



Solar Ready II: Additional Project Funds

Presented to DVRPC's Regional Technical Committee

Liz Compitello

July 7, 2015

DVRPC's *Solar Ready II*

Promote streamlined and standardized solar regulatory practices, and achieve measureable improvements in the region's solar market conditions

- Solar Ready II is an existing project at DVRPC.
- DVRPC was awarded an additional \$15,000 for Solar Ready II.
- No match is required for the \$15,000 award.
- Additional award funds will be used to extend existing tasks and to add additional tasks that will support the project's goals.

Funding Amount: **\$15,000** (Increases total from \$74,000 to \$89,588)

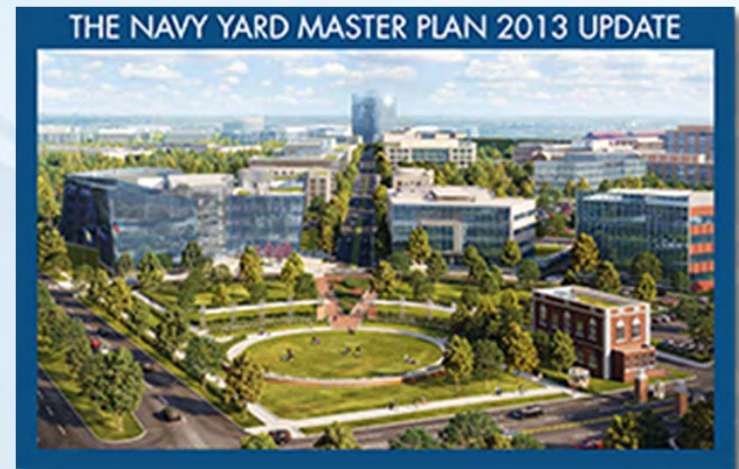
Timeframe: Nov. 2013 – March 2016

Additional \$15,000 will support

- Expansion of existing efforts:
 - training and technical assistance on zoning and permitting best practices for solar PV systems
- New project tasks:
 - **Solarize outreach:** *“Solarize” programs are collective efforts by groups of residents and businesses to achieve economies of scale in solar purchasing by negotiating rates, competitively selecting an installer, and increasing demand through limited-time offers and project pooling.*
 - **Solar Friendly New Construction Checklist**

Requested Action

That the RTC recommend DVRPC Board approval of this work program amendment to add \$15,000 of funding from the U. S. DOE through MARC to the Solar Ready II project.



City of Philadelphia's Request to Revise DVRPC's Adopted 2040 Employment Forecasts

*Presented to the DVRPC's Regional Technical Committee
July 7, 2015*

Background

- Employment forecasts in 5-year increments through 2040 were adopted by the DVRPC Board on September 27, 2012.
- Based on current information and recent trends, employment growth has already exceeded DVRPC's adopted 2015 forecasts for the Philadelphia Navy Yard and is expected to significantly exceed the adopted 2040 forecasts.
- DVRPC's employment forecasts are scheduled to be revised and extended through the year 2045 regionwide in mid-to-late 2016.
- Timely information and forecasts are critical for the Broad Street Line Extension (BSLX) study, which is currently underway.

Background

- The City of Philadelphia has requested that DVRPC amend its adopted employment forecasts to reflect an increase of an additional 15,319 employees in the Lower South Planning District by 2040.
- The adopted 2015 employment forecast for the City's Central Planning District will also be reduced slightly to account for some movement of employment within the City.
- Regional, county, and TAZ-level forecasts will be adjusted as appropriate.

Revised Employment Forecasts

	Lower South District		Central District		City of Philadelphia		9-County DVRPC Region	
	Adopted	Requested amendment	Adopted	Revised	Adopted	Revised	Adopted	Revised
2010 (NETS)	15,753	15,753	275,466	275,466	720,837	720,837	2,950,387	2,950,387
2015	16,493	20,000	277,201	276,201	723,497	726,003	2,977,103	2,979,609
2020	17,230	23,635	279,621	279,621	729,173	735,575	3,024,244	3,030,646
2025	18,949	22,270	282,428	282,428	739,283	747,603	3,105,562	3,113,882
2030	20,654	30,905	287,385	287,385	752,075	762,327	3,189,518	3,199,770
2035	21,770	34,540	291,048	291,048	762,499	775,271	3,239,154	3,251,926
2040	22,856	38,175	293,521	293,521	769,711	785,030	3,268,881	3,284,200
Absolute change 2010-2040	7,103	22,422	18,055	18,055	48,874	64,193	318,494	333,813
Percent change 2010-2040	45.1%	142.3%	6.6%	6.6%	6.8%	8.9%	10.8%	11.3%

Requested Action

That the RTC recommend that the DVRPC Board amend the adopted 2040 employment forecasts in five-year increments for the Lower South Planning District in the City of Philadelphia, Pennsylvania, as presented; amend the 2015 employment forecast for the Central Planning District in the City of Philadelphia, as presented; and revise the adopted regional, county, and TAZ-level employment forecasts as appropriate.



Taking Action to Improve Air Quality in the Delaware Valley

Regional Technical Committee

July 9, 2015

Air Quality in the Delaware Valley

- Air quality, across the nation and in the region, has been steadily improving
- In 2015, the region, with the exception of Delaware County, has been re-designated as attainment for PM_{2.5}
- Air quality in the Greater Philadelphia region does not meet the federal health based air quality standards for ground-level ozone

Air Quality in the Delaware Valley

- As ambient air quality improves, focus turns to areas around stationary sources and activity centers that are impacted by emissions sources
- EPA focusing on EJ impacts of emissions sources and Goods Movement identified as priority area (*Plan EJ 2014*)



What is DVRPC Doing to Help?

- Air Quality Partnership
 - Raise awareness, promote positive actions, promote AQ forecasts through outreach and education
- Diesel Emission Reduction Activities
 - Ports and Air Quality White paper
 - MARAMA Grant Application
- Partnering Opportunities
 - Camden Collaborative Initiative
- Regional CMAQ Funding Programs

Air Quality Partnership

- Promote Actions to Improve Air Quality
 - Transportation Demand Management
 - Fuel efficiency and energy conservation
- Coordinate Air Quality Forecasting in the Region
 - Manage EnviroFlash for the Region
 - Outreach for health impacts of Ozone and PM_{2.5} pollution
- Tools
 - Paid advertising
 - Grassroots campaigns through partners
 - Donated ads and promotions
 - Website



Diesel Emissions Reduction Activities

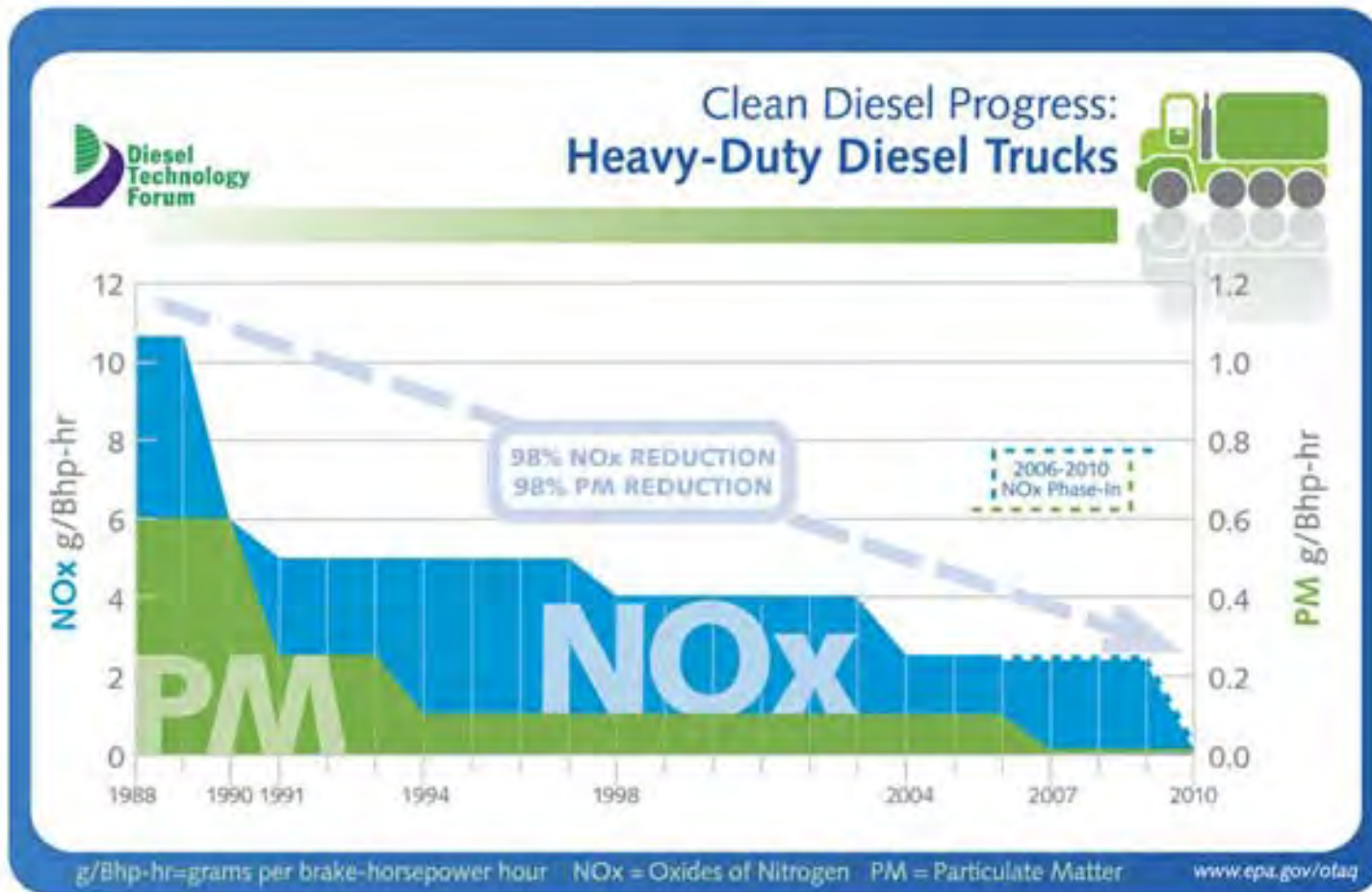
- Ports and Air Quality White Paper
 - Reviewed demographics and health statistics for communities surrounding port facilities in the region
 - Modeled emissions from HDDVs on seven NHS connectors where DVRPC has existing Vehicle Class Counts
 - Locations
 - CSX Transflo Facility
 - Penn Terminals
 - Petty's Island
 - Philadelphia International Airport
 - Port of Bucks
 - South Philadelphia Rail and Port Facility
 - Tioga Marine Terminal

Results

- Communities surrounding port facilities in the DVRPC region:
 - Lower incomes, higher rates of poverty, higher avg. IPDs,
 - Higher instances of asthma, HBP, obesity, and diabetes than the counties in which they are located
- Heavy Duty Diesel Vehicles emit more than their share:
 - Pre-MY 2007 trucks responsible for majority of emissions
 - 36% of trucks in Study:
 - 86% NO_x emissions
 - 95% of PM_{2.5} emissions



Diesel Engine Standards



MARAMA DERA Grant Application

- 2015 Diesel Emissions Reduction Act Grant (EPA Funding)
 - Partnered with Mid-Atlantic Regional Air Management Assoc.
 - Grant will provide \$30k (50%) for owner operators to replace MY 1993-2004 Drayage Trucks w/ MY 2011 or newer engine
 - Request was for funding to replace 20 trucks in region
 - Administered by MARAMA
 - Local outreach and planning assistance by DVRPC



Partnering Opportunities

- Camden Collaborative Initiative Air Quality Working Group
 - “The Camden Collaborative Initiative is a solutions-oriented partnership between governmental, non-profit, private, and community-based agencies formed to plan and implement innovative strategies to improve the environment and the quality of life of Camden's residents.”
- DVRPC Role
 - Assist with identifying ways to reduce transportation related emissions
 - Provide data
 - Coordination with partner agencies to facilitate solutions
 - Truck traffic visiting port facilities
 - » Intersection of Atlantic and Ferry Avenues
 - » Outreach materials for truck operators visiting ports

Regional CMAQ Funding

- Competitive CMAQ Program
 - Provide funding for projects reduce traffic congestion and improve air quality
 - Competitive rounds give non-traditional partners opportunities for funding
 - Examples include bike and pedestrian improvements, diesel repowers, and operations improvements
- Past rounds
 - 2012 (\$10.6 M funded 21 projects)
 - 2014 (\$3.6M available in NJ, awards TBA)
- DVRPC process featured as FHWA case study

How Can DVRPC Help You?

