-related issues, so while the Bipartisan Infrastructure legislation will hopefully offer new funding opportunities to advance this project, there is still more planning and design that will need to be done before the project can advance to construction. We remain committed to the project as an excellent opportunity to better connect neighborhoods separated by this Interstate facility, as well as to the road diet and multimodal improvements presented by the Reviving Vine study.

We hope you will continue to provide valuable input into the planning process by participating in public meetings,

reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 61

Response to Comment ID 441; 459

Thank you for your comment and interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

We share your concerns about CO2 emissions and climate change, this is one of the reasons why the Plan has long limited expenditures on roadway system expansion projects. This cap is currently four percent of available roadway revenues, and is applied by tracking the portion of each project's system expansion costs and summing total costs together for all projects with system expansion components. Expansion projects programmed in the Plan are aimed at removing existing bottlenecks, correcting for past design flaws, fill in missing links, and/or supporting economic development while being consistent with the Plan's Land Use Vision (see page 37 of the Connections 2050 Policy Manual). These projects are evaluated to ensure they won't increase traffic speeds or volumes in communities with high indicators of potential disadvantage. In addition, the Plan will expend 44 percent of its available revenue on maintaining and improving transit infrastructure.

The Land Use Vision, mentioned above, aims to focus future growth and development in more than 135 Plan centers and existing developed communities, particularly as infill development, so that trip lengths can be shortened and more feasibly completed with more space and energy-efficient modes such as transit, walking, and biking.

The I-95 viaduct sections from Broad Street to Queen Street in South Philadelphia were built between 1967 and 1979 with an anticipated 50-year service life. This section contains roughly 2.5 million square feet of bridge deck area, which will need to be rehabilitated or reconstructed in advance of 2050 in order to remain in service. The exact system preservation requirements of this project are still to be determined. It is important to note that roadway widening is not being proposed for this project. This is in order to minimize community impacts and out of concerns for climate change.

This project will be developed with broad community involvement. As with the I-95 reconstruction projects north of I-676, PennDOT will work closely with DVRPC, the City of Philadelphia, SEPTA, and local stakeholders to identify ways to improve access to the Delaware River and other recreation/cultural destinations, build trail and bike/pedestrian improvements, and implement transit improvements to mitigate congestion in this corridor. The I-95 Central to South Philadelphia study is underway and looking into these issues. Information about the study can be found at <http://95revive.com/project-areas/sector-b/>. The funds anticipated to be used on this project will come from PennDOT's Interstate Management Program, which are not able to be transferred to another mode or even non-Interstate road facilities--except for use in community enhancement projects to mitigate for the inconveniences caused by construction in the neighborhood.

Trolley Modernization is a priority for SEPTA, and is fully funded in the Connections 2050 Plan. The Roosevelt Boulevard Transit Line is included in the Connection 2050 Transportation aspirational vision plan. The 'Route for Change' major regional project to fully redesign Roosevelt Boulevard is currently underway and is included in the Connections 2050 Plan's aspirational vision. See www.rooseveltblvd.com for more information. This study is investigating the best approach for integrating more transit along the corridor.

We hope you will continue to provide valuable input into the planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Thank you for your comment and interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The Spring Garden Greenway is listed on the FY2021 Transportation Improvement Program for Pennsylvania under the a Circuit Line Item: MPMS #105291. However, there are not currently enough funds in the line item to fully fund this project. The City of Philadelphia is actively pursuing TIP funding to advance this priority project. Roosevelt Boulevard Direct Bus Route B is a priority for SEPTA. The 'Route for Change' major regional project to fully redesign Roosevelt Boulevard is currently underway and is included in the Connections 2050 Plan's aspirational vision. See www.rooseveltblvd.com for more information. This study is investigating the best approach for integrating more transit along the corridor.

The I-95 viaduct sections from Broad Street to Queen Street in South Philadelphia were built between 1967 and 1979 with an anticipated 50-year service life. This section contains roughly 2.5 million square feet of bridge deck area, which will need to be rehabilitated or reconstructed in advance of 2050 in order to remain in service. The exact system preservation requirements of this project are still to be determined. It is important to note that roadway widening is not being proposed for this project. This is in order to minimize community impacts and out of concerns for climate change.

This project will be developed with broad community involvement. As with the I-95 reconstruction projects north of I-676, PennDOT will work closely with DVRPC, the City of Philadelphia, SEPTA, and local stakeholders to identify ways to improve access to the Delaware River and other recreation/cultural destinations, build trail and bike/pedestrian improvements, and implement transit improvements to mitigate congestion in this corridor. The I-95 Central to South Philadelphia study is underway and looking into these issues. Information about the study can be found at <http://95revive.com/project-areas/sector-b/>. The funds anticipated to be used on this project will come from PennDOT's Interstate Management Program, which are not able to be transferred to another mode or even non-Interstate road facilities--except for use in community enhancement projects to mitigate for the inconveniences caused by construction in the neighborhood.

We hope you will continue to provide valuable input into the Planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Thank you for your comment and interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The Plan maintains a transportation vision and goal of creating a safe, multimodal transportation network that serves everyone. The Plan includes a financially-constrained set of transportation investments, with 44 percent of anticipated revenues are allocated to transit projects. In policy and practice, the Plan has capped expenditures in roadway new capacity at four percent of total roadway revenues. There are several challenges to expanding the region's transit system. First is the overwhelming preservation needs of our transit systems to maintain a state-of-good repair. The second challenge is funding the capital costs and the additional operating costs once the expansion project is complete. The Federal Transit Administration's New Starts program is highly competitive and funds only about 40 percent of the the cost of a new transit line on average (new roads are 80 percent federally funded without the need to win a

competitive grant). The remaining 60 percent costs must then be funded with state and local resources, for which there is no dedicated funding available.

The Plan is funded by a variety of sources. The major funding source for the projects in the Plan's short-term is federal transportation legislation, currently the FAST Act, which authorizes the federal surface transportation programs for highways, highway safety, and transit, and is administered through the U.S. Department of Transportation's (USDOT's) Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Federal transportation funding for roads and bridges is made available through the Federal Highway Trust Fund generated primarily by an 18.4 cents-per-gallon (as of 2021) motor fuel tax and supplemented by general funds. The federal motor fuel tax has not been increased since 1993. Federal funds are then apportioned among the states and metropolitan areas by formula. Most FHWA sources of funding are administered by the state DOTs, which allocate the money to urban and rural areas based on state and local priorities and needs. Most transit funds for urban areas are sent directly from the FTA to the transit operator. These funds are specific to their intended mode and have limited transferability between roadway and transit projects.

The Plan's priority for investing in transportation infrastructure is to maintain existing road and transit facilities, while doubling investment in bike and pedestrian facilities. The Land Use Vision aims to help increase transit, walking, and biking use by focusing development in more than 135 Plan centers and in already existing developed areas (see Land Use Vision map on page 37 of the Policy Manual). The Plan notes the possibility of increased working from home in the Covid-19 section of the Policy Manual (page 12) and did a deeper discussion on the pandemic's transportation implications in one of the reports that helped to inform the Plan's development, Preparing Greater Philadelphia for Highly Automated Vehicles (DVRPC Publication #20013, available at: <https://www.dvrpc.org/Products/20013/>).

