

**PUBLIC COMMENTS AND QUESTIONS**  
**RELATED TO DVRPC BOARD ACTION ITEMS**

**APRIL 26, 2012**

**BOARD**  
**AGENDA ITEM**

**2. DVRPC Transportation Improvement Program (TIP) Actions**

**a. PA11-67: Approval of Automated Red-Light Enforcement (ARLE) Round 2 Projects (Various MPMS's), Various Counties**

**From:** Kathy Scullin

**County:** Delaware

**Zip Code:** 19008

**Date Received:** April 17, 2012

**Comment/Question:** A 2011 Insurance Institute for Highway Safety study comparing large cities with red light cameras to those without found the devices reduced the fatal red light running crash rate by 24 percent and the rate of all types of fatal crashes at signalized intersections by 17 percent.<sup>7</sup> Previous research has shown that cameras substantially reduce red light violations and crashes. Studies by the Institute and others have found reductions in violation rates or violations ranging from 40 to 96 percent after the introduction of cameras. Institute studies in Fairfax, Virginia, and Oxnard, California, found that in addition to the decrease in red light running at camera-equipped sites, the effect carried over to signalized intersections not equipped with red light cameras, indicating community-wide changes in driver behavior. In Oxnard, significant citywide crash reductions followed the introduction of red light cameras, and injury crashes at intersections with traffic signals were reduced by 29 percent.<sup>10</sup> Front-into-side collisions – the crash type most closely associated with red light running – at these intersections declined by 32 percent overall, and front-into-side crashes involving injuries fell 68 percent. An Institute review of international red light camera studies concluded that cameras lower red light violations by 40-50 percent and reduce injury crashes by 25-30 percent. Many thanks to the DVRPC for your continued focus on highway safety. It is my hope that funding will continue to be made available so that police officers can be freed up to focus on other types of crimes.

**Response:** Thank you for your comment, which will be forwarded to the DVRPC Board and the sponsoring agency.

**From:** Leonard Fritz

**County:** Gloucester

**Zip Code:** 08094

**Date Received:** April 16, 2012

**Comment/Question:** I agree with the expansion and added implementation of these measures to help ensure the safe and efficient flow of traffic.

**Response:** Thank you for your comment, which will be forwarded to the DVRPC Board and the sponsoring agency.

**d. NJ12-14: County Route 528 Roundabout (DB# D1204), Burlington County**

**From:** John Boyle

**County:** Burlington

**Zip Code:** 08010

**Date Received:** April 18, 2012

**Comment/Question:** The Bicycle Coalition of Greater Philadelphia applauds Burlington County's decision to install a roundabout at this dangerous intersection. Furthermore we encourage all regional transportation agencies to seriously consider roundabouts as an alternative to blown out intersections as they often degrade bicycle and pedestrian comfort and safety.

**Response:** Thank you for your comment, which will be forwarded to the DVRPC Board and the sponsoring agency.

**e. NJ12-15: CR 610 Clayton-Williamstown Road, Resurfacing & Striping (DB# D1205), Gloucester County**

**From:** Leonard Fritz

**County:** Gloucester

**Zip Code:** 08094

**Date Received:** April 16, 2012

**Comment/Question:** I am glad to see that this road is being resurfaced and that bicycle lanes are being added. I am curious as to any other such improvements planned for the area.

**Response:** Thank you for your comment, which will be forwarded to the DVRPC Board and the sponsoring agency for review. NJ DOT recently completed a resurfacing project on NJ Rte. 47 Delsea Drive and is considering striping the road for bicycle use, which could act as a connector to the work Gloucester County will complete on CR 610.

**f. NJ12-16: CR 603 Center Street, Resurfacing (DB# D1202), Gloucester County**

**From:** John Boyle

**County:** Philadelphia

**Zip Code:** 19102

**Date Received:** April 18, 2012

**Comment/Question:** The Bicycle Coalition supports replacement of unsafe drainage grates. Most of CR 603 appears to have adequate shoulders for bicycle use but we encourage Gloucester County to consider maintaining 4-6 foot shoulders along the entire length of the project wherever possible. At places where there is not enough width for a 4 foot shoulder "Share the Road" signs should be added.

**Response:** Thank you for your comment, which will be forwarded to the DVRPC Board and the sponsoring agency for review. Gloucester County responded that the county will maintain the existing four foot shoulders throughout the project corridor, and at this time, additional signage is not required.

