

# AGENCY RESPONSES TO COMMENTS

Monday, July 22, 2024

## Bucks

**MPMS ID: 12923 Bristol Road Extension**

**Related to Comment IDs: 742**

**Response By: PennDOT**

Thank you for your comment and your support of this project.

**Response By: Bucks County**

Thank you for your support. Bucks County also supports this project and is eager to see its completion.

**MPMS ID: 12965 Lawn Avenue Reconstruction**

**Related to Comment IDs: 450**

**Response By: Bucks County**

Thank you for your support.

**MPMS ID: 13635 Oxford Valley Road/Lincoln Highway Intersection Improvements**

**Related to Comment IDs: 451**

**Response By: PennDOT**

The project includes a significant expansion of the existing sidewalk network, ADA compliant curb ramps, crosswalks, and pedestrian refuge islands. Signal equipment will be replaced and modernized to include pedestrian push buttons and countdown timers at all crossings. Traffic signal timings will provide for pedestrian crossing phases.

**Response By: Bucks County**

Bucks County fully supports this improvement safety project. Additionally, the project will provide pedestrian facilities which do not currently exist, thereby improving pedestrian and bicyclist safety. We suggest you review the plans found at the project website: <https://www.penndot.pa.gov/RegionalOffices/district-6/ConstructionsProjectsAndRoadwork/BucksCounty/Pages/Oxford-Valley-Road-at-Lincoln-Highway-Intersection-Improvement-Project.aspx>

**MPMS ID: 64778 State Road Reconstruction**

**Related to Comment IDs: 260, 262**

**Response By: PennDOT**

The PennDOT design team will engage Bristol Township, East Coast Greenway Alliance and the other groups mentioned to coordinate the design of the State Road Corridor Improvement project with design of the East Coast Greenway.

**Response By: Bucks County**

Bucks County agrees that PennDOT should work to include the East Coast Greenway improvements to the greatest extent possible in this project.

**MPMS ID: 74827 Delaware Canal Enhancement**

**Related to Comment IDs: 4**

**Response By: DVRPC**

Thank you for your comment, we will adjust the project description as appropriate.

**Response By: PennDOT**

Thank you for sharing your comment and your support of this project. The Delaware Canal Enhancement project is located in Yardley Borough.

**Response By: Bucks County**

Thank you for your support and duly noted.

**MPMS ID: 88083 Stoopville Road Improvements - Phase 2**

**Related to Comment IDs: 447**

**Response By: PennDOT**

Thank you for sharing your comment. The current design includes a 5-foot-wide walking path. Widening the path to a minimum of 10 feet would significantly increase environmental and utility impacts, right-of-way needs, and project costs.

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**Response By: Bucks County**

Bucks County agrees that where possible, the trail should be 10'. However, we recognize that there may be right of way issues contributing to the proposed design size.

**MPMS ID: 92641 Dublin Pike Bridge over Morgan Creek**

**Related to Comment IDs: 9**

**Response By: PennDOT**

Thank you for sharing your comment. Before advancing the design of the project, our project team will engage in the CONNECTS coordination process for awareness, consideration, and incorporation of various public interests including pedestrian and bike access across the bridge. The project team will use the CONNECTS feedback to help develop a project purpose and needs statement. The purpose and needs statement serves as a foundation for the design development of a project.

**Response By: Bucks County**

Bucks County supports pedestrian facility improvements during the bridge rehabilitation/reconstruction process. We will work with PennDOT to ensure the pedestrian facilities are given proper consideration during the design process.

**MPMS ID: 99431 Route 663 (John Fries Highway) Widening**

**Related to Comment IDs: 10**

**Response By: PennDOT**

Thank you for sharing your comment. Before advancing the design of the project we will engage in CONNECTS coordination for awareness, consideration, and incorporation of various public interests as we work to develop a project purpose and needs statement.

**Response By: Bucks County**

Bucks County supports pedestrian facility improvements during the roadway design process. We will work with PennDOT to ensure the pedestrian facilities are given proper consideration during the design process.

**MPMS ID: 102309 PA 309 Bridge over Morgan Creek**

**Related to Comment IDs: 7**

**Response By: PennDOT**

At the project scoping meeting (Connects) in June 2020 with Richland Twp., and Bucks County Planning Commission representatives, Richland Twp indicated that there are no plans for sidewalks in these areas, but they would like to see wider shoulders. Based on this input, the current design does not include sidewalks, however we have incorporated 8 ft. shoulders as suggested by Richland Twp.

We will discuss these comments with the Township accordingly and take the appropriate actions that best meet the project purpose and need, the township's goal, and best use of transportation funds for the region.

More information on the project can be found at [Route https://www.penndot.pa.gov/RegionalOffices/district-6/ConstructionsProjectsAndRoadwork/BucksCounty/Pages/Route-309-over-Morgan-Creek-and-Beaver-Run-Bridge-Replacements.aspx](https://www.penndot.pa.gov/RegionalOffices/district-6/ConstructionsProjectsAndRoadwork/BucksCounty/Pages/Route-309-over-Morgan-Creek-and-Beaver-Run-Bridge-Replacements.aspx) 309 over Morgan Creek and Beaver Run Bridge Replacements (pa.gov)

**Response By: Bucks County**

Bucks County supports pedestrian facility improvements during the bridge rehabilitation/reconstruction process. We will work with PennDOT to ensure the pedestrian facilities are given proper consideration during the design process. The discussion on the Liberty Bell Trail route is duly noted.

