

•FY2010•

PLANNING ACCOMPLISHMENTS

JULY 1, 2009 - JUNE 30, 2010

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

JUNE 2010



SERVING THE PHILADELPHIA, CAMDEN, TRENTON, METROPOLITAN AREAS

Our Mission

The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals and the public with the common vision of making a great region even greater. Shaping the way we live, work and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment, and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region — leading the way to a better future.



The symbol in our logo is adapted from the official DVRPC seal, and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole, while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by a variety of funding sources including federal grants from the US 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.

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Bucks County

Butler Avenue Revitalization Strategies

The study presents a circulation and streetscape vision to promote a more vibrant corridor for the present alignment of US 202, through New Britain Township, Chalfont Borough and New Britain Borough. Municipal direction and public outreach supported DVRPC's design process / challenge: to consider Butler Avenue as a Community Arterial—both transportation facility and community asset—not just a thoroughfare. Recommended improvements included: visual treatments (banners, directional signs, crosswalks, planted islands, and gateways) as placemaking elements to brand the corridor; and continuous pedestrian facilities, highway access management and shared parking strategies to integrate land use and enhance the corridor's transportation function. Chalfont Borough Council endorsed the project, by formal resolution, as the conceptual model for future growth and revitalization within its downtown core.

Road Safety Audit – Levittown Parkway

DVRPC, in collaboration with PennDOT District 6-0, selected an approximately two-mile section of Levittown Parkway through Falls and Bristol Townships. The study section was identified on PennDOT's most recent high crash locations list. There were 135 crashes, two of which resulted in four fatalities on this section of roadway during the five-year period between 2004 and 2008.

The goal of the audit is to generate safety improvement recommendations that will reduce the number and severity of crashes. For this effort the road safety audit team was comprised of planners, engineers, and other professionals from municipal, county, and state agencies. This was a one-day event. The Road Safety Audit consisted of a pre-audit meeting, then an on-foot survey of the roadway to examine conditions, and a post-audit debriefing. At the debriefing, the team brainstormed improvement scenarios. It was clear that this entire section of the study corridor needs careful thought and would benefit from a collaborative effort between local leaders and PennDOT in developing an access management plan.

Congestion and Crash Site Analysis Program – Northampton Township

This program is one of many safety projects that represent a step towards the implementation of the DVRPC Regional Safety Action Plan. Through crash reduction techniques, signal optimization, and geometric improvements this program addresses intersections where a demonstrated crash history and congestion are compromising operations. Identified by local officials with input from Pennsylvania State Representative Scott Petri, this report examined safety and operational improvements for five intersections located within the Holland Business District. In-depth crash and level-of-service analyses were performed to quantify and gain an

understanding of the issues. Short-term improvement strategies were identified and recommended to address safety and congestion related issues including retiming the traffic signals, adding pavement markings and installing signage. Other strategies, such as improving access management and reconfiguring three of the five intersections, were also included as long-term recommendations for implementation.

Delaware River Crossing ITS/Operations Plan

In the Bucks County/Mercer County area, a number of major organizations are advancing overlapping projects. PennDOT is installing ITS assets on I-95 and US 1; NJDOT wants to extend its ITS devices into Pennsylvania, the Delaware River Joint Toll Bridge Commission is involved in several bridge projects and the widening of I-95; the Pennsylvania Turnpike Commission is planning a new I-95/I-276 Interchange; and the New Jersey Turnpike Authority is widening its mainline and installing new ITS devices. The objective of this effort is three-fold: to improve construction coordination to minimize impacts on motorists; to coordinate ITS deployments to save time and money; and to develop common operational policies. Due to agency timeframes, the initial meetings focused on the first two issues. As the planning effort evolves, additional stakeholders will be called in to address larger traffic operations issues.

Quakertown Rail Study

The TMA of Bucks County has been studying alternative rail transit service to the Quakertown area, utilizing the services of Jacobs Engineering. Under a sub-contract with Jacobs, DVRPC has been engaged to assist in alternatives development, operating and capital cost estimation, and assessment of overall cost effectiveness. Various Diesel Multiple Unit (DMU) and Electrical Multiple Unit (EMU) alternatives were tested using DVRPC's travel forecasting model, and 2035 forecasts were made. DVRPC prepared an Operations Technical Memorandum, including descriptions of the operations of each of the alternatives, operating schedules, and annual operating statistics. DVRPC also prepared preliminary estimates of user benefits for each alternative using the FTA Summit model, which calculates time savings for all people influenced by a project (riders and non-riders).

Chester County

US 202 Section 200 Transportation Operations Audit

The US 202 Section 200 Transportation Operations Audit (TOA) was conducted by DVRPC as a joint effort with the Chester County Planning Commission (CCPC). There were three goals for this TOA: identifying a list of multi-modal operational issues; identifying a coordinated approach to transportation operations and incident management; and developing possible low-cost mitigation strategies. The methodology for this TOA was based on Road Safety Audit (RSA) procedures. The audit team, including PennDOT, county, and municipal officials, developed sets of recommendations which outline corridor-wide and interchange issues, developed recommendations to address them, and established implementation time frames and priorities. Although there are currently no existing plans for future capital improvements on this section of US 202, the timing of this project allowed for some of the audit recommendations to be incorporated into a US 202 American Recovery and Reinvestment Act (ARRA) project.

US 30 Incident Management Task Force

The US 30 Incident Management Task Force was established in FY2010 as an outgrowth of a closed loop traffic signal systems analysis of US 30 Business. During the study, municipalities expressed the need for an incident management task force to handle traffic diversions from US 30 Bypass. The purpose of an incident management task force is to facilitate communication and cooperation among organizations involved in responding to traffic incidents with the goals of improving safety, decreasing response times, and minimizing impacts on traffic. This task force is comprised of municipal officials, municipal police, emergency responders, State Police, and PennDOT, as well as other local organizations and regional agencies. Through regularly scheduled meetings, participants identified and addressed incident management needs in the US 30 Corridor. Initial accomplishments of this new task force include working with PennDOT and the municipalities to alter official PennDOT detour routes, and improved communications between municipal responders, PennDOT and the Pennsylvania State Police.

Taming Traffic - PA 896 Franklin Township

The *Taming Traffic* report is an annual study focused on context-sensitive solutions conducted by a multidisciplinary study team at DVRPC. In 2009, the study corridor selected for this effort was an approximately one-mile portion of PA 896 in Franklin Township, Chester County, known as Kemblesville. This roadway is a major connector between fast-growing townships in Chester and Lancaster County, PA and the cities of Newark and Wilmington, DE. Continuous development of the townships along this corridor, including proposals for a mixed-use development within the study corridor, will significantly increase the mobility needs of local residents. However, Kemblesville is a small historic village, which provides a unique opportunity and challenge for traffic calming and roadway design.

An earlier Road Safety Audit performed on PA 896 suggested that traffic calming and other context sensitive techniques be explored to improve safety conditions along the roadway. The DVRPC Study Team recognized the opportunity to contribute a complementary element to this

and other previous studies through the *Taming Traffic* effort. The team worked with an advisory committee of township representatives and staff from related agencies such as Chester County Planning Commission, to identify the major issues along the corridor and recommend strategies for altering the roadway to match its emerging context as a safer, bicycle and pedestrian-friendly village segment of the PA 896 corridor.

As this study came to a close, Chester County Planning Commission was able to secure funding from PennDOT through the Highway Safety Improvement Program to implement several safety improvements along PA 896, many of which were improvements suggested in the *Taming Traffic* study.