Further, the DVRPC Board and staff have worked hard to include many projects and activities in the Long Range Plan, Transportation Improvement Program, and FY22 Unified Planning Work Program to address land use, environmental and economic issues in the region as well as core transportation investments. While these activities are integrated throughout DVRPC's work program, the following are particularly relevant:

- Developing energy-efficiency, renewable energy, climate adaptation and resiliency projects for county and municipal facilities and operations (Project 22-33-160 Local Government Energy Implementation Strategies and Initiatives).
- Protecting coastal wetlands and riparian lands that reduce flooding, assessing and making recommendations to reduce the vulnerability of communities to the impacts of climate change, and working with DOTs to improve the resilience of transportation infrastructure against the impacts of extreme weather (Program Area 22-33-040 Environmental Planning, Project 22-33-70 PA Coastal Zone Management Implementation Program, Project 22-33-150 Climate Adaptation Planning and Community Resiliency).
- Coordinating the Regional Streetlight Procurement Program and developing other aggregate procurement opportunities around energy (Program Area 22-33-010 Smart Growth).
- Providing technical assistance to municipalities on their efforts to support renewable energy and energy efficient development in their communities, including the development of renewable energy ordinances and permitting processes, support for Solarize campaigns, and engaging the local utility (Program Area 22-33-010 Smart Growth).
- Provide ongoing support and collaboration with regional partners to encourage bike share program coordination across municipal and county boundaries, as industry circumstances and program capacity permit (Project 22-52-020 Bicycle and Pedestrian Planning Program).
- Promoting growth patterns that minimize commuting by automobile, enhance walkability, and encourage transit-oriented development (Program Area 22-33-010 Smart Growth, Project 22-33-170 Transit-Oriented Development Next Steps/Station Screening)
- Supporting public transit infrastructure (Program Area 22-52-010 Regional Transit Planning Program).
- Ensuring that transportation investments are tied to long-term land use and environmental goals (Program Area 22-34-010 Long-Range Planning).
- Efforts to improve transportation-related air pollution, which also serve to reduce GHG emissions (Program Area

22-34-050 Air Quality Planning, Project 22-34-100 PA Air Quality Action Supplemental Services, Project 22-34-110 NJ Air Quality Action Supplemental Services, Project 22-33-180 Regional Electric Vehicle Planning Program).
-Promoting efficiency (and hence GHG reductions) in goods movement (Program Area 22-34-020 Freight and Aviation Planning).
-Improving infrastructure for walking and cycling (Program Area 22-33-040 Environmental Planning, Program Area 22-52-020 Bicycle and Pedestrian Planning Program, Program Area 22-52-030 Mobility Analysis and Design Program, Project 22- 52-070 PennDOT Connects Bike-Friendly Resurfacing Program, Project 22-52-130 Regional Sidewalk Development Program, Project 22-52-140 Delaware County Bicycle Corridor Action Plan).
-Working to reduce overall transportation demand (Program Area 22-52-040 Regional Transportation Demand Management (TDM) Program, Project 22-22-52-050 Regional TDM Program Planning and Administration, Project 22-52-090 Commuter Services/Mobility Alternatives Program).

We hope you will continue to provide valuable input into the Planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 64 **Response to Comment ID 454**

Thank you for your comment and your interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The Plan maintains a transportation vision and goal of creating a safe, multimodal transportation network that serves everyone. The Plan's vision, goals, and key strategy recommendations are all in line with your comment. DVRPC has continued to track the potential implications and deployment of various transportation technologies in Preparing Greater Philadelphia for Highly Automated Vehicles (DVRPC Publication #20013, available at: <https://www.dvrpc.org/Products/20013/>), which informed the Plan's development, the Emerging Transportation Technologies section of the Process & Analysis Manual (see pages 101 to 111), and the and the Emerging Transportation Technologies section of the Policy Manual (see pages 16 to 19).

The Plan's Land Use Vision aims to help increase transit, walking, and biking use by focusing development in more than 135 Plan centers and in already existing developed areas (see Land Use Vision map on page 37 of the Policy Manual). Smart development location decisions by the private market, working with local governments, is critical to ensuring a future where car ownership is not a basic requirement for participation in many of the daily activities we all need to do in our society. Key Strategy #5 'Design New and Celebrate Historic High-Quality, Walkable Neighborhoods' calls for more flexible parking standards aimed to reduce the need to build so many parking spaces as a part of each new development project in the region.

We hope you will continue to provide valuable input into the Planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 65 **Response to Comment ID 455**

Thank you for your comment and interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The Plan's transportation vision is to create a safe, multimodal transportation network that serves everyone. The Plan includes a financially-constrained set of transportation investments, with 44 percent of anticipated revenues allocated to

transit projects. In policy and practice, the Plan has capped expenditures in roadway new capacity at four percent of total roadway revenues.

The Plan is funded by a variety of sources. The major funding source for the projects in the Plan's short-term is federal transportation legislation, currently the FAST Act, which authorizes the federal surface transportation programs for highways, highway safety, and transit, and is administered through the U.S. Department of Transportation's (USDOT's) Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Federal transportation funding for roads and bridges is made available through the Federal Highway Trust Fund generated primarily by an 18.4 cents-per-gallon (as of 2021) motor fuel tax and supplemented by general funds. The federal motor fuel tax has not been increased since 1993. Federal funds are then apportioned among the states and metropolitan areas by formula. Most FHWA sources of funding are administered by the state DOTs, which allocate the money to urban and rural areas based on state and local priorities and needs. Most transit funds for urban areas are sent directly from the FTA to the transit operator. These funds are specific to their intended mode and have limited transferability between roadway and transit projects.

There are considerable challenges with transit system expansion, in particular there are limited competitive funds at the federal level available for new transit facilities and when a federal New Starts grant is won it generally covers only about 40 percent of the project's capital cost. Those remaining costs must come from either the state or local funding sources, which are also limited.

The I-95 viaduct sections from Broad Street to Queen Street in South Philadelphia were built between 1967 and 1979 with an anticipated 50-year service life. This section contains roughly 2.5 million square feet of bridge deck area, which will need to be rehabilitated or reconstructed in advance of 2050 in order to remain in service. The exact system preservation requirements of this project are still to be determined. It is important to note that roadway widening is not being proposed for this project. This is in order to minimize community impacts and out of concerns for climate change.

This project will be developed with broad community involvement. As with the I-95 reconstruction projects north of I-676, PennDOT will work closely with DVRPC, the City of Philadelphia, SEPTA, and local stakeholders to identify ways to improve access to the Delaware River and other recreation/cultural destinations, build trail and bike/pedestrian improvements, and implement transit improvements to mitigate congestion in this corridor. The I-95 Central to South Philadelphia study is underway and looking into these issues. Information about the study can be found at <http://95revive.com/project-areas/sector-b/>. The funds anticipated to be used on this project will come from PennDOT's Interstate Management Program, which are not able to be transferred to another mode or even non-Interstate road facilities--except for use in community enhancement projects to mitigate for the inconveniences caused by construction in the neighborhood.

The Connections 2050 Plan calls for reduction of GHG emissions to a net zero level by 2050 through renewable energy production and supportive ordinances, energy management, the electrification of buildings and vehicles, protecting open space, focusing growth and development in 135 Plan centers with multimodal transportation options, improving transit and non-motorized travel options, and other strategy recommendations. The Plan is more of a living document that sets a vision and goals and begins to identify strategies to achieve them. The Plan is updated every four years to further identify strategies and priorities toward achieving the vision and goals. In other instances, more specific projects and approaches are identified through DVRPC's annual work program or through the efforts of DVRPC's regional planning partners.

We hope you will continue to provide valuable input into the Planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 66

Response to Comment ID 456

Thank you for your comment and interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The last several iterations of the region's Long-Range Plan have placed a strict cap on system expansion investments out of concerns about environmental impacts and induced demand from new road construction. This cap is currently four percent of all roadway revenues. Roadway expansion projects primarily seek to correct past design flaws, remove bottlenecks, fill in missing links, and/or support economic development.