**MPMS ID: 102664 PA 309 Bridge over Beaver Run**

**Related to Comment IDs: 8**

**Response By: PennDOT**

At the project scoping meeting (Connects) in June 2020 with Richland Twp., and Bucks County Planning Commission representatives, Richland Twp indicated that there are no plans for sidewalks in these areas, but they would like to see wider shoulders. Based on this input, the current design does not include sidewalks, however we have incorporated 8 ft. shoulders as suggested by Richland Twp.

We will discuss these comments with the Township accordingly and take the appropriate actions that best meet the project purpose and need, the township's goal, and best use of transportation funds for the region.

More information on the project can be found at [Route https://www.penndot.pa.gov/RegionalOffices/district-6/ConstructionsProjectsAndRoadwork/BucksCounty/Pages/Route-309-over-Morgan-Creek-and-Beaver-Run-Bridge-Replacements.aspx](https://www.penndot.pa.gov/RegionalOffices/district-6/ConstructionsProjectsAndRoadwork/BucksCounty/Pages/Route-309-over-Morgan-Creek-and-Beaver-Run-Bridge-Replacements.aspx) 309 over Morgan Creek and Beaver Run Bridge Replacements (pa.gov)

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**Response By: Bucks County**

Bucks County supports pedestrian facility improvements during the bridge rehabilitation/reconstruction process. We will work with PennDOT to ensure the pedestrian facilities are given proper consideration during the design process.

**MPMS ID: 115418 Route 113 & Minsi Trail Road Roundabout**

**Related to Comment IDs: 443**

**Response By: PennDOT**

Thank you for your comment and your support of this project.

**Response By: Bucks County**

Thank you for your support.

**MPMS ID: 115419 US 202/Route 263 (York Road) Roundabout**

**Related to Comment IDs: 449**

**Response By: PennDOT**

Thank you for your comment and your support of this project.

**Response By: Bucks County**

Thank you for your support.

**MPMS ID: 118190 Fairview Road Railroad Xing**

**Related to Comment IDs: 12**

**Response By: PennDOT**

The equipment at the crossing is old and out of date the crossing is in bad shape, the whole crossing needs to be upgraded to today's standards. There will be new warning devices and the surface will be upgraded. The crossing will not be upgraded until summer of 2025. The process with the Railroad and PUC must be completed and approved before any work can start.

**Response By: Bucks County**

The project will include signal improvements. The rehabilitation of the grade crossing is probably outside of the project budget. Currently, no passenger service is provided on this line and it's only occasionally used by freight trains. Given the infrequent service, it may be difficult for SEPTA to prioritize these grade crossing improvements. Bucks County agrees that improvements to the grade crossing should be constructed if funding can be found.

**MPMS ID: 120912 Trumbauersville Road Bridge over Unami Creek**

**Related to Comment IDs: 11**

**Response By: PennDOT**

Thank you for sharing your comment. Before advancing the design of the project, our project team will engage in the CONNECTS coordination process for awareness, consideration, and incorporation of various public interests. The project team will use the CONNECTS feedback to help develop a project purpose and needs statement. The purpose and needs statement serves as a foundation for the design development of a project.

**Response By: Bucks County**

Bucks County supports pedestrian facility improvements during the bridge rehabilitation/reconstruction process. We will work with PennDOT to ensure the pedestrian facilities are given proper consideration during the design process.

## Chester

**MPMS ID: 14532 US 30, Coatesville Downingtown Bypass Reconstruction Design**

**Related to Comment IDs: 602**

**Response By: PennDOT**

Thank you for your interest in the US 30 Reconstruction Program. The Chester County Maintenance Crews are working diligently to repair and maintain all of the state-owned roadways in Chester County. We are all very eager to see construction begin on the US 30 Bypass. The 14-mile corridor has been divided into 4 Design Project Sections and each is progressing separately through its preliminary design phase. These Projects are being progressed as Section 010, Section AIR, Section 082, and Section CER. We anticipate Section AIR will begin its final design phase in late 2024 followed by Section 010, Section 082, and then Section CER. Our Maintenance Crews will continue to do the necessary repairs to maintain a safe roadway until construction begins. If

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you have a roadway concern, please call 1-800-FIX-ROAD to report the issue and location to our Maintenance Team. Please see our Project website at [WWW.us30-chesco.com](http://WWW.us30-chesco.com) for the latest updates along the US 30 Corridor.

## **Response By: Chester County**

Thank you for expressing your concerns over the conditions on the US 30 Bypass. Most everyone is eager to move that project to construction as soon as possible for many reasons. The primary purpose for its complete reconstruction is because it is simply beyond its useful life from when it was originally constructed thus creating conditions that contribute to a greater need for required maintenance. All parties involved with its current planning and design understand that this project needs to move forward and are doing so as expeditiously and responsibly as possible given this Federally funded project's scale and required clearances and approvals.