Managing Access Along US 30 in Western Chester County

DVRPC's highway access management project supports and promotes PennDOT's statewide Access Management Model Ordinances for Pennsylvania Municipalities project—the goals of which are to educate municipal officials on the benefits of access management practices, and encourage its implementation along state and local highways. This case study was performed at the request of the Chester County Planning Commission (CCPC), and evaluated US 30 business route where applicable, in West Sadsbury, Sadsbury and Valley townships. Working with municipal representatives, PennDOT Engineering District 6-0, and CCPC planners, DVRPC staff assessed municipal ordinances and comprehensive plans for access management supporting language, made recommendations to fill regulatory gaps, created conceptual corridor access management plans, and conducted related analyses.

Chester County Freight Scan

The DVRPC Office of Freight Planning conducted an intensive planning exercise to shed greater light on freight facilities and operations within Chester County. This effort was completed with the active participation of the Chester County Planning Commission, Chester County Economic Development Council, and Chester County and GVF TMAs.

The primary study activities consisted of analyzing available freight data, identifying projects needed to improve freight flows, updating contact information for key stakeholders, and reviewing the freight element of the county's comprehensive plan. One day of field views was also organized for the scan team and included site visits of warehouse, trucking, courier, and quarry facilities within the county. At the conclusion of the scan, an educational brochure highlighting Chester County's freight network was prepared. The brochure provides an overall description, baseline facts, and a map and features illustrative supply chain and "freight as a good neighbor" examples.

Delaware County

West Chester Pike Transit Enhancements

Drawing on the recommendations of DVRPC's 2008 *Speeding Up SEPTA* study as well as a 2007 study by TMACC, this project includes micro-simulation modeling of the running time impacts of various strategies to enhance the effectiveness of SEPTA Route 104 bus service (which connects 69th Street Terminal to West Chester). The most aggressive scenario modeled (transit signal priority combined with stop relocations and a limited-stop service) would reflect the best-case operating pattern for bus service along West Chester Pike that can be achieved with limited capital and no exclusive rights of way, and would be overlaid on existing local service. As part of this study, DVRPC is also preparing photo simulations of enhanced bus stop facilities and conceptual branding for a BRT-lite type of service.

Managing Access in Newtown Square

DVRPC's highway access management project supports and promotes PennDOT's statewide Access Management Model Ordinances for Pennsylvania Municipalities project—the goals of which are to educate municipal officials on the benefits of access management practices, and encourage its implementation along state and local highways. This case study was performed at the request of the Delaware County Planning Department (DCPD), and evaluated the PA 3 / PA 252 intersection area in Newtown Township, Delaware County. The Ellis Preserve, located in the northwest quadrant of the intersection is slated for a large mixed-use development in the coming years. The expected increase in traffic and the highway improvements associated with the development provided an excellent opportunity to assess the township's access management practices. Working with municipal representatives, PennDOT Engineering District 6-0, planners and engineers representing the developer, and DCPD planners, DVRPC staff assessed municipal ordinances and comprehensive plans for access management supporting language, made recommendations to fill regulatory gaps, created conceptual access management plans, and conducted related analyses.

Road Safety and Operations Audit – I-95

DVRPC, in collaboration with PennDOT District 6-0 and the Federal Highway Administration, conducted a modified RSA on I-95 through Delaware County. This event combined the best features of a traditional RSA with those from a recently completed operations audit performed by DVRPC's Office of Transportation Operations Management. The I-95 section through Delaware County was selected due to its having four adjacent roadway sections identified on the PennDOT 2008 high crash locations list. There were 1,075 crashes recorded on this section of roadway during the three-year period between 2007 and 2009, two of which resulted in two fatalities.

The goal of the audit is to generate safety improvement recommendations that will reduce the number and severity of crashes. For this effort, the road safety audit team was comprised of planners, engineers, and other professionals from municipal, county, and state agencies.

This was a one-and-a-half day event. The RSA consisted of a pre-audit meeting, then a driving survey of the roadway to examine conditions, and a post-audit debriefing. At the debriefing, the team brainstormed ways to make the road safer and operate more efficiently.

There were two locations that the team examined in detail: 1) the section from US 322 eastbound merge to I-95 northbound through the exit ramp for the Commodore Barry Bridge, and 2) the I-95 northbound on-ramp at Chestnut Street in Chester City. Of the two, the Chestnut Street on-ramp area showed the highest crash density along the corridor at 128 crashes over a 1.08 mile segment, northbound only. The team also observed corridor-wide issues and developed recommendations for them.

Delaware County Emergency Detour Route Guidelines

DVRPC, in coordination with PennDOT, Pennsylvania State Police, Delaware County Emergency Management Agency, and the Delaware County TMA, established the Delaware County Incident Management Task Force. The purpose of an incident management task force is to facilitate communication and cooperation among organizations involved in responding to traffic incidents with the goals of improving safety, decreasing response times, and minimizing impacts on traffic. The Delaware County Task Force focuses on I-95 and I-476. The initial meeting of this task force was in April 2008. In FY2010, the Task Force identified the need for a set of procedures to be used to activate PennDOT official detour routes during a major incident. Delaware County Emergency Detour Route Guidelines was developed with input from all Task Force members.

Delaware County Freight Scan

The DVRPC Office of Freight Planning conducted an intensive planning exercise to shed greater light on freight facilities and operations within Delaware County. This effort was completed with the active participation of the Delaware County Planning Department and the Delaware County TMA.

The primary study activities consisted of analyzing available freight data, identifying projects needed to improve freight flows, updating contact information for key stakeholders, and reviewing the freight element of the County's comprehensive plan. One day of field views was also organized for the scan team and included site visits of scrap metal, manufacturing, railroad, courier, and trucking facilities within the County. At the conclusion of the scan, an educational brochure highlighting Delaware County's freight network was prepared. The brochure provides an overall description, baseline facts, and a map and features illustrative supply chain and "freight as a good neighbor" examples.

Montgomery County

US 422 Corridor Master Plan, Municipal Outreach, and the 422plus Project

The US 422 Corridor Master Plan provided an integrated land use and transportation vision and strategic action plan to sustain the quality of life and economic vitality of 24 municipalities in this high growth, highly congested corridor. To preserve green space and manage vehicular travel, the plan's recommended "Sustainable Alternative" identified specific locations to focus future growth (compact mixed-use centers, established downtowns and areas surrounding proposed train stations), and identified more transportation options to serve them.

To advance implementation of the plan, DVRPC began addressing two fundamental conclusions of the study: 1) combinations of transportation, community, and land use strategies are most effective for managing growth and travel—indicating that strong multi-municipal support and partnerships are very important; and 2) more transportation funding is needed.

On the land use side, in partnership with staff from Montgomery and Chester Counties, DVRPC conducted a municipal outreach campaign to raise the profile of the plan, inform about needs and opportunities for coordinated community and land use planning practices, and creating partnerships. Fourteen key municipalities were targeted for direct outreach with Master Plan promotional materials and presentations to the elected officials, to foster municipal action.

On the funding front, DVRPC and planning partners initiated the rigorous 422plus Project. Once completed, this Project will determine the corridor's future transportation infrastructure needs, improvement costs and potential dedicated funding (by tolling US 422) to implement the plan's recommended set of transportation projects—including continued improvements to US 422 and extending the Norristown Commuter Rail Line to Reading / Wyomissing.

US 30 Corridor Study (including Philadelphia and Delaware County Sections)

The study area embraces Philadelphia, Montgomery and Delaware counties, starting in the east at 52nd Street and going west to the Chester/Delaware County line. In general, it encompasses the area within approximately a one-mile radius from the centerline of Lancaster Avenue. The overall goal of the study is to recommend policies to enhance the functioning of the corridor by better linking land use and transportation plans and projects. The Route 30 Corridor Plan effort is working with stakeholders in Philadelphia and Lower Merion, Haverford and Radnor townships to identify problem spots and develop short and long-term solutions that will not only allow for safe and efficient flow of people through the corridor, covering all modes of travel, but also respect and build on Lancaster Avenue's unique architectural, institutional and historic assets. The results of the analyses are designed to improve pedestrian, bicycle, transit and roadway access, promote redevelopment of certain properties, and enhance the sense of identity in the distinct neighborhoods along the corridor. This is a two-year effort which will be completed in June 2011.

