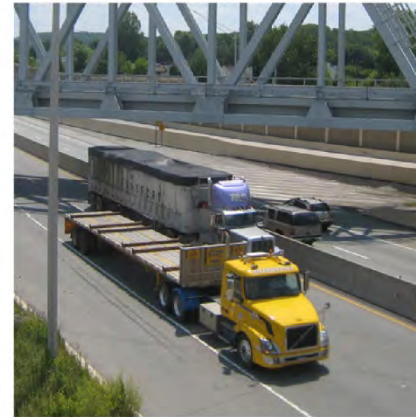


# DVRPC Freight Program Assessment



# Examples of MPO Assessments and Tests

- Federal Certification Review

  - Four-year cycle

- Long Range Plan

  - Air Quality Conformity

- TIP

  - Fiscal Constraint

- Annual Work Program

  - DVRPC Board Retreat and Committee Input

# MPO Freight Program Assessment

- Requested by FHWA New Jersey and Pennsylvania Division Offices: November 27, 2017
- State DOTs perform similar freight program assessments in “even years” (e.g., 2018)
- Intended as a useful exercise—for both FHWA and the MPOs
- Due date: January 31, 2018

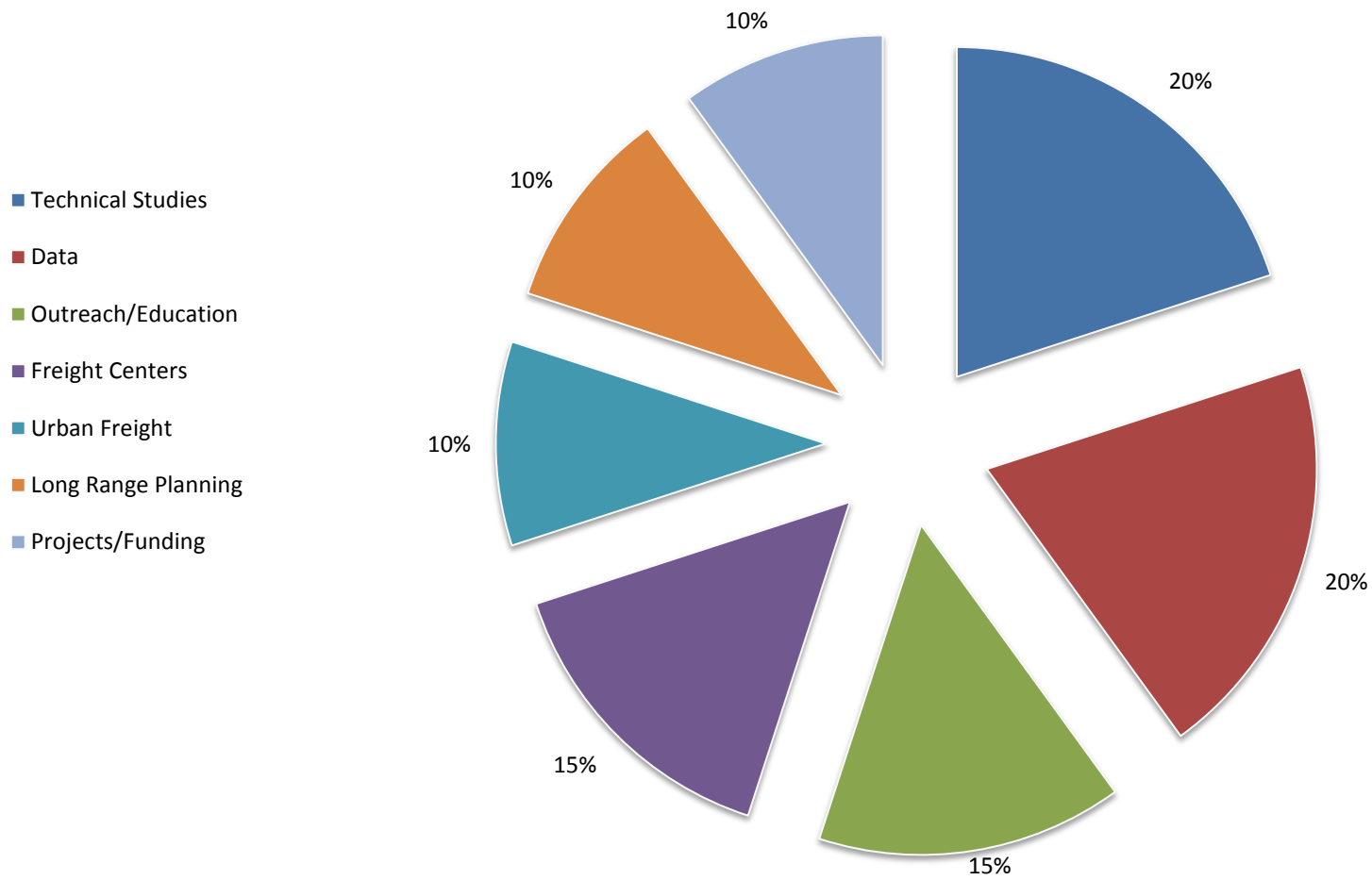
# DVRPC's FPA Crafted as a Single, Bi-State Response



# FPA Emphasis Areas (number of questions)

1. Institutional Organization (2)
2. Public and Private Sector Relationships (4)
3. Planning and Programming (4)
4. Funding (1)
5. Multi-Jurisdictional Coordination (3)
6. Land Use (3)
7. Freight Data, Performance Measures, and Targets (7)

# Staff Time Allotments for Emphasis Areas



# Overall Findings

- DVRPC is successfully fulfilling/covering the majority of FPA tasks/emphasis areas.
- Freight transportation is dynamic and the freight program continues to evolve accordingly.
- Freight planning now much more informed by data.
- There is growing interest in freight within the planning community.

# Emphasis Area Highlights—1

## 1. Institutional Organization

- a. Staff allotment and interest “deep and wide”
- b. Proactive agency commitment to seek out a range of key stakeholders

## 2. Public and Private Sector Relationships

- a. 25<sup>th</sup> anniversary of the DVGMTF (2017)
- b. DVGMTF an important resource for the new long-range plan

## 3. Planning and Programming

- a. DVRPC’s freight planning work ongoing, not “one and done”
- b. Freight transportation factored into project selection criteria
- c. Anticipated designation of the National Highway Freight Network

## 4. Funding

- a. Timely promotion of available funding programs
- b. New state sources: the NJ Local Freight Impact Fund and the PA Multi-Modal Fund



# Emphasis Area Highlights—2

## 5. Multi-Jurisdictional Coordination

- a. Unbridled MPO collaboration within this *mini-mega region*
- b. Mid-Atlantic freight themed mega-region workshop (2016)

## 6. Land Use

- a. Major reboot of Freight Centers program
- b. Member government freight planning initiatives
- c. Emphasis on *Freight as a Good Neighbor* practices

## 7. Freight Data, Performance Measures, and Targets

- a. Complete overhaul of *PhillyFreightFinder* replete with new visualization components
- b. Inroads made on advancing performance measures
- c. Intended enhancement of in-house freight modeling capabilities

# Potential Training Topics—1

1. Guidelines and requirements for federal aid recipients
2. Truck route designation and geometric data communication to Internet routing providers
3. Overnight truck parking and loading zone management
4. Usage and updates of the railroad Carload Waybill Sample and grade crossing inventory database

# Potential Training Topics—2

5. Mega-region approaches to port, rail freight, and air cargo planning
6. Reuse of brownfields and sharing of development and capital improvement plans
7. Implications of new and emerging technologies

# Thank You

DVRPC gratefully acknowledges the ongoing support and guidance from the Delaware Valley Goods Movement Task Force, the DVRPC Board, member governments, and FHWA in the pursuit of conducting meaningful and beneficial MPO freight planning.