- Coordination
 - Raise issues and build coalitions to address issues
 - Technical assistance
- Assist with funding applications for state and federal funding
 - DERA, EPA Ports Initiative, and other transportation, environmental, and economic development funding opportunities
- Coordinate funding programs
 - CMAQ, TCDI, Transportation Improvements

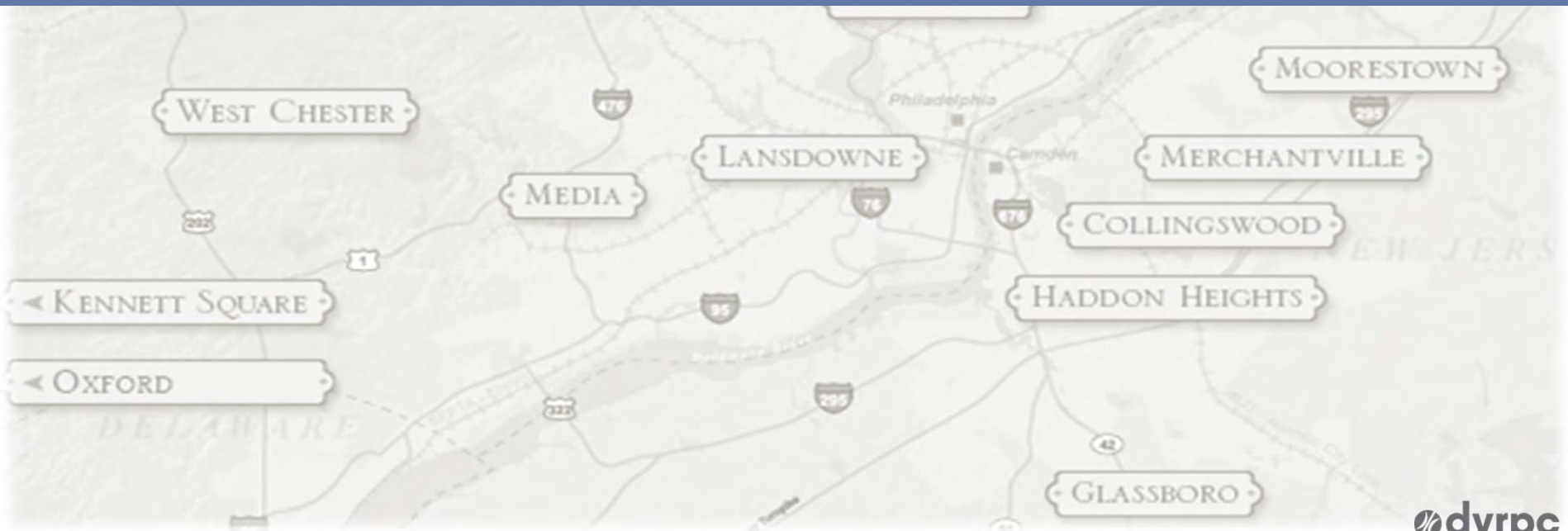


Thank You

Sean Greene
Manager, Air Quality Programs
sgreene@dvrpc.org



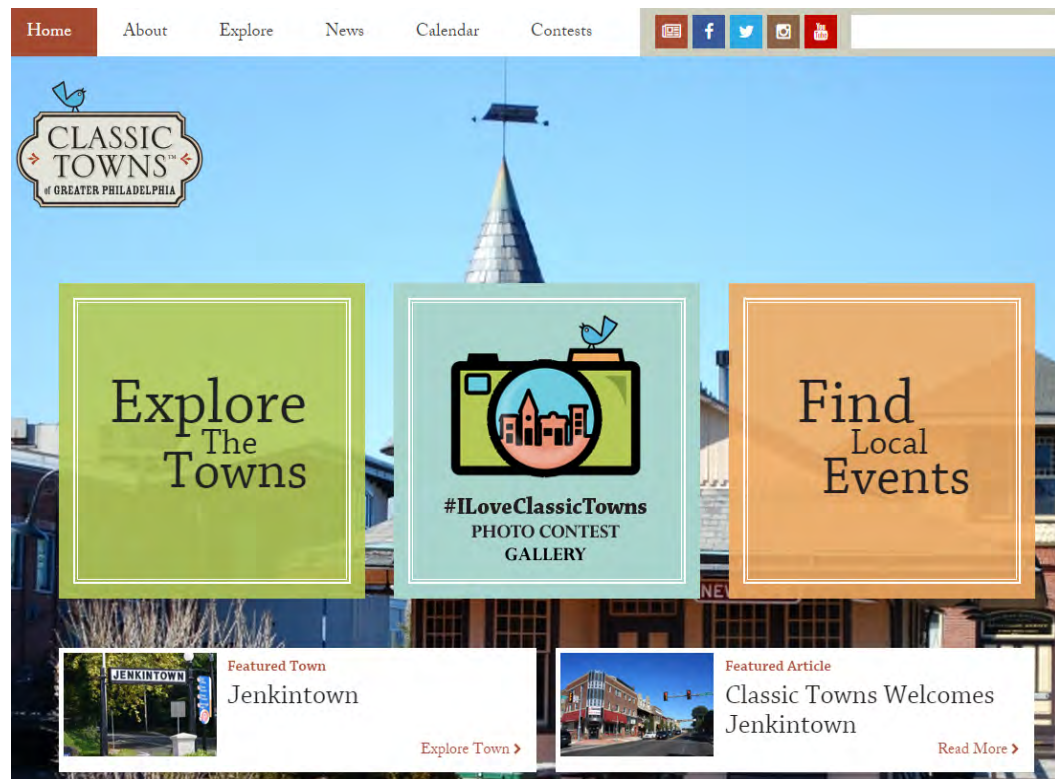
*Classic Towns of Greater Philadelphia
2009-2014*



Cooperative Marketing

2009-2014

- ❖ Website
- ❖ Email/Blogs
- ❖ Social Media
- ❖ Contests



Measuring Success

2009-2014



Click through Rates

2009-2014

The effectiveness and success of the Classic Towns campaign relies upon the emotional response extoled from the web visitor.



National Average : 10%

Classic Towns Average : 24.3%



Google Remarketing

2009-2014



Google Ranking 2009-2014

Google ranking refers to the order in which an ad appears on a page in relation to other ads. An ad position of "1" means that your ad is the first ad on a page. The Classic Towns Google AdWords has a ranking, on average, of 1.6, which is considered very high.

The screenshot shows a Yahoo search results page for the query "classic towns". The search bar at the top contains the text "classic towns" and a "Search" button. Below the search bar, there are several search results categorized by type:

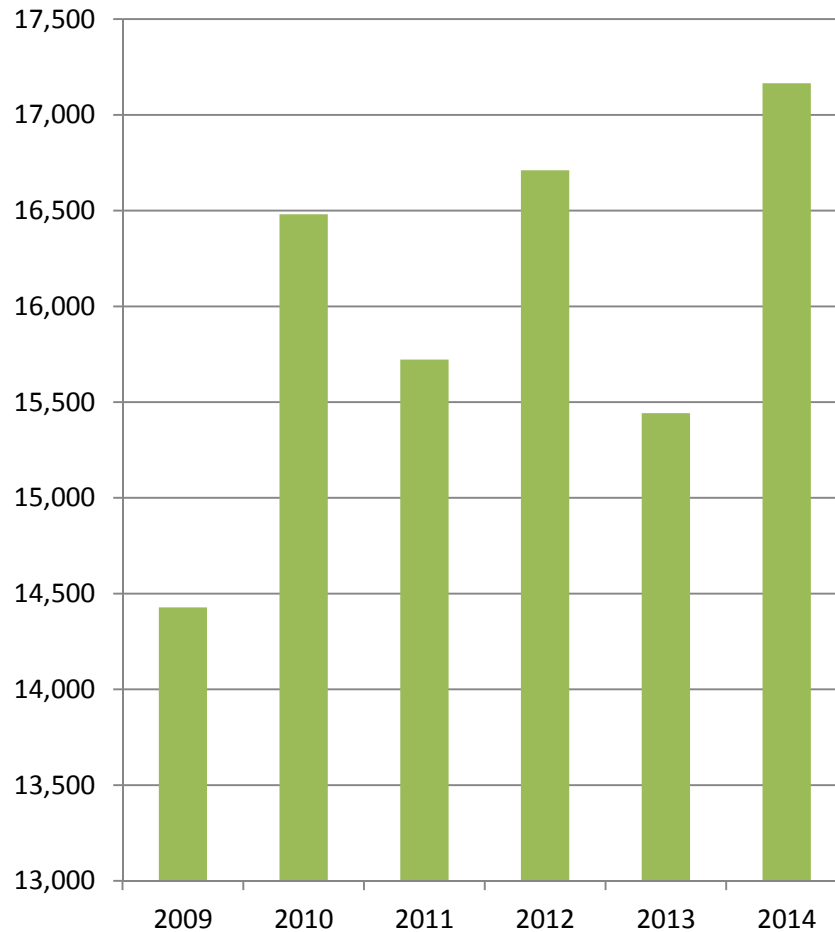
- Web:** "Classic Towns of Greater Philadelphia" with the URL www.classictowns.org. The description states: "The Classic Towns of Greater Philadelphia initiative is committed to the region's older communities. Explore our website to learn more about visiting the Classic ..."
- Local:** "Explore - Classic Towns of Greater Philadelphia" with the URL www.classictowns.org/explore. The description states: "Located near Philadelphia with an easy commute to New York City and Washington DC, the Classic Towns of Greater Philadelphia are ideal communities for visitors ..."
- Image Results:** A grid of six images showing various scenes from classic towns, including streets, buildings, and a black bag.
- Home | I Love Classic Towns:** contest.classictowns.org. The description states: "Thanks for all the photos. The 'I Love Classic Towns' Photo Contest is closed. Click here to see the winning photos. Click here to see the photos that will be part of ..."
- Flickr: Classic Towns' Photostream:** www.flickr.com/photos/63374177@N06. The description states: "Flickr is almost certainly the best online photo management and sharing application in the world. Show off your favorite photos and videos to the world, securely and ..."
- DVRPC > Community Resources > Classic Towns:** www.dvrpc.org/Community/Classic Towns. The description states: "Classic Towns of Greater Philadelphia is an initiative of the Delaware Valley Regional Planning Commission (DVRPC) designed to foster the growth of the region's older ..."



Website Traffic

2009-2014

Unique Visitors are the **best indicator** of the site's overall traffic. A unique visitor refers to the **number of individuals** who visit the website during a given period of time. Each visitor is counted only once. This number varies depending on the campaign and the amount of content on the website.