[I-76/I-476 Crossroads Incident Management Task Force](#)

This Task Force recently celebrated its 10th anniversary, and as the first incident management task force in the region, has served as a model for the development of other task forces. In FY2010, the primary focus has been on the construction coordination for three major projects: the I-476 Schuylkill River Bridge Improvement Project in Plymouth Township, I-476 Improvement Project from the Mid-County Interchange to I-76, and I-76 West Ramps at South Henderson Road. These projects required special coordination meetings between construction contractors and emergency responders to develop specific response plans during cattle shoots and other temporary traffic patterns. The Task Force continues to conduct post incident reviews at every meeting. Future efforts will include a training subcommittee to provide a more coordinated training effort and a series of common training courses that all task force members can use.

[Route 611/263 Corridor Study- Phase 2](#)

This is the second phase of a two-phase effort to identify corridor-wide and municipal-specific projects within the PA 611 (Old York Road) and PA 263 transportation corridor to enhance the image and economic vitality of the area. It is an action plan with a detailed analysis of issue areas identified by the five corridor municipalities (Hatboro, Jenkintown, Abington, Cheltenham and Upper Moreland), with specific recommendations to guide project implementation. A toolkit of strategies was identified to help revitalize older town centers, concentrate new development around growth nodes, enhance access to transit, and promote mixed-use development.

The implementation of these recommendations relies on the corridor communities, their ability to bring these ideas to fruition, and the successful partnerships they forge with non-profit organizations, large employers, and the county. This study summarizes each recommendation, estimates possible project costs (engineering and construction), and identifies possible actors and funding sources that may be available to the local governments.

[Taming Traffic - Bethlehem Pike, Springfield Township](#)

In 2008, DVRPC conducted a study focused on context-sensitive solutions for a portion of Bethlehem Pike in Springfield Township, Montgomery County. This area already had the types of mixed-use, street-edge, historic buildings and thriving commercial infrastructure that make places like neighboring Chestnut Hill and Ambler attractive to locals and visitors. However, corridor improvements were needed to increase safety and mobility. The DVRPC study team recommended a number of strategies, including a road diet. This would convert the current four-lane cross-section roadway into a three-lane cross-section roadway, including a center two-way left-turn lane. Springfield Township quickly moved forward with implementation of the improvements by securing over \$444,000 as part of the FHWA's Transportation, Community and System Preservation (TCSP) program to fund the realignment of Bethlehem Pike, as proposed in the Taming Traffic Study. DVRPC staff is currently assisting the township to prove the feasibility of this roadway configuration to partners such as PennDOT, in order to help move the project from inception to implementation.

City of Philadelphia

Philadelphia Traffic Management Center: Concept of Operations

The purpose of the study was to identify the role, responsibilities, capabilities, and best practices for the proposed Philadelphia Traffic Operations Center (TOC). With over 2,900 traffic signals, Philadelphia has the third largest municipal signal system in the country, but no mechanism to manage them. In cooperation with a steering committee, five TOC goals were identified: provide capability to actively manage traffic signals, provide situational information about the city's arterial system, enhance incident management capability, promote corridor management, and improve interagency coordination. Specific TOC capabilities and features to attain these goals were identified; they were then associated with deployment timeframes. Under operational policies, staffing options, a set of high level TOC procedures, and TOC systems and communication architectures were recommended. An analysis of best practices was conducted to provide a broader perspective of how other major cities manage traffic operations.

Transit First Planning and Simulation (Route 34 Trolley)

Working with City and SEPTA partners, and beginning with the Route 34 trolley, DVRPC is providing ongoing planning and technical assistance on "best practices" to improve the speed and effectiveness of surface transit (transit signal priority (TSP), stop spacing, etc), including simulation to demonstrate the benefits of various improvements. For Route 34, moderate levels of stop consolidation plus TSP were found to give the best combination of passenger and transit vehicle travel time savings. The results of this modeling have informed decision makers about the relative impacts of improvement alternatives on trolley operations and the passenger experience.

Philadelphia Bike Share

As part of the broader *Philadelphia Bike Share Feasibility* study undertaken at the request of City Council, DVRPC was tasked with developing a method to identify the best locations in the City for such a program, and to estimate the bike share usage that would occur in those areas. This analysis resulted in estimates for daily usage in Philadelphia that ranged from roughly 6,000 to 23,000 for two scales of market area and three demand scenarios (low, middle, and high). The method DVRPC developed was presented at the Transportation Research Board; will be published in the Transportation Research Record; and has already been applied by planners elsewhere, such as in Seattle.

I-95 Traffic and Pedestrian Studies

Supplemental 2030 daily roadway link and AM/PM peak hour turning movement forecasts for Build Alternative 10 (Split Diamond interchange at Allegheny and Castor Avenues) were prepared for I-95 mainline, interchange ramps, and 40 signalized intersections in the AFC study area as requested by PennDOT and the consultants. The updated 2030 daily AM/PM peak hour turning movement forecasts at the corresponding locations were prepared under three additional alternatives: No-Build, Minimum Build, and the Consolidated Diamond Interchange.

These updated forecasts were required to coordinate the alternative network, casino/condominium, and forecast year modeling assumptions for inclusion of these four alternatives in the FHWA Point of Access (POA) study report being prepared by the design consultant.

A pedestrian forecasting model was prepared for the Girard Avenue Interchange (GIR) study area. The model estimates current and forecasted 2030 pedestrian volumes for selected sidewalks and crosswalks along North Delaware Avenue and Girard Avenue, as well as for the proposed sidewalks and selected crossing streets within the reconstructed Girard Avenue Interchange. A report entitled "I-95 Expressway Interchange Sections GIR/VINE and AFC Traffic Study - Supplement Number 2," was prepared to document the Section AFC (Ann to Frankford Creek) Alternative 10 2030 traffic forecasts and the Section GIR pedestrian model and forecasts.

[Take Me to the River Grants \(including application for next round of grants\)](#)

DVRPC's Take Me to the River grant program is intended to help support the efforts of neighborhood groups and nonprofit organizations as they work to revitalize Philadelphia's Delaware and Schuylkill riverfronts. The program, funded through the William Penn Foundation, awarded its first 13 grants totaling \$1 million to a variety of capital, planning, and programming projects in 2008. These initial grant recipients have made exciting progress in FY2010. For example, by supporting the development of the Schuylkill Banks trail system, the East Coast Greenway, and neighborhood waterfront parks, the program is helping to enhance public access to the rivers' edges and create critical recreational opportunities for city residents. Grants also support projects which are redefining the relationship between riverfront communities and the water. Innovative projects in Southwest Philadelphia, Kensington, and Northern Liberties are improving the quality of the physical and visual connections between the riverfronts and these neighborhoods through the use of design elements such as landscaping, public art, and lighting. Finally, grants supporting programming and events have changed the way that residents and visitors experience the waterfront. A summer concert series and seasonal festivals have helped establish Penn Treaty Park as a distinctive waterfront destination, while the Pennsylvania Horticultural Society's cellphone tour of the Central Delaware River, Rivertalk, uses technology to inform users about the Delaware's rich history and promising future. DVRPC is currently in the process of applying to the William Penn Foundation to fund a reconnaissance study of the projects and agencies focused on the waterfront, to inform a potential new round of funding of Take Me to the River grants.

Burlington County

NJ 73 Corridor Study

This project involves an examination of land use, transportation and environmental issues within the corridor. The study area lies to the north of the former Marlton Circle and is an extension of the Route 73 corridor studied in the previous year. Improvement recommendations are being developed that would improve traffic flow and safety in the context of the land uses within the area. In addition, storm water management measures for retrofitting existing impervious surfaces with landscaping, rain gardens and bio-retention swales will be explored. This project is expected to be completed in the summer of 2010.