I-95 is a critical link between the region and the rest of the mid-Atlantic and East Coast and beyond for both individuals traveling within and through the region, along with economically critical goods movement activities. The I-95 viaduct sections from Broad Street to Queen Street in South Philadelphia were built between 1967 and 1979 with an anticipated 50-year service life. This section contains roughly 2.5 million square feet of bridge deck area, which will need to be rehabilitated or reconstructed in advance of 2050 in order to remain in service. The exact system preservation requirements of this project are still to be determined. It is important to note that roadway widening is not being proposed for this project. This is in order to minimize community impacts and out of concerns for climate change.

This project will be developed with broad community involvement. As with the I-95 reconstruction projects north of I-676, PennDOT will work closely with DVRPC, the City of Philadelphia, SEPTA, and local stakeholders to identify ways to improve access to the Delaware River and other recreation/cultural destinations, build trail and bike/pedestrian improvements, and implement transit improvements to mitigate congestion in this corridor. The I-95 Central to South Philadelphia study is underway and looking into these issues. Information about the study can be found at <http://95revive.com/project-areas/sector-b/>. The funds anticipated to be used on this project will come from PennDOT's Interstate Management Program, which are not able to be transferred to another mode or even non-Interstate road facilities—except for use in community enhancement projects to mitigate for the inconveniences caused by construction in the neighborhood.

The Spring Garden Greenway is listed on the FY2021 Transportation Improvement Program for Pennsylvania under the Circuit Trails Line Item: MPMS #105291. However, there are not currently enough funds in the line item to fully fund this project. The City of Philadelphia is actively pursuing TIP funding to advance this priority project.

The Roosevelt Boulevard Transit Line is included in the Connection 2050 Transportation Vision Plan. The 'Route for Change' major regional project to fully redesign Roosevelt Boulevard is currently underway and is included in the Connections 2050 Plan's aspirational vision, meaning it currently isn't funded within the Plan's reasonably anticipated transit revenues. See www.rooseveltblvd.com for more information. This study is investigating the best approach for integrating more transit along the corridor.

We hope you will continue to provide valuable input into the Planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 67

Response to Comment ID 458

Thank you for your comment and your interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The last several iterations of the region's Long-Range Plan have placed a strict cap on system expansion investments out of concerns about environmental impacts and induced demand from new road construction. Roadway expansion projects primarily seek to correct past design flaws, remove bottlenecks, fill in missing links, and/or support economic development. The total capacity of the state-maintained roadway network will be expanded by just 0.6 percent as a result of all the projects funded in the 2050 Plan.

The Plan's Land Use Vision aims to help increase transit, walking, and biking use by focusing development in more than 135 Plan centers and in already existing developed areas (see Land Use Vision map on page 37 of the Policy Manual). Smart development location decisions—where there are existing multimodal transportation options—by the private market, working with local governments, is critical to ensuring a future where car ownership is not a basic requirement

for participation in many of the daily activities we all need to do in our society. In the Policy Manual’s strategy #1, preserve open space and focus growth in centers, the Plan calls for increasing density in these areas. Changes to zoning codes will require individual action by local governments.

We hope you will continue to provide valuable input into the Planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 69

Response to Comment ID 460

Thank you for your comment and your interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The last several iterations of the region’s Long-Range Plan have placed a strict cap on system expansion investments out of concerns about environmental impacts and induced demand from new road construction. Roadway expansion projects primarily seek to correct past design flaws, remove bottlenecks, fill in missing links, and/or support economic development.

The Plan is funded by a variety of sources. The major funding source for the projects in the Plan’s short-term is federal transportation legislation, currently the FAST Act, which authorizes the federal surface transportation programs for highways, highway safety, and transit, and is administered through the U.S. Department of Transportation’s (USDOT’s) Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Federal transportation funding for roads and bridges is made available through the Federal Highway Trust Fund generated primarily by an 18.4 cents-per-gallon (as of 2021) motor fuel tax and supplemented by general funds. The federal motor fuel tax has not been increased since 1993. Federal funds are then apportioned among the states and metropolitan areas by formula. Most FHWA sources of funding are administered by the state DOTs, which allocate the money to urban and rural areas based on state and local priorities and needs. Most transit funds for urban areas are sent directly from the FTA to the transit operator. These funds are specific to their intended mode and have limited transferability between roadway and transit projects.

There are several challenges to expanding the region’s transit system. First is the overwhelming preservation needs of our transit systems to maintain a state-of-good repair. The second challenge is funding the capital costs and the additional operating costs once the expansion project is complete. The Federal Transit Administration’s New Starts program is highly competitive and funds only about 40 percent of the the cost of a new transit line on average (new roads are 80 percent federally funded without the need to win a competitive grant). The remaining 60 percent costs must then be funded with state and local resources, for which there is no dedicated funding available.

The Connections 2050 Plan calls for reduction of GHG emissions to a net zero level by 2050 through renewable energy production and supportive ordinances, energy management, the electrification of buildings and vehicles, protecting open space, focusing growth and development in 135 Plan centers with multimodal transportation options, improving transit and non-motorized travel options, and other strategy recommendations. The Plan is more of a living document that sets a vision and goals and begins to identify strategies to achieve them. The Plan is updated every four years to further identify strategies and priorities toward achieving the vision and goals. In other instances, more specific projects and approaches are identified through DVRPC’s annual work program or through the efforts of DVRPCs regional planning partners.

The DVRPC Board and staff have worked hard to include many projects and activities in the Long Range Plan, Transportation Improvement Program, and FY22 Unified Planning Work Program to address land use, environmental and economic issues in the region as well as core transportation investments. While these activities are integrated throughout DVRPC’s work program, the following are particularly relevant:

- Developing energy-efficiency, renewable energy, climate adaptation and resiliency projects for county and municipal facilities and operations (Project 22-33-160 Local Government Energy Implementation Strategies and Initiatives).
- Protecting coastal wetlands and riparian lands that reduce flooding, assessing and making recommendations to reduce the vulnerability of communities to the impacts of climate change, and working with DOTs to improve the resilience of transportation infrastructure against the impacts of extreme weather (Program Area 22-33-040 Environmental Planning, Project 22-33-70 PA Coastal Zone Management Implementation Program, Project 22-33-150 Climate Adaptation Planning and Community Resiliency).
- Coordinating the Regional Streetlight Procurement Program and developing other aggregate procurement opportunities around energy (Program Area 22-33-010 Smart Growth).
- Providing technical assistance to municipalities on their efforts to support renewable energy and energy efficient development in their communities, including the development of renewable energy ordinances and permitting processes, support for Solarize campaigns, and engaging the local utility (Program Area 22-33-010 Smart Growth).
- Provide ongoing support and collaboration with regional partners to encourage bike share program coordination across municipal and county boundaries, as industry circumstances and program capacity permit (Project 22-52-020 Bicycle and Pedestrian Planning Program).
- Promoting growth patterns that minimize commuting by automobile, enhance walkability, and encourage transit-oriented development (Program Area 22-33-010 Smart Growth, Project 22-33-170 Transit-Oriented Development Next Steps/Station Screening)
- Supporting public transit infrastructure (Program Area 22-52-010 Regional Transit Planning Program).
- Ensuring that transportation investments are tied to long-term land use and environmental goals (Program Area 22-34-010 Long-Range Planning).
- Efforts to improve transportation-related air pollution, which also serve to reduce GHG emissions (Program Area 22-34-050 Air Quality Planning, Project 22-34-100 PA Air Quality Action Supplemental Services, Project 22-34-110 NJ Air Quality Action Supplemental Services, Project 22-33-180 Regional Electric Vehicle Planning Program).
- Promoting efficiency (and hence GHG reductions) in goods movement (Program Area 22-34-020 Freight and Aviation Planning).
- Improving infrastructure for walking and cycling (Program Area 22-33-040 Environmental Planning, Program Area 22-52-020 Bicycle and Pedestrian Planning Program, Program Area 22-52-030 Mobility Analysis and Design Program, Project 22- 52-070 PennDOT Connects Bike-Friendly Resurfacing Program, Project 22-52-130 Regional Sidewalk Development Program, Project 22-52-140 Delaware County Bicycle Corridor Action Plan).
- Working to reduce overall transportation demand (Program Area 22-52-040 Regional Transportation Demand Management (TDM) Program, Project 22-22-52-050 Regional TDM Program Planning and Administration, Project 22-52-090 Commuter Services/Mobility Alternatives Program).