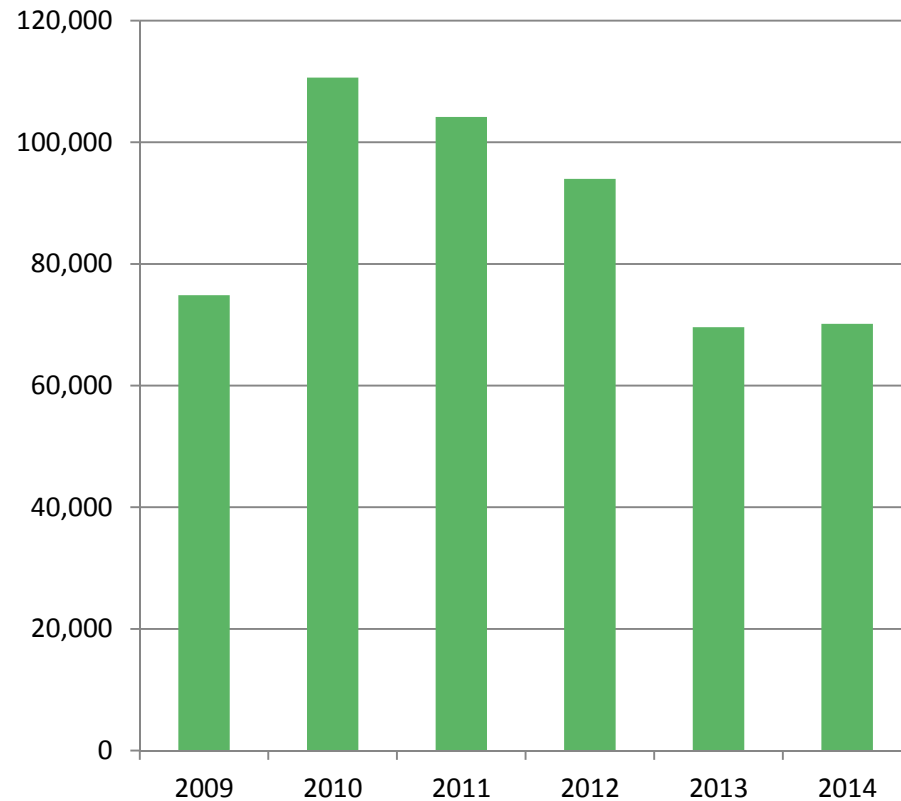
Source: DVRPC, 2015



Website Traffic

2009-2014

Pageviews are the cumulative number of individual pages that visitors click on during a given period of time. If the **pageviews are higher than the unique visitors**, it is an indication that the audience is finding the content interesting and will continue to click on additional pages.



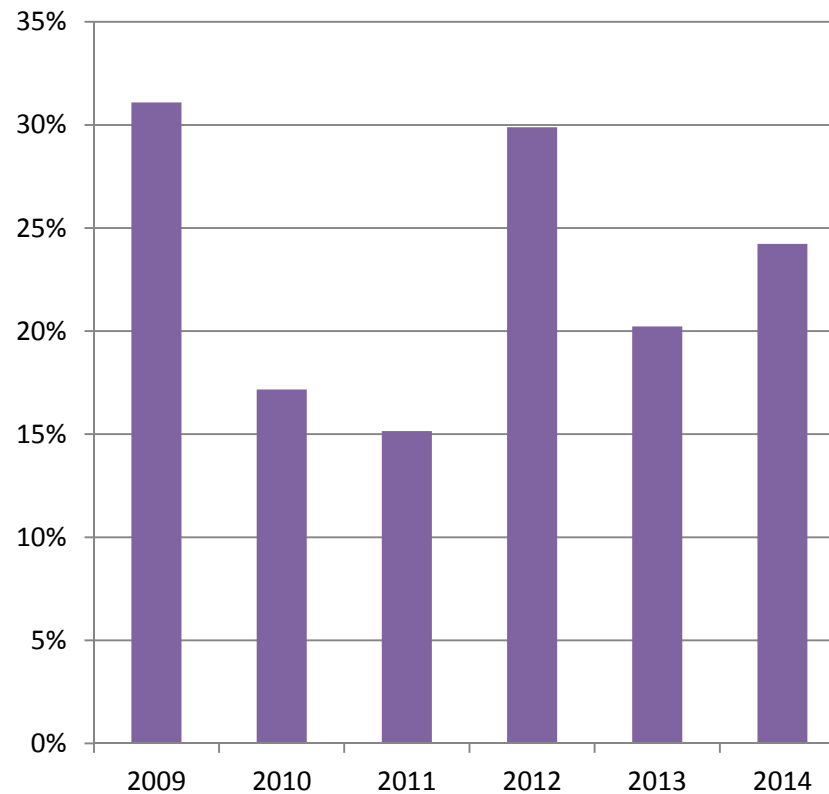
Source: DVRPC, 2015



Website Traffic

2009-2014

Search Engine Traffic is the amount of traffic being referred to the website through search engines such as **Google , Yahoo or Bing**. This number is an indication of how effective the content optimization is performing, i.e., **what search words are tagged to the website**.



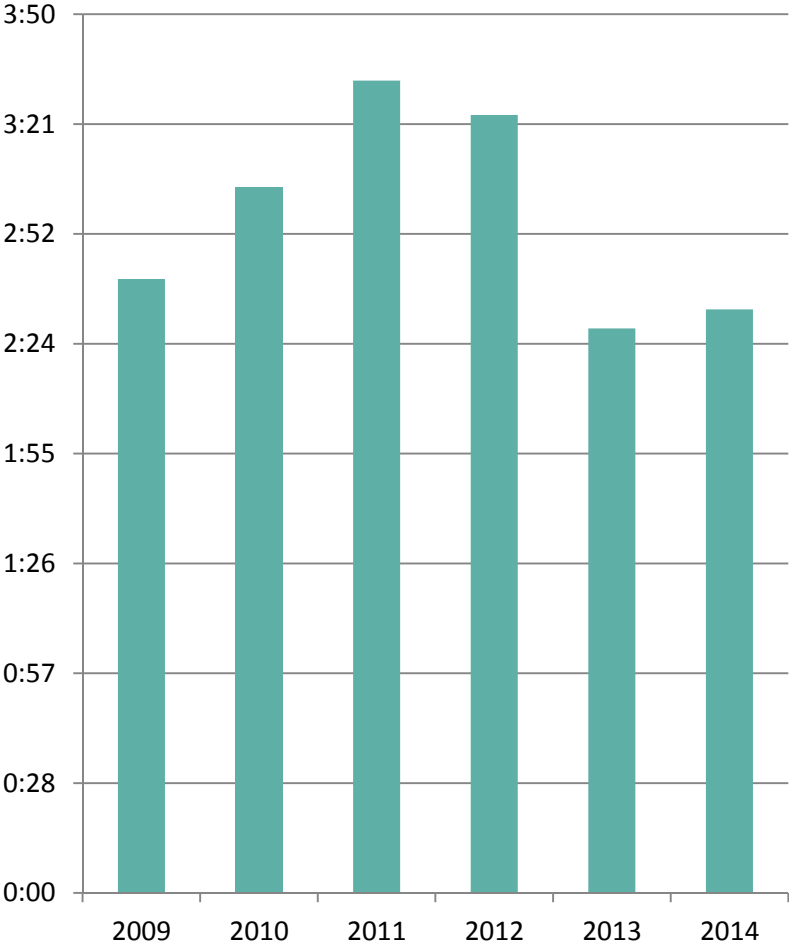
Source: DVRPC, 2015



Website Traffic

2009-2014

Time Spent refers to the total amount of time clicking through various pages. The average time spent on websites is less than 60 seconds. The average time spent on the Classic Towns website is **2.57 minutes**.



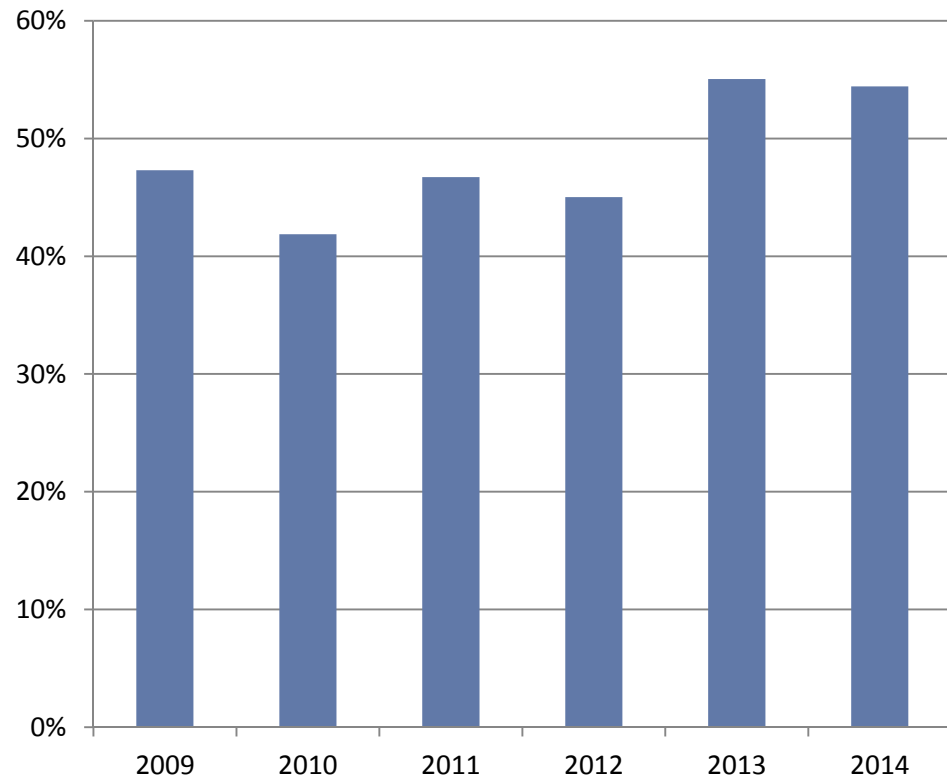
Source: DVRPC, 2015



Website Traffic

2009-2014

Bounce Rate of less than 40% is acceptable for campaigns that are selling a tangible product. In the case of the Classic Towns campaign, a bounce rate of less than **47%** is acceptable simply because the site does not require any action from the visitor.




Source: DVRPC, 2015



Talk of the Towns

2009-2014



Blog

All Aboard ! Down By The Station Day

Posted by: dvrcpc on April 29, 2015

Visit Haddon Heights on Saturday, May 9th from 10am to 3pm along Station Avenue for Down by the Station Day! No tickets are required to celebrate National Train Day and National Historic Preservation Week by visiting our...

[Read More](#)

Community Heart & Soul Workshops

Posted by: dvrcpc on April 20, 2015

The Pennsylvania Humanities Council (PHC) and the Orton Family Foundation are hosting three workshops across the state to introduce Pennsylvania to Orton's Community Heart & Soul™, a resident-driven approach to community planning and development that aims...

[Read More](#)

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Talk of the Towns

— A CLASSIC TOWNS BULLETIN —

Photo Credit: Jackie Kane-McLean

Summertime in the Classic Towns: Events

The Classic Towns of Greater Philadelphia have countless events planned for this summer. Between June and September, you can enjoy a wide variety of festivals, concerts, parades, and shows that celebrate everything from art, to nature, and even honey! Check out **our blog and event calendar** for more information. Come out and take advantage of the wonderful opportunities in the Classic Towns this summer!



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Social Media

2009-2014



reach over 9,000
top 4 referring pages



following 423
#5 referring page



Contests

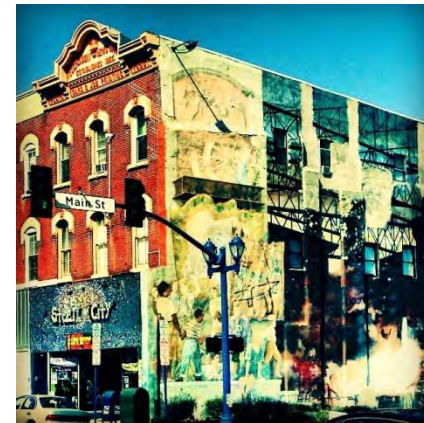
2009-2014



1st Place – Dan C.
Oxford Diner in Pink



2nd Place – Bennett N.
Winter in West Chester



3rd Place & Public Favorite – Sharon H.
Steel City Coffee



www.classictowns.org

*"I love your website- it is easy to use, pretty and I check it out for things to do in the area on the weekends. Found out about some pretty interesting things that I never knew about before- like the Firebird Festival in Phoenixville."
"*



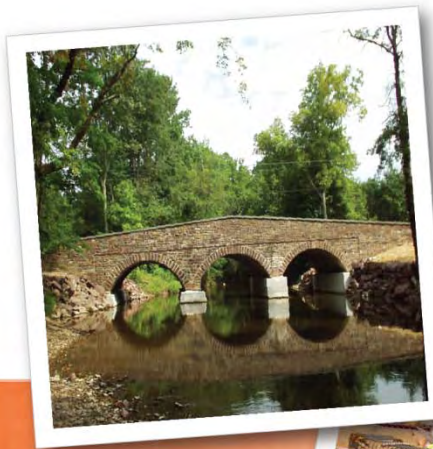


July 2015

★ TIP A-C-T-I-O-N-S

Transportation Improvement Program

New Jersey (FY2014-2017)
Pennsylvania (FY2015-2018)



DELAWARE VALLEY
50 **dvrpc**
REGIONAL 1965-2015
PLANNING COMMISSION

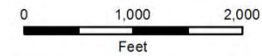


Increase Cost - NJ

a. Route 130, Raccoon Creek Bridge Replacement and Pavement Rehabilitation, Gloucester County

- ❖ Amend the NJ TIP by increasing the CON cost by \$47,339,000 from \$53,001,000 NHPP funds (\$30,755,000 in FY15/\$22,246,000 in FY16) to \$100,400,000 (\$66,400,000 NHPP/\$34,000,000 Equity Bonus) in FY15, as well as update the TIP project description.
- ❖ This cost increase allows for the authorization of the entire CON phase in FY15 instead of cash flowing it in to FY16.
- ❖ Original \$53 million CON cost estimate was significantly understated due to new geotechnical data and public involvement that showed the bridge and the area within its vicinity needing further significant improvements (see Financial Management Plan excerpt).