## **MPMS ID: 81744 Chester Valley Trail: P&T Phase 1**

**Related to Comment IDs: 601**

## **Response By: Chester County**

Thank you for your comment, Ted. In addition to the Phase 1 work, Chester County is investigating connections to both the borough of Downingtown and the East Branch Brandywine Trail, as suggested in the 2017 CVT Extension to Downingtown Master Plan- available on our website [Chescoplanning.org](http://Chescoplanning.org) Updates on our progress in extending the Chester Valley Trail can be found at <https://www.chescoplanning.org/transportation/cvt-ProjectStatus.cfm#CVT-Oaklands>

## **MPMS ID: 110312 Baltimore Pike/Newark Road Intersection Improvements**

**Related to Comment IDs: 228**

## **Response By: PennDOT**

Thank you for sharing your concern and for letting us know of your interest in this project. We believe that the proposed project will provide significant improvements at the intersection as the proposed improvements will address existing alignment deficiencies along Newark Road, increase vehicular maneuverability, construct turning lanes and improve pedestrian accommodations. PennDOT encourages you to follow our progress advancing the design and participating in future public involvement. More information on the project can be found at <https://bit.ly/3VASspm>

## **Response By: Chester County**

Thank you for your comment, Heather. This project will increase turning radii, making it much easier for trucks and larger vehicles to navigate. This intersection is a top priority for Chester County as well, and we are trying to move it through the design review process so that it can move to the construction phase as soon as possible. Follow the progress of this project through PennDOT's webpage <https://www.penndot.pa.gov/RegionalOffices/district-6/ConstructionsProjectsAndRoadwork/ChesterCounty/Pages/Old-Newark-Road-and-Baltimore-Pike-Intersection-Improvements.aspx>

## **MPMS ID: 118024 US 202 and High Street Interchange**

**Related to Comment IDs: 263**

## **Response By: PennDOT**

Thank you for your interest on the project and providing your knowledge of the traffic patterns in this area. The existing lane configuration forcing all traffic staying on US 202NB into the right lane approaching the intersection that you describe is a deficiency that has been identified. We are currently generating and evaluating alternatives and alleviating that condition will be one of the criteria used when choosing an alternative.

## **Response By: Chester County**

Thank you for your comment, Nicholas. You are correct, the preferred alternative has the NB 202 right lane as right turn only (staying on 202N) and the left lane as straight (to High St) or right, onto the 202 NB ramp. We will work with DVRPC to clarify the narrative.

## **Delaware**

## **MPMS ID: 15251 US 1 and PA 352 Interchange, Intersection, and Roadway Improvements**

**Related to Comment IDs: 265**

## **Response By: PennDOT**

As part of PennDOT's Route 352 (Middletown Road) and U.S. 1 Roadway Improvements Project, the terminus of the Media Bypass will be reconfigured to tie directly into U.S. 1 (Baltimore Bike) with two travel lanes in each direction. Media Bypass traffic destined for Route 352 (Middletown Road) will utilize an off-ramp at the interchange. For more information on the project,

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including conceptual design drawings, please visit [pa352us1delco.com](https://pa352us1delco.com).

**Response By: Delaware County**

Thank you for your comment. The interchange will include the terminus reconfiguration as you stated. Please refer to the project website for additional information on this project. <https://pa352us1delco.com>

**MPMS ID: 15477 I-95/322/Conchester Hwy. Interchange/Impvts. (322)**

**Related to Comment IDs: 267**

**Response By: PennDOT**

Thank you for your interest in the I-95/322/Conchester Hwy. Interchange Improvement Project and sharing your comment. Realigning northbound I-95 to create a right-hand entrance for U.S. 322 eastbound through the interchange, is being evaluated as part of this project along with a number of other transportation safety improvements within the project limits.

**Response By: Delaware County**

Thank you for your question. The goal of this project is to eliminate the current left to right merge configuration so that it becomes a more conventional right to left merge.

**MPMS ID: 57773 Lloyd Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line (CB)**

**Related to Comment IDs: 445**

**Response By: PennDOT**

Thank you for your support of the project.

The project's local sponsor (City of Chester) will adjust the line striping for the bridge with 11' lanes and 7' shoulders that can accommodate 11' lanes and 5' width for bike lanes with 2' buffer areas in the future.

**Response By: Delaware County**

Thank you for your comment. We appreciate this feedback and will pass along this information to the design consultant.

**MPMS ID: 92324 Gov Printz Blvd o/ Conrail (Bridge)**

**Related to Comment IDs: 259**

**Response By: Delaware County**

Delaware County thanks you for supporting this project. This bridge will be designed in a way that will accommodate potential future trail use.

**MPMS ID: 93105 State Rd o/Darby Creek (Bridge)**

**Related to Comment IDs: 3**

**Response By: PennDOT**

This project includes replacement of the existing bridge with limited approach work. There is no bicycle lane or physical separation for bicyclists proposed. The project proposes three travel lanes, shoulders, and a sidewalk in both the northbound and southbound directions.