**g. NJ12-17: Gloucester County Multi-Purpose Trail Extension (DB# D1203),  
Gloucester County**

**From:** John Boyle

**County:** Philadelphia

**Zip Code:** 19102

**Date Received:** April 18, 2012

**Comment/Question:** The Bicycle Coalition commends Gloucester County for incorporating bicycle improvements in all three TIP Action Items. The Gloucester County Multi-Purpose Trail Extension is listed as a primary trail in DVRPC's Regional Trail network. This trail should be paved and designed to meet current shared use path standards.

**Response:** Thank you for your comment, which was forwarded to the DVRPC Board and the sponsoring agency for review. Gloucester County responded that the trail will be designed to meet all standards for multi-purpose trails.

**From:** Leonard Fritz

**County:** Gloucester

**Zip Code:** 19102

**Date Received:** April 18, 2012

**Comment/Question:** I am glad to see that the bike trail between Williamstown and Glassboro is being expanded and connected to other features. Is there anything that Williamstown (Monroe Township) can do to help improve this trail at their end?

**Response:** Thank you for your comment, which will be forwarded to the DVRPC Board and the sponsoring agency for review. At this time, Gloucester County does not think Monroe Township needs to plan for any improvements, other than the general up keep of the trail. This trail is well received by users and we hope the new trail will complement the network.

**4. FY 2012-2013 Planning Work Program Amendment: US 202 Section 600 Traffic  
Forecast Updates**

**From:** Suzanne Venezia

**County:** Montgomery

**Zip Code:** 19454

**Date Received:** April 24, 2012

**Comment/Question:** I live in close proximity to the intersection of Swedesford and Welsh Road. This area is heavily congested throughout the entire day ("snail's pace" traffic requiring 20 minutes to move 100 feet). Moreover, this "works in progress" does nothing to add to the landscape. While I realize that the time frame is very "wide" and that funding is minimal, this is certainly a heavily transited "exchange" area for commuters. I do not know what can be done in terms of project management to hasten the completion of the traffic lanes, but I wanted to share some news from a local standpoint with those of you who are perhaps not familiar with the situation on a day-to-day basis.

**Response:** Thank you for your insights on this project's location, and this comment will be forwarded to the project manager.

7. **Adoption of the Revised Draft DVRPC Public Participation Plan: A Strategy for Citizen Involvement**

**From:** Sue Herman

**County:** Bucks

**Zip Code:** 18940

**Date Received:** April 19, 2012

**Comment/Question:** As per the 4/10/12 letter from Residents for Regional Traffic Solutions, Inc. (RTS) to Barry Seymour, RTC Members, and DVRPC Board Members, we were dismayed when we went to DVRPC's website to view the posting of RTS's 3/12/12 WRITTEN COMMENT SUBMISSION regarding the January 2012 DVRPC Draft Public Participation Plan: A Strategy for Citizen Involvement. The cover page of our 3/12/12 comments had two (2) stamps on it that read, "RECEIVED MAR 16 2012 DELAWARE VALLEY REGIONAL PLANNING COMMISSION". This is an error-which misrepresents that our comments were received after the 3/14/12 deadline for comment submission. We request that this be rectified immediately. We have a 3/13/12 email from Jane Meconi, DVRPC Public Involvement Manager, to Susan Herman (President, RTS) that states, "Please consider this email confirmation that DVRPC has received, by email and mail, RTS's comments regarding the draft Public Participation Plan: A Strategy for Involvement". We respectfully request that the RTC and the DVRPC Board pass a motion requiring that the "MARCH 16 2012" receipt date stamp be removed from our WRITTEN COMMENT SUBMISSION that appears on line and from other copies of our comments that are in your offices. We also ask that you issue a formal correction to anyone who you have sent or copied on the misdated document. Lastly, we ask that you make mention of this mistake and correction in the minutes of the 4/10/12 RTC meeting and the 4/26/12 DVRPC Board meeting.

**Response:** Thank you for your comment, which will be submitted to the DVRPC Board. The date stamp on the RTS letter was removed and an updated online public comment packet was posted immediately following the April 10, 2012 RTC meeting. The April 10, 2012 RTC highlights will include your comments submitted at the meeting.

**From:** Jim Richardson

**County:** Bucks

**Zip Code:** 19146

**Date Received:** April 16, 2012

**Comment/Question:** I cannot attend the April Board meeting, but want to express my strong support for the new Public Participation Plan. I strongly recommend that DVRPC and regional governments respect and continue the political independence of this important voice of the citizens by not appointing members with political or other personal agendas.