Mount Holly Form-Based Codes

Form Based Code (FBC) brings the design specifics for land development and transportation together, to attain the desired built environment. The FBC documents the desired relationships and establishes the expected outcomes regarding land use, block and street patterns, building types, street standards and public spaces. NJDOT, through its Mobility and Community Form (MCF) initiative, recently selected several municipalities to demonstrate the process and benefits of writing and adopting form-based codes in New Jersey. Mount Holly Township was one of these initially selected communities.

Mount Holly Township is the charming and historic county seat of Burlington County. The downtown core, focused along High, Washington and Mill streets, possesses many elements favorable to a viable Main Street and Center of Place. In addition, the County Administrative and Court Complex is adjacent to this core, along Rancocas Road. Both the downtown core and county facilities present opportunities for continued public and private investment to strengthen the township's regional center function, aided by designations as an Urban Enterprise Zone (UEZ) and a Main Street New Jersey community.

In this project DVRPC worked closely with a consultant team as well as representatives from NJDOT and the Municipal Land Use Center at the College of New Jersey to develop a FBC for the downtown portion of the township. During this project the public was engaged at multiple events to educate them about FBCs, establish the community's vision for the future of Mount Holly, and to gain feedback on primary elements of the code. The final draft of the Form Based Code for Mount Holly Township is currently being completed and its adoption by elected officials is planned for the summer of 2010.

I-295 Reconstruction Work Zone Performance Measures

Federal work zone regulations require development of Transportation Management Plans (TMP) that focus on traffic impacts not only on the affected highway but also in the larger corridor. DVRPC and NJDOT are working together in an innovative effort to analyze the impacts of the reconstruction of I-295 in Burlington County. Performance measures gathered will yield valuable information to help guide NJDOT in developing TMPs for other major projects. Specifically, NJDOT is reconstructing I-295 between Mileposts 45 and 57. Starting in

June 2010, all northbound traffic will be diverted to southbound lanes for 59 days, followed by southbound traffic diverted to northbound lanes. To monitor traffic conditions, and impart real-time travel information to motorists, ITS equipment including highway advisory radio (HAR), closed circuit television (CCTV) cameras, and dynamic message signs (DMS) have been installed on I-295. DVRPC has placed traffic monitoring equipment on US 130 and other parallel roads. Using information gathered by NJDOT, DVRPC, Burlington County, and others, DVRPC will measure the effectiveness of the TMP. Special consideration will be given to how motorists respond to real-time travel information; how much traffic diverted to the official and unofficial detour routes; was there an increase of crashes in the work zone, what specific factors resulted in the increase; and when incidents occurred, how quickly did the first responders respond.

Environmental Resource Inventories and Open Space and Recreation Plan for Evesham, Pemberton and Westampton Townships

The Evesham, Pemberton and Westampton Townships Environmental Resource Inventories (ERIs) are compilations of text, tables and maps characterizing the natural resources and environmental features of each township. The Evesham ERI was published in August 2009 and those for Pemberton and Westampton will be completed by DVRPC in July and September of 2010. These were all joint projects of DVRPC, the Environmental Commissions of each town, and township staff. In Pemberton there has also been considerable participation by a citizens group and by representatives of the Historical Commission. Although each ERI is unique, they all include detailed information on land use; natural vegetation; soils; surface and ground water; streams; floodplains; steep slopes; wetlands, forests and grasslands; threatened, endangered and rare species; parks, trails and protected open space; historical resources; and known contaminated sites. The Evesham and Pemberton township ERIs also incorporate information drawn from research conducted by the Pinelands Commission.

An Open Space and Recreation Plan (OSRP) was also developed by DVRPC for Evesham Township and will be completed by fall 2010. This document incorporates resource information from the ERI, along with documentation of all protected open space lands that are important for future preservation, evaluation of the active recreation program, delineation of steps to improve passive recreation, and specific recommendations for preserving greenways and larger, contiguous parcels of land. Evesham conducted a visioning process during the same period and goals developed from that project are incorporated into the plan, along with recommendations from earlier plans developed by or for the township, including a Bikeway/Trails Analysis and a Plan for Pinelands areas produced by the Pinelands Commission. The plan will qualify Evesham Township for a Planning Incentive Grant from the NJ Green Acres Program, which provides funding directly to the township and supplements land preservation being done by the county.

Camden County

NJ 42/55, I-76/676/295 Incident Management Task Force

The Incident Management Task Force, focusing on the I-295/I-76/NJ 42 Interchange area and its approach roads, has met quarterly since 2002. It is currently led by co-chairs from the Delaware River Port Authority and the Blackwood Fire Department. Members of this task force include representatives of the county communications agencies, local police and fire, EMS, towing community, NJDEP, FHWA, and NJDOT. Major accomplishments over the years have been the installation of ramp designation signs and upgraded mile marker signs; and the creation and publication of a Policy and Procedures Manual. During FY2010, the task force focused on construction coordination, as several major construction projects, including I-295 reconstruction, posed incident management challenges. Other major accomplishments this year include developing new response box diagrams and contracts, developing formal disciplinary actions if the Policy and Procedures Manual is not followed, and incorporating training modules into each meeting. A specialized training session on Helicopter Landing Zones was conducted.

NJ 73 Corridor Study

This corridor encompasses all of Berlin Township and Berlin Borough, and parts of Cherry Hill, Evesham, and Voorhees townships. The goals of the study are to preserve the operating performance of the current transportation facilities, promote multi-modal transportation solutions, coordinate land use and transportation planning along multi-municipal corridors, determine and provide a policy rationale for future transportation improvements, and encourage municipal actions to achieve a land use pattern that is reflective of Smart Growth principles. In furthering these goals, this report recommends reducing congestion and improving mobility and safety in the corridor, with potential breakout projects for the NJDOT pipeline.

A thorough examination of current circulation and mobility was conducted evaluating access, safety, public transportation, and bicycle and pedestrian infrastructure. Arterial segments comprising adjacent intersections within the study area were analyzed as single elements due to their close proximity, shared context, and common issues. Context-sensitive solutions were developed. Particular effort was given toward accommodation of anticipated future development at the site-specific level, as well as at the sub-corridor level. Specific intersections were analyzed, such as those that carry substantial volumes of daily traffic, experience elevated crash rates, or provide direct access to major trip generators, and specific improvements were identified for these areas.

Road Safety Audit - CR 534 (Blackwood-Clementon Road)

DVRPC, in collaboration with Camden County Planning and Engineering, selected a 1.9-mile section of CR 534 (Blackwood-Clementon Road) in Gloucester Township. There were 428 crashes in this section, with one fatality recorded on this segment during the study period. This section was excerpted from a five-mile segment of CR 534 that was identified in a data analysis of county routes with a high crash density. This five-mile section ranked number one in the county for crash frequency during the three-year period between 2005 and 2007.

The goal of the audit is to generate safety improvement recommendations that will reduce the number and severity of crashes. For this effort the road safety audit team was comprised of planners, engineers, and other professionals from municipal, county, and state agencies. This was a one-day event. The RSA consisted of a pre-audit meeting, then an on-foot survey of the roadway to examine conditions, and a post-audit debriefing. At the debriefing, the team brainstormed improvement scenarios.

One of the locations that the audit team spent a good deal of time discussing is at the western end of the study corridor where Blackwood-Clementon Road meets Erial Road and the NJ 42 highway interchange. These closely spaced intersections—within an 800-foot span—handle a heavy flow of traffic between NJ 42 and Camden County College located south of the study area and accessible via Erial Road.