NJ14-92: Route 130, Raccoon Creek Bridge Replacement and Pavement Rehabilitation





The Route 130, Raccoon Creek Movable Bridge will be replaced by a fixed span bridge.



Poor substructure, superstructure, and deck on all approach spans



State of New Jersey Department of Transportation

PLANS OF

ROUTE 130 OVER RACCOON CREEK

FROM MP 10.98 TO MP 12.05



1 PROPOSED FIXED SPAN BRIDGE
THE FIXED SPAN BRIDGE WILL REPLACE THE EXISTING MOVABLE BRIDGE. THIS PROPOSED BRIDGE WILL BE CONSTRUCTED ON A NEW ALIGNMENT OFFSET TO THE WEST WITH A 25' VERTICAL CLEARANCE FROM THE MEAN HIGH WATER ELEVATION TO THE BOTTOM OF THE SUPERSTRUCTURE. THE BRIDGE WILL EXTEND BEYOND MAIN STREET AND ISLAND ROAD CREATING AN OVERPASS.

2 U.S. ROUTE 130
WILL BE WIDENED TO PROVIDE TWO 12' LANES, 8' OUTSIDE AND 3' INSIDE SHOULDERS IN EACH DIRECTION SEPARATED BY A CONCRETE BARRIER CURB. ALSO, THE ROADWAY APPROACH PROFILE WILL BE RAISED TO MEET THE DECK ELEVATION OF THE PROPOSED FIXED SPAN BRIDGE. STORM DRAINAGE FOR THE ROADWAY WILL BE IMPROVED. EXISTING GUIDE RAIL WILL BE UPGRADED TO MEET CURRENT STANDARD. THE EXISTING OVERHEAD SIGN STRUCTURE ON U.S. ROUTE 130 NORTHBOUND AT NORTHERN END OF THE PROJECT WILL ALSO BE REPLACED.

3 PROPOSED RETAINING WALL
WILL BE CONSTRUCTED ADJACENT TO U.S. ROUTE 130 TO MINIMIZE RIGHT-OF-WAY ACQUISITION AND ENVIRONMENTAL IMPACTS.

4 MAIN STREET AND ISLAND ROAD
THESE TWO ROADS WILL BE LINKED TOGETHER. ACCESS TO U.S. ROUTE 130 FROM BOTH ROADS WILL BE ELIMINATED. THE INTERSECTION AT BAKER AVENUE WILL PROVIDE ACCESS TO U.S. ROUTE 130.

5 SHEETS AVENUE
THE U.S. ROUTE 130/SHEETS AVENUE UNSIGNALIZED INTERSECTION WILL BE ELIMINATED. THE EXISTING INTERSECTION DOES NOT MEET THE NJ STATE HIGHWAY ACCESS MANAGEMENT CODE REGULATIONS. PORTION OF SHEETS AVENUE WILL BE RESURFACED WITH BITUMINOUS CONCRETE.

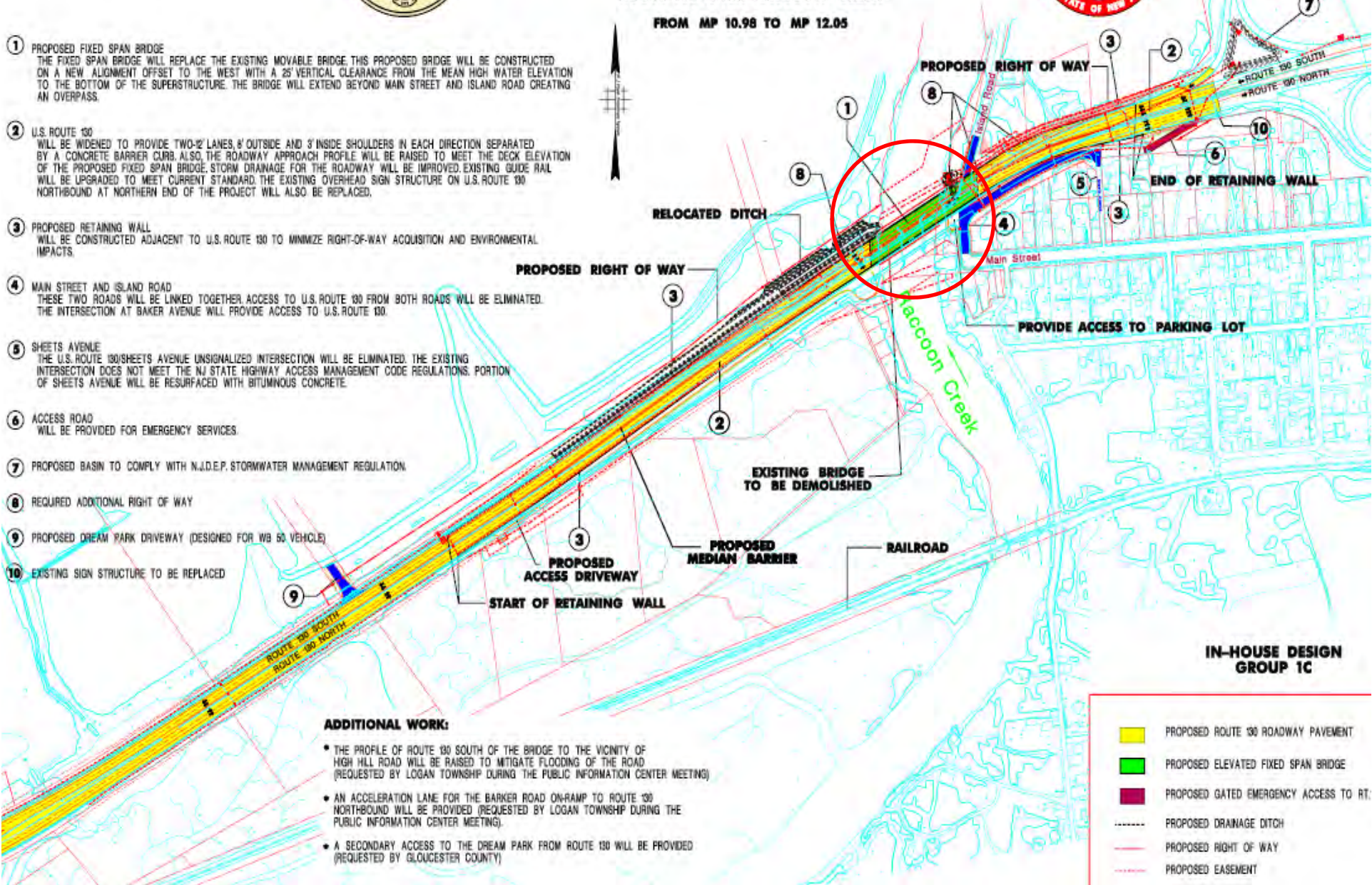
6 ACCESS ROAD
WILL BE PROVIDED FOR EMERGENCY SERVICES.

7 PROPOSED BASIN TO COMPLY WITH N.J.D.E.P. STORMWATER MANAGEMENT REGULATION.

8 REQUIRED ADDITIONAL RIGHT OF WAY

9 PROPOSED DREAM PARK DRIVEWAY (DESIGNED FOR WB 60 VEHICLE)

10 EXISTING SIGN STRUCTURE TO BE REPLACED



ADDITIONAL WORK:

- THE PROFILE OF ROUTE 130 SOUTH OF THE BRIDGE TO THE VICINITY OF HIGH HILL ROAD WILL BE RAISED TO MITIGATE FLOODING OF THE ROAD (REQUESTED BY LOGAN TOWNSHIP DURING THE PUBLIC INFORMATION CENTER MEETING)
- AN ACCELERATION LANE FOR THE BARKER ROAD ON-RAMP TO ROUTE 130 NORTHBOUND WILL BE PROVIDED (REQUESTED BY LOGAN TOWNSHIP DURING THE PUBLIC INFORMATION CENTER MEETING)
- A SECONDARY ACCESS TO THE DREAM PARK FROM ROUTE 130 WILL BE PROVIDED (REQUESTED BY GLOUCESTER COUNTY)

- PROPOSED ROUTE 130 ROADWAY PAVEMENT
- PROPOSED ELEVATED FIXED SPAN BRIDGE
- PROPOSED GATED EMERGENCY ACCESS TO RT.
- PROPOSED DRAINAGE DITCH
- PROPOSED RIGHT OF WAY
- PROPOSED EASEMENT

IN-HOUSE DESIGN
GROUP 1C



An overpass will connect Main St. and Island Rd.





Roadway pavement will occur on Route 130.





Rt. 130 will have a raised roadway profile and will be widened to provide inside and outside shoulders





New traffic light at High Hill Rd. and Rt. 130



NB

SB



Increase Cost - NJ

- ❖ **Other operational and geometric improvements that will now be included are:**
 - ❖ 4 retaining walls;
 - ❖ New sign structures and lighting;
 - ❖ New acceleration on-ramp lane at Barker Ave. to Rt. 130 NB;
 - ❖ Closed existing Sheets Avenue at Rt. 130 unsignalized intersection;
 - ❖ New gated access road for only ER vehicles;
 - ❖ New gated utility access road;
 - ❖ Demolished existing bridge operator's house and landscaping

a. Route 130, Raccoon Creek Bridge Replacement and Pavement Rehabilitation, Gloucester County

Amend the NJ TIP by increasing the CON cost by \$47,339,000 from \$53,001,000 NHPP funds (\$30,755,000 in FY15/\$22,246,000 in FY16) to \$100,400,000 (\$66,400,000 NHPP/\$34,000,000 Equity Bonus) in FY15, as well as update the TIP project description