**Response:** Thank you for your comment, which will be submitted to the DVRPC Board.

**From:** Suzanne Venezia

**County:** Montgomery

**Zip Code:** 19454

**Date Received:** April 24, 2012

**Comment/Question:** I reviewed the comments and hope that the Plan itself will be further defined and developed as the Task Force begins its activity.

**Response:** Thank you for your comment. The Plan is designed to be an outline for all of DVRPC's public participation efforts. DVRPC continually evolves and further develops its public participation activities on a regular basis.

Comment received on *Executive Director's Report - Public Participation Task Force*

**From:** Suzanne Venezia

**County:** Montgomery

**Zip Code:** 19454

**Date Received:** April 24, 2012

**Comment/Question:** Since I believe that the members of the Task Force have been selected, I was surprised to find that no information about the Task Force members or about its initial plans was available online. This information, I presume, will be forthcoming in the Executive Director's Report.

**Response:** An announcement will be made regarding the membership list to the Public Participation Task Force. Task Force meetings will be open for the public to attend and will be listed on DVRPC's meeting calendar.

Written public comments submitted at 4/26/12 Board meeting

**R.R.T.S.**  
**Residents for Regional Traffic Solutions, Inc.**  
PO Box 285  
Newtown, PA 18940  
**RRTSbucks@pa5@aol.com**

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

Regional Transportation Committee Members  
c/o Ms. Carol Ann Thomas, Chairperson  
190 N. Independence Mall west, 8<sup>th</sup> Floor  
Philadelphia, PA 19106

DVRPC Board Members  
c/o Mr. Louls Cappelli  
190 N. Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, PA 19106

April 10, 2012

Dear Mr. Seymour, Regional Transportation Committee Members, and DVRPC Board Members,

I am Sue Herman, President of Residents for Regional Traffic Solutions, Inc.. When we went on line and viewed the posting of our March 12, 2012 WRITTEN COMMENT SUBMISSION regarding the Draft January 2012 DVRPC Public Participation Plan: A Strategy for Citizen Involvement, we were dismayed to see two (2) stamps on our comments that read "RECEIVED MAR 16 2012 DELAWARE VALLEY REGIONAL PLANNING COMMISSION". Exhibit I is the stamped page that can be found on the DVRPC's website. This is an error – which misrepresents that our comments were received after the March 14, 2012 deadline for comment submission. We request that this be rectified immediately.

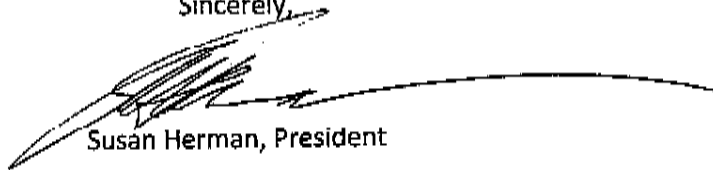
Exhibit II is our March 12, 2012 email submission of comments to Ms. Candace Snyder, Director of DVRPC Office of Public Affairs and Communications. In addition, a hard copy of R.R.T.S.'s comments was received at DVRPC offices via Federal Express on March 13, 2012. Exhibit III is a March 13, 2012 email to me from Ms. Jane Meconi, Public Involvement Manager, that states, "Please consider this email confirmation that DVRPC has received, by email and mail, RRTS's comments regarding the draft *Public Participation Plan: A Strategy for Involvement*."

We respectfully request that the Regional Transportation Committee and the DVRPC Board pass a motion requiring that the "MARCH 16 2012" receipt date stamp be removed from our WRITTEN

Pg 1 of 8

COMMENT SUBMISSION that appears on line and from other copies of our comments that are in your offices. We also ask that you issue a formal correction to anyone who you have sent or copied on the misdated document. Lastly, we ask that you make mention of the mistake and correction in the minutes of the April RTC and DVRPC Board meetings.

Sincerely,

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

Susan Herman, President

CC: Brigid Hynes-Cherin; Regional Administrator, Federal Transit Administration Region III

Ernest Blais; Division Administrator, Federal Highway Administration N.J. Division

Renee Sigel; Division Administrator, Federal Highway Administration PA Division

Tony Cho; Community Planner, U.S. Dept. of Transportation, FTA, Region III

Jim Mosca, PennDOT

David Kuhn, NJDOT

R.R.T.S. Membership (mass e-mail)

*Page 2 of 8*



*Exhibit I*

RECEIVED

MAR 16 2012

DELAWARE VALLEY  
REGIONAL PLANNING  
COMMISSION**R.R.T.S.****Residents for Regional Traffic Solutions, Inc.**