Lindenwold Station Transit Hub Study

DVRPC, in cooperation with the Port Authority Transit Corporation (PATCO), completed a study of the multi-modal transportation network in and around the station. Lindenwold Station is the junction of two rail lines; the NJ Transit Atlantic City line and the PATCO High Speed Line, which terminates at Lindenwold. This study was guided by an advisory committee with representation from both public and private entities as well as station area municipalities. Goals include improvement in mobility and enhanced transit connections to destinations in the developing eastern end of Camden County. The study strives to determine ways to make access to the station more efficient and safe, taking full advantage of connections available between PATCO rail service, NJ Transit bus and Atlantic City rail service at the Lindenwold Station. Recommendations made by the study aim to enhance existing services available at the station and to support Lindenwold as a hub for transit service. These include improving pedestrian and bicycle access to the station as well as improving operations at the existing bottlenecks and complex intersections near the station. In addition, DVRPC has worked closely with the University of Medicine & Dentistry of New Jersey (UMDNJ) to discuss connections to the station from the growing Stratford Campus.

Gloucester County

Gloucester County Transportation Needs Study

The Gloucester County Transportation Needs study was prepared for and with the participation of the Gloucester County Planning Division (GCPD) and DVRPC. This project was undertaken to develop a long-range multi-modal vision as part of an update of the County Master Plan's transportation element, and to supply decision making information to comprehensively manage long-term growth and travel in the County. Specific attention was given to the critical growth and mobility areas in the county, primarily along the US 322 corridor, and to the communities surrounding the proposed PATCO Glassboro-Camden Line.

Route 55 Supplemental Traffic Study

The 2035 annual average daily traffic (AADT) and AM/PM peak hour traffic forecasts were completed. Maps, tables and figures displaying the new counts, traffic model AADT, and turning movement outputs were prepared. The turning movement forecasts were sent to the consultant for review and comment, and the comments were incorporated. The final 2035 AADT and peak hour turning movement forecasts were sent to the consultant for use in the project.

Gloucester County Traffic Counting Program

The Gloucester County Traffic Counting Program is a recurring project which collects traffic count information in support of Gloucester County Planning Department's efforts in the areas of transportation, planning, engineering and pavement management studies. In FY2010, data from approximately 100 traffic count locations were collected with 4 of these being vehicle classification counts and 91 standard 48-hour hourly volume counts. In addition, when requested, staff conduct vehicle turning movement counts. Information was presented to the county in both tabular and GIS formats. FY2010 also saw the preparation of a 3-year traffic count rotation schedule for review by county staff.

Environmental Resource Inventories for Deptford Township, Swedesboro and Paulsboro Boroughs, and a Farmland Preservation Plan and Open Space and Recreation Plan for Elk Township

The Deptford, Swedesboro and Paulsboro Environmental Resource Inventories (ERI) are compilations of text, tables and maps characterizing the natural resources and environmental features of each township. The ERIs, to be published by DVRPC in the summer and early fall of 2010, have been joint projects of DVRPC, the Environmental Commissions of each town, and township staff members. Although each ERI is unique, they all include detailed information on land use; natural vegetation; soils; surface and ground water; streams; floodplains; steep slopes; wetlands, forests and grasslands; threatened, endangered and rare species; parks, trails and protected open space; historical resources; and known contaminated sites. The ERIs provide baseline documentation for measuring and evaluating resource protection issues. The ERIs will also serve the towns as a factual basis for land use planning; as a comprehensive guide in the site plan review process; and as a basic tool in determining zoning regulations,

municipal environmental protection ordinances and other land use management techniques.

An ERI was completed for Elk Township in FY2009 and a Farmland Preservation Plan (FPP) was completed in FY2010. DVRPC is now preparing an Open Space and Recreation Plan (OSRP) for the township which will be published by the spring of 2011. For the Farmland Preservation Plan, DVRPC worked with the township's Agricultural Advisory Committee and township staff to compile information on existing preserved farmland, describe farming trends and conditions, list goals for preservation, and explore strategies to strengthen and support farming in the township. The plan delineates farmland preservation Project Areas, along with target farms within those Project Areas, and describes the Project Areas through text, tables, and maps. A multi-year funding plan for preservation of the target farms is outlined, along with general recommendations for actions by the municipality. Information on support services in southern New Jersey, added-value programs, and other programmatic supports available to farmers are also included. The plan is a prerequisite to qualify for Municipal Planning Incentive Grant funding from the State of New Jersey.

The OSRP for Elk Township incorporates resource information from the ERI and FPP, along with documentation of all protected open space, lands that are important for future preservation, evaluation of the active recreation program, delineation of steps to improve passive recreation, and specific recommendations for preserving greenways and larger, contiguous parcels of land. The OSRP will also qualify Elk Township for a Planning Incentive Grant from the NJ Green Acres Program, which provides funding directly to the township and supplements land preservation being done by the county.

Mercer County

Mercer County Interactive Bikeability Map

Through this project a user-friendly web map was developed (www.dvrpc.org/bikemercer/) that displayed bikeability ratings (estimates of bicyclist comfort) for every roadway in Mercer County. During an open comment period, users were able to help improve the accuracy of roadways' and locations' "Bikeability Ratings" by submitting comments through the web interface, enhancing the accuracy of the permanent dataset for future users. Site visitors were also able to rate the submissions of other users, and suggest priority bicycle routes to inform a new Mercer County bicycling master plan.

Environmental Resource Inventory for Hopewell and Robbinsville Townships

The Hopewell Township and Robbinsville Township Environmental Resource Inventories (ERIs) are compilations of text, tables and maps characterizing the natural resources and environmental features of each township. The ERIs, to be published by DVRPC in June and August 2010 respectively, have been joint projects of DVRPC, the Environmental Commissions of each town, and township staff members. Although each ERI is unique, they all include detailed information on land use; natural vegetation; soils; surface and ground water; streams; floodplains; steep slopes; wetlands, forests and grasslands; threatened, endangered and rare species; parks, trails and protected open space; historical resources; and known contaminated sites. The ERIs provide baseline documentation for measuring and evaluating resource protection issues. The ERIs will also serve the towns as a factual basis for land use planning; as a comprehensive guide in the site plan review process; and as a basic tool in determining zoning regulations, municipal environmental protection ordinances and other land use management techniques.

Mercer County Future Bus Plan

A great deal of work has already been done to envision future growth in Central New Jersey and to plan transit services that will maintain and improve mobility in the context of this growth. This work includes NJ TRANSIT's recent near-term implementation plan for the Route 1 BRT, NJ TRANSIT's longer-term plan for a complete BRT network, and the forthcoming report on NJDOT's Route 1 Regional Growth Strategy. This project draws on the results of those projects and others to articulate a cohesive vision for future bus transit services in Mercer County. Ridership will be simulated under two county growth scenarios, and policy implications are also explored.

Central Jersey Transportation Forum

After ten years, the Forum still regularly draws large numbers of decision-makers to every event. Approximately 70 mayors, county planners, state agency staff, and representatives from major employers and non-profits grapple with better coordinating transportation and land use in the congested Route 1 corridor at three meetings each year, with additional subcommittee meetings as needed. This is a shared project with NJTPA that covers 21 municipalities in Mercer, Middlesex, and Somerset counties. The Forum has been a strong proponent and

partner for the Route 1 Bus Rapid Transit (BRT) project being implemented by NJ Transit. This year a cooperative effort has been underway to restructure the Forum to make it more effective, in part driven by limited funding available for transportation projects. The Forum works closely with NJDOT (a founding member) on a variety of projects, including finalizing and helping to implement the State's Route 1 Regional Growth Strategy. DVRPC Staff prepares a range of technical products in addition to meeting materials, including two editions of the Planned Projects Status Report, which helps track whether the funded projects are actually advancing the region's goals, as well as providing information on all major transportation and land use projects.



