

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

**February 28, 2013**

**Agenda Item:**

**2. Transportation Improvement Program (TIP) Action**

**a. PA13-21: Additional Design Start Funding Provided to the DVRPC Region,  
(Various MPMS#s), Various Pennsylvania Counties**

**From:** Bridget Chadwick

**County:** Montgomery

**Zip Code:** 19095

**Date Received:** February 27, 2013

**Comment/Question:** VMT reduction is the easiest and cheapest way, in the near term, to reduce oil consumption/GHG emissions and meet GHG reduction targets for the region. VMT reduction policy should include: a moratorium on new roadways and widening; traffic calming projects e.g. road diets; expansion of transit service; fixing inadequate transit facilities; transit travel information; and building "Complete Streets".

I would recommend that DVRPC Board members vote to table the following action items that do not meet the policy goals listed above: \$2,600,000 for Vine Street Expressway Bridges Over I-676 Expressway (PAB) – Part 3 (MPMS# 80054), City of Philadelphia...“An existing opening between 20th Street and the Free Library Pedestrian Bridge will be capped over with new superstructure as a part of this project” and \$2,500,000 for US 202, Dekalb Pike, Section 610 Johnson Highway to Morris Road (Design Only) (MPMS# 50364), Montgomery County... “Improvements include widening US 202 from two to four or five lanes and intersection improvements at major intersections.”

**Response:** Thank you for your comments.

**b. NJ12-51: CR 553, Buck Road, Section 2, Resurfacing (DB# D1301), Gloucester  
County**

**From:** Leonard Fritz

**County:** Gloucester

**Zip Code:** 08094

**Date Received:** February 19, 2013

**Comment/Question:** Will this roadwork and/or the bridgework provide for a bicycle lane either now or to be implemented in the future?

**Response:** Thank you for your questions. This project will have bicycle compatible shoulders; however no formal bike lane will be striped on the road at this time. Gloucester County's proposed bike trail extension parallels this road and is proposed to be a separate trail from the roadway.

**From:** Bridget Chadwick

**County:** Montgomery

**Zip Code:** 19095

**Date Received:** February 27, 2013

**Comment/Question:** Please would you add details to the NJ12-51: CR 553, Buck Road, Section 2, Resurfacing (DB# D1301), Gloucester County \$2,500,000 project description so that the public can be assured that traffic calming will be implemented where needed and pedestrian/bicycle/transit infrastructure improvements are built to A - level of service. For example, the description says that: "The project involves the resurfacing and safety improvements to County Route 553".

Please would you be more explicit about all the safety improvements for pedestrians/cyclists who may travel along this segment of Route 553 (not just the intersection at Rt. 610). Great detail is provided on the resurfacing: "a smoother consistent cross slope through milling the existing cartway and resurfacing with 2 ½ inches of hot mix surface course." Please would you provide the same level of detail about the pedestrian improvements e.g. the length of crosswalks, pedestrian signal activation, width of sidewalks, width of shoulder. Thank you.

**Response:** Thank you for your comments. They will be forwarded to the project manager for review.

**c. NJ12-52: CR 678, Harrison Street (Mantua or Berkley Road), Resurfacing (DB# D1302), Gloucester County**

**From:** Leonard Fritz

**County:** Gloucester

**Zip Code:** 08094

**Date Received:** February 19, 2013

**Comment/Question:** Will this roadwork provide for, now or in the future, bicycle lane(s)?

**Response:** Thank you for your comment. This roadway will have bicycle compatible shoulders, but no formal bike lane will be striped at this time.

**From:** Jeff Taylor

**County:** Gloucester

**Zip Code:** 08096

**Date Received:** February 20, 2013

**Comment/Question:** Being highly familiar with this roadway, I am slightly concerned about the proposed addition of the traffic light with CR 632. Currently, the majority of traffic from CR 632 turns right onto CR 678 and can do this with little waiting. I am aware there is some obstruction from trees and other vegetation located on the properties to the left. I will hope this vegetation can be cut back some, so that the traffic light can be installed without a 'No Turn On Red' sign, as the installation of a sign will only lead to a much longer wait for the majority of traffic on CR 632. Alternatively, a right turn lane with an acceleration lane onto CR 678 will permit traffic to flow smoothly without any unnecessary waiting.

For traffic on CR 678 turning left onto CR 632, likewise, there is generally little waiting necessary to make this turn. The bigger problem is here that the shoulder is only about 2' – 3' wide. Traffic continuing on CR 678 will try to keep to the right to get around traffic waiting to turn left (ignoring the legality of the movement). Several years ago a large telephone pole was installed next to the shoulder. This limits the ability for people to bypass turning traffic. I would

hope as part of the project that the road can be widened in this area, moving the telephone pole back, allowing for a left turn channel for traffic turning left onto CR 632 as well as a thru lane for traffic remaining on CR 678. Ironically, nearly every intersection on CR 678 has a turn lane to separate thru traffic from turning traffic, except for this intersection which experiences more turning traffic than (in my observations of traveling this road) all other intersections combined along this roadway. Without the above mentioned improvements, adding a traffic light to this intersection will needlessly increase the length of time one takes to go thru this intersection in all directions.

Additionally, since CR 678 will be repaved up to NJ State Route 45, I will like the County to work with the State regarding the intersection of CR 678 and Rt. 45. Approximately 10 years ago, Mantua Twp undertook a project to separate a 5th leg to this intersection by terminating access with Jessup Rd. (a township roadway) at the intersection. Curbing was installed in such a way that it prevented thru and right turning traffic on CR 678 from bypassing traffic waiting to turn left onto Rt. 45 North. As a result, queue times have greatly increased on CR 678 at Rt. 45, resulting in many motorists needing two or more light cycles to get thru this intersection. If a minor alignment can be proposed as part of this project on CR 678, perhaps with reinstalling the curbing back slightly, it would permit traffic to better flow thru the intersection, decreasing the existing congestion one experiences as many times of the day.

**Response:** The Gloucester County Planning Division appreciates your comments for the CR 678 Resurfacing & Safety Improvement Project, specifically your concern with the installation of a traffic signal at CR 632. We are proposing the installation of a signal there due to the history of traffic crashes at that location. You are correct that there are sight obstructions at this location, which has contributed to some of the crashes that have occurred there. This project would address the obstructions and adhere to design specifications for traffic signal installations. A dedicated left turn lane will be added for the eastbound CR678 movement onto CR632. The shoulders will be constructed for bicycle compatibility. The one quadrant of the adjoining intersection has entered into open space preservation use with active recreational parkland anticipated in the future; the proposed signal will be designed for these anticipated pedestrian movements. A no turn on red restriction is not anticipated. The County has done extensive review of the roadway and believe that along with the resurfacing, the signalization at CR 678 & CR 632 would be best practice for safety and mobility. Travel times will not be significantly impacted by a new signal and ultimately will provide a safer operational improvement which will benefit motorists and non-motorized users.

The State Rte. 45 intersection will not be addressed by this project. It is outside of our jurisdiction, as you are aware. We do not believe NJ DOT has any plans to consider reconstructing that intersection. At the county level, we have not been made aware of any plans to reconsider this intersection.

**d. NJ12-53: Pearl Street Bulkhead Replacement (DB# D1007A), Camden County**

**From:** John Boyle

**County:** Philadelphia

**Zip Code:** 19102

**Date Received:** February 19, 2013

**Comment/Question:** Comment from the Bicycle Coalition of Greater Philadelphia. We support the completion of this project.

**Response:** Thank you for your comment.