PO Box 285

Newtown, PA 18940

RRTSbuckape@gmail.com

DELAWARE VALLEY  
REGIONAL PLANNING  
COMMISSION

MAR 16 2012

RECEIVED

Candace Snyder; Director, DVRPC Office of Public Affairs and Communications

190 N. Independence Mall West, 8<sup>th</sup> Floor

Philadelphia, PA 19106

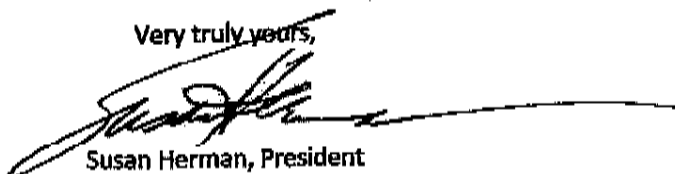
March 12, 2012

Dear Ms. Snyder,

Attached please find our WRITTEN COMMENT SUBMISSION regarding the DVRPC's January 2012 Draft Public Participation Plan: A Strategy for Citizen Involvement, which we have submitted to you via email on March 12, 2012. Please confirm that you received this email.

You will also receive a copy of this WRITTEN COMMENT SUBMISSION at your offices on Tuesday, March 13, 2012, via Federal Express. Please note that our WRITTEN COMMENT SUBMISSION dated March 12, 2012 contains three (3) pages, including this cover letter. One (1) of the three (3) pages is an Exhibit titled **Printed Version of Public Comments Made at the December 1, 2011 DVRPC Board Meeting**.

Very truly yours,



Susan Herman, President

CC: Brigid Hynes-Cherin; Regional Administrator, Federal Transit Administration Region III

Ernest Blais; Division Administrator, Federal Highway Administration N.J. Division

Renee Sigel; Division Administrator, Federal Highway Administration PA Division

Tony Cho; Community Planner, U.S. Dept. of Transportation, FTA, Region III

Jim Mosca, PennDOT

David Kuhn, NJDOT

Barry Seymour; Executive Director, DVRPC

R.R.T.S. Membership (mass e-mail)

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A.348

Fwd: MyFax Delivery COMMENTS:1/2012 Draft PPP

*Exhibit II  
(pg. 1 of 4)*

From: rrtsbuckspa5 &lt;rrtsbuckspa5@aol.com&gt;

To: suherman54 &lt;suherman54@gmail.com&gt;

Subject: Fwd: MyFax Delivery COMMENTS:1/2012 Draft PPP

Date: Wed, Mar 14, 2012 12:08 pm

Attachments: NA\_120312\_490674583.pdf (57K)

-----Original Message-----

From: suherman54 &lt;suherman54@aol.com&gt;

To: public\_affairs &lt;public\_affairs@dvrpc.org&gt;

Cc: suherman54 &lt;suherman54@aol.com&gt;; rrtsbuckspa5 &lt;rrtsbuckspa5@aol.com&gt;

Sent: Mon, Mar 12, 2012 4:39 pm

Subject: Fwd: MyFax Delivery COMMENTS:1/2012 Draft PPP

Dear Ms. Candace Snyder,

Attached please find a WRITTEN COMMENT SUBMISSION from Residents for Regional Traffic Solutions, Inc. regarding the **January 2012 DVRPC Draft Public Participation Plan**. It is a three (3) page document, including the cover letter.

You will also receive a copy of this WRITTEN COMMENT SUBMISSION at your office tomorrow via Federal Express.

Please confirm that you got this email and that the three-page document was downloaded and is legible

Thank you.

Sincerely,

Susan Herman  
President, Residents for Regional Traffic Solutions, Inc.

-----Original Message-----

From: MyFax &lt;NoReply@MyFax.com&gt;

To: suherman54 &lt;suherman54@aol.com&gt;

Sent: Mon, Mar 12, 2012 3:58 pm

Subject: MyFax Delivery from NA


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## You have received a fax!

Fax Received at: 03/12/2012 15:57:04 GMT -5  
 Receiving Fax Number: (866) 482-8955  
 # of Pages: 3  
 Sending Fax: NA  
 Caller Id: 7272896037

Please note that the image shown below is only the first page of the attached fax. To view your fax, open the attachment.