You may further be interested in our ‘Planning for Electric Vehicles - Mapping Vehicle Distribution and Workplace Charging Demand’ webmap available at www.dvrpc.org/Products/WEB19525.

We hope you will continue to provide valuable input into the Planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 70

Response to Comment ID 462

Thank you for your comment and interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The Plan maintains a transportation vision and goal of creating a safe, multimodal transportation network that serves everyone. The Plan includes a financially-constrained set of transportation investments, and 44 percent of anticipated

revenues are allocated to transit projects. The financial plan, which is constrained so that expenditures don't exceed reasonably anticipated revenues, caps roadway expansion expenditures at four percent of total roadway funds. Approximately three-quarters of available roadway funds are envisioned to be spent on the maintenance and preservation of existing bridges and pavement.

The Plan's aspirational vision calls for the expansion of transit throughout the region (see the interactive major regional project webmap at <https://www.dvrpc.org/webmaps/mrp2050/>). There are considerable challenges with transit system expansion, in particular there are limited competitive funds at the federal level available for new transit facilities and when a federal New Starts grant is won it generally covers only about 40 percent of the project's capital cost. Those remaining costs must come from either the state or local funding sources, which are also limited.

At least one-third of all households and jobs in the Greater Philadelphia region lack reasonable access to transit (source: <https://www.dvrpc.org/Reports/11045.pdf>). Ensuring that people and goods can safely and reliably move around the region is critical for quality of life, health and well-being, and the economy. Emerging shared mobility services are helping to fill some of the gaps in transit access, and can offer new modal options for the future of transportation that reduce the region's reliance on automobiles. That being said, DVRPC remains committed to improving the multimodal nature of transportation within Greater Philadelphia.

We hope you will continue to provide valuable input into the Planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 71

Response to Comment ID 463

Thank you for your comment and interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The Plan maintains a transportation vision and goal of creating a safe, multimodal transportation network that serves everyone. The Plan includes a financially-constrained set of transportation investments, and 44 percent of anticipated revenues are allocated to transit projects (though note transit and roadway budgets are set through federal and state policy). The financial plan, which is constrained so that expenditures don't exceed reasonably anticipated revenues, caps roadway expansion expenditures at four percent of total roadway funds. While limited, expansion projects funded in the Plan aim to remove existing bottlenecks, eliminate existing design flaws, fill in missing links, and/or support economic development. Also note, no system expansion projects are funded in the City of Philadelphia, and the two proposed unfunded aspirational projects would incorporate part-time shoulder use within the existing highway rights-of-way.

The 2050 Plan doubles the funding allocated to stand alone bicycle and pedestrian projects compared to the preceding Connections 2045 Plan. The 2050 Plan is consistent with and looks to shape new projects coming into the region's Transportation Improvement Program (TIP). The TIP lists hundreds of transportation projects at all scales that will advance over the next decade or so using federal transportation funding, and nearly all projects—whether they are predominantly system preservation, operational improvement, or system expansion—currently in the TIP have some sort of bike or pedestrian improvement as part of their scope.

We hope you will continue to provide valuable input into the Planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Thank you for your comment and interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The Plan maintains a transportation vision and goal of creating a safe, multimodal transportation network that serves everyone. The Plan includes a financially-constrained set of transportation investments, and 44 percent of anticipated revenues are allocated to transit projects. In policy and practice, the Plan has capped expenditures in roadway new capacity at four percent of total roadway revenues. While limited, expansion projects funded in the Plan aim to remove existing bottlenecks, eliminate existing design flaws, fill in missing links, and/or support economic development.

In addition to multimodal transportation improvements, the Plan is committed to responding to climate change by both lowering carbon emissions and adapting to the degree of climate change already baked in. It recommends a range of strategies for doing so, including increased land use density near transit and updating zoning to support more mixed-use development to support more walkable and energy efficient communities, electrifying vehicles and all other equipment currently powered by fossil fuels, makes a call to price carbon emissions, supports the development of renewable energy through renewable energy ordinances, and decreasing emissions by providing for more transit, walking, biking, and energy-efficient goods movement. Learn more about these efforts at <https://www.dvrpc.org/resiliency/>.

There are several challenges to expanding the region's transit system. First is the overwhelming preservation needs of our transit systems to maintain a state-of-good repair. The second challenge is funding the capital costs and the additional operating costs once the expansion project is complete. The Federal Transit Administration's New Starts program is highly competitive and funds only about 40 percent of the the cost of a new transit line on average (new roads are 80 percent federally funded without the need to win a competitive grant). The remaining 60 percent costs must then be funded with state and local resources, for which there is no dedicated funding available.

We hear your concerns concerning safety and Vision Zero. The Plan adopts the Vision Zero planning philosophy, which aims to end fatal and serious injury crashes by protecting all roadway users through equitable engineering, education, and enforcement, while prioritizing speed control. DVRPC facilitates coordination among county and municipal partners, state DOTs, and FHWA to bring data-driven safety improvements to both local and state roads. The region's data-driven Transportation Safety Analysis and Plan (TSAP) focuses on key regional emphasis areas for reducing roadway crashes, injuries, and fatalities. It is a living document that guides effective collaboration and coordination among safety professionals and stakeholders to address various road-user issues, including: intersection safety, impaired driving, roadway departure crashes, and pedestrian and bicyclist safety.

Thank you for this suggestion and your interest in the Connections 2050 Plan. We are disappointed to hear that a complete street recommendation and opportunity was missed out on in Upper Providence. DVRPC works closely with its county, state, and federal planning partners on implementing the Plan. As one example, DVRPC and PennDOT participate in the PennDOT Connects process to collaborate with county and local governments earlier in the planning process and more comprehensively than before to understand community concerns. Specific areas to be discussed during collaboration include such things as: safety issues, bicycle/pedestrian accommodations, transit access; stormwater management; utility issues; local and regional plans and studies; freight-generating land uses; and more.

We hope you will continue to provide valuable input into the Planning process by participating in public meetings,

reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 74

Response to Comment ID 471

Thank you for your comment and your interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

We share your concerns about CO2 emissions and climate change, this is one of the reasons why the Plan has long limited expenditures on roadway system expansion projects. This cap is currently four percent of available roadway revenues, and is applied by tracking the portion of each project's system expansion costs and summing total costs together for all projects with system expansion components. Roadway expansion projects programmed in the Plan are aimed at removing existing bottlenecks, fixing design flaws and safety issues, filling in missing movements, and/or supporting economic development. These projects are evaluated to ensure they won't increase traffic speeds or volumes in communities with high indicators of potential disadvantage. In addition, the Plan will expend 44 percent of its available revenue on maintaining and improving transit infrastructure.

