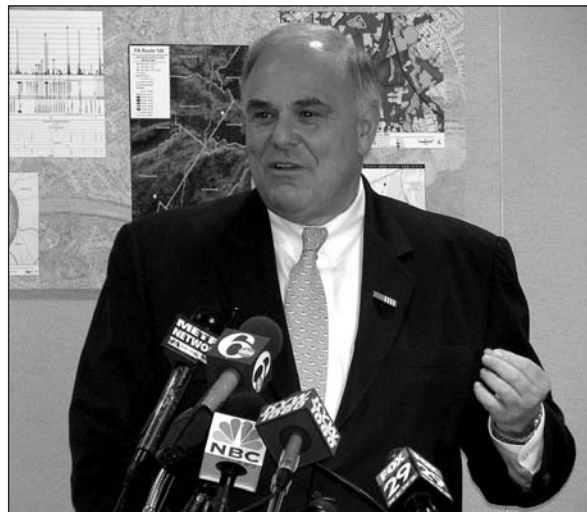


THE NEWSLETTER OF DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## GOVERNOR RENDELL OFFERS POSSIBLE SOLUTIONS TO TRANSPORTATION FUNDING CRISIS

Pennsylvania **Governor Edward Rendell** attended the March 22, 2007 Board meeting as part of a statewide tour to promote his transportation agenda. During his presentation, Governor Rendell identified the many problems facing the 5-county region, including 602 structurally deficient bridges, 695 miles of roads in poor condition, and the looming 31% transit fare increase combined with a 20% reduction in weekday transit service. There is currently a \$1,725 million shortfall in funds needed to repair and maintain the region's transportation system. The Governor made several suggestions for solving the transportation crisis, but gave special attention to taxing the profits of oil corporations and leasing the Pennsylvania Turnpike.

In April, the DVRPC Board authorized a letter to be sent to all Southeastern Pennsylvania legislators highlighting the need for action and offering support to reach a viable solution. While the letter does not identify a preferred solution, it recognizes



**Governor Rendell** speaks to the DVRPC Board about the Commonwealth's transportation crisis, and offers suggestions for increasing funding.



DVRPC's Executive Director, **Barry Seymour**, welcomes Governor Rendell, the DVRPC Board, media, and guests to the event.



The Governor's presentation was made before the March DVRPC Board meeting, and was well-attended by DVRPC Board members, media, and citizens.

the need for increasing funding and calls upon the State legislature to craft a solution whereby any funding package must be sufficient, predictable, dedicated, and sustainable.🌱

### SPRING 2007 ISSUE:

- ▼ DVRPC Approves Dollars for Safety 2-3
- ▼ DVRPC Serves As Host For National APA Conference 4
- ▼ Commission Receives FTA Grant 5
- ▼ DVRPC Implements New Roundabout Incentive Program 5
- ▼ Incident Management Task Force Forum 6
- ▼ TreeVitalize Municipalities Help Communities Become Greener 7
- ▼ Congestion Management Process Enhances Transportation System 7
- ▼ Air Quality Action 8

# DVRPC APPROVES DOLLARS FOR SAFETY

**D**VRPC, in partnership with PennDOT and state and federal legislators throughout the region, have taken recent action to make our roads safer — namely, PA 100 in Chester County and Roosevelt Boulevard in the City of Philadelphia.

In March 2007, the Commission held a press conference to announce over \$2 million in safety improvements for PA Route 100. Since 2003, there have been a dozen fatal crashes on an 8-mile segment of PA 100. In response to local concern about the fatalities, the DVRPC Board has approved almost \$1.5 million in federal funding as part of a comprehensive package to implement a Safety Action Plan in this area. In addition, PennDOT is spending over \$800,000 of its own funds to implement physical elements of the plan to mitigate crashes on PA 100.

**“DVRPC, in partnership with PennDOT and state and federal legislators have taken recent action to make our roads safer — namely, PA 100 in Chester County and Roosevelt Boulevard in the City of Philadelphia.”**

In addition, PA 100 has been officially designated as a Safety Corridor, which means that fines will be doubled for certain traffic violations. This is an effort to curb speeding — a major cause of crashes along the corridor. For more information about the PA 100 Safety Action Plan, contact Regina Moore, DVRPC Transportation Engineer, at 215-238-2862 or [rmoore@dvrpc.org](mailto:rmoore@dvrpc.org).