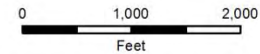
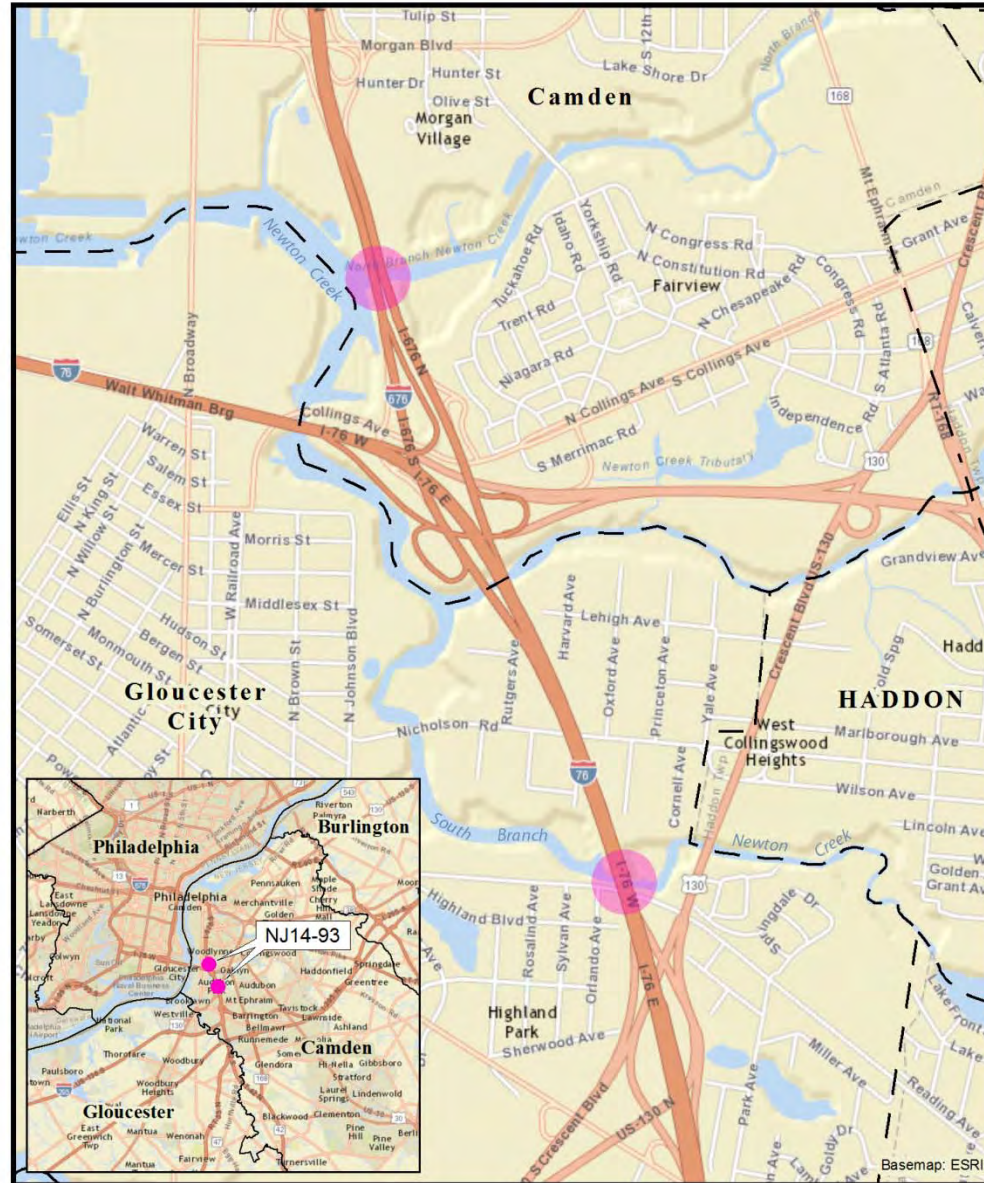
Delay CON and Increase Cost - NJ

b. Route 76/676, Bridge Deck Replacements, Camden County

- ❖ Amend the NJ TIP by delaying CON from FY15 to FY19 (\$8,000,000), FY20 (\$7,000,000), and FY21 (\$32,000,000), and by increasing the overall CON cost by \$11,915,000 from \$35,085,000 NHPP to \$47,000,000 NHPP funds.
- ❖ The project will replace bridge decks of three I-676 structures over the Newton Creek and conduct pavement testing and evaluation of I-676 SB and I-76 SB for pavement resurfacing.
- ❖ However, more structures will now be added to the project, which has resulted in 2 new related projects that will appear in the Draft FY2016 NJ TIP (Route 76, Bridges over Route 130 and Route 676, Bridges over North Branch of Newton Creek). This project plus the 2 new projects in the Draft TIP must undergo pre-CON phases, and there will be a new Concept Development report for all 3 projects.



NJ14-93: Route 76/676, Bridge Deck Replacements



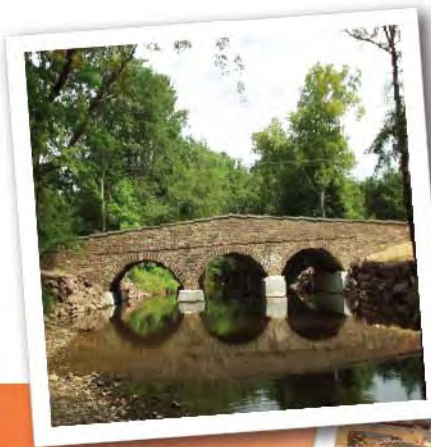
***b. Route 76/676, Bridge Deck Replacements,
Camden County***

Amend the NJ TIP by:

- ❖ Delaying CON from FY15 to FY19 (\$8,000,000), FY20 (\$7,000,000), and FY21 (\$32,000,000); and by
- ❖ Increasing the overall CON cost by \$11,915,000 from \$35,085,000 NHPP to \$47,000,000 NHPP funds.



THANK YOU



DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

DVRPC RTC | July 7, 2015

Amendment #2 for NJ MOU for the Exchange of Program Funds

★TIP Transportation Improvement Program



Why do we have an Exchange of Program Funds MOU?

- * NJDOT, NJ TRANSIT, and the 3 NJ MPOs (DVRPC, NJTPA, SJTPO) proposed an exchange of federal funds for state program funds for each of the 5 fiscal years (FY14-FY18).
- * FY16 will be the 3rd year that the DVRPC region participates in this exchange.
- * Staff requests approval of the second Amendment to the original MOU agreement which lays out the parameters for the swap.
- * In FY16, the 3 MPOs will exchange \$86 million STP funds with NJ TRANSIT for \$86 million STATE TTF funds:
 - \$ 8.0 million for DVRPC – Reflected in the Draft FY2016 TIP
 - \$ 70.5 million for NJTPA
 - \$ 7.5 million for SJTPO

What Have been the Benefits of the Program Funds Exchange?

- * **State TTF funds offers a more flexible schedules for state obligation and provides the region the ability to “roll-over” funds from one fiscal year to the next**
- * **State TTF funds reduces the end-of-the-federal-fiscal-year-scramble for authorization**
- * **Federal STP funds are beneficial for NJ TRANSIT’s use in capital program**
 - * Preventive Maintenance-Rail (DB #T39)
 - * Preventive Maintenance-Bus (DB #T135)
- * **Eliminates risk of federal inactivity**
 - * NJ’s rate of inactivity is higher than most states!

Controls in Place

- * **Contingent on State TTF funds being appropriated by the legislature**
- * **State TTF amount will vary year to year for our region** (depending on STP-STU sub-allocation funding amount and what is appropriate for a given project).
- * **DVRPC region will retain a portion of federal STP-STU funds.**
 - * FY16 - \$14.6 million STP-STU in DVRPC region
- * **MOU and level of Program Exchange will be presented for adoption annually.**
- * **MPO's can "Opt Out."**

Administration and Implementation

- * MPOs are responsible for managing programming changes (new projects, schedule changes, increases/decreases, etc)
- * March 1st deadline to provide NJDOT with list of projects for next federal fiscal year
- * Project cost/scope changes reviewed and approved in accordance with existing MOU for amending and modifying the TIP

Proposed Action

That the RTC recommend the Board adopt the 2nd Amendment of the Memorandum of Understanding (MOU) among NJ TRANSIT, the NJDOT, the North Jersey Transportation Planning Authority (NJTPA), the Delaware Valley Regional Planning Commission (DVRPC), and the South Jersey Transportation Planning Organization (SJTPO) for Exchange of Program Funds to reflect **FY16** exchange levels.

Questions?

Thank you.



a mobility analysis



project overview for:

Regional Technical Committee

July 7, 2015

Main Conference Room, DVRPC

presented by:

Scott Johnson

Transportation Engineer



RENEWING
Race Street

Rethinking Race Street to . . .



RENEWING

Race Street

Make it Work for all Road Users





DVRPC Scope of Work

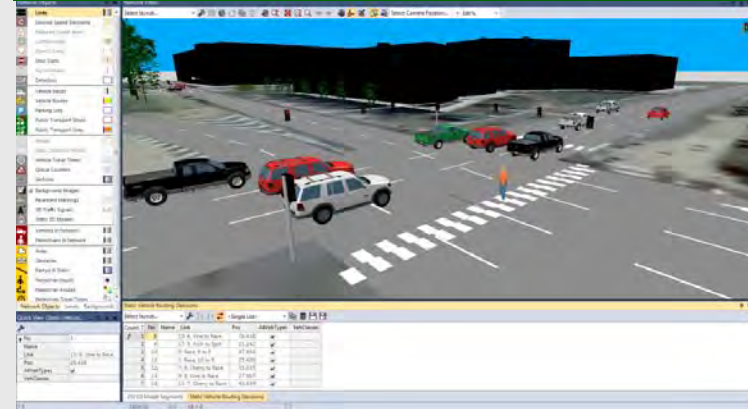
1. Area Studies



2. Assess Existing Conditions



3. Evaluate Traffic Conditions



4. Conceptual Design



RENEWING

Race Street

Evolution of Race Street - 1959



RENEWING

Race Street

Evolution of Race Street - Now



RENEWING

Race Street

Neighborhoods and Destinations

Chinatown



Franklin Square



Race St

Independence Mall



Old City



RENEWING

Race Street

Philadelphia 2035 District Plan



Philadelphia 2035 District Plan recommends enhancing pedestrian connections, modify existing streets and introduce new streets by:

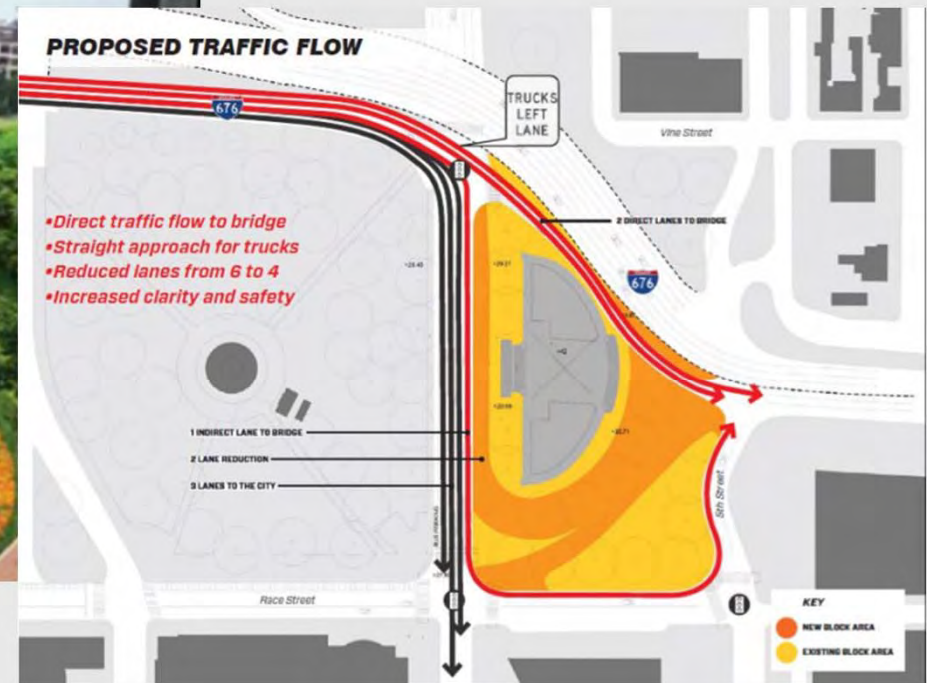
- Reducing the width of Race street
- Re-aligning 7th Street
- Re-invigorate the southwest corner of Franklin Square Park