REGIONAL EFFORTS

Regional Safety Task Force (RSTF) and Safety Action Plan Implementation

DVRPC's participation in two FHWA Peer-to-Peer workshops in other parts of the country highlighted that the RSTF is an unusual and valuable entity. It gathers over 50 leaders in improving transportation safety at each meeting, people who improve safety for drivers, transit riders, pedestrians, and bicyclists through engineering, enforcement, education, and improved emergency services. This group meets quarterly at DVRPC. It provided guidance for the development of the Safety Action Plan which was updated and re-adopted by the DVRPC Board in October 2009. Since adoption of the plan, the RSTF has focused each meeting on one of the seven key safety emphasis areas in the region. These meetings have had presentations by leaders in addressing that emphasis area and substantial discussions by participants of how partners can work together. Each meeting ends by refining recommendations from the Plan into a few trackable tasks that can be done by a range of partners. Progress is being tracked and reported on at each meeting.

DVRPC Long-Range Vision for Transit

This project highlights the potential benefits of an improved transit network to the DVRPC region in the coming decades. The region's current transit assets already represent a significant competitive advantage amid rising energy costs and concerns about climate change. That said, the Delaware Valley is not yet a place where transit can be taken for granted by residents throughout the region; where riding is easy, seamless, and accessible. The purpose of this Transit Vision report is to highlight the long-term benefits of a modernized, integrated transit network that is coordinated with land development.

DVRPC Long Range Vision for Freight

DVRPC's Office of Freight Planning has identified a list of guiding policies and needed transportation projects to improve the flow of freight in the Delaware Valley. Freight shipments are forecasted to significantly grow in the coming years and they will produce a variety of impacts on communities in the region. The DVRPC Long-Range Vision for Freight Plan offers a regional blueprint to successfully balance freight operations with community goals.

Development of the freight vision plan was based on targeted interviews with freight shippers and carriers, coordination with the DVRPC freight advisory committee, and a Freight Plan Showcase for the DVRPC planning community that was organized in an interactive open-house format and set up as a simulated supply chain. In addition to highlighting key projects on the Interstate highway system, the plan also details desirable improvements to connector highways, the rail freight system, and port and distribution facilities. By addressing the region's unique set of freight needs, the plan complements the region's *Connections* Long-Range Plan.

Regional Integrated Multi-Modal Information Sharing (RIMIS)

RIMIS's goal is to reduce traffic congestion by improving interagency coordination by having transportation operations centers, police, and other emergency operators share situational information about the regional transportation system. RIMIS is based on New Jersey's SWIFT software, which is used to share traffic conditions, construction activity, special events information, and transit conditions among NJDOT, the New Jersey Turnpike Authority, New Jersey State Police, and New Jersey Transit. DVRPC will extend the software's use in the region, by integrating PennDOT, County 911's/OEMs, the proposed Philadelphia Traffic Operations Center, and municipal police in Pennsylvania into the system. In New Jersey, county 911s and public works departments will be given access to NJDOT information. RIMIS installation and testing will be completed by June 30, 2010. Rollout to individual agencies will begin during the summer and fall 2010.

Traffic Counting Program

The Traffic Counting Program collected traffic data for numerous clients and purposes in FY2010. These included counts for PennDOT in support of FHWA's state required traffic counting program and NJDOT to assist with Highway Performance Monitoring System counting requirements and 8-day count locations which are conducted monthly. PennDOT District 6-0 requested vehicle turning movement counts, primarily for signal retiming projects. Finally, individual counties including Philadelphia, Mercer and Gloucester fund counting efforts in support of transportation studies and traffic trend monitoring in their respective jurisdictions. The standard 48-hour volume count (in hourly or 15 minute increments) accounted for roughly 2,800 of the approximately 3,500 total counts conducted by the Office of Travel Monitoring. Classification counts, with vehicles broken out into the FHWA 13 classification schemes, represented approximately 500 of these counts. Finally, a total of 200 intersection turning movement counts rounded out the total. In addition, count information from outside sources added almost 9,000 records to DVRPC's traffic count database, increasing the value of this tool for member governments, staff, and the general public.

SEPTA Pulse Scheduling Study

Pulse scheduling, or "timed transfers", is a strategy to enhance the quality of transit service for passengers by making transfers between routes more convenient, particularly where service is less frequent. This is achieved by having routes converge at a single transfer location at the same time, permitting passengers to transfer between them without having to wait. At SEPTA's request, DVRPC has conducted a data and GIS analysis to identify potentially fruitful routes and locations in the SEPTA bus network. In the FY2011 second phase, timed transfers at SEPTA's preferred locations will be simulated using the regional travel demand model.

Aircraft Operations Counting Program

DVRPC has conducted the Aircraft Operations Counting Program for all non-towered regional airports included in the Regional Airports System Plan (RASP) since 1986. This program is funded by the Federal Aviation Administration and provides seasonal and annual takeoff and landing totals as well as based aircraft counts for each year an airport is surveyed. Full reports are produced containing daily and weekly data sets derived from acoustical counters, which are

set at each of the regional airport's runways, collecting sample data eight times a year, or twice a season for a one week period at a time. These data samples are then extrapolated and used to produce seasonal and annual aircraft operations estimates. In FY2010 DVRPC finished counts at eight regional airports in five different counties including Perkiomen Valley, Wings Field, Pottstown Municipal, Heritage Field (former Pottstown Limerick), Doylestown and Chester County in Pennsylvania, South Jersey Regional in New Jersey and Summit Airpark in Delaware. The data is used by various sources including the FAA, State DOTs, airport consultants, municipalities, counties, airport owners, managers, airport authorities, community groups, special interest groups and chambers of commerce.

[Implementing Connections - A Guide for Municipalities](#)

The DVRPC Board adopted *Connections - The Regional Plan for a Sustainable Future* as a vision for Greater Philadelphia's growth and development in July 2009. The Plan was developed through collaboration with elected officials, the business community, advocacy groups, and citizens through an extensive public outreach process. This outreach process is continuing as DVRPC works with regional stakeholders to implement the Plan. One constituency that is key to implementing the Plan is the region's 353 municipalities. In order to assist local officials and citizens in implementing the Plan, DVRPC produced *Implementing Connections - A Guide for Municipalities*. This booklet contains concise descriptions of major planning tools organized by the four key principles of the Plan. Each section defines a variety of tools and techniques that can be used by communities to achieve the goals of the Plan. The booklet is augmented by an on-line version that contains hundreds of links providing "how-to" guidance, additional information, resources, and case studies.

[The Greater Philadelphia Economic Development Framework and Regional Community and Economic Development Forum](#)

In FY2010, DVRPC, along with Select Greater Philadelphia and Ben Franklin Technology Partners, authored the Greater Philadelphia Economic Development Framework. The framework was created to satisfy provisions for a Comprehensive Economic Development Strategy (CEDS) for the region. The framework provides an overview of economic development processes and policies as well as a set of key regional projects. The framework was approved by the Economic Development Administration (EDA) of the U.S. Department of Commerce on September 30, 2009 thereby making the projects contained in the framework eligible to apply for EDA funding. DVRPC is administering the framework working with a regional group of economic development and planning stakeholders as part of the Regional Community and Economic Development Forum. The Forum meets three to four times a year to address current issues in land use, housing, economic development, and transportation in the Greater Philadelphia region. The group was formed by the merger of the Land Use and Housing Committee and the Land Use, Transportation, and Economic Development Committee. Forums in FY2010 included "The Current State of the Regional Economy", "New County and City Economic Development Initiatives", and "Emerging Economic Development Initiatives in the Delaware Valley Region".

DVRPC Energy and GHG Reduction Toolkit Development

As an important step in the development and implementation of measures to reduce energy use and greenhouse gas (GHG) emissions in the region, DVRPC is developing the Energy and GHG Reduction Toolkit. The toolkit will help local governments organize their energy use information and carry out analysis to help identify the most cost-effective solutions for reducing energy use and GHG emissions. Lowering local government's use of energy is important for several reasons. First, local governments' actions related to energy efficiency can model behavior for residents. Second, the end of rate caps in PECO territory, coupled with widely anticipated upward pressure on energy prices, requires prudent investment in energy efficiency to save taxpayers money. Third, with the downturn in the economy and difficulties with budgets, municipalities have to do more with less. Saving money through energy efficiency has the potential to help with tight municipal budgets. As of June 2010, the toolkit is being pilot tested by three diverse governments in the region (Abington Township, Camden County, and London Grove Township), and is expected to be formally launched in the fall of 2010.