There are several challenges to expanding the region's transit system. First is the overwhelming preservation needs of our transit systems to maintain a state-of-good repair. The second challenge is funding the capital costs and the additional operating costs once the expansion project is complete. The Federal Transit Administration's New Starts program is highly competitive and funds only about 40 percent of the the cost of a new transit line on average (new roads are 80 percent federally funded without the need to win a competitive grant). The remaining 60 percent costs must then be funded with state and local resources, for which there is no dedicated funding available.

In addition to multimodal transportation improvements, the Plan is committed to responding to climate change by both lowering carbon emissions and adapting to the degree of climate change already baked in. It recommends a range of strategies for doing so, including increased land use density near transit and updating zoning to support more mixed-use development to support more walkable and energy efficient communities, electrifying vehicles and all other equipment currently powered by fossil fuels, makes a call to price carbon emissions, supports the development of renewable energy through renewable energy ordinances, and decreasing emissions by providing for more transit, walking, biking, and energy-efficient goods movement. Learn more about these efforts at <https://www.dvrpc.org/resiliency/>.

We hope you will continue to provide valuable input into the Planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 75

Response to Comment ID 487

Thank you for your comment and your interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The Plan maintains a transportation vision and goal of creating a safe, multimodal transportation network that serves everyone. The Plan includes a financially-constrained set of transportation investments, and 44% of anticipated

revenues are allocated to transit projects. In policy and practice, the Plan has capped expenditures in roadway new capacity at four percent of total roadway revenues. No system expansion projects are funded in the City of Philadelphia, and the two proposed unfunded aspirational projects would incorporate part-time shoulder use within the existing highway right-of-way.

The transportation infrastructure financial plan focuses on improving road conditions, and anticipates spending about three-quarters of available roadway revenues on pavement and bridge preservation projects. The Plan continues to track and seek ways to shape development patterns and use emerging transportation technologies to enhance first-mile and last-mile transit access and to support a more walkable, bikeable, and transit-oriented region with less need for automobile ownership in order to facilitate the ability to conduct most daily activities without requiring a personal automobile.

There are several challenges to expanding the region’s transit system. First is the overwhelming preservation needs of our transit systems to maintain a state-of-good repair. The second challenge is funding the capital costs and the additional operating costs once the expansion project is complete. The Federal Transit Administration’s New Starts program is highly competitive and funds only about 40 percent of the the cost of a new transit line on average (new roads are 80 percent federally funded without the need to win a competitive grant). The remaining 60 percent costs must then be funded with state and local resources, for which there is no dedicated funding available.

The 2050 Plan is consistent with and looks to shape new projects coming into the region’s Transportation Improvement Program (TIP). The TIP lists hundreds of transportation projects of all scales—whereas the Plan only lists large-scale projects—that will advance over the next decade or so using federal transportation funding. Nearly all projects—whether they are predominantly system preservation, operational improvement, or system expansion—currently in the TIP have some sort of bike or pedestrian improvement as part of their scope.

We hope you will continue to provide valuable input into the Planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 521	Response to Comment ID 1; 2; 3; 4; 93; 94; 97; 100; 110; 154; 158; 165; 180; 196; 209; 224; 225; 228; 229; 230; 232; 242; 248; 250; 251; 287; 289; 291; 292; 293; 294; 295; 296; 297; 300; 301; 307; 309; 310; 312; 314; 317; 318; 322; 323; 329; 332; 341; 342; 348; 360; 361; 362; 364; 375; 388; 401; 413; 416; 418; 419; 420; 421; 427; 430; 449; 450; 451; 461; 464; 465; 474; 475; 476; 477; 478; 481; 484; 486; 492
-------------------------	---

Thank you for your comment and your interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The *Connections 2050* transportation vision is to create a safe, multimodal transportation network that serves everyone. Roadway expansion expenditures are capped at four percent of total roadway funds and consist of only a small number of projects. The priority for roadway funds is system preservation projects, which will receive about 75 percent of total roadway funds over the life of the Plan.

Approximately 44 percent of total funding will go toward maintaining and improving transit infrastructure. Budgets for roadways and transit projects are set through the legislative process and come from different sources with limitations on their uses.

The Plan lists only large-scale major regional projects that will cost more than \$25 million in today's dollars, including projects that will be completed by toll authorities using non-federal funding. This is only a few of the thousands of projects that will be implemented over the next 29 years. We have added text to clarify this in the Connections 2050 Policy Manual. The Plan will shape the pipeline of projects that move into the region's Transportation Improvement Program (TIP). The TIP lists hundreds of transportation projects at all scales that will advance over the next decade or so. Nearly all projects in the TIP have a multimodal component. We hope you will continue to provide valuable input into the Planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 522	Response to Comment ID 9; 10; 11; 12; 13; 14; 16; 17; 18; 19; 20; 21; 22; 23; 24; 25; 26; 27; 28; 29; 30; 31; 32; 33; 34; 35; 36; 37; 38; 39; 40; 41; 42; 43; 44; 45; 46; 47; 48; 49; 50; 51; 52; 53; 54; 55; 56; 57; 58; 59; 60; 61; 62; 64; 65; 67; 68; 69; 72; 73; 74; 75; 76; 77; 79; 80; 81; 82; 83; 84; 85; 86; 87; 88; 89; 90; 91; 92; 95; 96; 98; 99; 101; 102; 103; 104; 105; 106; 107; 108; 109; 111; 112; 113; 114; 115; 116; 117; 118; 119; 120; 121; 122; 123; 124; 125; 126; 127; 128; 129; 130; 131; 132; 133; 134; 135; 136; 137; 138; 139; 140; 141; 142; 143; 144; 145; 146; 147; 148; 149; 150; 151; 152; 153; 155; 156; 157; 159; 160; 161; 162; 164; 166; 167; 168; 169; 170; 171; 172; 174; 175; 176; 182; 183; 185; 186; 187; 188; 189; 190; 191; 193; 194; 195; 200; 202; 203; 211; 213; 218; 219; 223; 233; 234; 235; 240; 244; 247; 249; 252; 254; 255; 256; 257; 258; 260; 261; 262; 265; 266; 267; 268; 269; 270; 271; 272; 273; 274; 275; 276; 284; 285; 286; 299; 302; 303; 304; 311; 316; 319; 325; 333; 339; 340; 408; 446; 453
-------------------------	--

Thank you for your comment and interest in the Connections 2050 Plan. Our responses to each of your points are as follows.

1. The Plan has doubled the funding allocation for bicycle and pedestrian projects as compared to Connections 2045 to \$1.6 billion over the life of the plan. However, the Plan does not program projects into the TIP, and therefore, the adoption of the Plan does not translate into an immediate increase in the amount of funds programmed on the 12-year TIP. Currently, the 12-year PA TIP includes \$308 million in bicycle and pedestrian investments (including \$228 million in Major Regional Projects and \$80 million in smaller projects) and the 12-year NJ TIP includes \$30 million in smaller projects. This means that \$338 million of the available \$1.6 billion is currently programmed, leaving a balance of \$1.36 billion to be programmed over the life of the Plan.

DVRPC currently works, and will continue to work, with sponsors to advance bicycle and pedestrian projects, including Circuit Trails, into the TIP moving forward. All projects are subject to funding constraints, and there is a limited ability to add new project candidates into the TIP at any given time. Despite the realities of fiscal constraint, the Plan (and the region) has made a long-term commitment to funding the Circuit Trails as evidenced by the inclusion of the Circuit Trails in the Plan's list of illustrative Major Regional Projects and by language in the Plan supporting the completion of 500 miles of the Circuit by 2025 and full build-out by 2040. Philadelphia's High-Quality Bicycle Network is included in the Vision Plan, but there is currently not enough funding available to include it in the fiscally-constrained plan. This does not mean any individual component of the High-Quality Bicycle Network, or any other piece of bicycle and pedestrian infrastructure cannot move forward in the near-term.