RENEWING

Race Street

Pennsylvania Horticultural Society

OLIN



RENEWING

Race Street

Race Street – Existing Condition

Excess Capacity



RENEWING

Race Street

Race Street – Existing Condition

Long Crossing Distance



RENEWING

Race Street

Race Street – Existing Condition

High Traffic Pedestrian Destinations



RENEWING

Race Street

Race Street – Existing Condition

Typical Daily Pedestrian Volumes



RENEWING

Race Street

Race Street – Existing Condition

Stormwater Management Issues



RENEWING

Race Street

Race Street – Existing Condition

Hostile Biking Environment



RENEWING

Race Street

Race Street – Existing Condition

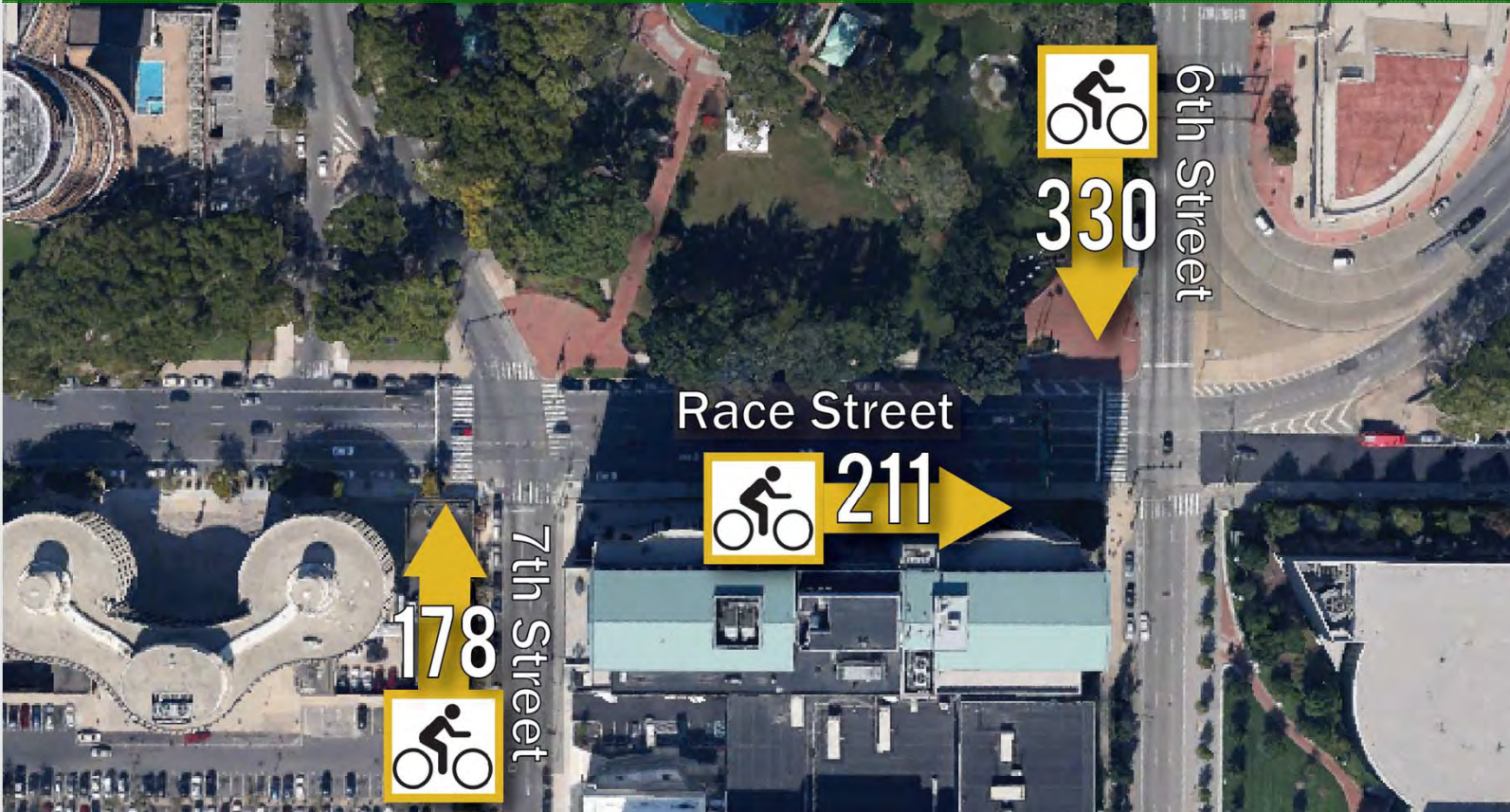


RENEWING

Race Street

Race Street – Existing Condition

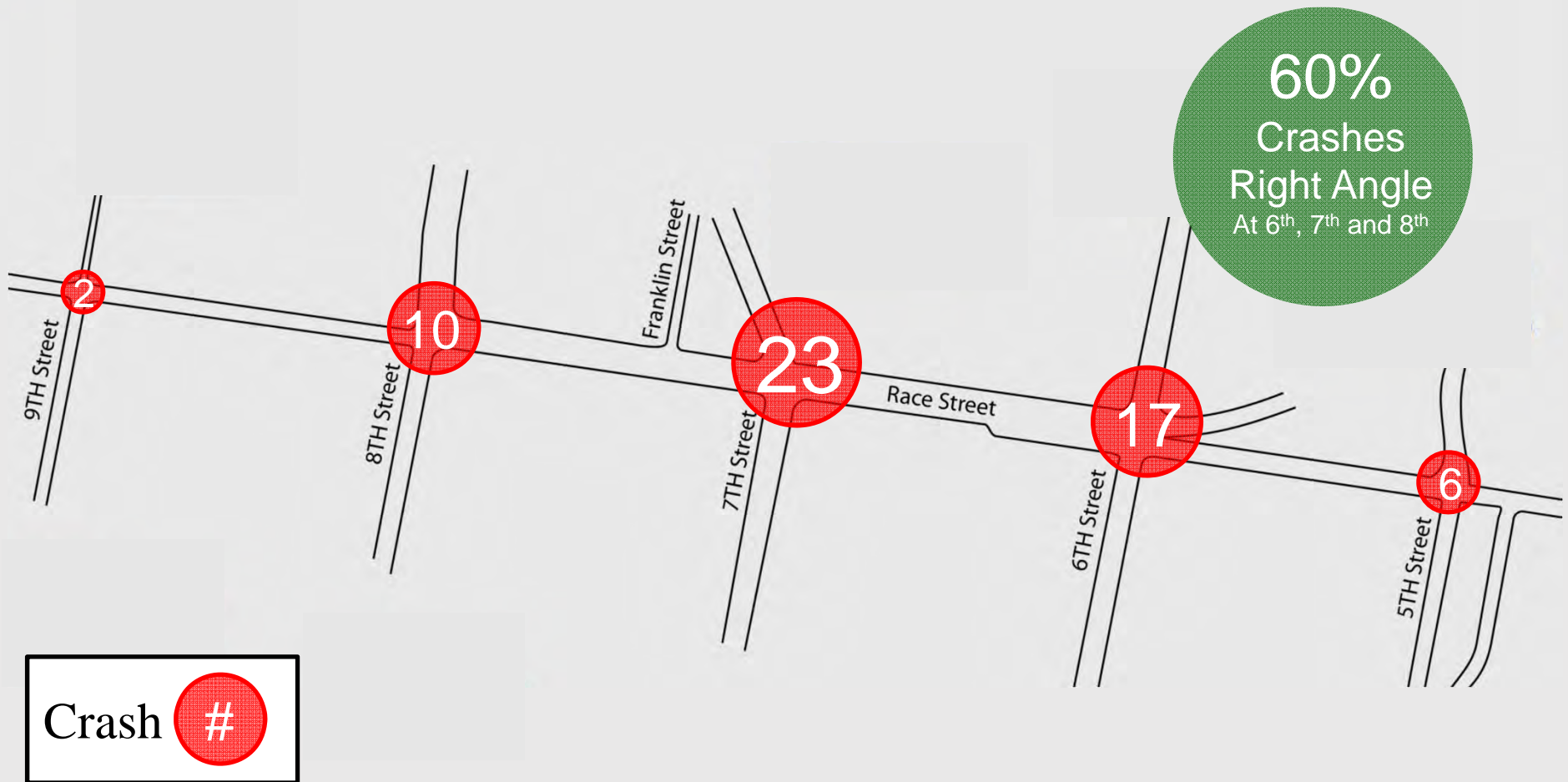
Typical Daily Bicycle Volumes



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Race Street

Crash History (2008-2013)



RENEWING

Race Street

Traffic Impact Evaluation

How many lanes are needed?



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Race Street

Traffic Impact Evaluation

3 Lanes

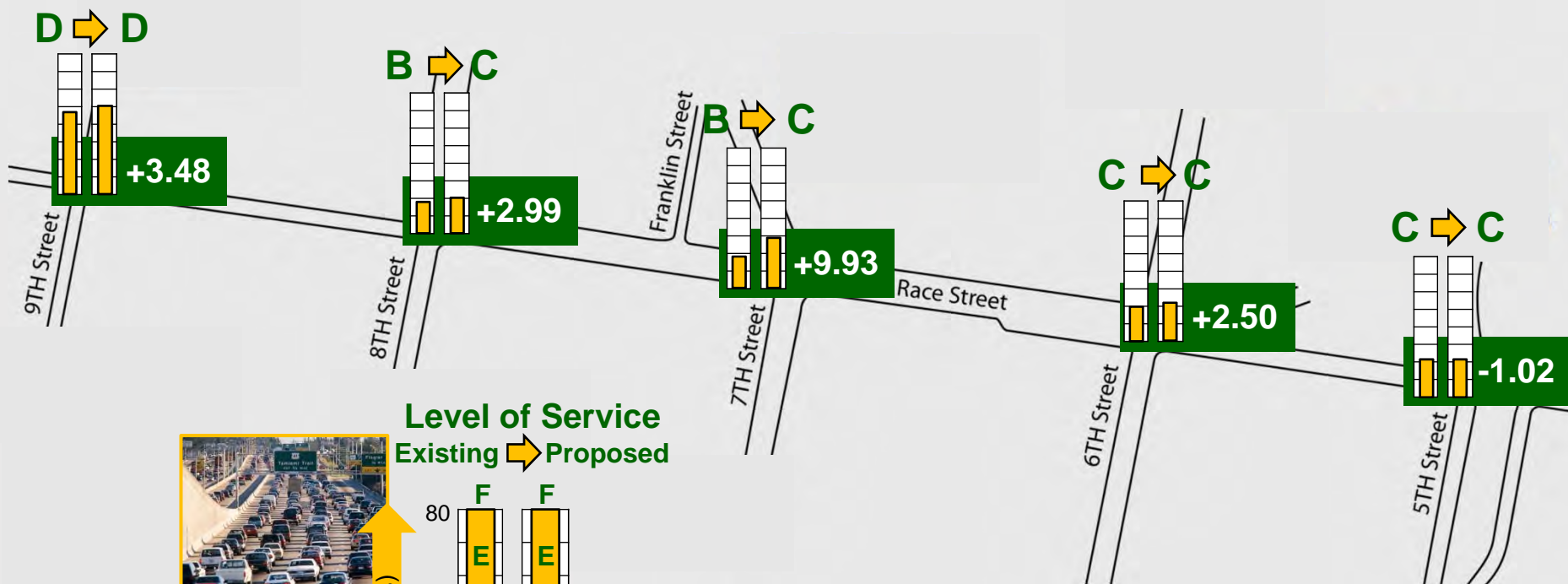


RENEWING

Race Street

Traffic Impact Evaluation

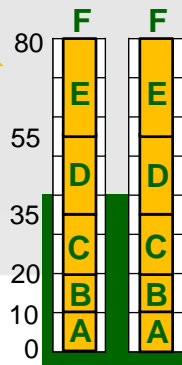
Peak Hour (4:45 to 5:45 PM)



Level of Service
Existing → Proposed



Delay (Seconds)



+/-
change in delay
(Seconds)