During a second press conference in April 2007, a 12-mile stretch of Roosevelt Boulevard was also designated as a Safety Corridor. DVRPC is working on a Roosevelt Boulevard Corridor Study, in



At a press conference in March 2007, federal, state and local legislators and officials gathered to announce funding for safety improvements on PA 100. Shown here are: Chief **Mike Swininger**, West Vincent Township Police Department; **Lou Belmonte**, PennDOT 6-0 Traffic Engineer; Senator **Andy Dinniman** (19th District); Senator **John Rafferty** (44th District); Congressman **Jim Gerlach** (6th District); and **Richard Bickel**, DVRPC Director of Planning. Also speaking at the conference but not shown here, were: Representative **Tim Hennessey** (26th District), Representative **Curt Schroder** (155th District); **Carol Aichele**, Chester County Commissioner and DVRPC Board Treasurer.



which staff will offer suggestions to improve pedestrian safety and mobility. In addition, staff will complete a preliminary examination of reducing the number of travel lanes from 12 to 10, allowing for a more “complete streets” approach. The study is expected to be complete in late summer. For more information, contact Ellis Kim, DVRPC Transportation Engineer, at 215-238-2894 or [ekim@dvrpc.org](mailto:ekim@dvrpc.org).

**LEFT:** Representative **Curt Schroder** recognizes the many safety concerns on PA 100 and applauds the funding for new safety improvements, while Representative **Tim Hennessey** looks on.

## Interested in learning more about smart growth in the region?

Visit the **NEW Smart Growth** page on the DVRPC website:  
[www.dvrpc.org/planning/regional/SmartGrowth.htm](http://www.dvrpc.org/planning/regional/SmartGrowth.htm)

**FEATURING:** smart growth principles, a list of DVRPC efforts relating to smart growth, and links to resources and online tools. For more information or suggestions for the new website, contact **Karin Morris** at [kmorris@dvrpc.org](mailto:kmorris@dvrpc.org).





**LEFT:** Congressman **Jim Gerlach** applauds the legislators for their efforts and speaks about the impact of the road improvements on PA 100. Improvements to be funded include applying a thin asphalt material to increase skid resistance at curves; pull-outs for police speed enforcement; two dynamic message signs to alert motorists of travel conditions; construction of a northbound left turn lane at PA 23; and an extension of the Blackhorse Hill climbing lane transition and flattening of its curve.



**RIGHT:** Senator **John Rafferty** was a key legislator in helping to make funds available for the safety improvements on PA 100.



**LEFT:** The PA 100 press conference was well-attended by legislators, local policemen, firemen, media and local citizens.

**RIGHT:** **Carol Aichele**, Chester County Commissioner and DVRPC Board Treasurer, spoke on behalf of Chester County and recognized the joint efforts of the legislators and agencies at the PA 100 press conference.



**BELOW:** A 12-mile stretch of Roosevelt Boulevard was designated as a Safety Corridor. Pennsylvania State Senator **Mike Stack** stands in front of the "Safety Corridor" road sign during an April, 2007 press conference.



## ROSEMARIE ANDERSON HONORED BY FHWA

DVRPC's Manager of Safety and Corridor Planning, Rosemarie Anderson, was presented with the Federal Highway Administration's (FHWA's) Dave Powell Excellence Award at the January Board Meeting. Ms. Anderson was chosen for the award based on her commitment to enhancing the partnership between DVRPC and the FHWA while achieving quality results for the citizens of New Jersey; and for conducting her actions with the highest regard for creating "win-win" situations, always dealing with people with respect and dignity. She was nominated for the award by a member of the New Jersey Division office of FHWA who indicated that she truly embraced the partnership between the two agencies. The Regional Safety Task Force is recognized by the FHWA office as a premier example of MPO safety actions.

# DVRPC SERVES AS HOST FOR NATIONAL APA CONFERENCE

In April 2007, over 6,000 planning professionals from across the country and around the world arrived in Philadelphia for the American Planning Association Conference. DVRPC staff took the lead in organizing the conference, and were critical to its success. A number of DVRPC staff members led mobile workshop tours, orientation tours, spoke on panels, and presented posters including:

◆ **Barry Seymour**, DVRPC Executive Director, served as the Conference Co-Chair and directed activities of the Local Host Committee.