# Truck Wayfinding in the City of Chester

## Balancing Community and Business Needs

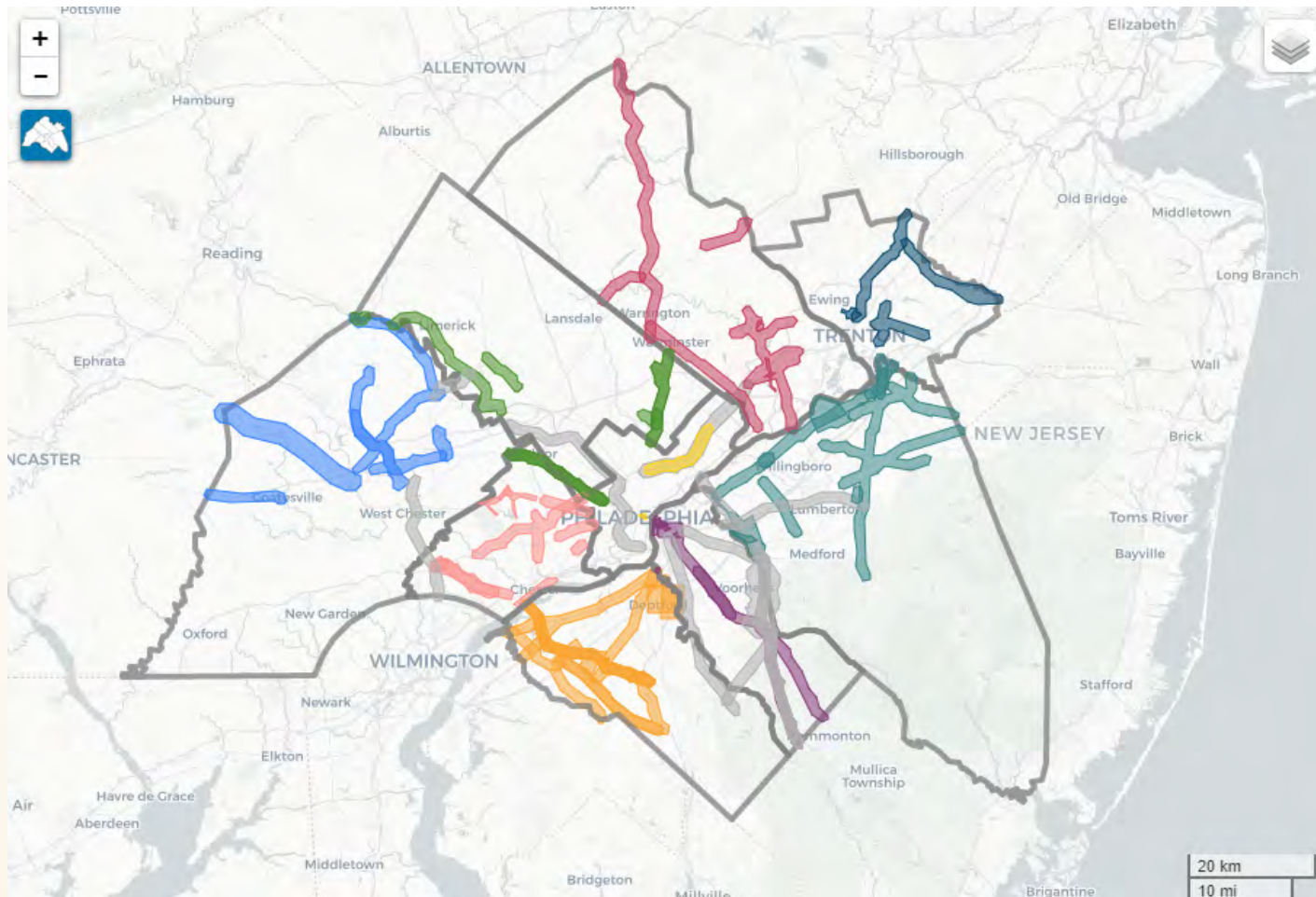


**Al Beatty**  
*Transportation Planner*  
*Office of Corridor Planning*

January 12, 2018  
Freight Advisory Committee Meeting

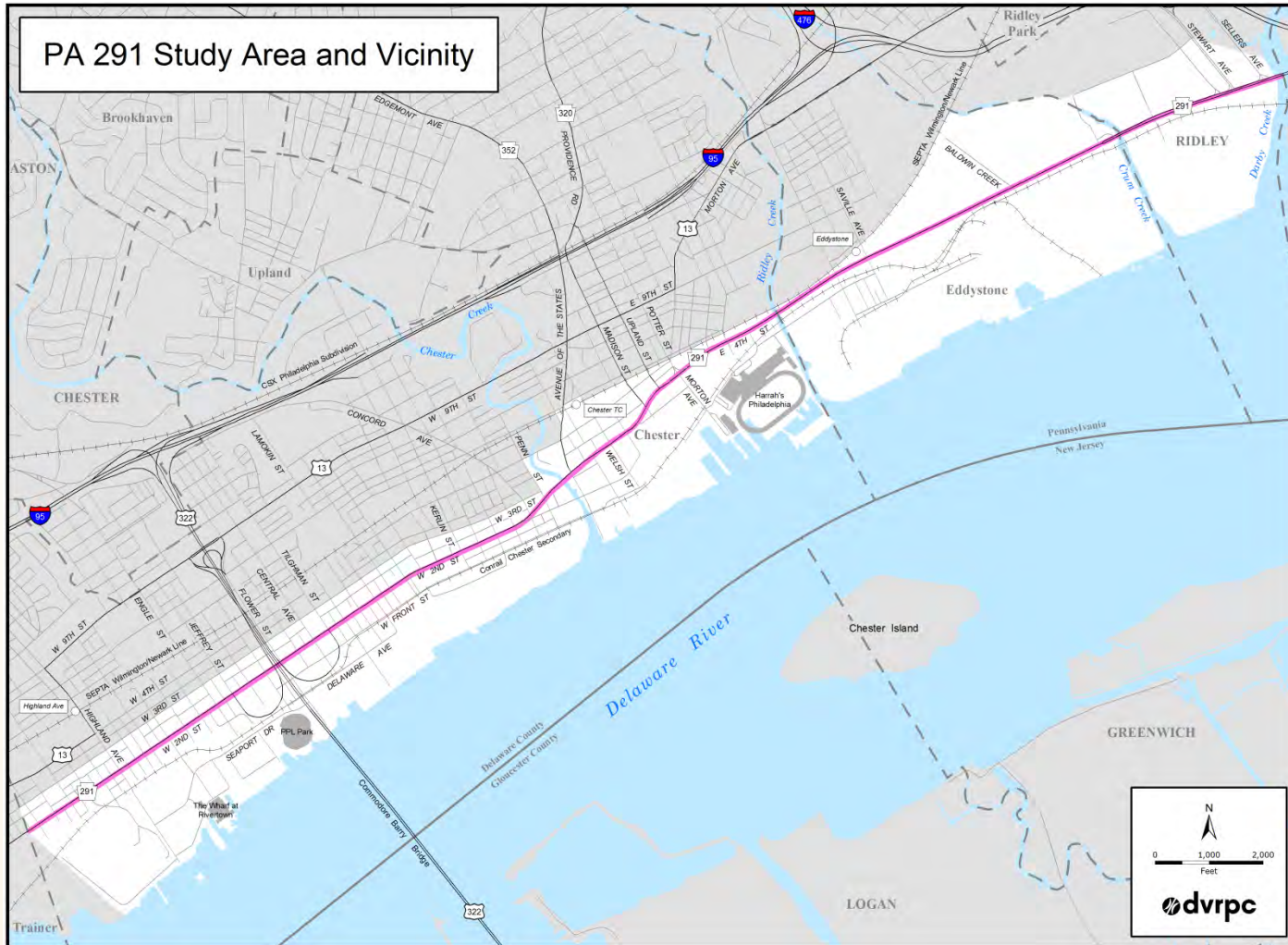
DELAWARE VALLEY  
**dvrpc**  
REGIONAL  
PLANNING COMMISSION