**Response By: Delaware County**

Thank you for your comment. This project includes replacement of the existing bridge with limited approach work. There is no bicycle lane or physical separation for bicyclists proposed on the bridge surface. The project proposes three travel lanes, shoulders, and a sidewalk in both the northbound and southbound directions. There will be sufficient room under the bridge to accommodate a multi-use trail.

**MPMS ID: 95429 US 202 and US 1 Intersection Area Improvements**

**Related to Comment IDs: 264**

**Response By: PennDOT**

Thank you for your comment. PennDOT continues to evaluate options to best improve the safety and efficiency within the project area.

**Response By: Delaware County**

Thank you for your comment. PennDOT is exploring innovative ways to improve safety and efficiency of the intersection which includes the completion of the loop road network.

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## **MPMS ID: 99668 PA 291 Drainage Improvement**

**Related to Comment IDs: 14**

**Response By: PennDOT**

In coordination with Delaware County, PennDOT has incorporated a multi-use path into the project design from Crum Creek Bridge to the intersection of Stewart Ave. The path is scoped to be part of Bicycle PA Route E, the East Coast Greenway, and the 9/11 National Memorial Trail.

## **MPMS ID: 111022 Chichester Avenue Corridor Safety Improvements**

**Related to Comment IDs: 446**

**Response By: PennDOT**

Thank you for your comment and your support of this project.

**Response By: Delaware County**

Thank you for your support of this project.

## **MPMS ID: 112298 SR 476: I-76 Interchange to MacDade**

**Related to Comment IDs: 266**

**Response By: Delaware County**

Thank you for your comment. PennDOT is working towards utilizing the interior median as part of their Hard Shoulder Running program which would create an additional through lane along this stretch of roadway.

## **MPMS ID: 120688 SR 3007 Sec DMB Preliminary Design for Concord Road / McDonald Blvd and Concord Road/Sunfield Drive Intersection Improvements**

**Related to Comment IDs: 439**

**Response By: Delaware County**

Thank you for your support of this project.

## **Montgomery**

### **MPMS ID: 48174 PA 63, PA 152, Norristown Road at Maple Glen Triangle**

**Related to Comment IDs: 440**

**Response By: PennDOT**

The project proposes to install curb to curb widths that would allow for future bike lanes throughout the limits of the Maple Glen Triangle. The reason for not showing them on the current plans is because the bike lanes would not tie into any bike facilities at either end of the project.

**Response By: Montgomery County**

Montgomery County's Bike Montco plan recommends both Limekiln Pike and Norristown Road as priority bike routes. We have conveyed this to PennDOT and the project is still in the preliminary engineering phase.

### **MPMS ID: 64798 North Narberth Avenue Bridge Over Amtrak/SEPTA (CB)**

**Related to Comment IDs: 612**

**Response By: PennDOT**

Thank you for your comment and your support of this project.

**Response By: Montgomery County**

Thank you for your comment. Montgomery County is eager to see the Narberth Avenue Bridge replacement project move into the construction phase with the cooperation of PennDOT, SEPTA, and Amtrak.

### **MPMS ID: 72355 Valley Green Road Bridge Over Wissahickon Creek**

**Related to Comment IDs: 6**

**Response By: Montgomery County**

Thank you for your comment and your contingent support for a safe, multimodal waterway crossing. To accommodate pedestrian traffic across the bridge, the County currently has incorporated a 6 foot shoulder on both the upstream and downstream side of the bridge into the design requirements, which will taper back to the existing conditions off the structure to be fully utilized should the township and local residents decide to construct a connecting sidewalk. The scope of work for this project is to replace or

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rehabilitate the bridge, which will be determined as the engineering process continues.

## **MPMS ID: 83742 Keim Street Bridge Over Schuylkill River**

**Related to Comment IDs: 5**

**Response By: Montgomery County**

Thank you for your comment regarding the design of the intersections related to the Keim Street bridge project. Because the area around the bridge is still an active industrial zone, the project design had to balance both the needs of trail users and freight traffic. To accommodate truck deliveries, the intersection radii were designed based on the PennDOT-required design vehicle of a WB-67 negotiating the intersection's right turns without tracking into barriers, sidewalk, or behind the Detectable Warning Surface for the trail/trail across itself. It's important to note that oversize trucks/permit vehicle traffic for infrastructure steel delivery also had to be considered for this intersection because there is a fabrication facility located close to the intersection along Industrial Highway that could utilize the new bridge to reach US 422.

To improve safety for pedestrians, regarding signal installations, pedestrian push button facilities are located on both corners of the intersection. A NO TURN ON RED blank-out sign is provided for the right turn movement from northbound Keim Street onto eastbound Industrial Highway that is activated if the pedestrian push buttons are pressed for the marked crossing. A TURNING TRAFFIC MUST YIELD TO PEDESTRIANS sign is provided for the right turn movement from eastbound Industrial Highway onto southbound Keim Street across the Schuylkill River Trail. A NO TURN ON RED sign is not provided for this movement since pedestrians would not be permitted to cross Keim Street when Keim Street has a green light. The proposed signage and signal design is consistent with how a majority of intersections currently operate and has been approved by PennDOT.