◆ **Richard Bickel**, Director of Planning, was co-chair of the Orientation Tour Committee and led a City Orientation Tour with **Karin Morris**, Manager of Smart Growth.

◆ **Patricia Elkis**, Associate Director of Comprehensive Planning, organized a mobile workshop, entitled “Keeping Downtowns Vibrant.” One of the few suburban tours to sell out, attendees took a closer look at three distinctive towns—Chestnut Hill, Ambler, and Keswick.

◆ **Ted Dahlburg**, Manager of Freight Planning, and **Walker Allen**, Transportation Planner, hosted a mobile workshop, “Integrating Freight Facilities with Community Goals.” Over 30 conference attendees visited a major port facility, a warehouse, and a refinery. In addition, Ted and Walker presented a poster called the “Basics of Freight Planning.”

◆ **John Madera**, Senior Transportation Planner, and **Chris Linn**, Senior Environmental Planner, led a mobile workshop, “Developing a Regional Trail Network.” The tour was to be a bike ride



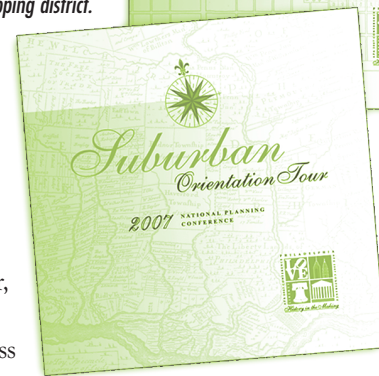
**Bernadette Dougherty**, Ambler Main Street Manager, showed 50 planners from around the country how the Borough of Ambler turned around a sleepy downtown into a fun restaurant, movie theater, playhouse and shopping district. The walking tour of Ambler was part of the “Keeping Downtowns Vibrant” Mobile Workshop, organized by **Patty Elkis** of DVRPC.

from Norristown to the Convention Center, but due to inclement weather, they led a transit and walking tour and rode the R6 Regional Rail train.

◆ **Greg Krykewycz**, Transportation Planner, presented the poster session, “Can I Walk or Bike to the Train? Nonmotorized Access to Rail Stations.” The poster took a look at the multimodal transportation network, and studied train stations that went beyond parking capacity and were also accessible to pedestrians and bicyclists.

◆ **Alison Hastings**, Environmental Planner, and **Sara Belz**, Regional Planner, presented a poster session, “Neighbor by Neighborhood: Marketing Greater Philadelphia’s Older Communities”. It highlighted DVRPC’s new multi-media marketing program to promote older suburbs and urban neighborhoods.

◆ **Greg Heller**, Planning and Design Analyst, led two sessions for the Bacon Foundation.



Conference identity and booklet covers designed by **Kim Meyer**.

◆ Behind the scenes but ever-present was **Kimberly Meyer**, Senior Graphic Designer, who designed materials for the conference, including the local host committee logo, vendor merchandise, and other graphics for the conference. She worked with GIS Analyst, **Kim Korejko**, to design the booklets for the guided tours.

Staff also volunteered at a DVRPC exhibit booth, greeting conference attendees and handing out information about DVRPC’s programs and reports. A special thanks to all DVRPC staff who volunteered their time and shared their knowledge about DVRPC and the region! 🌱





# COMMISSION RECEIVES FTA GRANT

**D**VRPC has been awarded a grant through the *Federal Transit Administration's (FTA's) Public Transportation Participation Pilot Program (PTP Program)* to enhance public outreach. The PTP Program is designed to fund small applied research projects that focus on developing products for improving the practice of public participation in transportation planning at the regional or project level.

DVRPC's proposal, ***Dots and Dashes: Game Playing for Long-Range Consensus Building***, is designed to develop, implement and assess regional transit planning projects and to

***“Dots and Dashes is designed to develop, implement and assess regional transit planning projects and to enhance the public outreach process.”***

enhance the public outreach process through a unique communicative and consensus-building planning exercise. Participants affix game pieces (“dots and dashes”) to identify preferred transit projects on a game board (DVRPC's regional Transit Score map). *Dots and Dashes* will provide quantitative findings to identify

and prioritize regional transportation projects, as well as qualitative results that will inform DVRPC's near-term and long-range planning efforts. Priorities derived from this exercise will also be utilized in the Board-mandated Regional Transit Vision Project.