# Office of Corridor Planning

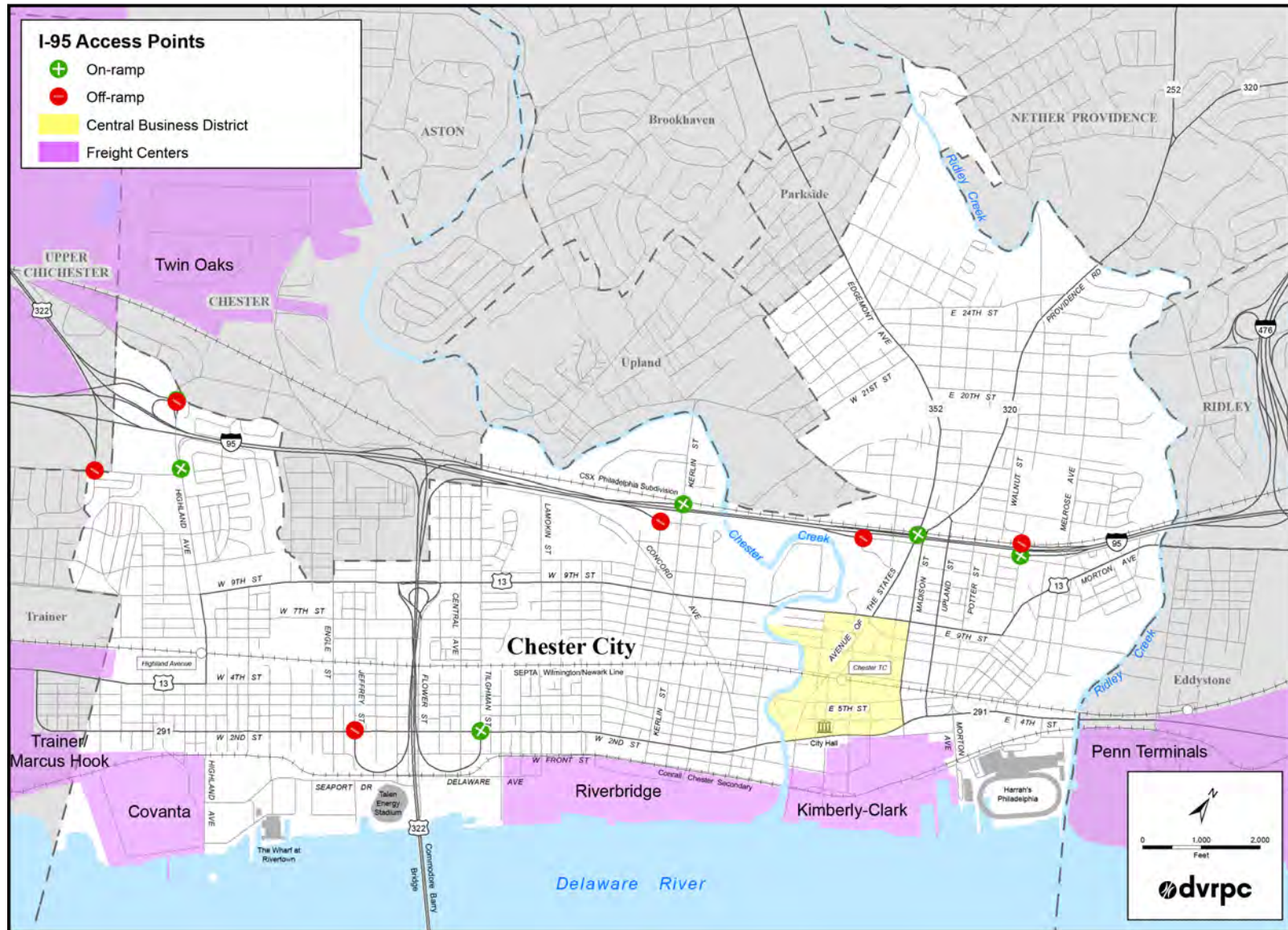




# Project Context

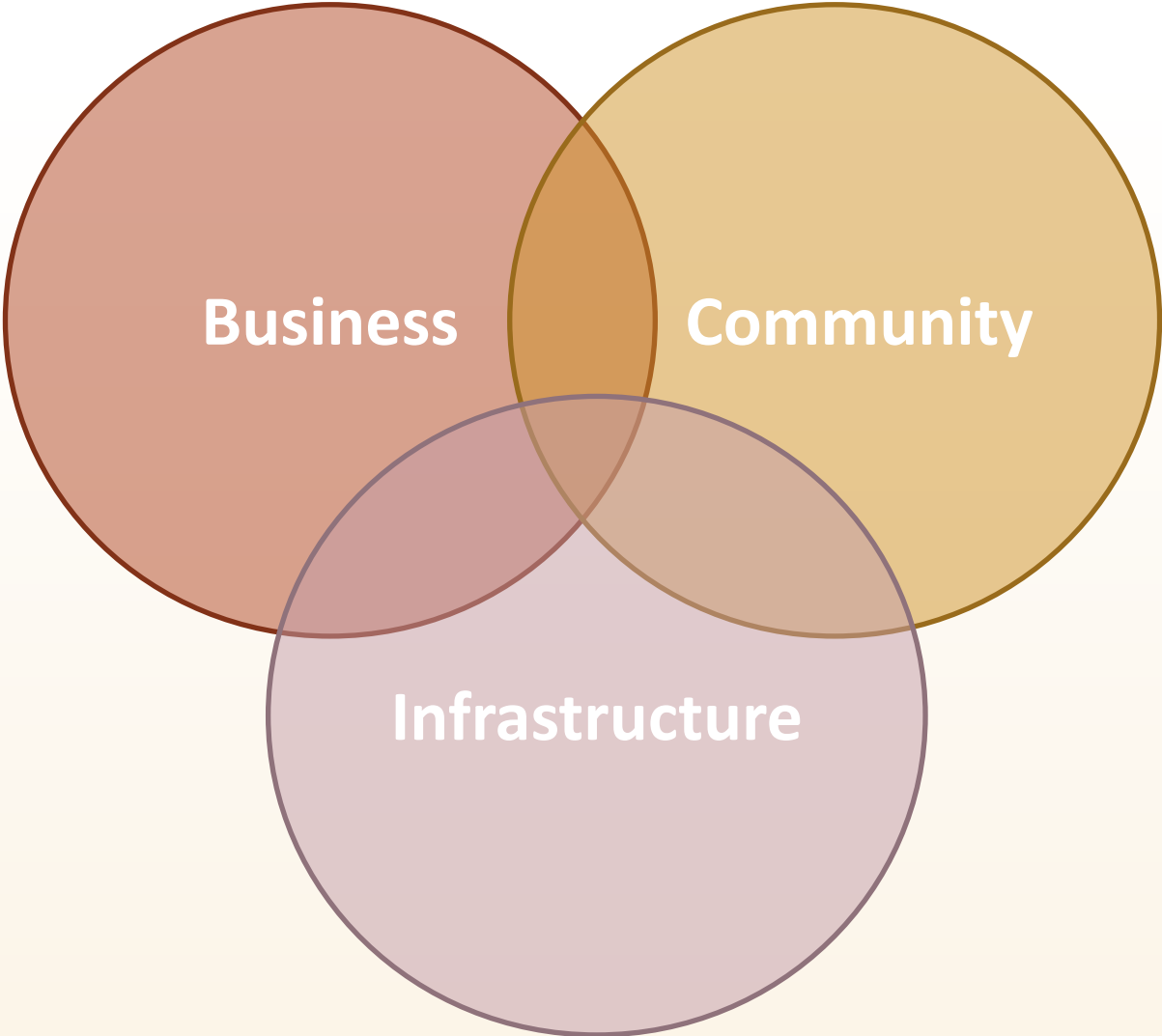


# Study Area and Truck Destinations





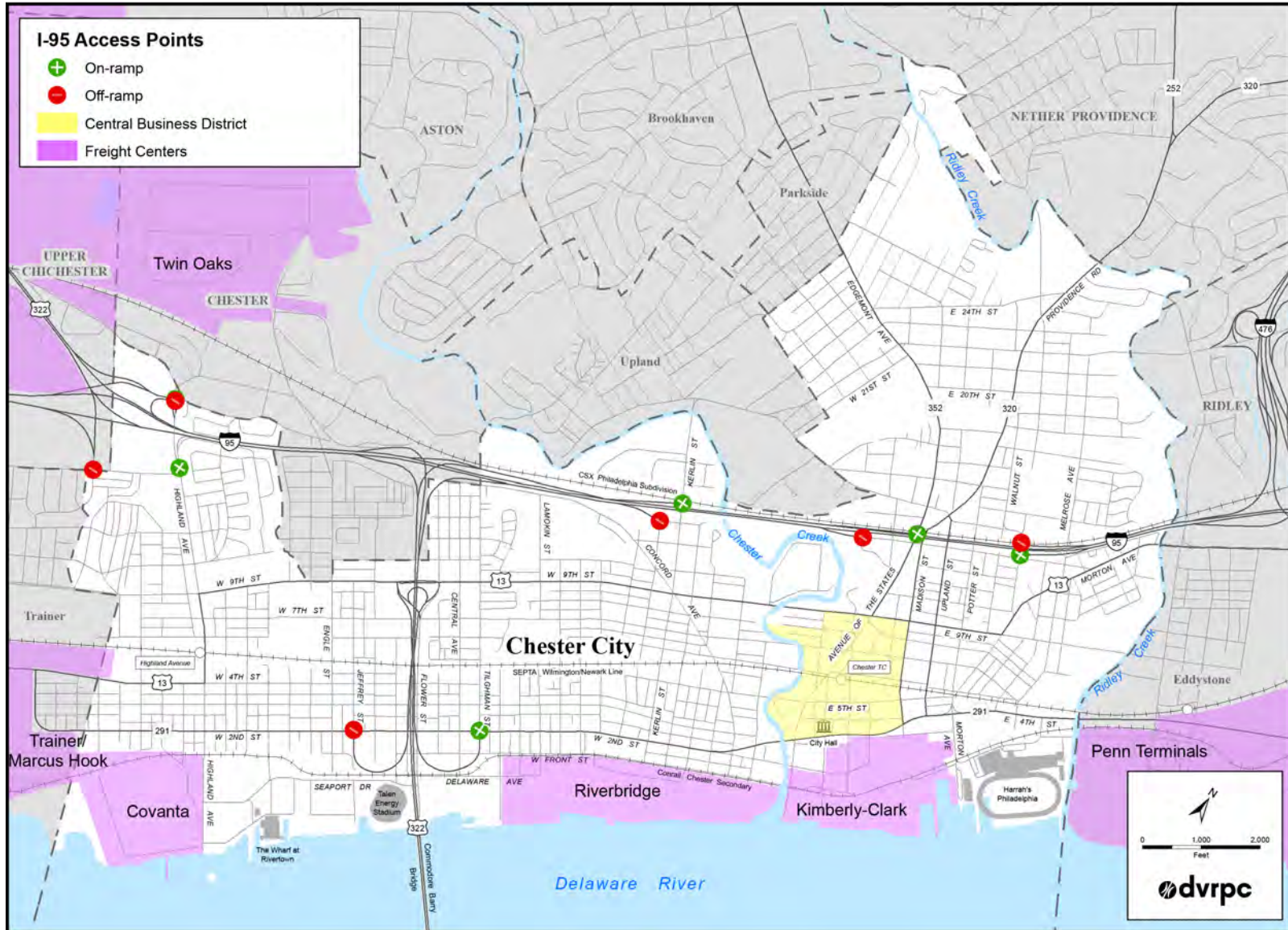
# Purpose and Need



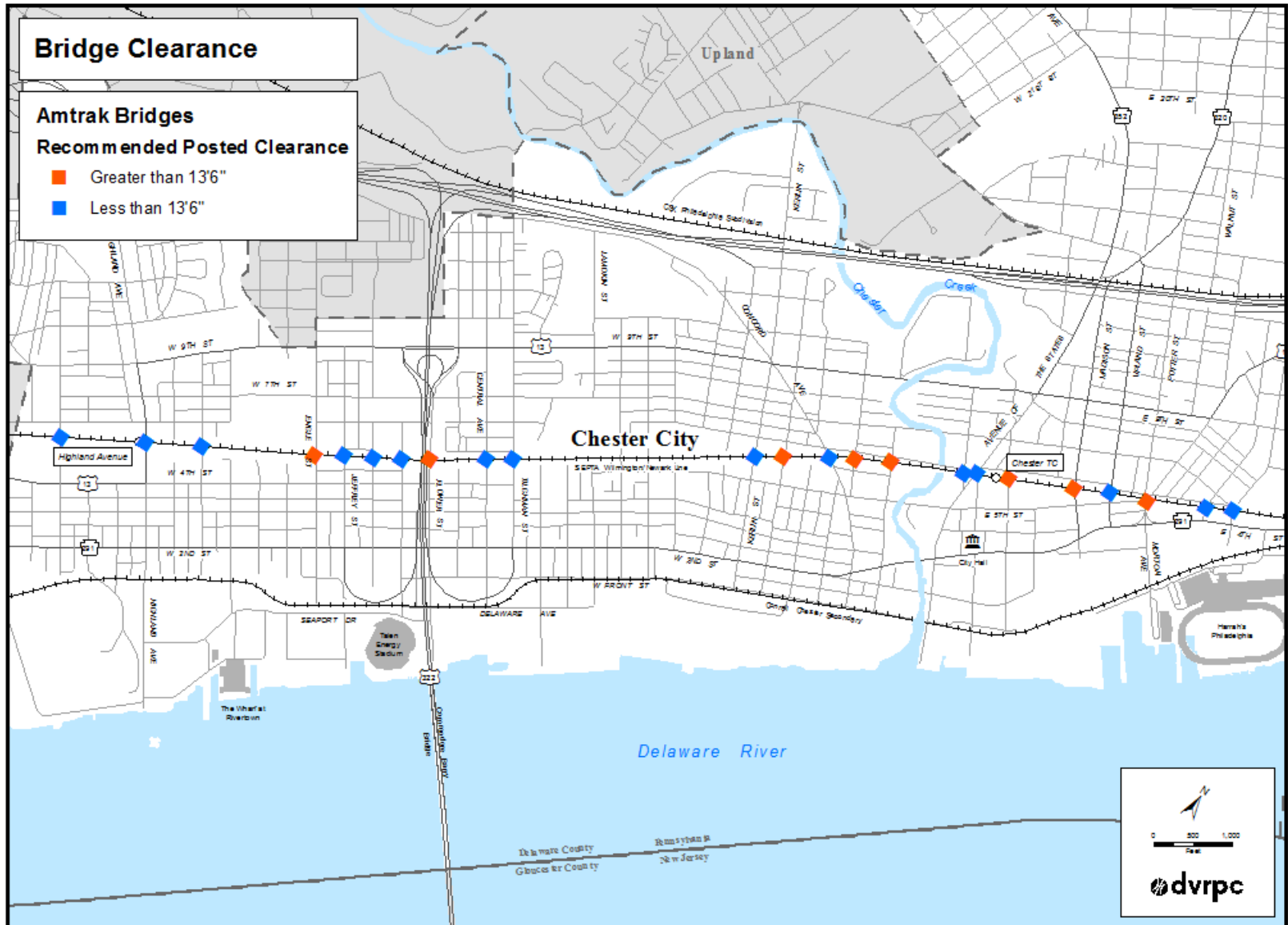
# Recommendations

- Designate preferred truck routes and facilities
- Install truck-specific wayfinding
- Communicate with local businesses and drivers
- Encourage participation in emissions-reduction programs
- Plan for a multimodal future