To move projects into the 12-year program, or Transportation Improvement Program (TIP), we will need to continue to work with our partners around the region to get projects ready for construction. In our dialogue internally and with planning partners, such as the Greater Philadelphia Bicycle Coalition, we recognize that project design is a major bottleneck in delivering larger-scale Circuit Trail projects. We will work with the TIP and Regional Technical Committee to identify additional design funds for some Circuit Trail projects. However, funding activities like design locally or with competitive state funding will enable smaller-scale trail projects to advance more quickly than they could with using

federally-funded programs. As funds become available, construction ready projects can be programmed at any time if they are a priority of our member governments and regional partners.

Another intent of the funding allocation in the Vision Plan is to guide future state and federal funding and policy decisions, so that greater explicit commitments to fund bicycle and pedestrian infrastructure can be included in future Plan iterations, and the TIP as it is updated over time.

2. The region's current Surface Transportation Block Grant Program (STBG) for the five-county Pennsylvania subregion is \$26 million per year total, and is just under \$8 million per year in the four New Jersey counties. The Surface Transportation Urban program is about \$75 million per year in Southeast Pennsylvania, and \$28 million per year in southern New Jersey. Due to not hitting our federal Transportation Performance Management safety targets, some of this funding will need to be converted to Highway Safety Improvement Project (HSIP) funding in both state subregions. The Regional Technical Committee makes all project funding recommendations and the DVRPC Board must approve them. The Plan's increased funding allocation for bike/ped is intended to help move more bicycle and pedestrian projects, including the Circuit Trails, forward. Besides funding, there are many other challenges to delivering these projects. These include: obtaining maintenance agreements with local partners and right-of-way easements with property owners; sidewalks are owned by property owners, who are responsible for their upkeep and maintenance; obtaining grants or other funds for project design, and that there is no dedicated formula funding source to pay for trail of projects. These are challenges that the region must find ways to overcome in order to deliver all the bike and pedestrian projects contained in the aspirational vision.

3. We have added language supporting the 500-mile goal by 2025 and full buildout by 2040.

4. We expect and embrace the developing bipartisan infrastructure legislation's additional focus on bicycle and pedestrian infrastructure. We will look at ways to maximize that investment by supporting flexible use of funds. However, we can't commit to any number without knowing what kind of restrictions or guidance will be placed on available revenues. Even if new funds can't program Circuit Trails or other bike and pedestrian projects, they may free up other funds that are currently programmed for projects that may be able to advance sooner. This could potentially allow the use of those currently programmed funds for bicycle and pedestrian projects that need more time to go through design. In addition, it should be noted that as a result of federal funding requirements, many on-road projects are best implemented as part of a roadway preservation project. We don't track how much roadway preservation funding goes to bike and pedestrian improvements yet, but this is something we could do in the future. Since the TIP only currently only assigns a main project category, these investments won't show up in the TIP's bike and pedestrian category. Furthermore, these roadway preservation projects are sometimes funded from the PennDOT maintenance budget, while the TIP only documents the expenditure of capital funds.

5. We will work to incorporate elements of the City's High-Quality Bike Network and seek ways to fund it in the TIP. Note, the Plan does not program projects into the TIP, rather it identifies future large-scale projects and then DVRPC works with project sponsors to help advance them.

6. We will work with the City of Philadelphia to implement their Vision Zero Plan, and will seek to program projects in the TIP as they are ready. We are also currently working with Trenton to develop a Vision Zero Plan for the city. We are currently seeking funding to implement a series of safety projects that did not get funded through HSIP. And as noted above, failure to meet federal TPM safety targets means that more STBG funds will need to be put toward safety projects. We will further be updating the TIP-LRP Project Benefit Criteria and will work to incorporate more Vision Zero safety strategies into it as an analytical tool. We have added 'design all projects using system safety principles' as one of the checklist strategies under strategy #8 "Safely Accommodate Walking, Biking, Transit, and Transportation Network Users of All Abilities."

We hope you will continue to provide valuable input into the Planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID:	523	Response to Comment ID	78; 253; 330; 334; 335; 344; 345; 346; 349; 350; 351; 352; 353; 354; 355; 356; 357; 358; 359; 365; 367; 368; 369; 370; 372; 373; 374; 376; 377; 378; 379; 380; 381; 382; 383; 384; 385; 387; 389; 391; 392; 393; 394; 395;
--------------	-----	------------------------	--

396; 397; 400; 402; 404; 405; 406; 407; 409; 410; 411;
412; 415; 417; 422; 424; 425; 426; 429; 431; 433; 434;
435; 436; 437; 438; 439; 443; 444; 452; 457; 467; 468;
469; 472; 473; 479; 480; 482; 485; 488; 490

Thank you for your comment, your interest in Connections 2050, and your careful reading of the Plan's documents. You raise very valid points. The Plan acknowledges historical environmental justice transgressions and DVRPC is responsible for understanding ways to mitigate, avoid, and minimize disproportionate impact under environmental justice and correct/remediate discriminatory programs, policies, and activities under Title VI of the Civil Rights Act.

As part of the Plan update, DVRPC undertook two approaches to environmental justice analysis. The first occurs at the project level and utilizes the TIP-LRP Benefit Criteria that includes equity as a weighted criterion for new project candidates on Transportation Improvement Programs and the Long-Range Plan. This criterion evaluates how the project serves under-represented and disadvantaged communities and other population groups with additional transportation needs, including environmental impact of project construction and disturbance to communities. Projects score based on location in census tracts with high Indicators of Potential Disadvantage (IPD) communities, though projects aren't scored for this criterion if they are anticipated to significantly increase vehicle speeds or traffic volumes in above average IPD communities.

The second analysis is at the program level and tests whether current poor bridge or pavement conditions, and crashes are disproportionately lower within high IPD communities. Our analysis has found that pavement and bridge conditions are not significantly worse in high IPD communities. However, crashes are occurring at a higher rate in above average IPD communities, which is one reason why it adopted a Vision Zero approach to roadway safety. In addition, the City of Philadelphia has a Vision Zero Plan, which has begun to identify specific safety projects that the region will look to start funding in the Transportation Improvement Program (TIP).

We share your concerns about overinvesting in road expansion with negative consequences for our communities and climate. The last several iterations of the region's long-range plan have placed a strict cap on system expansion investments for these very reasons. The current cap is to spend no more than four percent of roadway revenues on system expansion. The Plan categorizes any project with any new capacity component as a system expansion project, even though it may be predominantly a reconstruction project. This is the case for US 30 in Chester County, US 322 in Delaware County, and US 422 and US 202 (Section 600) in Montgomery County which will draw funds from multiple funding categories.

Some notes on the specific projects mentioned. The Coatesville-Downingtown bypass in Chester County (Route 30), which was completed in 1962, is in poor condition, requires continual maintenance, and suffers from an outdated design. The project to upgrade this facility is primarily a system preservation project intended to bring this facility up to modern design standards. The larger project has two system expansion components. As part of the project, part-time shoulder use--where the shoulders will be open as an additional travel lane during the peak travel period--will be incorporated into the eastern half of the project's limits. In addition, two partial interchanges will be made into full interchanges enabling movement in all directions at these locations. This project aims to improve access and support investment and development in Plan centers such as Coatesville, Downingtown, and Exton--while steering it away from open space and agricultural communities in southern Chester County. This project is consistent with the county's Master Plan, Landscapes III.

The I-95 viaduct sections from Broad Street to Queen Street in South Philadelphia were built between 1967 and 1979 with an anticipated 50-year service life. This section contains roughly 2.5 million square feet of bridge deck area, which will need to be rehabilitated or reconstructed in advance of 2050 in order to remain in service. The exact system preservation requirements of this project are still to be determined. It is important to note that roadway widening is not being proposed for this project. This is in order to minimize community impacts and out of concerns for climate change.