For more information on *Dots and Dashes*, contact Joseph Hacker, AICP, Ph.D, Manager, Office of Transit, Pedestrian and Bicycle Planning at [jhacker@dvrpc.org](mailto:jhacker@dvrpc.org) or 215-238-2935; or Jane Meconi, AICP, Manager of Public Involvement and Title VI Compliance at [jmeconi@dvrpc.org](mailto:jmeconi@dvrpc.org) or 215-238-2871.

# DVRPC IMPLEMENTS NEW ROUNDABOUT INCENTIVE PROGRAM

**M**odern-day roundabouts (as opposed to New Jersey traffic circles) are now being constructed in select locations around the country as operational improvements and as safety solutions that prevent and reduce the severity of intersection crashes. A roundabout can be a good alternative to installing a traffic signal at problematic intersections which may be skewed or offset, congested, or pose some other operational or safety challenge. A new \$2 million federally funded line item was established in the ***DVRPC FY07 Pennsylvania Transportation Improvement Program (TIP)*** to fund the construction costs of a few low cost, easily implementable, locally supported pilot roundabout projects. The goal is to make funding available as an incentive to gain experience in using roundabouts as an improvement that can be embraced by the region. Two projects were selected for funding: one in Bucks County and one in Chester County. The two projects were

***“Roundabouts are now being constructed in select locations around the country as operational improvements and as safety solutions that prevent and reduce the severity of intersection crashes.”***

selected by the Pennsylvania Subcommittee of the Regional Transportation Committee (RTC), after considering more than 20 potential locations, and endorsed by the DVRPC Board.

The Bucks County project is located in Buckingham Township at the intersection of Cold Spring Creamery Road and Burnt House Hill Road where increased traffic volumes are becoming a safety issue. The proposal suggests a one-lane roundabout with a total construction cost of nearly \$800,000, and is expected to begin construction by the end of 2007. In Chester County, construction is expected to begin in 2008 or 2009 and is estimated to cost

nearly \$835,000. The proposed one-lane roundabout in Pocopson Township is at the intersection of PA52/Wawaset Road/Unionville Road South where three roads come together and pose geometric challenges. The design for both of the projects is being funded locally. For more information, contact Elizabeth Schoonmaker at 215-238-2938 or [eschoonmaker@dvrpc.org](mailto:eschoonmaker@dvrpc.org).





# INCIDENT MANAGEMENT TASK FORCE PROVIDES GROUNDBREAKING FORUM

**in•ci•dent** [*in-si-duhnt*], Webster's dictionary defines it as "an action likely to lead to grave consequences." It is only by effectively managing the incident that grave consequences can be avoided.

In 2007, eight years after the establishment of the **I-76/I-476 Incident Management Task Force (IMTF)**, police and fire responders in this area work cooperatively and willingly with PennDOT, PA Turnpike, EMS, County 911 Centers, towing companies and other highway incident responders. Through active participation in the IMTF, all of the responders have learned that protecting their "turf" is not the most efficient, quickest nor safest way to detect, respond to and clear highway incidents.

The I-76/I-476 IMTF was established by DVRPC in 1999 at the request of PennDOT and tasked with four primary goals: **1)** improve the coordinated response to highway incidents in this very heavily traveled crossroads of two critically important regional expressways;

**“ Through active participation in the IMTF, all of the responders have learned that protecting their “turf” is not the most efficient, quickest nor safest way to detect, respond to and clear highway incidents.”**

**2)** foster the off-scene, non-stressful interaction among the incident management stakeholders in this area; **3)** provide the operational perspectives of multiple organizations from connected but disparate disciplines; and **4)** identify and address critical needs for improved incident response.

The IMTF is comprised of approximately 45 organizations responsible for incident management in this area and has met quarterly since 1999. Most important to this success has been the relationships and respect developed among the different disciplines that have led to the sharing of information and resources.

Although administratively supported by DVRPC staff, the IMTF has appointed its own chairman and developed an Action Plan to address its needs. Other successful efforts include: installing ramp designation signs in this interchange area, adding access doors to newly constructed noise walls along the highways, providing incident management training courses and holding post-incident debriefings. The IMTF is currently considering the production of a Policy and Procedures Manual.