Classic Towns of Greater Philadelphia

The Classic Towns of Greater Philadelphia program goes beyond traditional planning work by marketing designated communities as great places to live, work, and play. DVRPC worked with a team of communications professionals to develop the Classic Towns brand. At the core of the program is the website www.classictowns.org, which provides potential homebuyers and small business owners a place to learn more about these communities and their amenities. To assist, Classic Towns receive tools for marketing their amenities such as brochures, store decals, and style guides, along with technical assistance from DVRPC staff for outreach, public relations and marketing. The program was launched in 2008 with 11 inaugural towns. They include: Ambler, Bristol Borough, Doylestown Borough, Lansdowne, Media, and West Chester in Pennsylvania; the Philadelphia neighborhoods of Manayunk and Overbrook Farms; and Collingswood, Haddon Heights, and Riverton in New Jersey. In 2009, an additional 9 communities received Classic Towns designation: Ardmore, New Hope, Wayne, Souderton/Telford, and Phoenixville in Pennsylvania; the Philadelphia neighborhood of Germantown; and Moorestown, Glassboro, and Merchantville in New Jersey. A lively press event reception was held in the fall of 2009 to welcome the new communities to the program.

Transportation and Community Development Initiative (TCDI)

Created in 2002, the Transportation and Community Development Initiative (TCDI) aims to reverse the trends of disinvestment and decline in the region's core cities, developed suburbs, and portions of municipalities that are socially or economically disadvantaged by supporting local planning projects that will enhance the quality of life, attract new businesses to these communities, and improve the existing transportation system's efficiency. The regional TCDI program has provided grants to selected municipalities to undertake planning, market analyses, design initiatives, and feasibility studies. Since 2002, DVRPC has invested over \$10.62 million, which in turn leveraged over \$250 million from local, county, and private partners throughout the region. In 2010, DVRPC awarded \$1.62 million to 28 recipients across the region, including municipalities in each of the region's 9 counties. They are as follows: Bensalem, New Hope, Caln, Phoenixville, Marcus Hook, Millbourne, Norristown, Pottstown, Upper Moreland, and the

City of Philadelphia in Pennsylvania; and Bordentown Township, Moorestown, Mt. Holly, Pemberton Township, Camden City, Haddon Heights, Merchantville, Glassboro, Pitman, Wenonah, Woodbury, East Windsor, Lawrence and Trenton in New Jersey. The 2010 TCDI projects are getting underway and will be completed by 2012.

The Greater Philadelphia Food System Study

In early 2010, DVRPC published the Greater Philadelphia Food System Study, a comprehensive study that looks at the complicated regional food system that feeds Greater Philadelphia. The regional food system is defined as the 100-mile foodshed, the geographic area within a 100-mile radius around Center City Philadelphia. The study addresses a number of challenges and opportunities facing the food system, including: increased consumer interest in local food, land constraints and development pressures, the prevalence of both malnutrition and obesity, food distribution, and economic development. The food system study has been followed up by a stakeholder-driven planning process. Included in this process have been trucking experts, farmland preservation coordinators, healthy food advocates, entrepreneurs, government representatives and others. They have identified their core values, a collective vision for a more sustainable food system, and have developed over 100 recommendations to achieve the goals of a forthcoming Food System Plan. Recognizing the opportunity presented by a rich agricultural community, a diverse distribution and transportation network, and nationally recognized nonprofit and for-profit food system stakeholders, DVRPC was asked by the William Penn Foundation to manage a multi-phase technical and financial assistance program designed to further strengthen the regional food system, which is also currently underway.

Breaking Ground Conference

On March 17, 2010, DVRPC hosted an implementation workshop at the Union League in Philadelphia. Titled *Breaking Ground: Building Livable Communities in Greater Philadelphia*, the conference drew over 300 participants of varied backgrounds, including municipal officials, community activists, developers, urban designers, planners and numerous others that are working to enhance the livability of our communities. The morning started with an inspirational keynote delivered by Deputy Secretary Ronald Sims of U.S. Housing and Urban Development. Two rounds of four concurrent panels each followed, with the common theme of turning plans into reality. Each panel was organized around a DVRPC program or initiative, and highlighted the interesting work municipalities, developers, and other organizations are doing on the ground. An afternoon keynote, co-sponsored by the Natural Lands Trust, was delivered by awarding winning landscape architect Randall Arendt, who spoke about redeveloping defunct single-use commercial strips into vibrant mixed-use destinations. Mr. Arendt's talk was followed by a hands-on design workshop attended by approximately 80 participants.

Tri County WQMP (Burlington, Camden, Gloucester)

DVRPC is the designated Water Quality Management Planning Agency for Burlington, Camden and Gloucester counties in New Jersey. That function is administered through the Tri-County Water Quality Management Board (WQMB) which is composed of a freeholder, mayor and citizen from each of the three counties and the mayor and a citizen from the City of Camden.

Activities of the Tri-County Water Quality Management Program are determined annually by the WQMB and funded by the three counties and the City of Camden. The DVRPC Tri-County staff sets up meetings of the Board and prepares meeting materials, agendas and minutes; administers the plan amendment review process for changes to the Tri-County Water Quality Management Plan in conjunction with the NJ Department of Environmental Protection (NJDEP); provides staff support, including Geographic Information System mapping, to assist counties and municipalities in implementing Environmental Protection Agency (EPA) and NJDEP rules pertaining to stormwater; provides technical support to the WQMB and member governments regarding waste water, water supply and related functions; monitors activities and governmental rules pertaining to water; drafts and presents testimony pertaining to water issues as directed by the WQMB; and acquires information for the Board on water resource technology, programs and project development. In 2010, NJDEP will provide the funding for the Tri-County Program through the federal 604b funding program, with some additional tasks required. These include development of an analysis of the future role of the Tri-County Board once individual County Wastewater Management Plans (WMPs) are adopted in 2011; completion of the outfall database and mapping project begun in 2005; and assistance to the three counties in completing their WMPs, as needed.

Region-wide Transportation GIS

A regional road centerline has been developed for use by DVRPC and member governments in our Geographic Information System, ensuring more effective data sharing and transportation planning. The file builds on existing data already collected and maintained at NJDOT, PennDOT, SEPTA, and the counties. Our consultant, GeoDecisions developed a dynamic conflation tool that allows disparate data to be migrated into a single, standardized data model.

Maintenance plans for each county were refined and implemented to provide for the continued success of this project over time. DVRPC has made \$300,000 available to member cities, counties, and operating agencies over the last fiscal year as part of this project.

Project participants have been assisting in the coordination and development of the file and database structure and increasing their GIS capacity by acquiring hardware, software, and training.

A collaborative effort involving GIS, IT, Travel Monitoring and a consultant has produced a Traffic Count Request web application. This application allows anyone to view existing counts and gives staff from DVRPC and member governments the ability to identify count locations needed for future studies. The application integrates the road data developed from this project to automatically populate data record information for requested count locations.

Transportation Improvement Program

DVRPC worked with the Pennsylvania counties, SEPTA, and PennDOT District and Central Office to develop a new FY2011-2014 TIP for the PA portion of the region, made it available for public comment along with the latest Conformity Determination, and presented it for Board adoption. The TIP contains almost 400 projects totaling more than \$2.9 billion for phases to be advanced over the next four years.