# Designate Preferred Truck Facilities

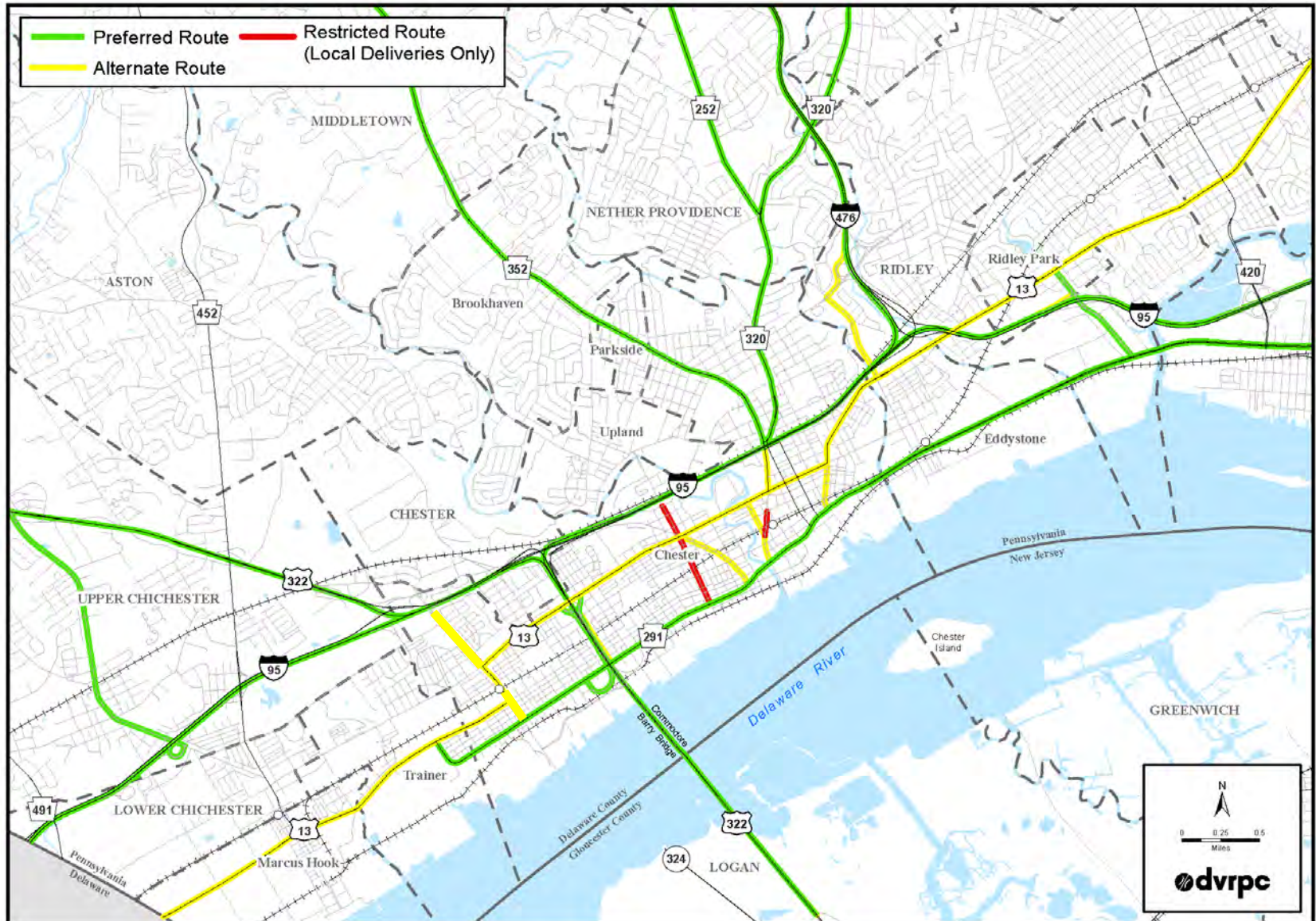


# Constraints – Amtrak Bridges

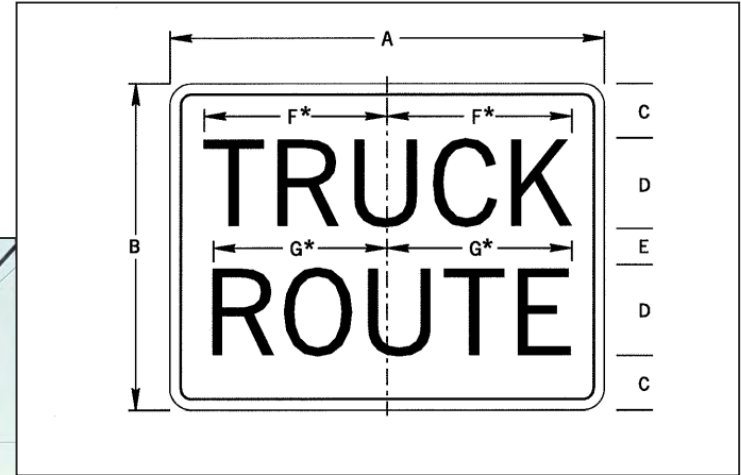




# Designate Preferred Truck Facilities

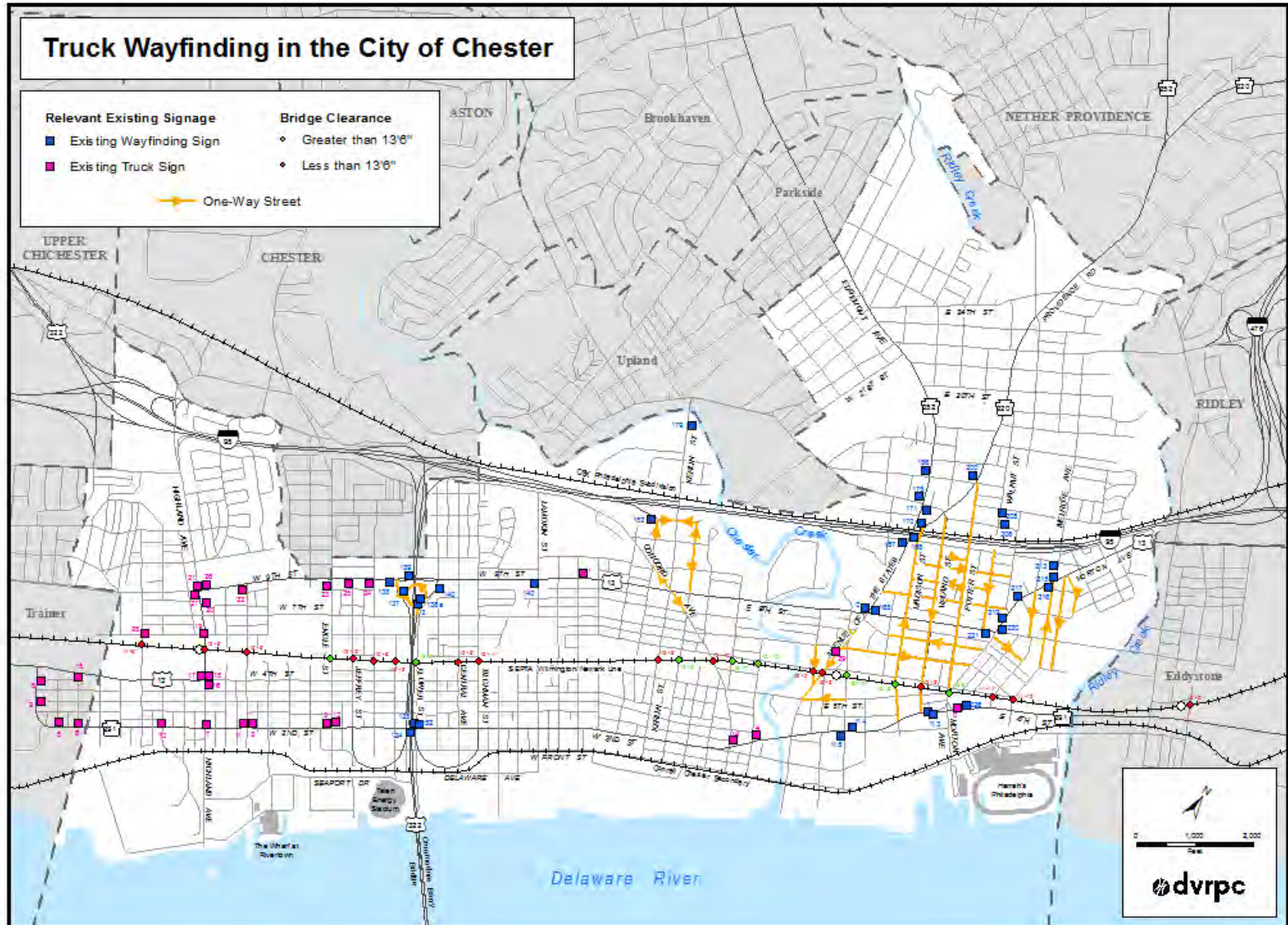


# Install Truck-Specific Wayfinding

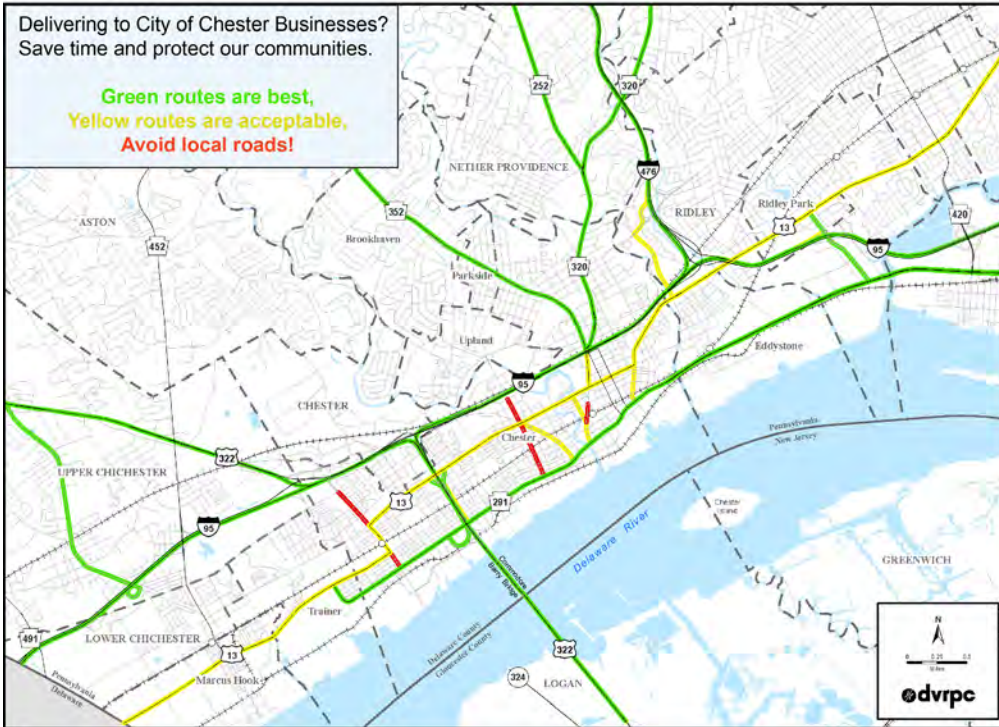




# Install Truck-Specific Wayfinding



# Communicate with Businesses and Drivers





# Encourage participation in emissions-reduction programs



# Plan for a Multimodal Future

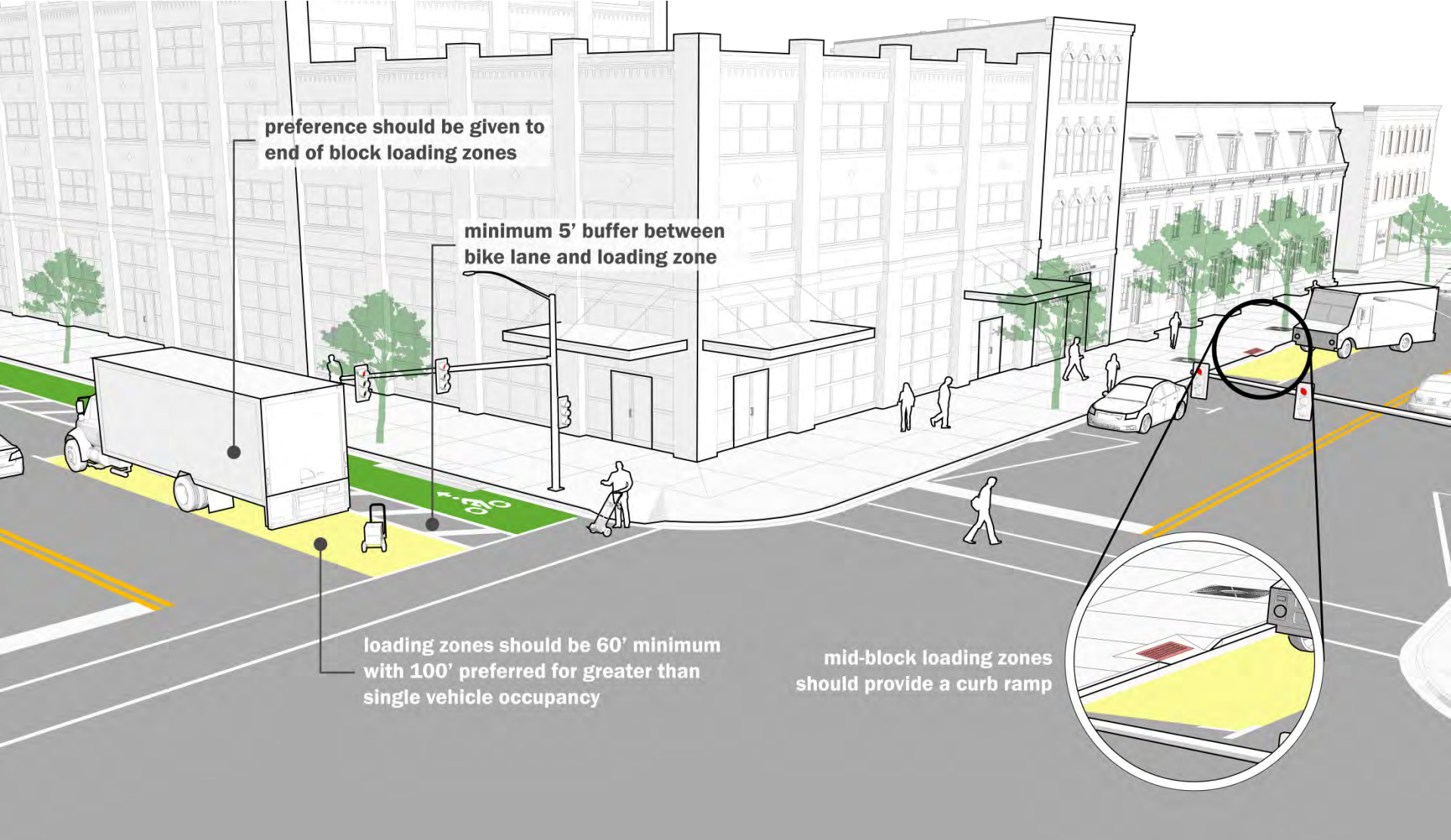


(that includes trucks!)





# Plan for a Multimodal Future



preference should be given to end of block loading zones

minimum 5' buffer between bike lane and loading zone

loading zones should be 60' minimum with 100' preferred for greater than single vehicle occupancy

mid-block loading zones should provide a curb ramp

# Recommendations

- Designate preferred truck routes and facilities
- Install truck-specific wayfinding
- Communicate with local businesses and drivers
- Encourage participation in emissions-reduction programs
- Plan for a multimodal future

Thank You!  
Questions? Comments?



**Al Beatty**  
*Transportation Planner*  
215.238.2947  
abeatty@dvrpc.org





# Planning for Growth at PhilaPort



**PhilaPort**  
THE PORT OF PHILADELPHIA



# PhilaPort Facilities | PhilaPort



- Piers 38 & 40
- Philadelphia Forest Products Center
- Pier 82
- Pier 84
- Piers 96, 98 and 100
- Packer Avenue Marine Terminal
- Southport Marine Terminal Complex
  - Pier 122
  - Pier 124
  - Southport Auto Terminal
- Philadelphia Auto Processing Facility
- Tioga Marine Terminal
- PhilaPort Main Office Building
- 3200 E. Tioga Street
- Tioga Liquid Bulk Terminal
- Philadelphia Wholesale Produce Market
- 61<sup>st</sup> Street Lot
- PhilaPort Distribution Center