## **MPMS ID: 102273 Ridge/Germantown Intersection Realignment - Phase 1, Perkiomen Crossing**

**Related to Comment IDs: 1**

**Response By: PennDOT**

Thank you for your comment. This project was developed in coordination with both Lower Providence Township and Montgomery County. The current design was developed based upon short and long-term recommendations identified in Lower Providence Township's "Ridge Pike West Corridor Study." This study was completed in June of 2018 and the web address to the document can be found below.

[https://www.lowerprovidence.org/sites/g/files/vyhli4626f/uploads/currentprojects\\_tcdi\\_report\\_text\\_-\\_june\\_2018.pdf](https://www.lowerprovidence.org/sites/g/files/vyhli4626f/uploads/currentprojects_tcdi_report_text_-_june_2018.pdf)

**Response By: Montgomery County**

Thank you for your comment regarding the Ridge/Germantown intersection realignment project, slated to go to construction in 2025. PennDOT's design team has taken a number of these considerations into account throughout the design and engineering process, which has been underway since 2019 and has fully involved Lower Providence Township staff and elected officials. This project is supported by a number of planning documents, such as Lower Providence's Ridge Pike West Corridor Study (2018) and Montgomery County's Montco 2040 Comprehensive Plan (2015).

## **MPMS ID: 117965 Liberty Bell Trail P3**

**Related to Comment IDs: 438**

**Response By: Montgomery County**

Thank you for your comment. Montgomery County is supportive of the actions in the FY2025 TIP to fund trail development throughout The Circuit, including previously awarded Transportation Alternatives program projects.

## **MPMS ID: 118031 PA 29 & PA 113**

**Related to Comment IDs: 448**

**Response By: PennDOT**

Thank you for your comment. This project is currently in preliminary engineering. Bicycle and pedestrian concerns will be considered in coordination with the Township and Montgomery County.

**Response By: Montgomery County**

In meetings with the township and PennDOT, Montgomery County has expressed the importance and priority of a pedestrian path that connects the intersection to the Perkiomen Trail. The project is still in preliminary engineering.

## **Philadelphia**

**MPMS ID: 17215 70th, 71st, 72nd Streets over Amtrak**

**Related to Comment IDs: 592**



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**Response By: PennDOT**

Thank you for the thoughtful comment regarding beautification and addition of bike facilities on our bridges.

Design for the Paschall Elmwood Bridge Project has not yet started but the City of Philadelphia will be reviewing various conceptual roadway layouts for the bridges. Additionally the City's project team will investigate means to increase multi-modal access across these bridges.

While a specific roadway layout has not been contemplated at this moment, please rest assured that public input will be considered in the design development process.

**Response By: City of Philadelphia**

Thank you for your comment.

**MPMS ID: 81219 25th St: Washington Ave to Passyunk Ave**

**Related to Comment IDs: 591**

**Response By: City of Philadelphia**

Thank you for your support.

**Response By: City of Philadelphia**

Thank you for your comment. This project will be entering preliminary engineering in FY25 and will be advanced as schedule & funding allow.

**MPMS ID: 103563 I-95: Delaware Avenue Extension (BS5)**

**Related to Comment IDs: 258**

**Response By: PennDOT**

PennDOT will work with the stakeholders to achieve the requested goals as much as possible. Thank you.

**Response By: City of Philadelphia**

Thank you for your comment, this project is still in design and will support multimodal connections along the North Delaware.

**MPMS ID: 110958 Castor Avenue Roundabout**

**Related to Comment IDs: 593**

**Response By: PennDOT**

Thank you for your comment and your support of this project.

**Response By: City of Philadelphia**

Thank you for your comment.

**MPMS ID: 111194 Castor Avenue Corridor Safety Improvements**

**Related to Comment IDs: 610**

**Response By: PennDOT**

Thank you for your comment and your support of this project. The department is currently seeking additional public feedback on several of the proposed safety countermeasures.

**Response By: City of Philadelphia**

Thank you for your support.

**MPMS ID: 112500 Citywide 3R 110**

**Related to Comment IDs: 203, 204**

**Response By: City of Philadelphia**

Thank you for your comment. S. 21st St. was paved by City forces in 2022 and the CW111 package will focus on completing ADA ramp accessibility upgrades along this corridor.

**Response By: City of Philadelphia**

Thank you for your question. This is something that the City intends on doing in the future. On Citywide 3R 110, 61st, Broad, and Race as well as portions of 2nd, 5th, 70th, Belfield, Byberry, Lansdowne, Rising Sun, and Woodland are all part of the High Injury



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Network and were evaluated for additional low-cost safety improvements as part of the design process.

## **MPMS ID: 115440 Washington Lane Corridor Safety Improvements**

**Related to Comment IDs: 595**

**Response By: PennDOT**

Thank you for your comment.

**Response By: City of Philadelphia**

Thank you for your interest. Your comment will be shared with the project manager.

## **MPMS ID: 115445 5th Street Corridor Safety Improvements**

**Related to Comment IDs: 589**

**Response By: PennDOT**

Thank you for your comment. As part of PennDOT's safety project traffic signal equipment will be upgraded from pedestal signals to mast arm signals to improve visibility. The City of Philadelphia is investigating traffic calming measures, like speed humps, along 5th Street as part of a separate project.

**Response By: City of Philadelphia**

Thank you for your interest. This comment will be shared with the project manager.