Staff also assisted NJDOT, PennDOT, the nine counties, NJ Transit, SEPTA, and DRPA/PATCO to amend and modify the current TIPs for PA and NJ, as necessary throughout the year, to enable projects to advance in a timely manner and access all federal and state funding available to the region. DVRPC staff also assisted these partner agencies to respond to the requirements of the American Recovery and Reinvestment Act of 2009 federal stimulus funding, again insuring that the region received all available funding.

Competitive Program and Project Management

DVRPC provided project management services to numerous municipalities and counties in the region as they advanced TIP federally funded projects through the NEPA and NJDOT/PENNDOT project development processes. The PennDOT assisted projects included multi-use trails, bicycle path construction (both on and off roadway), reconstruction/restoration of historic transportation buildings, improvements to scenic roads, pedestrian facilities, and streetscape improvements, as well as a few non-construction projects such as marketing, outreach, and education. These are generally projects that have received funding under Congestion Mitigation and Air Quality (CMAQ), Transportation Enhancement (TE), or Safe Routes to School. DVRPC also assisted our New Jersey counties with the implementation of bridge, roadway, and intersection improvement projects funded with Urban Allocated Surface Transportation Program (STU) funds.

DVRPC's primary role as the project manager was to ensure a smooth workflow throughout the project development process, including assistance in defining the project's scope of services, advertising the request for proposal (RFP), coordinating consultant selection, administrating the consultant contract, and gaining final approval from the Federal Highway Administration (FHWA).

Environmental Justice and Public Outreach

Environmental Justice technical analysis and summaries were provided for DVRPC Corridor Studies and Road Safety Audits, incorporated into a Community Rail Access Study, and provided for the TIP update. The annual *Environmental Justice at DVRPC* report was updated. In addition, there was ongoing interaction between planners and project managers to ensure that EJ/Title VI was addressed in DVRPC plans and programs.

FY2010 saw the development of DVRPC's Environmental Justice Working Group, which provides an opportunity for Environmental Justice advocates to meet with each other and with DVRPC staff to discuss emerging issues in the region.

The inaugural DVRPC Regional Student Forum meeting was held on April 9, 2010. DVRPC initiated the Regional Student Forum Google Group to share information with planning students at regional colleges and universities.

Public outreach and communications strategies were implemented for a variety of DVRPC projects and programs, including *Connections*, the TIP for Pennsylvania, Classic Towns, Coordinated Human Services Transportation Plan (CHSTP), Air Quality Partnership, Mercer

County Bikeability survey, Shifting Gears bicycle survey, and the Route 30/Lancaster Avenue Corridor Study.

Monthly Regional Citizens Committee meetings were conducted, in addition to associated outreach for new members. A special public meeting was held on June 9, 2010 in Wayne, PA. The Wayne meeting was the first in a series of public meetings to be held around the region to promote DVRPC, *Connections*, and RCC membership.



Bucks County

Bucks County Freight Scan

Chester County

US 422 Corridor Master Plan

US 422 Civic Broker Municipal Outreach

Tri-County Transportation Study: A Vision for PA Route 100

Paoli Station Intermodal Access and Parking Study

R3 Extension to West Chester Study

Business Route 30 Closed Loop Signal System Evaluation Project

Integrating Land Use and Transportation Planning along US 322

Congestion and Crash Site Analysis Program - Phoenixville Borough

Delaware County

Chester Riverfront Rail Station Location and Transit Service

US 30 Corridor Study

I-95/I-476 Incident Management Task Force

Congestion and Crash Site Analysis Program - Tinicum Township

Montgomery County

Tri-County Transportation Study: A Vision for PA Route 100

Congestion and Crash Site Analysis Program - Upper Moreland/Abington Townships

Montgomery County Freight Scan

City of Philadelphia

City of Philadelphia Freight Scan

I-95 Incident Management Task Force

US 30 Corridor Study

Philadelphia Traffic Counting Program

PHL Transit Access Study

South Street Bridge / I-76 Ramps Study

Burlington County

CR 541 Safety Corridor Study
Burlington County Freight Scan
Rt 38 Study Project Management

Camden County

Camden County Freight Scan
Draft Airport Layout Plan for Cross Keys Airport

Gloucester County

NJ 47 Corridor
Taming Traffic - Swedesboro
Gloucester County Freight Scan

Mercer County

Road Safety Audit - CR 622 Mercer County
Delaware River Crossing ITS/Operations Plan
Mercer County Traffic Counting Program
Mercer County Freight Scan

Regional Projects

Regional Transportation Operations Master Plan
Regional Transit Surveys
Regional Truck Parking Study
Regional Airport System Plan (RASP) Update
Regional Congestion Management Process
Interactive Detour Route Mapping (IDRuM)
Schuylkill Expressway Operations Research Model
Shifting Gears: Regional Bike Project Development and Coordination
Environmental Justice Corridor and Safety Analysis
Crash Data Management System
Transportation Security Planning
Defining Regional Rail Commuter Sheds
Automated Weather Observation System Installations at Airports
(Gloucester, Burlington, Mercer, and Salem counties)
Interstate Partial Interchanges Study - New Jersey

EPA funded Sustainable Skylines Initiative (5 Pennsylvania Counties)
Air Quality Transportation Conformity Demonstration of FY2010 TIPs & Connections LRP
Eco-Enterprises Data Snapshot
Planning at the Edge
Fueling our Way to the Future: Alternative Vehicles Report
Energy Efficient Streetlights and Traffic Signals Outreach
Case Studies of Energy Efficient Buildings in the Greater Philadelphia Region: City of Philadelphia; Upper Merion (Montgomery); West Chester (Chester)
Preparing the Region for Alternative Energy – an ordinance-development working group
Regional inventory and municipal-allocation of energy use with accompanying guidance: (Region-wide + specific assistance to 5 municipalities in Delaware County)
Efficient Growth for Growing Suburbs (EGGS) Program (8 projects covering 10 municipalities in SEPA)
SE PA Housing Study and Plan (All 5 PA counties)
Municipal Outreach: Focus e-newsletter, invitations to APA audio-conferences
Salem County Regional TDR Feasibility Study (Salem Co)
Cumberland County Farmland Preservation Plan
TreeVitalize Municipalities Partnership (4 PA Suburban counties: outreach and education, case studies of successful tree planting projects)
PA CZM program (Bucks, Philadelphia, Delaware Counties)
Municipal Implementation Tool Brochures: MIT 18 Food System Planning
NARC Award as Regional Center of Excellence on Promoting Green Infrastructure
Regional Trail Mapping Study (WPF)
Economic Value of Protected Open Space Study (SEPA)

Publication Title:

DVRPC FY2010 Planning Accomplishments

Publication Number:

10062

Date Published:

June 2010

Geographic Area Covered:

Nine-County Delaware Valley Region including Bucks County, Chester County, Delaware County, Montgomery County and the City of Philadelphia in Pennsylvania and Burlington County, Camden County, Gloucester County and Mercer County in New Jersey

Key Words:

Planning Accomplishments, Work Program, Technical Assistance

Abstract:

This document highlights many of DVRPC's Fiscal Year 2010 Planning Accomplishments. These projects were undertaken by DVRPC staff in fulfillment of the work identified in DVRPC's FY2010 Unified Planning Work Program. Significant coordination was provided to staff on many projects by our member governments and stakeholders. The report is organized to list projects that are located in a particular county, followed by those on a regional scale.

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STATE OF NEW JERSEY

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

NEW JERSEY DEPARTMENT OF TRANSPORTATION

PENNSYLVANIA GOVERNOR'S POLICY OFFICE

NEW JERSEY DEPARTMENT OF COMMUNITY AFFAIRS

BUCKS COUNTY

BURLINGTON COUNTY

CHESTER COUNTY

CAMDEN COUNTY

DELAWARE COUNTY

GLOUCESTER COUNTY

MONTGOMERY COUNTY

MERCER COUNTY

CITY OF CHESTER

CITY OF CAMDEN

CITY OF PHILADELPHIA

CITY OF TRENTON



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