Ex. II  
(pg. 2 of 4)

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

Candace Snyder; Director, DVRPC Office of Public Affairs and Communications

190 N. Independence Mall West, 8<sup>th</sup> Floor

Philadelphia, PA 19106

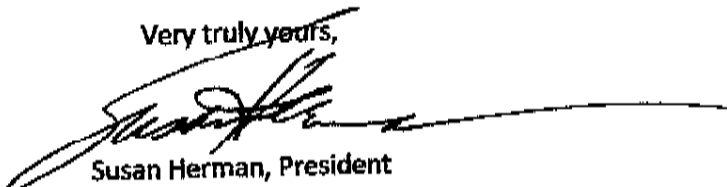
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Very truly yours,



Susan Herman, President

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Jim Mosca, PennDOT

David Kuhn, NJDOT

Barry Seymour; Executive Director, DVRPC

R.R.T.S. Membership (mass e-mail)

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R.R.T.S. WRITTEN COMMENT SUBMISSION (continued)

Ex. II  
(Pg. 3 of 4)

**Draft January 2012 DVRPC Public Participation Plan: A Strategy for Citizen Involvement**

**WRITTEN COMMENT SUBMISSION: March 12, 2012 #Pages, including cover letter: 3**

**# of Exhibits: 1**

The elimination of the Regional Citizens Committee and the proposed **January 2012 Draft Public Participation Plan**, effectively shuts out the meaningful voices of members of the Public who (a) were interested in becoming educated in our regional planning process and (b) did the hard work of participating objectively in the process to effect meaningful change. The **January 2012 Draft Public Participation Plan** will not result in true education of and meaningful interchange with the Public - even though it professes to do so - as the future Public Participation Task Force is not comprised of independent members of the Public.

As stated in our Public Comments at the December 1, 2011 DVRPC Board meeting (see Exhibit I), we ask that you reinstate and incorporate the previous Regional Citizens Committee in its entirety in any new or revised Public Participation Plan. The previous Regional Citizens Committee was comprised of free citizens who had a free opportunity to participate in the process, rather than being hand-selected, hand-picked people.

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EX. II  
(pg. 4 of 4)

**R.R.T.S. WRITTEN COMMENT SUBMISSION (continued)**

**EXHIBIT I**

**PRINTED VERSION OF PUBLIC COMMENTS MADE AT THE DECEMBER 1, 2011 DVRPC BOARD MEETING**

Good morning. I am Susan Herman, President of Residents for Regional Traffic Solutions, Inc. . We represent in excess of 9,000 residents who reside in five (5) municipalities [Wrightstown and Lower Makefield, Upper Makefield, Newtown, and Northampton Townships].

We are outraged that the DVRPC has disbanded the Regional Citizens Committee as we have known it. It was the one (1) apolitical group in the very complex and politically-influenced DVRPC Metropolitan Planning Organization system. It was a group of talented and motivated citizens who were passionate about the well-being of all aspects of our region. The Regional Citizens Committee kept growing in leaps and bounds and its meetings were rich due to the energy and idea generation and brain-storming skills of its members.

Your elimination of the Regional Citizens Committee as we have known it, has silenced the objective voice of the General Public. The group that you are replacing it with, known as the Public Participation Task Force, DOES NOT provide an equivalent opportunity for objective public input and meaningful discourse between the Public and DVRPC Staff. The members of the Public Participation Task Force will be hand-selected by governmental bodies and DVRPC Staff. With this selection process, it is inevitable that the Public Participation Task Force will become politicized.

We implore you to find a way to restore the previous Regional Citizens Committee format. Anything short of this makes a farce of the Public Participation Process.

*Exhibit III*



Susan Herman < suherman54@gmail.com >

**confirmation**

2 messages

**Meconi, Jane** < jmeconi@dvrpc.org >

Tue, Mar 13, 2012 at 5:36 PM

To: "Sue Herman (suherman54@gmail.com)" < suherman54@gmail.com >

Cc: "Snyder, Candy" < csnyder@dvrpc.org >

Please consider this email confirmation that DVRPC has received, by email and mail, RRTS's comments regarding the draft *Public Participation Plan: A Strategy for Involvement*.

Sincerely,

Jane M. Meconi, AICP

Public Involvement Manager

Delaware Valley Regional Planning Commission

190 N. Independence Mall West, 8th Fl.

Philadelphia, PA 19106

p 215-238-2871 \* f 215-592-9125

follow DVRPC on Twitter! [www.twitter.com/DVRPC](http://www.twitter.com/DVRPC)

**Susan Herman** < suherman54@gmail.com >

Wed, Mar 14, 2012 at 10:14 AM

To: "Meconi, Jane" < jmeconi@dvrpc.org >

Thank you, Jane.