## **MPMS ID: 118034 Spring Garden Connector**

**Related to Comment IDs: 15**

**Response By: City of Philadelphia**

Thank you for your interest, this project is currently in design, with improved safety as a key driver. Additional engagement will be conducted as part of that process.

**Response By: City of Philadelphia**

Thank you for your interest, this project is currently in design, with improved safety for all modes as a key driver.

## **MPMS ID: 118035 5th Street Improvements**

**Related to Comment IDs: 590**

**Response By: City of Philadelphia**

Thank you for your interest. This comment will be shared with the project manager.

## **MPMS ID: 119480 Roosevelt Boulevard Study**

**Related to Comment IDs: 608**

**Response By: PennDOT**

Our team is progressing the study for transit options (including the subway) to improve the Boulevard for all users. Thank you for your comment and your support for this project.

**Response By: SEPTA**

Thank you for your comment.

**Response By: City of Philadelphia**

Thank you for your comment. Transit analysis is currently underway. We encourage public engagement on the Route for Change project: <https://www.penndot.pa.gov/RegionalOffices/district-6/ConstructionsProjectsAndRoadwork/Philadelphia/Pages/Roosevelt-Boulevard-Improvement-Projects.aspx>

## **MPMS ID: 120762 Cobbs Creek Parkway: Market - Woodland**

**Related to Comment IDs: 257**

**Response By: PennDOT**

Thank you for sharing your concern. PennDOT is leading the advancement of MPMS# 120762 to improve safety for all highway users along Cobbs Creek Parkway. We will share your request for wayfinding signing for the trail system in the adjacent park to the City of Philadelphia Parks & Recreation Department for their consideration as the trail system falls under their jurisdiction.

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**Response By: City of Philadelphia**

Thank you for your interest in this important corridor safety improvement project, your comment will be passed along to the project manager.

## SEPTA

**MPMS ID: 77183 Transit and Regional Rail Station Program**

**Related to Comment IDs: 261**

**Response By: SEPTA**

Thank you for input. Please note, SEPTA's FY 2025 Capital Budget and the FY 2025 PA TIP includes the Rail Transit Wayfinding & Signage project, the project includes directional signage, maps, exit, policy, and safety related signage, pylon structures and electrical signage, in addition to the standardization of sign frame locations and construction specifications, and substrate standards. The project also includes a new standard process and database for tracking sign locations, content, and conditions to simplify maintenance moving forward. In addition to physical wayfinding, the project also includes coordinated modernization efforts for SEPTA's website, mobile app, and data feeds

**Response By: SEPTA**

Thank you for your comment. SEPTA has programmed funding to support these efforts in its FY 2025 Capital Program and the FY 2025 PA TIP under Stations, Loops, and Parking Improvements.

**MPMS ID: 95402 Bridge Program**

**Related to Comment IDs: 605**

**Response By: SEPTA**

Thank you for your support. Yes, maintaining bridges in a state of good repair is critical for safe, frequent, and reliable service.

## Various

**MPMS ID: 105291 The Circuit Line Item**

**Related to Comment IDs: 13**

**Response By: DVRPC**

Thank you for your comment. We appreciate you identifying the typo and will ensure it is corrected in the final draft.

The "Philadelphia-Lindbergh Blvd Sidepath" project (MPMS #105853), also known as Cobbs Creek Trail Segment D, is a breakout from the Circuit Line Item (MPMS #105291). This project is completed and no longer needs to be included in the description and will be removed.

"CRP-U" funding refers to Carbon Reduction Program - Urban. While CRP funding is available to a wide range of areas (urban, suburban, rural), CRP-U funding is a subset of the program specifically designated for urban areas with populations exceeding 200,000.

Also, thank you for suggesting that we add a note to the project descriptions involving Circuit Trails. We will work on updating those descriptions for the final draft to clarify those connections.

**MPMS ID:**

**Related to Comment IDs: 2**

**Response By: PennDOT**

Thank you for your sharing your idea to improve safety on Bristol Pike in the area of Woodhaven Road interchange in the City of Philadelphia. The City of Philadelphia and PennDOT would like to improve safety on every street in the City. Although this location has not been prioritized for a new transportation improvement project, we will examine the interchange intersections and see if there are low cost options that can be completed to improve safety in the near future.

**Response By: Bucks County**

Thank you for your comment. We will request that PennDOT analyzes your suggestion.

**MPMS ID:**

**Related to Comment IDs: 18**

**Response By: DVRPC**

Thank you for sharing your views on roadway system expansion projects in the Pennsylvania counties of Greater Philadelphia. In

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alignment with the regional Vision for an equitable, resilient, and sustainable Greater Philadelphia, DVRPC strives for a safe, multimodal transportation network that serves everyone. Roadway system expansion projects have a higher level of review because of the impacts such projects have on our environment and communities. Roadway expansion projects need to be consistent with the region's Congestion Management Process that identifies and limits where roadway widening is appropriate and requires consideration of other alternatives before widening. Acknowledging the impact of roadway widening projects and to ensure that there are sufficient funds to address preservation, multimodal, and other regional priorities; the DVRPC Connections 2050 Long-Range Plan limits expenditures on system expansion projects to no more than four percent of total roadway expenditures.