RENEWING

Race Street

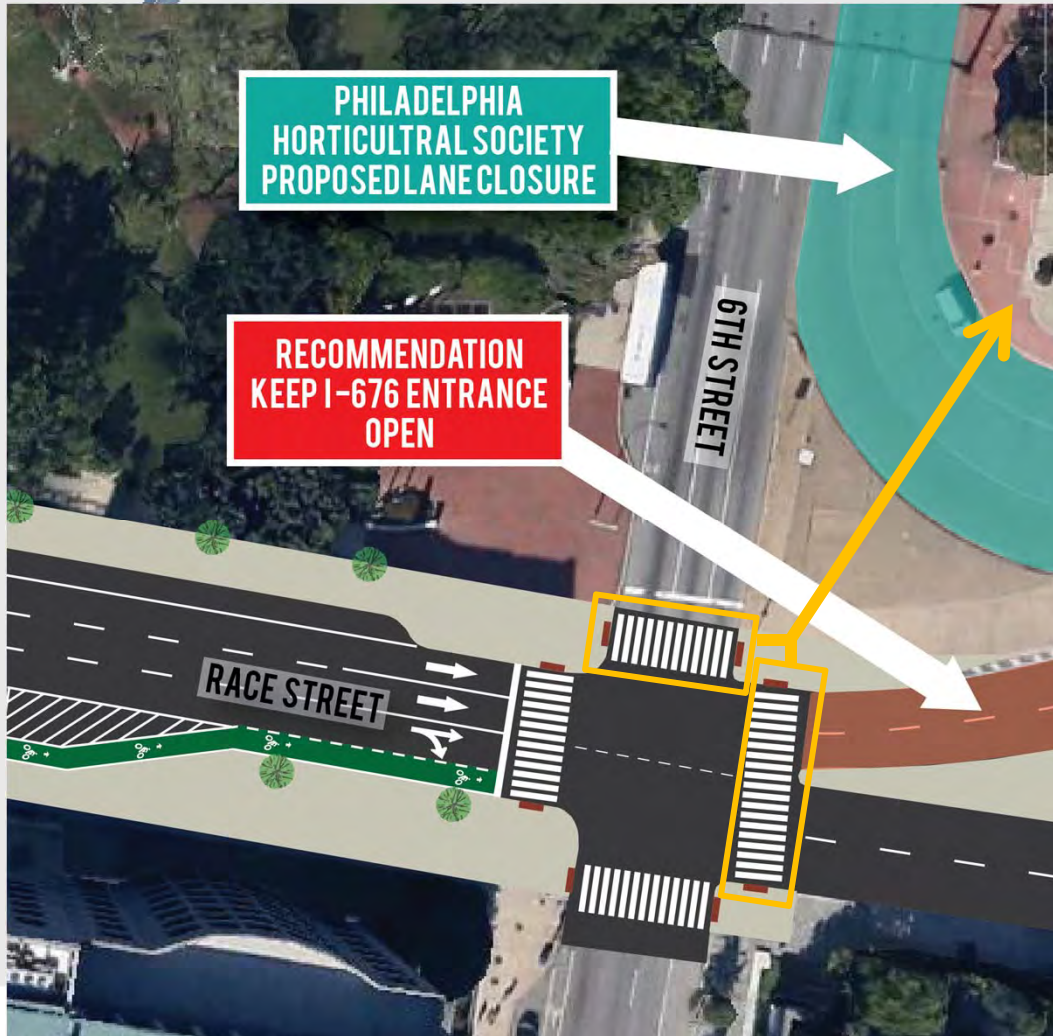
Traffic Impact Evaluation

Why are there no adverse traffic impacts?