Sue

[Quoted text hidden]

Sue Herman

*pg. 848*

April 26, 2012

Dear Mr. Cappelli, Mr. Seymour, and members of the Board,

Thank you for giving me the opportunity to speak at the MPO's February 2012 Board meeting. I would like to reiterate my concern about the public involvement process, and how citizens, especially those who are new to transportation planning, can get involved and provide constructive advice on the TIP.

As you know, the sheer volume of information in the TIP and the complexity of the budget decision-making process can be overwhelming, even daunting. Citizens are motivated to learn transportation planning/engineering terms and concepts and to analyze the TIP, especially if it helps them understand what is being built in their community and neighboring municipalities, but it's unlikely that they will want to hunt for "missing" information.

Many of the projects in the TIP describe the transportation problem(s) from the perspective of the motorist and, therefore, are *missing* details that are important to transit riders, pedestrians and/or cyclists such as access to a bus stop, the length of a crosswalk, and the width of a shoulder for cyclists. Project descriptions should be written to include the details for all transportation modes. Then citizens who get involved in the public participation process (PPP) can evaluate how the proposed improvement(s) may/may not benefit all users, and provide thoughtful, relevant input on TIP projects.

Shown below is a suggested table format for listing the details of a TIP highway project:(i) existing conditions and (ii) proposed improvements for each transportation mode.

	<b>auto</b>	<b>transit</b>	<b>pedestrian</b>	<b>bike</b>
existing condition				
proposed improvement				

Also, I would like to see the estimated costs for each project phase, the total cost for all phases, and annual maintenance costs listed as part of the project description. Each box in the table should be completed even if funding **has yet to be** programmed beyond the current TIP, or was programmed before the current TIP.

<b>planning</b>	<b>PE/FD</b>	<b>ROW/Util/CON</b>	<b>total</b>	<b>maintenance</b>
\$	\$	\$	\$	\$ /20 years

I look forward to your response on this proposal.

Bridget Chadwick  
[bchadwick\\_MME@voicenet.com](mailto:bchadwick_MME@voicenet.com)

**13477 Lower State Road Bridge Over Neshaminy Creek SR:2089**  
**IMPROVEMENT:** Bridge Repair/Replacement

The purpose of the project is to replace the deteriorated bridge with one that meets current criteria for capacity and width. The need for the project is to provide accommodation for regional traffic demands.

This project involves the replacement of the existing S.R. 2089, Section BBR over the Neshaminy Creek in Doylestown Township, Bucks County. The existing bridge is a five span, reinforced concrete T-beam with a curb to curb width of 23.5 feet. The concrete piers are skewed at 90 degrees and floodwaters impinge on the piers causing scour and a significant loss of efficiency of the opening to handle flooding. Project involves minimal roadway work. The proposed bridge is a three-span, composite pre-stressed concrete I-beam. The proposed bridge will provide a curb to curb width of 40 feet, allowing for two travel lanes and two 8 feet shoulders. The new structure will be the same length as the existing structure, 212 feet. A detour will be required during construction.

	auto	transit	pedestrian	bicycle
<b>existing condition</b>	$W_{c-c} = 23.5'$	not described	not described	not described
<b>proposed improvement</b>	$W_{c-c} = 40.0'$ 2 travel lanes	not described	not described	$W_{shldr} = 8'$

Planning \$ (million)	PE/FD \$ (million)	ROW/Util/CON \$ (million)	Total \$ (million)
\$ not listed	\$ not listed	\$4.705	\$ ?

maintenance (eg repaving roads) & operations (eg traffic signals) \$ (millions)/20 years



**13727 Bristol Road Intersection Improvements SR:2025**  
**IMPROVEMENT:** Signal/ITS Improvements

This project consists of reconstruction and widening of Bristol Road (SR 2025, Section 001) to accommodate a center left-turn lane from Segment 0332 Offset 0643 north of Old Lincoln Highway to Segment 0372 Offset 1015 at the Pasqualone Boulevard intersection and the replacement of six (6) existing signals along Bristol Road.