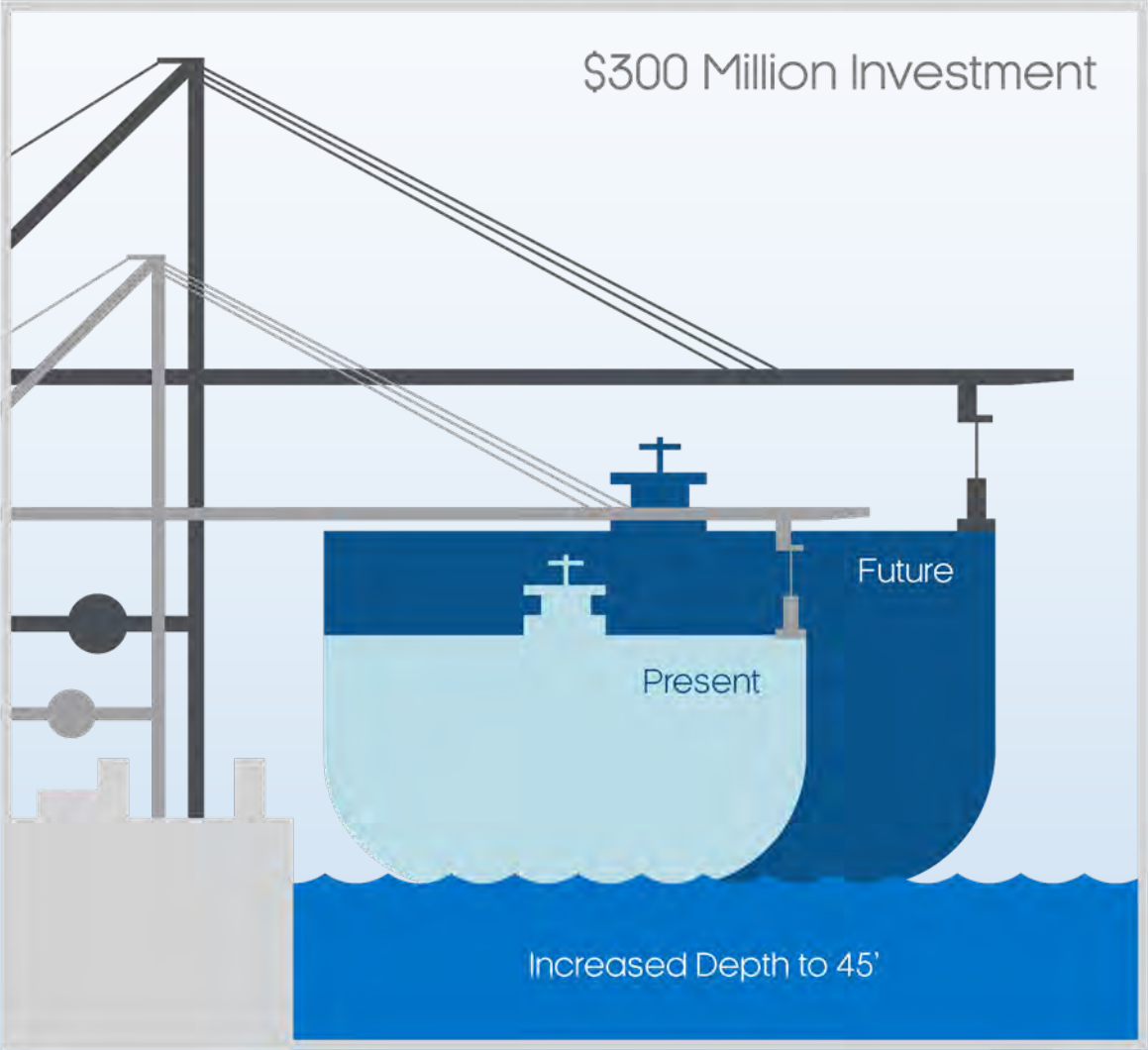
## PhilaPort Footprint

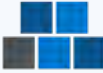






17 facilities

Over 1,000 Acres



# Port Development Plan | PhilaPort



|  | Present          | Future                   |
|--|------------------|--------------------------|
| <br><b>Containers</b>         | 455,900 TEUs     | 900,000 TEUs             |
| <br><b>Jobs</b>               | 10,341           | 17,020<br>65% Increase   |
| <br><b>Clean Air</b>          | Diesel Operated  | Diesel to Electric       |
| <br><b>Cars</b>               | 155,000 Units    | 350,000 Units            |
| <br><b>Cranes</b>             | Small Panamax    | Large Super Post-Panamax |
| <br><b>Tax Benefit</b>        | \$69.6m Annually | \$108.4m Annually        |
| <br><b>Forest Products*</b> | 465,000 mt       | 540,000 mt               |

\* Number represents pulp moving through Tioga Marine Terminal as pertains to Plan.





# Packer Avenue Marine Terminal





# Southport Auto Terminal



# Waterborne Cargo | Year 2017



| Summary Total |           |           |        |
|---------------|-----------|-----------|--------|
|               | 2017      | 2016      | Change |
| Vessels       | 1078      | 1,118     | -4%    |
| Metric Tons   | 6,854,133 | 6,245,291 | +10%   |
| Containers    | 544,900   | 459,0701  | +19%   |
| Autos         | 164,901   | 138,872   | +22%   |



# Perspective on Current Flow | PhilaPort

## Two Examples:

- Current:
  - Container Traffic: 544,500 TEUs equates to roughly 1,500 trucks a day
  - Auto Traffic: 164,901 automobiles equates to roughly 40 trucks a day
- Projected Growth-Next 10 Years:
  - Container Traffic: 900,000 TEUs equates to roughly 2,500 trucks a day
  - Auto Traffic: 350,000 automobiles equates to roughly 80 trucks a day
- Additional Cargoes: Steel, Forrest Products, Cocoa
- Additional Considerations: Employee parking 500 vehicles per day & truck drayage to rail facilities





# Road Infrastructure | PhilaPort



Considerations to address congestion:

- Assessment of current constraints
- Long Term growth of the port
- Protection of neighborhoods
- Rational coexistence of modes of transport

# Road Infrastructure | PhilaPort

1. Vacation of Packer Avenue
2. Improvements to Old Delaware Avenue
3. Closure of Christopher Columbus Boulevard
4. Convert Old Delaware Avenue into Port Access Road
5. Additional Access points between Old Delaware Avenue and Columbus Boulevard
6. I-95 Access Ramp
7. Overweight Corridor
8. Improved Port Road Signs





# Road Infrastructure | Vacation of Packer Avenue



# Road Infrastructure | Improvements to Old Delaware Avenue



Road improvements to mirror Southport Road:

- 2 lanes each way
- Loss of street parking
- Improved striping





# Road Infrastructure | Closure of Columbus Boulevard



## Road Infrastructure | Convert Old Delaware Avenue to Port Access Road

With closure of Delaware Avenue and ability to convert Old Delaware Avenue into Port land for access, layout and through put in the centralized port district will be maximized.

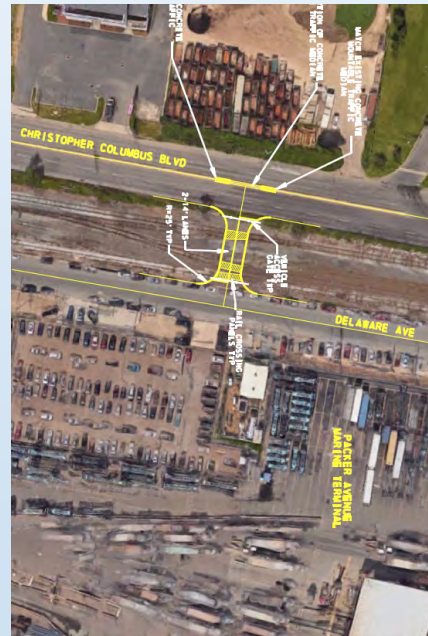




# Road Infrastructure | Additional Access points

Short term traffic efficiencies can be achieved by adding two at grade crossings.

Cost Estimate \$485,000  
RFAP Grant submitted





# Road Infrastructure | I-95 Access Ramp





# Road Infrastructure | Overweight Corridor





# Road Infrastructure | Road Signs

- Inventory of Port related road signs
- Enhance port profile
- Update dated signs