The Pennsylvania TIP makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. In the Pennsylvania state sub-region, approximately 44 percent of total funding (set through the federal legislative process) goes toward maintaining and improving transit infrastructure. However, at least one-third of all households and jobs in the Greater Philadelphia region lack reasonable access to transit. Ensuring that people and goods can safely and reliably move around the region is critical for quality of life, health and well-being, and the economy.

For FHWA roadway funds allocated to the region, the priority is system preservation, which receives about 75 percent of total roadway funds anticipated through 2050. Roadway expansion projects that are included in the TIP primarily seek to correct past design flaws, remove bottlenecks, fill in missing links, and support economic development. Federal regulations require that alternatives to building new Single Occupancy Vehicle road capacity are explored first; where additional capacity is found to be appropriate and necessary, multimodal supplemental strategies to get the most long-term value from the investment must be included. Such strategies improve safety for pedestrians and bicyclists. The current TIP lists hundreds of projects eligible for federal funding, and nearly all of them contain bicycle and pedestrian components. Additionally, DVRPC has elected to cap its roadway expansion expenditures at four percent of total roadway funds in each state sub-region.

DVRPC remains committed to improving the multimodal nature of transportation within Greater Philadelphia, and to responding to climate change by both lowering carbon emissions and adapting to climate change. In alignment with our region's net zero greenhouse gas goal, DVRPC recommends a range of strategies, including increased land use density near transit, and updating zoning to support more mixed-use development to support more walkable and energy efficient communities; increasing access to safe pedestrian and bicycle infrastructure, electrifying vehicles and all other equipment currently powered by fossil fuels; and accelerating availability and the transition towards renewable energy.

We have shared your comments with the DVRPC Regional Technical Committee (RTC) and Board in advance of discussions at their July meetings. We hope you will continue to provide valuable input into the Planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media. Thank you for your involvement in the regional planning process.

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## MPMS ID:

Related to Comment IDs: 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 366, 367, 368, 369, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 441, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 596, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 737, 738, 739, 740, 741

## Response By: DVRPC

Thank you for your support. The DVRPC region has made, and will continue to make, significant investments in bicycle and pedestrian improvements, through the collaboration of local and county governments, non-profits, foundations, and DOTs, including but not limited to the Circuit Trails network.

The completed Circuit Trails are expected to be an 800-mile network, about half of which is currently completed and open. Over the years, DVRPC's Regional Trails Program has provided planning assistance and funding to help plan, design, and construct Circuit Trail projects, thanks to financial support from the William Penn Foundation. For over a decade, the region has relied heavily on federal Transportation Alternatives Set-Aside (TASA or TAU) and Congestion Mitigation and Air Quality (CMAQ) funds to construct trail projects. As noted in your comments, the Draft FY2025 Pennsylvania TIP includes several large, county-led Circuit Trail projects, largely funded by the Carbon Reduction Program (CRP), a new federal formula program created by the IJA/BIL that provides funding for projects designed to reduce transportation emissions. DVRPC's Pennsylvania counties led the charge for this unprecedented investment in Circuit Trail projects to create a safe and efficient network for carbon-free travel.

DVRPC applauds the counties and all the other stakeholders who are working hard to make the vision of the Circuit Trails network a reality.

## Response By: Bucks County

Thank you for your support.

## Response By: Chester County

Thank you for your comments. Without the support of partners like the Bicycle Coalition of Greater Philadelphia, DVRPC, our political representatives and others, our region would not have the outstanding Circuit trail network that we do. We look forward to seeing the network grow. Follow our progress in extending the Chester Valley Trail west through our webpage <https://www.chescoplanning.org/transportation/cvt-ProjectStatus.cfm#CVT-Oaklands>

## Response By: Delaware County

Delaware County thanks you for supporting this project.

## Response By: Montgomery County

Thank you for your comment. Montgomery County is supportive of the actions in the FY2025 TIP to fund trail development throughout The Circuit.

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**Response By:** City of Philadelphia

Thank you for your support.

**MPMS ID:**

**Related to Comment IDs:** 106, 254, 611

**Response By:** SEPTA

Thank you for your comment. SEPTA is committed to making all stations ADA accessible. SEPTA's FY 2025 Capital Program and the FY 2025 PA TIP includes more than 45 transit and regional rail station ADA projects. Additionally, SEPTA has programmed \$150M for zero emission bus facility upgrades that will enable SEPTA to transition to a zero-emission fleet by 2040.

**Response By:** City of Philadelphia

Note to DVRPC: this comment should be directed to SEPTA.

**MPMS ID:**

**Related to Comment IDs:** 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 364, 415, 416, 417, 418, 419, 452, 453, 597, 598, 599, 600, 604, 606, 648

**Response By:** DVRPC

Thank you for your comment. This comment has been forwarded to the City of Philadelphia—please also see their response.

DVRPC understands your concerns regarding this potential project. As an agency, we do not have a specific position on the proposal but remain available to assist with fact-gathering and analysis as directed by our Board. There are no current or proposed transportation improvement projects on the Draft FY2025 TIP at this location.