For more information about the IMTF, contact John Ward, Associate Director of Intermodal Planning, DVRPC, at 215-238-2899 or [jward@dvrpc.org](mailto:jward@dvrpc.org).

**“ Most important to the success [of IMTF] has been the relationships and respect developed among the different disciplines that have led to the sharing of information and resources.”**



Fire companies and a state trooper work together in responding to a recent crash on Route 42 in New Jersey.



Multiple agencies coordinate their response to a roll-over trash truck incident at the base of the Ben Franklin Bridge in Philadelphia.



# TREEVITALIZE MUNICIPALITIES HELP COMMUNITIES BECOME GREENER

The *TreeVitalize Municipalities Program*, which works to integrate trees into municipal plans, ordinances, and projects, has awarded a total of \$100,000 for 12 projects in 19 different municipalities in southeastern Pennsylvania.

“The grants will provide municipal officials with the means to plan for a greener future,” says Patty Elkins, Associate Director of Comprehensive Planning, DVRPC. “The program also helps municipal leaders to understand the need for trees in their communities, and challenges them to treat trees as part of their community’s infrastructure.”

After an application process, which ended in January 2007, projects were chosen for their capacity to sustain community forestry efforts. Examples of projects include tree inventories, tree protection

ordinances, multi-municipal tree planting projects on public spaces, and other creative ideas.

Benefits of trees are often undervalued and unrecognized. A tree can increase property values by 20%, help decrease air pollution, save energy, regenerate a business district, and decrease wind and water erosion.

*TreeVitalize Municipalities* is a partnership of DVRPC, the Pennsylvania Horticultural Society, the Penn State School of Forest Resources Cooperative Extension, and the PA Environmental Council. The grant program is funded by the PA Department of Conservation and Natural Resources and is part of TreeVitalize, a public-private partnership to address the loss of tree cover in Southeastern Pennsylvania. For more information about the TreeVitalize program, visit [www.TreeVitalize.net](http://www.TreeVitalize.net).

## 2007 TREEVITALIZE MUNICIPALITIES GRANT RECIPIENTS & PROJECTS

### Bucks County

- East Rockhill — tree management plan (to complement ordinance)
- Newtown — natural resource management plan (for a nature center)
- Plumstead/New Britain — ordinance for parking lot shade tree and landscaping
- Yardley/Morrisville — tree inventories and municipal forestry program plans

### Chester County

- Franklin — natural resource inventory (of forested area)
- Schuylkill/Phoenixville — tree planting along trail

### Delaware County

- Media/Upper Providence/Nether Providence — street tree planting along Baltimore Avenue
- Nether Providence — ordinance revision to better protect and manage trees on public and private property, plus outreach and education
- Norwood/Prospect Park — street tree inventory
- Yeadon/Philadelphia — Baltimore Avenue gateway project including new street trees and innovative stormwater management practices

### Montgomery County

- Cheltenham/Philadelphia — street tree planting along Cheltenham Avenue
- Hatfield Township/Hatfield Borough — restock municipal tree nursery

## CMP UPDATE

### CONGESTION MANAGEMENT PROCESS ENHANCES TRANSPORTATION SYSTEM

Since its adoption in 2006, DVRPC’s Congestion Management Process (CMP) has reached a number of strategic goals. CMP is a systematic process for managing congestion; it provides information on transportation system performance and recommends a range of strategies to minimize congestion and enhance the mobility of people and goods. The CMP advances the goals of the DVRPC Long-Range Plan and strengthens the connection between the Plan, Transportation Improvement Program (TIP), and other commission efforts.

#### SOME IMPORTANT ASPECTS OF THE CMP INCLUDE:

- ◆ Regularly updated analysis resulting in agreed-upon congested corridors;
- ◆ A clear, colorful executive summary and report, as well as more detailed technical memoranda; and
- ◆ Tracking the status of supplemental commitments, the required multimodal and operations projects to maximize the value of investments in highway capacity.

#### THE FOCUS IN 2007 HAS BEEN IMPLEMENTATION AND SOME RECENT HIGHLIGHTS ARE:

- ◆ A short set of priority subcorridors were identified in PA and NJ and used in the NJ TIP development process.
- ◆ Outreach sessions were held at NJDOT and PennDOT, as well as separate sessions at NJTransit and for SEPTA, geared toward transit and TMA staff. These meetings built a shared base to develop commitment projects in the future.
- ◆ Increased coordination with the DOTs and other agencies, including for staff who perform traffic counts and do GIS work at NJDOT and SJTPO. This coordination will also benefit the quality and flow of various types of transportation data.