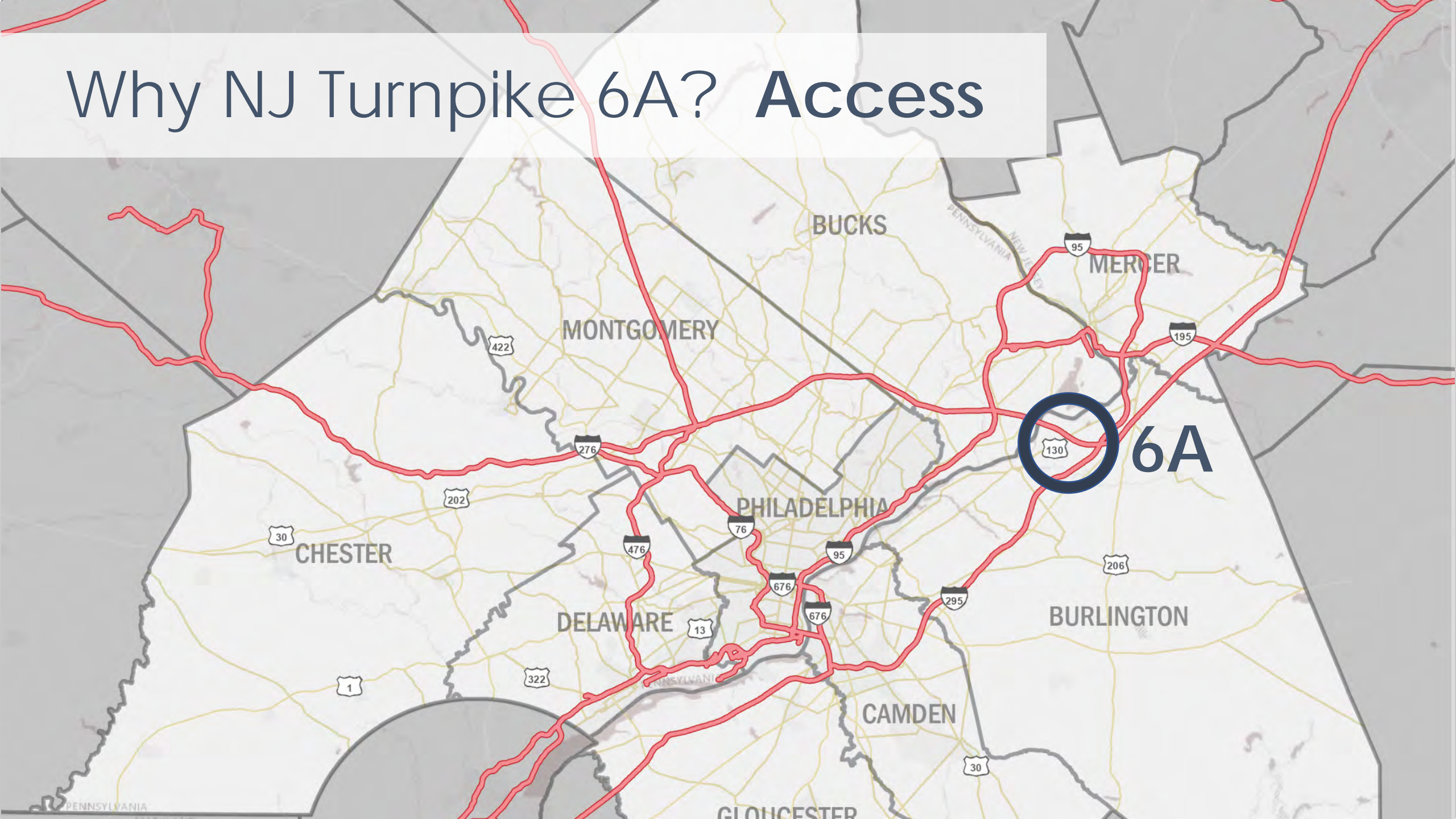
Thank you!



FREIGHT CENTER  
SPOTLIGHT  
NEW JERSEY TURNPIKE  
INTERCHANGE 6A

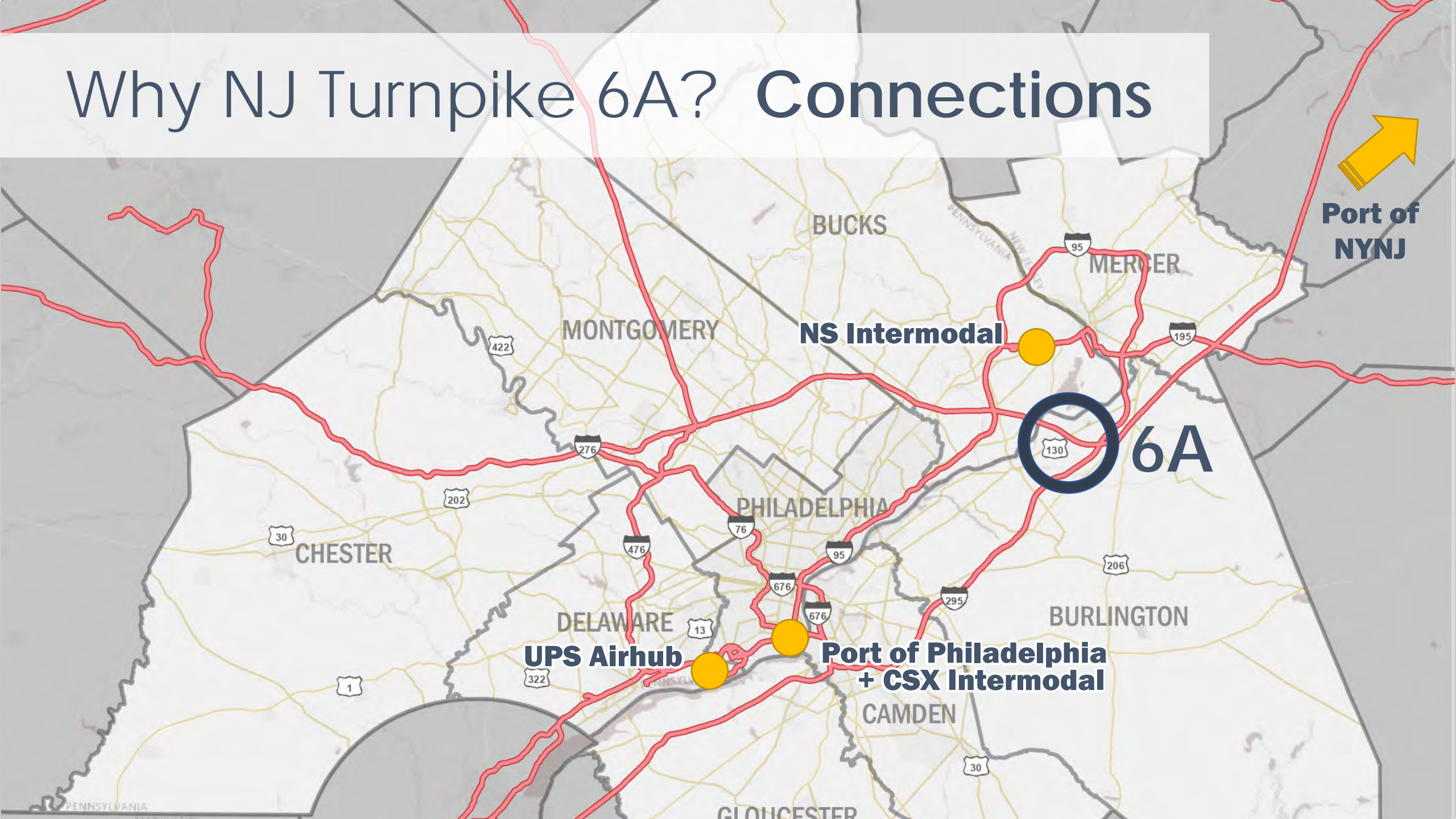
JOHN WARD

# Why NJ Turnpike 6A? Access





# Why NJ Turnpike 6A? Connections





# Industrial Development at 6A



As of December 2017



# CRITICAL SUCCESS FACTORS

- Located in the middle of the northeast metroplex
  - 55.5 million people within 250 miles 17% of the US population
  - 100 million people within 500 miles 30% of the US population
- Access to the interstate highway system
  - Easy access to travel any direction
- Available undeveloped land
  - Local commercial developers were involved
  - Amazon, BJ's Wholesale, Burlington stores, Destination Maternity, Subaru, International Paper
- Rail and port access
- Cost/benefit
  - Efficiency from scale
  - Environmentally friendlier
- Jobs
  - Educated and diverse work force



# PUBLIC PRIVATE PARTNERSHIPS

- DVRPC
  - Identifying 67 freight centers
  - Information resource for public and private entities
  - Facilitator for economic development
- Burlington County; Burlington and Florence townships
  - Freight/trucks as a good neighbor, community involvement
  - Long range vision to keep the area zoned industrial
  - Improve the tax base
  - Job creator
- NJDOT, PADOT and USDOT
  - Access to interstate highway system thru exit NJTP 6A
  - New access to I95
  - Truck friendly local roads and intersections
  - Safety and environmental initiatives
- NJ Transit/River line
  - Opened in 2004
  - 3 million riders annually
  - State of the art light rail
  - Camden to Trenton