DVRPC develops its Unified Planning Work Program for each fiscal year in coordination with the member governments and agencies that make up our Board. Under our annual Work Program, we conduct and fund planning studies that are requested and then approved by our Board member governments, including the City of Philadelphia. We cannot undertake work unless it is requested by a Board member and ultimately approved by the entire Board.

**Response By:** City of Philadelphia

Thank you for your submission. We appreciate your taking the time to share your questions and concerns.

**MPMS ID:**

**Related to Comment IDs:** 365

**Response By:** DVRPC

Thank you for your comment. Staff have reviewed and added the changes to the List of Recommended Changes that will be presented to the RTC and Board at adoption.

**MPMS ID:**

**Related to Comment IDs:** 370

**Response By:** DVRPC

Thank you for your comment. Many of the questions you include in your comment may be answered in a more detailed transportation/traffic impact statement, and we cannot answer them at this time. We have forwarded the questions to the City of Philadelphia.

There are no current or proposed transportation improvement projects on the Draft FY2025 TIP at this location.

**MPMS ID:**

**Related to Comment IDs:** 420

**Response By:** Montgomery County

Thank you for your comment. Montgomery County is supportive of the actions in the FY2025 TIP to fund trail development throughout The Circuit.

**MPMS ID:**

**Related to Comment IDs:** 442

**Response By:** DVRPC

Thank you for your comment urging the prioritization of safer design for vulnerable road users and a more comprehensive

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consideration of the Safe System Approach in project development. We appreciate that you noted there are exceptions where safety has been more significantly considered.

Safety is the goal of the Regional Vision Zero Plan and its partners, and requires changing the business-as-usual approach in order to shape all aspects of transportation planning to focus first on safety. DVRPC has had recent success with projects like Bicycle-Friendly Resurfacing (and its successor Complete Streets Evaluation) whereby we work with PennDOT to identify opportunities to add bike facilities and other CS improvements during annual repaving projects. This is important work initiated by PennDOT, and facilitated by DVRPC in coordination and collaboration with county and municipal partners.

DVRPC is a planning agency and does not implement projects, but we know that through our studies and collaboration our regional partners are perpetually more engaged on the topic and more conscious of the need to prioritize safety for vulnerable road users. DVRPC will continue to work with project sponsors and other partners to ensure that safety considerations are a focus for all projects. You too are our partner, and you bring an insightful perspective that inspires us and effects change that supports our pursuit of the Regional Vision Zero goal. Together we can make it happen.

**Response By: PennDOT**

Thank you for your feedback regarding the implementation of a Safe System Approach to traffic safety.

The department has embraced the Safe System Approach, recognizing its importance in creating safer roadways for all users, including vulnerable road users (VRUs) such as pedestrians and cyclists. An important factor in the Safer Roads component of this approach is considering the specific context of the roadway which includes the roadway's role within the larger transportation network. Balancing the need for mobility and safety is essential in determining roadway design.

Mobility plays a crucial role in the planning process. While safety is first and foremost priority on all projects, it is also essential to ensure that roadways can accommodate appropriate throughput without causing undue congestion. Excessive congestion can lead to unintended consequences, such as diverting motor vehicle traffic onto alternative roadways not designed to accommodate larger volumes of traffic, thereby creating new safety concerns. Achieving the appropriate balance between safety and mobility is indeed challenging but essential for an effective transportation system.

Regarding the DVRPC's Vision Zero Policy, the department is dedicated to aligning projects with the goal of eliminating traffic fatalities and serious injuries. While the FY 2025 TIP may have some projects that optimize traffic flow, the department also incorporates a safety review process as part of project delivery to reflect the principles of the Safe System Approach and Vision Zero.

**MPMS ID:**

**Related to Comment IDs: 603, 735**

**Response By: Chester County**

Thank you for your comment and support, Eric. If you are interested in following our progress in extending the Chester Valley trail west, this link will take you to a CVT project status page <https://www.chescoplanning.org/transportation/cvt-ProjectStatus.cfm#CVT-Oaklands>

**MPMS ID:**

**Related to Comment IDs: 649**

**Response By: Delaware County**

Thank you for providing your comment. We are always looking for ways to improve the bicycle network within Delaware County and are constantly looking for opportunities in creating a safe bicycling environment. We appreciate your support for encouraging bicycle infrastructure!

**MPMS ID:**

**Related to Comment IDs: 736**

**Response By: DVRPC**

Thank you for your comment. Many of the questions you include in your comment may be answered in a more detailed transportation/traffic impact statement, and we cannot answer them at this time. We have forwarded the questions to the City of Philadelphia and SEPTA.

There are no current or proposed transportation improvement projects on the Draft FY2025 TIP at this location.

**Response By: SEPTA**

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Thank you for your comment. SEPTA is currently working closely with the City of Philadelphia and other stakeholders to evaluate any impacts to SEPTA's operations and system if the arena were to be constructed.

**Response By: City of Philadelphia**

Thank you for your submission. We appreciate your taking the time to share your questions and concerns.

**MPMS ID:**

**Related to Comment IDs: 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779**

**Response By: DVRPC**

Comment received after the June 24, 2024 5:00PM deadline. No response is required