This project will be developed with broad community involvement. As with the I-95 reconstruction projects north of I-676, PennDOT will work closely with DVRPC, the City of Philadelphia, SEPTA, and local stakeholders to identify ways to improve access to the Delaware River and other recreation/cultural destinations, build trail and bike/pedestrian improvements, and implement transit improvements to mitigate congestion in this corridor. The I-95 Central to South Philadelphia study is underway and looking into these issues. Information about the study can be found at <http://95revive.com/project-areas/sector-b/>. The funds anticipated to be used on this project will come from PennDOT's Interstate Management Program, which are not able to be transferred to another mode or even non-Interstate road

facilities--except for use in community enhancement projects to mitigate for the inconveniences caused by construction in the neighborhood.

We hope you will continue to provide valuable input into the Planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 524 **Response to Comment ID 173; 181; 199; 201; 204; 205; 207; 208; 210; 212; 214; 215; 216; 221; 222; 226; 232; 237; 239; 241; 243; 245; 399; 432; 483; 489**

Thank you for your comment and your interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

The Connections 2050 transportation vision is to create a safe, multimodal transportation network that serves everyone. Roadway expansion expenditures are capped at four percent of total roadway funds and consist of only a small number of projects. The priority for roadway funds is system preservation projects, which will receive about 75 percent of total roadway funds over the life of the Plan.

The I-95 viaduct sections from Broad Street to Queen Street in South Philadelphia were built between 1967 and 1979 with an anticipated 50-year service life. This section contains roughly 2.5 million square feet of bridge deck area, which will need to be rehabilitated or reconstructed in advance of 2050 in order to remain in service. The exact system preservation requirements of this project are still to be determined. I-95 reconstruction will be developed with broad community involvement. As with the I-95 reconstruction projects north of I-676, PennDOT will work closely with DVRPC, the City of Philadelphia, SEPTA, and local stakeholders to identify ways to improve access to the Delaware River and other recreation/cultural destinations, build trail and bike/pedestrian improvements, and implement transit improvements to mitigate congestion in this corridor. The I-95 Central to South Philadelphia study is underway and looking into these issues. Information about the study can be found at <http://95revive.com/project-areas/sector-b/>. The funds anticipated to be used on this project will come from PennDOT's Interstate Management Program, which are not able to be transferred to another mode or even non-Interstate road facilities--except for use in community enhancement projects to mitigate for the inconveniences caused by construction in the neighborhood.

The Plan lists only large-scale major regional projects that will cost more than \$25 million in today's dollars, including projects that will be completed by toll authorities using non-federal funding. This is only a few of the thousands of projects that will be implemented over the next 29 years. We have added text to clarify this in the Connections 2050 Policy Manual. The Plan will shape the pipeline of projects that move into the region's Transportation Improvement Program (TIP). The TIP lists hundreds of transportation projects at all scales that will advance over the next decade or so. Nearly all projects in the TIP have a multimodal component.

Approximately 44 percent of total funding will go toward maintaining and improving transit infrastructure. Budgets for roadways and transit projects are set through the legislative process and come from different sources with limitations on their uses.

We hope you will continue to provide valuable input into the Planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Response ID: 525 **Response to Comment ID 277; 278; 279; 280; 281; 282; 283**

Thank you for sharing these resources. The Connections 2050 goal of Regional Vision Zero 2050 promotes safety for all system users and is consistent with the City of Philadelphia Vision Zero effort, the safety goals of both Pennsylvania and New Jersey's Strategic Highway Safety Plans, and that of the Federal Highway Administration. A growing body of

evidence demonstrates that a more forgiving roadway network—one that protects users from unnecessarily being killed or seriously injured—is possible. It is our responsibility to prioritize data-driven interventions that protect system users, which include context-sensitive use of automated speed enforcement, traffic calming, and complete streets, among other safety interventions.

Safety is a top priority for DVRPC, as articulated in the Long-Range Plan. Safety is the highest weighted criterion in the TIP-LRP Benefit Evaluation for new project candidates. Federal legislation includes targets for safety with the goal of reducing fatalities and serious injuries. DVRPC and local partners work with NJDOT, PennDOT, and other project sponsors to consider safety improvements for all projects. A number of alternatives are evaluated prior to the construction phase of projects to determine the best solution to a transportation problem, given expected resources and the needs of various stakeholders.

Transportation Systems Management and Operations (TSMO) applies multimodal, cross-jurisdictional services and projects to improve transportation network operations, security, safety, and reliability. DVRPC's TSMO Plan recommends viewing transportation as an integrated network, using technology and innovation to support TSMO strategies, obtain accurate real-time network conditions, promote cooperation among regional transportation and emergency management partners to proactively manage planned and unplanned events and to provide timely and accurate travel information to customers so they can make informed mobility decisions. Please consider participating in local safety initiatives.

Response ID: 526

Response to Comment ID 197

Thank you for your comment and your interest in the Connections 2050 Plan. The Plan responds to the unique needs of a diverse region consisting of five counties in Southeastern Pennsylvania and four counties in southern New Jersey. The Plan makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. Investments in these modes are a higher proportion in the City of Philadelphia and other denser urban areas, because more people travel with them in those communities.

We have corrected the typo you noted for the 'Draft for Board Adoption' version of the Policy Manual. The funded Plan includes the King of Prussia (KOP) Rail project, finishing the extension of the Media-Elwyn Line to Wawa, PA, and opening the Franklin Square Station on the PATCO High-Speed Line. In addition, SEPTA's Trolley Modernization project promises to be transformative for the communities served by trolley routes, and includes many end of line extensions. The vision plan includes:

- Restoring service along the Bethlehem Branch from Lansdale to Perkasie, PA,
- New surface transit along Roosevelt Boulevard,
- Extending the Paoli-Thorndale Line to Atglen,
- A new Market-Frankford Line station on West Market Street in Center City, Philadelphia,
- A fixed guideway shuttle service connecting 30th Street Station, new development in its vicinity, the Philadelphia Zoo, and Mantua.
- New transit service along Delaware Avenue in Philadelphia.
- Extending PATCO to University City.
- Extending the Broad Street Line to the Navy Yard.
- Glassboro-Camden Line.
- Bus Rapid Transit from Camden County to Center City.
- Bus Rapid Transit along US 1 in Mercer County.
- Restoring service on the West Trenton Line to Newark and Secaucus.
- Extending the River Line to the New Jersey State House.

There are several challenges to building any of these lines. First is the overwhelming preservation needs of our transit systems to maintain a state-of-good repair. The second challenge is funding the capital costs and the additional operating costs once the expansion project is complete. The Federal Transit Administration's New Starts program is highly competitive and funds only about 40 percent of the the cost of a new transit line on average (new roads are 80 percent federally funded without the need to win a competitive grant). The remaining 60 percent costs must then be funded with state and local resources, for which there is no dedicated funding available.

The aspirational vision contains a partial cap over I-676 in Chinatown. The walls on much of the rest of this facility were not built to support a cap, and a full cap has been deemed infeasible due to lighting and ventilation requirements.

We hope you will continue to provide valuable input into the planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media.

Section D.
Comments Received After End of Public Comment Period

Comments on DVRPC Connections 2050: Long Range Plan Submitted Post-Public Comment Period

From: Sean Najera

Submitted: Aug 30 2021

To whom it may concern:

In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050.

Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency?

I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

To whom it may concern:

In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050.

Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency?

I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

To whom it may concern:

In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050.

Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency?