The proposed roadway widening project is an approximately a 2.3 mile section of SR 2025 (Bristol Road) and the typical section will include two 11 foot travel lanes an 11 foot center left-turn lane and 2 foot shoulders. The proposed shoulder improvements will be full depth installations. Resurfacing of the existing roadway is proposed throughout the project limits. Secondary roads access Bristol Road by way of both signalized and non-signalized intersections. Signalized intersections with Bristol road include; Grandview Avenue/Neshaminy Mall entrance, Galloway Road/Elfin Avenue, Bensalem Boulevard, Pasqualone Boulevard and reconstruction is proposed for each signal including ADA ramps and pedestrian signals. Included in the intersection improvements are additional left and right turning lanes throughout the corridor consisting of left turn lanes at the intersections of Bristol Road at Old Lincoln Highway and Richlieu Road; right turn lanes at the intersections of Bristol Road at Old Lincoln Highway, Neshaminy Boulevard, Galloway Road and Richlieu Road. Land use along Bristol Road is primarily commercial and mixed residential. Additional improvements include the re-alignment of Bristol Road at the intersection of Third Avenue/Richlieu Road to improve the horizontal alignment of the segment for improved sight distance. There are existing sidewalks within the project limits and will be replaced in-kind upon any impacts due to the widening. There is currently no plan to provide additional pedestrian or bike features throughout the corridor. As a result of the improvements to SR 2025, impacts to properties include 40 proposed right-of-way takes, 20 slope easements, two drainage easements and two temporary construction easements throughout the limits of the project. Also, included under this project are several tracks of land identified to be deeded to PennDOT from Bensalem Township. The project limits overlap a private development that is proposed along the Westside of Bristol Road directly across from Bensalem Boulevard. The entrance to the proposed development has been designed to line-up with Bensalem Boulevard to provide for a four legged intersection and future traffic volumes were considered during the preliminary Engineering of this project.

	auto	transit	pedestrian	bicycle
existing condition	not described	not described	“there are existing sidewalks”	not described
proposed improvement:	add L/R turn lanes at intersections; add center L-turn lane; realign; W <sub>c-c</sub> = 37’; replace 6 signals	not described	replace sidewalks in-kind, ADA ramps, pedestrian signals; “no additional pedestrian features”	“no additional bike features”

Planning \$ (million)	PE/FD \$ (million)	ROW/Util/CON \$ (million)	Total \$ (million)
\$ not listed	\$ not listed	\$7.012	\$ ?

maintenance (eg repaving roads) & operations (eg traffic signals) \$ ? million /20 years

**16334 PA 73, Church Road Intersection and Signal Improvements SR:0073**

**IMPROVEMENT:** Intersection/Interchange Improvements

This project involves the addition of turn lanes at the intersections of PA 73 (Church Road) and Greenwood Avenue and PA 73 and Rices Mill Road. Interconnect the traffic signals and add left turn lanes on the PA 73 approaches to Greenwood Ave. and on eastbound PA 73 at Rice's Mill Rd. Provide right turn lanes on the Greenwood Avenue approaches to PA 73. TOLL CREDIT

	<b>auto</b>	<b>transit</b>	<b>pedestrian</b>	<b>bicycle</b>
existing condition	not described	not described	not described	not described
proposed improvement	add L/R turn lanes at intersections; interconnect traffic signals	not described	not described	not described

<b>Planning</b> \$ (million)	<b>PE/FD</b> \$ (million)	<b>ROW/Util/CON</b> \$ (million)	<b>Total</b> \$ (million)
\$ not listed	\$ not listed	\$7.890	\$ ?

**57865 Edge Hill Road Reconstruction SR:2034**  
**IMPROVEMENT:** Roadway Rehabilitation

The purpose of this project is to provide for the safe movement of vehicles and pedestrians on Edge Hill Road and Tyson Avenue between Easton Road and Jenkintown Road. The existing roadway consists of 11' lanes and intermittent shoulders used for parking. The proposed roadway will consist of 11' lanes and 2' minimum shoulders. Parking areas will be provided where feasible. Sidewalk will be constructed where feasible (currently there are no sidewalks). The roadway will be milled and resurfaced where feasible.

	<b>auto</b>	<b>transit</b>	<b>pedestrian</b>	<b>bicycle</b>
existing condition	11' lanes and intermittent shoulders/parking lane	not described	no sidewalks	not described
proposed improvement	11' lanes and 2' minimum shoulders; parking areas where feasible; mill and resurface roadway	not described	"sidewalk will be constructed where feasible"	not described

<b>Planning</b> \$ (million)	<b>PE/FD</b> \$ (million)	<b>ROW/Util/CON</b> \$ (million)	<b>Total</b> \$ (million)
\$ not listed	PE: \$ not listed FD: \$ 1.104	\$17.470	\$ ?