In July 2008, the update of the CMP will begin and will provide timely analysis for the next Long-Range Plan. For more information about the current CMP or to participate in the update, see [www.dvrpc.org/transportation/longrange/cmp.htm](http://www.dvrpc.org/transportation/longrange/cmp.htm) or contact Zoe Neaderland, DVRPC Senior Transportation Planner, at 215-238-2839 or [zneaderland@dvrpc.org](mailto:zneaderland@dvrpc.org).



# AIR QUALITY ACTION KICKS OFF THE 2007 OZONE SEASON

The region's 12th Ozone Season kicked off on May 10, 2007 with an event and press conference, hosted by the Air Quality Partnership (AQP) and Greater Philadelphia Clean Cities at the Shell Gas Station at 12th and Vine Streets.

The Air Quality Partnership is dedicated to educating the public about the health risks associated with both ground-level ozone and particle pollution and encouraging voluntary action to help reduce pollution-forming emissions. Simple steps such as taking transit, refueling in the evening and avoiding topping off the gas tank, reduce the pollutants that contribute to unhealthy levels of ozone. For more information and daily forecasts, visit [www.airqualitypartnership.org](http://www.airqualitypartnership.org)

**RIGHT:** Coupons for free biofuels were available to the first 100 attendees who own flexible fuel vehicles. This Shell Station is the only public fueling station in the region to offer both ethanol (E85) and biodiesel (B20). These fuels are less polluting and reduce petroleum consumption.



**LEFT:** During the press conference, NBC10's Chief Meteorologist, Glenn "Hurricane" Schwartz, stressed the importance of air quality alerts which are part of NBC's regular weather broadcast. Also participating in the press conference were Barry Seymour, DVRPC Executive Director; John McGee, SEPTA Chief Officer of Revenue and Ridership and AQP Board Chair; and Brinda Shetty, Coordinator of Greater Philadelphia Clean Cities. In addition, representatives from Philadelphia Diesel Difference presented an award to Lower Merion School District for its efforts to reduce diesel emissions by replacing diesel buses with natural gas buses.



**BELOW:** Flexible fuel vehicles were on display throughout the event; educational information about improving air quality and other giveaways were available to the public.



## DVRPC NEWS

VOLUME 28, NO. 3

PUBLISHED BY THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION

DELAWARE VALLEY REGIONAL PLANNING COMMISSION  
190 NORTH INDEPENDENCE MALL WEST, 8TH FLOOR,  
PHILADELPHIA, PA 19106-1520

PHONE: 215-592-1800  
FAX: 215-592-9125  
WEBSITE: [www.dvrpc.org](http://www.dvrpc.org)

### DVRPC NEWS

Published by Delaware Valley Regional Planning Commission

Office of Communications and Public Affairs

Candace Snyder, Director

Commonwealth of Pennsylvania

Pennsylvania Dept. of Transportation

Pennsylvania Governor's Policy Office

Bucks County

Chester County

Delaware County

Montgomery County

City of Chester

City of Philadelphia

Elise Turner, Editor

State of New Jersey

New Jersey Dept. of Transportation

New Jersey Dept. of Community Affairs

Burlington County

Camden County

Gloucester County

Mercer County

City of Camden

City of Trenton

### FY 2007 BOARD OFFICERS

Joanne R. Denworth, Chairman

Jerald R. Cureton, Vice Chairman

Donald S. Shanis, Ph.D. Deputy Executive Director

Charles E. Romick, Secretary

Carol Aichele, Treasurer

Barry Seymour, Executive Director

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Complaint Form, view the DVRPC website ([www.dvrpc.org](http://www.dvrpc.org)) or call (215) 238-2871.

DVRPC News is funded through grants from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, and DVRPC's member governments.



Since its establishment in 1965, DVRPC has been instrumental in ensuring the orderly growth of the bi-state region. As the federally-funded metropolitan planning organization, DVRPC also provides data and consulting services to public and private sector organizations, and fosters cooperation among all levels of government. Shown above is the nine-county Delaware Valley region.