I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

To whom it may concern:

In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050.

Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency?

I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

To whom it may concern:

In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050.

Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. This is simply not consistent with my goals or DVRPC stated goals. AR SPRUCE Jackie Buhn, Principal

To whom it may concern:

In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050.

Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency?

I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050.

Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency?

I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

To whom it may concern:

In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050.

Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency?

I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

To whom it may concern:

In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050.

Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency?

I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.

2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60 Million per year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.

3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them

4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.

5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.

6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

7. In the Connections 2050 policy manual, DVRPC noted in the "Black Lives Matter" section that "in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community". In the process manual, DVRPC further notes that "Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements" (page 81) and "[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility" (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections 2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley's long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections 2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections 2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

Dear DVRPC, I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60 Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras. By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.
7. In the Connections 2050 policy manual, DVRPC noted in the "Black Lives Matter" section that "in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community". In the process manual, DVRPC further notes that "Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements" (page 81) and "[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility" (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections 2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley's long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections 2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections 2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

Sincerely, Jack Schone

From: David van Balen

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

From: Daniel Klein

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

From: Elam Klein

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

From: BARBARA Hague

Submitted: Aug 30 2021

Please, we do not need more and bigger roads. Especially in south Philadelphia. Widening 95 will only cause more disruption to existing neighborhoods. More investment in public transportation us needed. Thank you Barbara Hague Phila Pa

From: mrsanders.tm

Submitted: Aug 30 2021

Reading through the fancy PDFs on your website, I get the impression that the DVRPC is working toward creating a better multimodal system of transportation options focused on minimizing humanity’s environmental impact, but actually looking through the list of funded Major Regional Projects, I don’t see this at all. There are only two funded transit expansion projects (\$2.8 billion), while there are 15 roadway expansion projects adding up to over \$4 billion—and that’s not even counting the dozens of minor roadway expansions. Especially insulting is the complete reconstruction of I-95 for an additional \$4.6 billion. It’s great that some green storm water management and bike and pedestrian bridges are ancillary projects (for an additional cost!), but that doesn’t make up for the fact that this is an enormous amount of money for a project that doesn’t fit in with your stated goals. I urge you to update your plan to better align with these goals and their aim to put this area in a resilient position for future. One of the reasons I chose Philadelphia as a place to live was its transit system, which is sadly underappreciated and underfunded but still so much more usable than most U.S. cities’. Please stand up for it and make it better for future generations!

From: Jason Jensen

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

From: Jenni Jones

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars.* These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050.* Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars*. Is this representative of transportation equity and climate justice?* In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Climate justice must necessarily include racial justice; Climate Justice is Racial Justice. Thank you for taking the time to read and note my concern as a resident of Philadelphia who cares deeply about the issues at hand. Sincerely, Jennifer Jones Race Street, 19107

From: Josh Abbell

Submitted: Aug 30 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

Sent from Mail for Windows

From: ladylib@verizon.net

Submitted: Aug 31 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

From: Willi Jeff

Submitted: Aug 31 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86).

These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050.

Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency?

I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Sent from my iPhone

From: Dan Sigmans

Submitted: Aug 31 2021

Dear DVRPC LRP staff, In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and especially climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency?

I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Sincerely, Dan Sigmans

From: Emerson Samoy

Submitted: Aug 31 2021

first-name: Emerson last-name: Samoy zip: 19111

From: Jesse Klaproth

Submitted: Aug 31 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

From: Charles Huemmler

Submitted: Aug 31 2021

first-name: Charles last-name: Huemmler zip: 19063

From: L Harris

Submitted: Aug 31 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost more than \$1.6 billion dollars. These are gross misuses of our transportation funding and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Thank you for doing the right thing, your correct decision is paramount to the survivability of humanity. DO THE RIGHT THING! Lou Harris

From: Sarah Williams

Submitted: Aug 31 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

From: Amy Feldman

Submitted: Aug 31 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Amy Tecosky-Feldman, Ed.D.610.213.6197 CANN website From Concern to Action: Take the Renewable Energy Survey now!

Dear DVRPC, I am a long-time bike commuter from Northwest Philadelphia to Center City. I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term

(the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.

2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/ pedestrian projects that contribute towards Major Regional Bike/Ped Projects.

3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them

4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.

5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.

6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more%20 bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely,
John Meigs
Philadelphia PA 19118

In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

I am writing to provide the following comments on the Connections 2050 Long-Range Plan:

1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years. The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects. \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal. Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects. Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.
5. Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP and program the identified cost of \$800 million from the Surface Transportation Program.
6. Support the Regional Vision Zero Target goal of zero traffic deaths by 2050 with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.

By committing to these recommendations there are significant opportunities to strengthen the 2050 Long-Range Plan. By accelerating the development of more%20 bicycle/pedestrian facilities and completing 150 miles to the Circuit Trails in the near term will help reduce greenhouse gas emissions from the transportation sector.

Sincerely, Yoav Kallus

From: Anna Tangi

Submitted: Aug 31 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only. Anna Tangi

From: Alan Ruscoe

Submitted: Aug 31 2021

To whom it may concern: In the Connections2050 policy manual, DVRPC noted in the “Black Lives Matter” section that “in many areas, Interstates and highways were aligned in a manner that cut off Black neighborhoods from the wider community”. In the process manual, DVRPC further notes that “Transportation projects, in particular, can impair or destroy historic resources through road widenings, realignments, and capacity enhancements” (page 81) and “[m]ore recently, however, it has been shown that widening roads induces additional users, curtailing progress on mobility” (page 86). These statements are correct and welcomed. But the list of funded Major Regional Projects directly contradicts these principles and invalidates any good intention from them. At least 12 out of the 20 costliest transportation projects include some sort of highway widening, such as the Route 30 widening that will cost in excess of \$1.6 billion dollars. These are gross misuses of our transportation funding, and display a total insincerity in addressing and combating the socioeconomic and climate-related issues identified in Connections2050. Other metropolitan areas are actively talking about removing highways through city centers and reversing the devastating environmental effects of urban renewal. Yet the Delaware Valley’s long-term plan is to undergo total reconstruction of I-95 in South Philadelphia for over \$4 billion dollars. Is this representative of transportation equity and climate justice? In 30 years when Connections2050 is complete, will DVRPC and its partners have left the groundwork for a better future for subsequent generations, or will it be irreversibly escalating our climate emergency? I urge the DVRPC Board to reject Connections2050 as proposed and revise the capital projects budget to identify real sources and cost estimates for transit and multimodal projects, while also scaling back highway projects to the minimum needed for rehabilitation only.

Connections 2050 Plan for Greater Philadelphia Public Comments and Responses

Publication Number: 22008

Date Published: September 2021

Geographic Area Covered:

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

Key Words:

Equity, roadway system expansion, climate change, The Circuit, transit, biking, walking, Environmental Justice, Vision Zero, transportation funding.

Abstract:

This document records the public comments received during the 30-day public comment period leading up to the adoption of the *Connections 2050* Plan.



190 N Independence Mall West
8th Floor
Philadelphia, PA 19106-1520
215.592.1800 | fax: 215.592.9125
www.dvrpc.org

Staff Project Team:

Brett Fusco, *Manager, Office of Long-Range Planning*
Amani Bey, *Associate Planner*

Staff Contact:

Brett Fusco
Manager, Office of Long-Range Planning
215.238.2937
bfusco@dvrpc.org



190 N INDEPENDENCE MALL WEST
8TH FLOOR
PHILADELPHIA, PA 19106-1520
215.592.1800 | FAX: 215.592.9125
WWW.DVRPC.ORG
WWW.DVRPC.ORG/2050

Connect With Us!