**Ambler Streetscape/Station Landscaping (TE) SR:0309**  
**IMPROVEMENT:** Streetscape

Project will include the addition of Victorian streetlights, trash receptacles, benches and street trees along Butler Avenue in Ambler Borough's central business district, as well as landscaping around the Ambler train station. \$552,000 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984. This project will be designed and constructed concurrently with MPMS #46953. TOLL CREDIT

	auto	transit	pedestrian	bicycle
existing condition	not described	not described for either bus or train	not described	not described
proposed improvement	not described	landscaping around the train station	streetlights, benches, street trees	not described

Planning \$ (million)	PE/FD \$ (million)	ROW/Util/CON \$ (million)	Total \$ (million)
\$ not listed	\$ not listed	\$0.552	\$ ?

**57750 Baltimore Pike Closed Loop Signals SR:2016**  
**IMPROVEMENT:** Signal/ITS Improvements

The proposed project consists of signalization improvements to the Baltimore Pike Closed Loop traffic signal system to ease congestion and improve safety conditions: Upgrade and interconnect 13 traffic signals on Baltimore Pike, Providence Road, and Orange St. in Media Borough and Nether Providence Township. Baltimore Avenue, a two-lane road in Media Borough, currently carries about 16,000 vehicles per day. The four-lane segment in Nether Providence Township carries about 24,000 vehicles per day. This project will improve traffic flow on the Baltimore Pike corridor through Nether Providence Township and Media Borough. This project is intended to complement downtown Media Borough revitalization efforts by improving access. It will also improve air quality by reducing stop-and-go traffic. All work will take place within existing PENNDOT owned right-of-way and previously disturbed areas. This road segment is included in the Delaware County Bicycle Plan. TOLL CREDIT

	auto	transit	pedestrian	bicycle
existing condition	2 lane segment with ADT = 16,000 4 lane segment with ADT ~ 24,000	not described	not described	not described
proposed improvement	upgrade and interconnect 13 traffic signals	not described	not described	not described

Planning \$ (million)	PE/FD \$ (million)	ROW/Util/CON \$ (million)	Total \$ (million)
\$ not listed	\$ not listed	\$4.243	\$ ?

Note: This project has been let for construction.

**65915 Pennsylvania Ave. Bicycle/Pedestrian Improvements (TE)**  
**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Pedestrian facilities will be enhanced with the improvement of crosswalks and various traffic calming techniques that will create a more pedestrian-friendly environment. This corridor is adjacent to the Philadelphia Museum of Art. CON \$960,000 TE. This project location is included in Philadelphia's Bike Network and is rated BL (has a formal Bike Lane).

	<b>auto</b>	<b>transit</b>	<b>pedestrian</b>	<b>bicycle</b>
existing condition	not described	not described	not described	"has a formal bike lane"
proposed improvement	traffic calming	traffic calming	"improvement of crosswalks"; traffic calming	traffic calming

<b>Planning</b> \$ (million)	<b>PE/FD</b> \$ (million)	<b>ROW/Util/CON</b> \$ (million)	<b>Total</b> \$ (million)
\$ not listed	\$ not listed	\$0.960	\$ ?

**63486 US 202, Johnson Highway to Township Line Road (61S) SR:0202**  
**IMPROVEMENT:** Roadway New Capacity

This project provides for the widening of US 202 for approximately 1.8 miles from two lanes to five lanes including a center turn lane in this section of US 202 between Johnson Highway and Township Line Road in Norristown Borough, East Norriton & Whitpain Twps. One bridge and one culvert will be replaced in this portion of Section 600. Traffic signal equipment will be replaced at the intersections with Johnson Highway, Germantown Pike and Township Line Road. This section is designed under Section 610. ITS elements are included in this project.

MPMS #50364 (US 202 Sec 610) contains the final design funding for this project. See MPMS #'s 63491, 63486, and 63490 for construction sections.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project.

	<b>auto</b>	<b>transit</b>	<b>pedestrian</b>	<b>bicycle</b>
existing condition	2 lanes	not described	not described	not described
proposed improvement	5 lanes including a center turn lane; traffic signals replaced; bridge replaced; ITS elements	described in DVRPC's annual CMP memoranda	described in DVRPC's annual CMP memorandum	described in DVRPC's annual CMP memorandum

Note:

Project #50364 is not listed in the 2011 TIP.

Project #63490 refers to another section of the 202 widening project, segment 61N.

Project #63491 refers to another section of the 202 widening project, segment 65S.

<b>Planning</b> \$ (million)	<b>PE/FD</b> \$ (million)	<b>ROW/Util/CON</b> \$ (million)	<b>Total</b> \$ (million)
\$ not listed	\$ not listed	\$41.386	\$ ?