~70%
Vehicle Traffic



Coordinating with PHS Proposal



RENEWING

Race Street

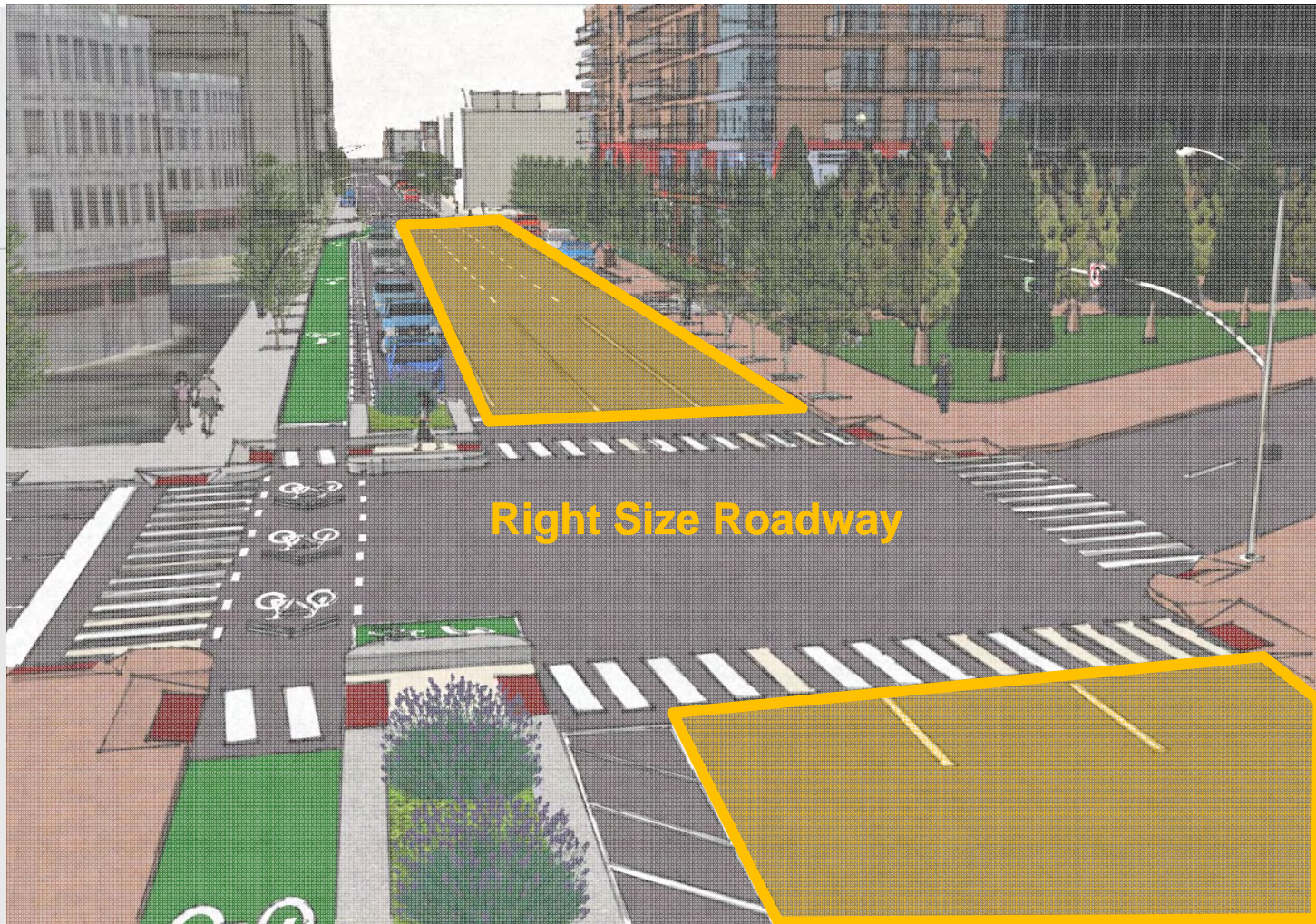
Conceptual Design



RENEWING

Race Street

Design Solutions

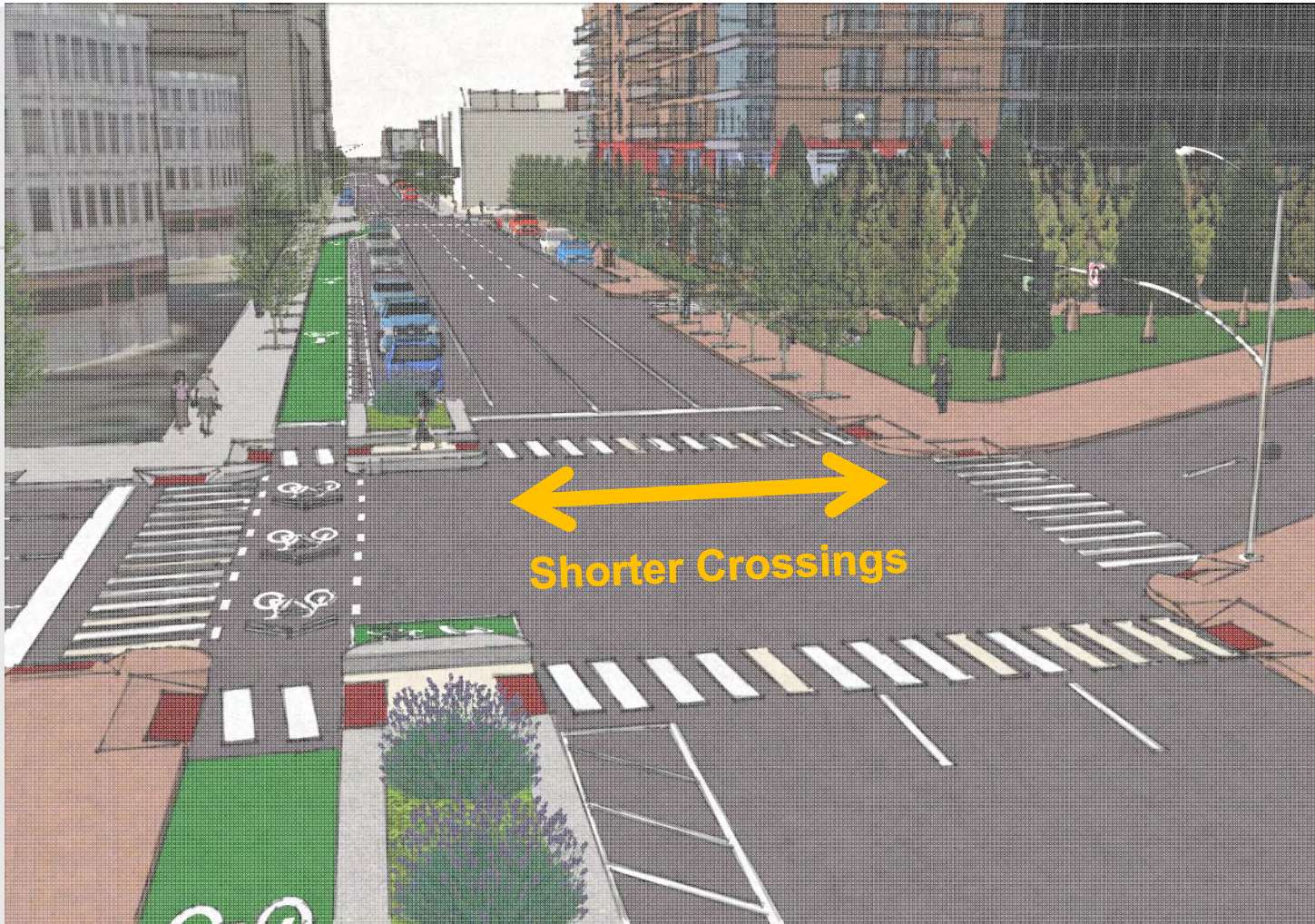


Right Size Roadway

RENEWING

Race Street

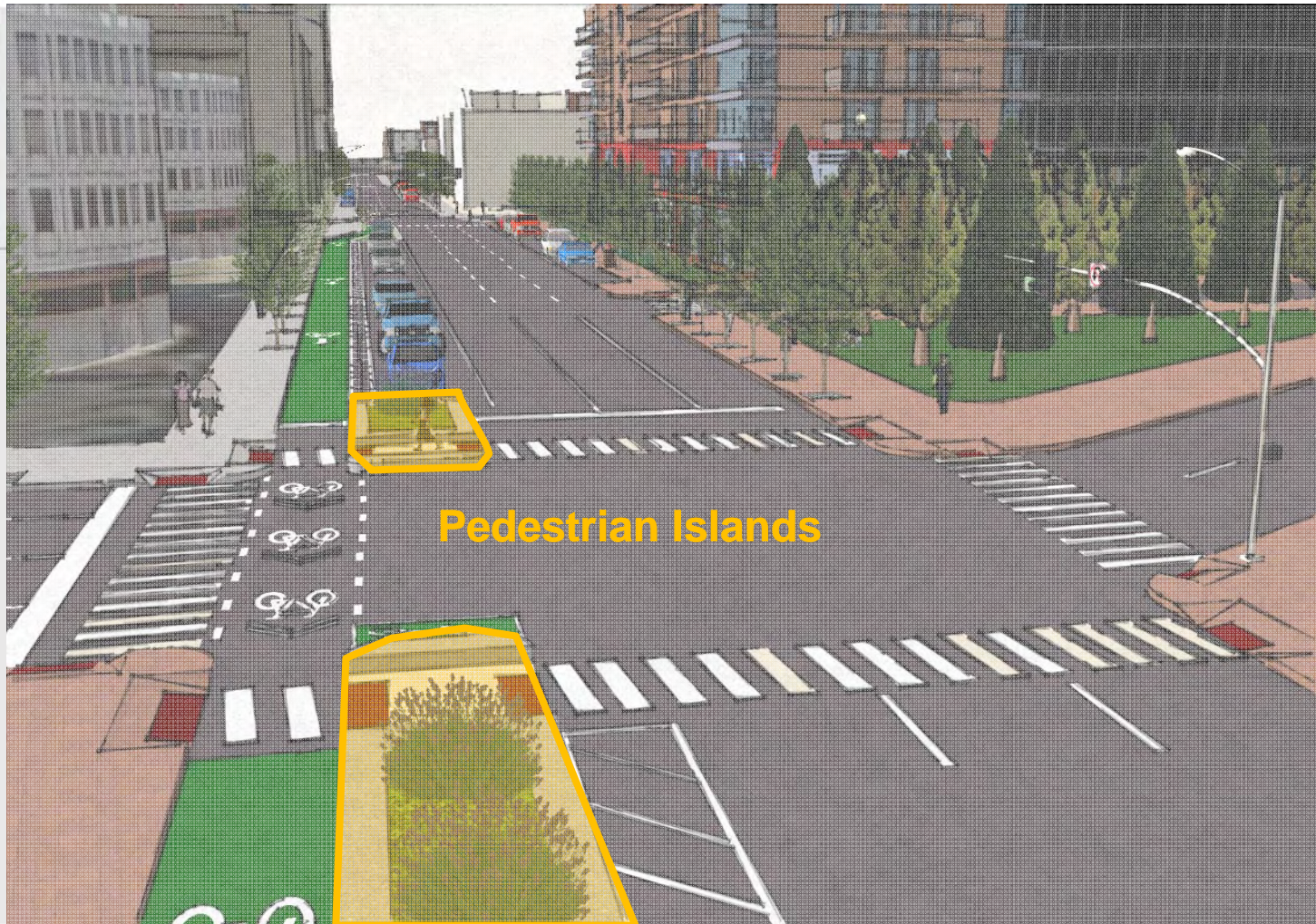
Design Solutions



RENEWING

Race Street

Design Solutions

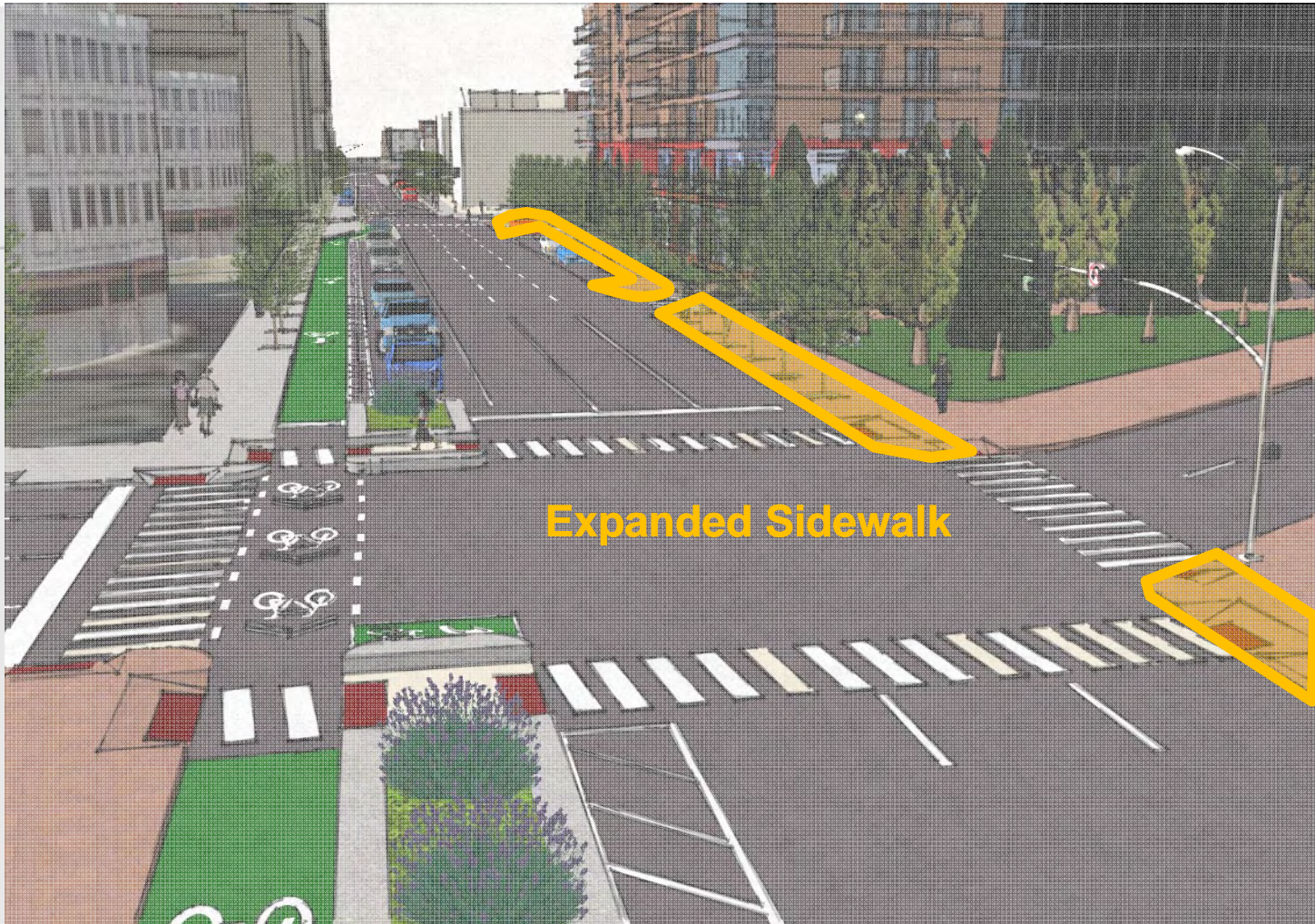


Pedestrian Islands

RENEWING

Race Street

Design Solutions

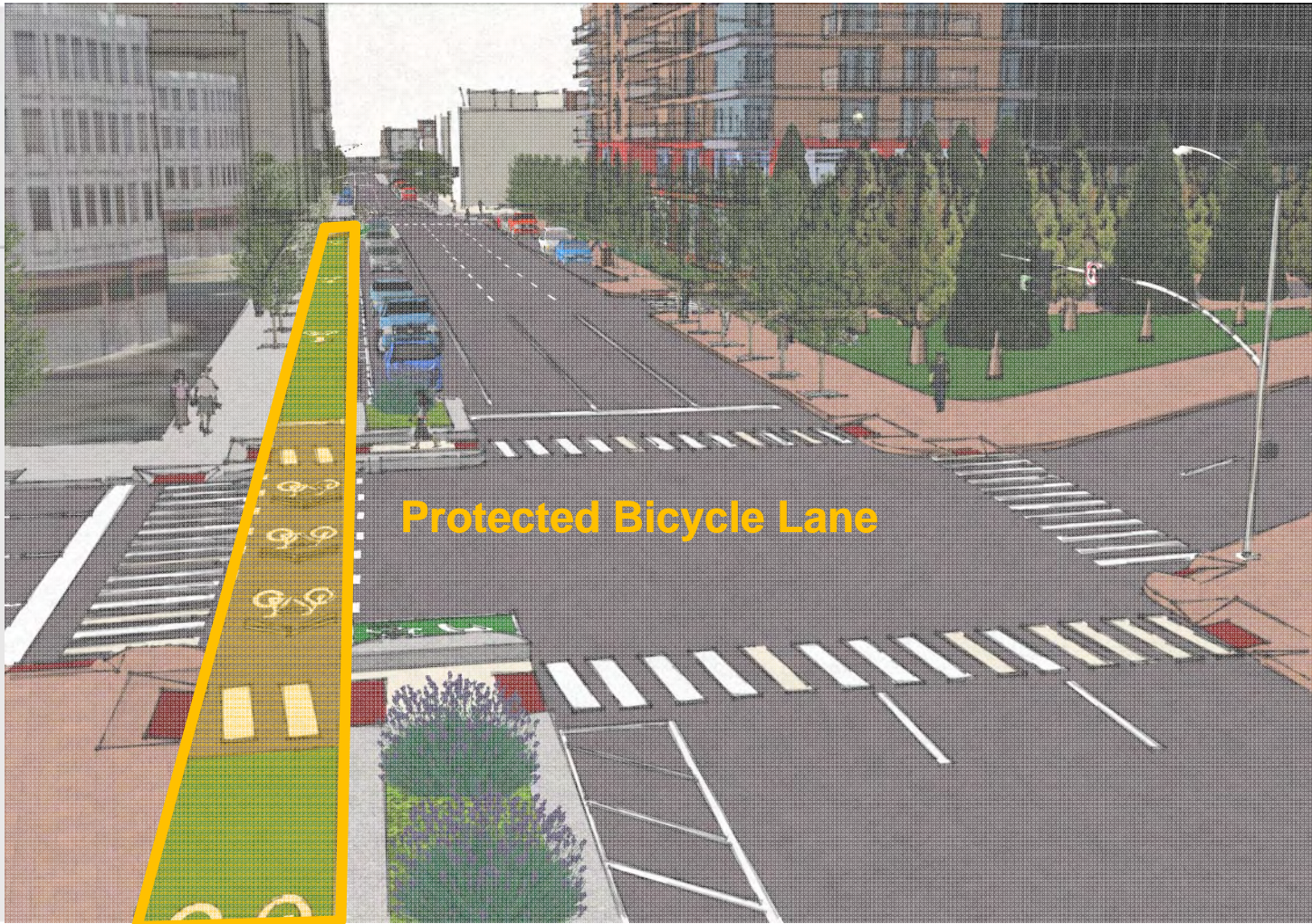


Expanded Sidewalk

RENEWING

Race Street

Design Solutions



Protected Bicycle Lane

RENEWING

Race Street

Proposed-Race Street between 7th and 8th

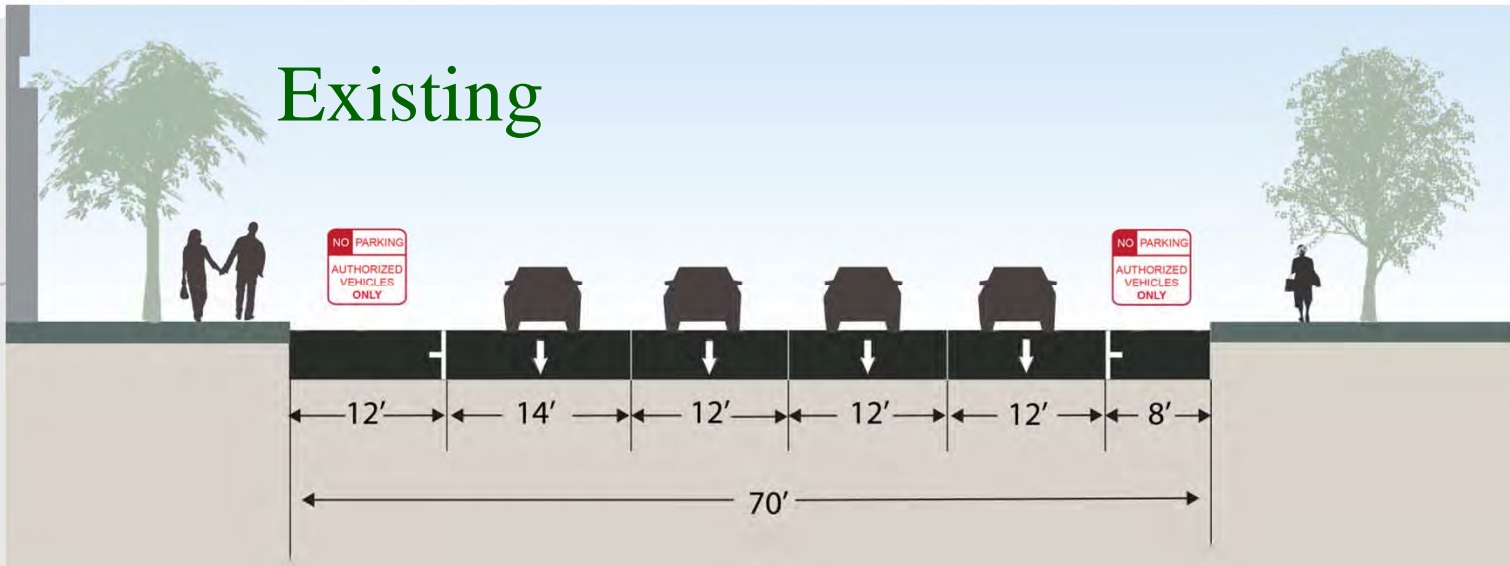


RENEWING

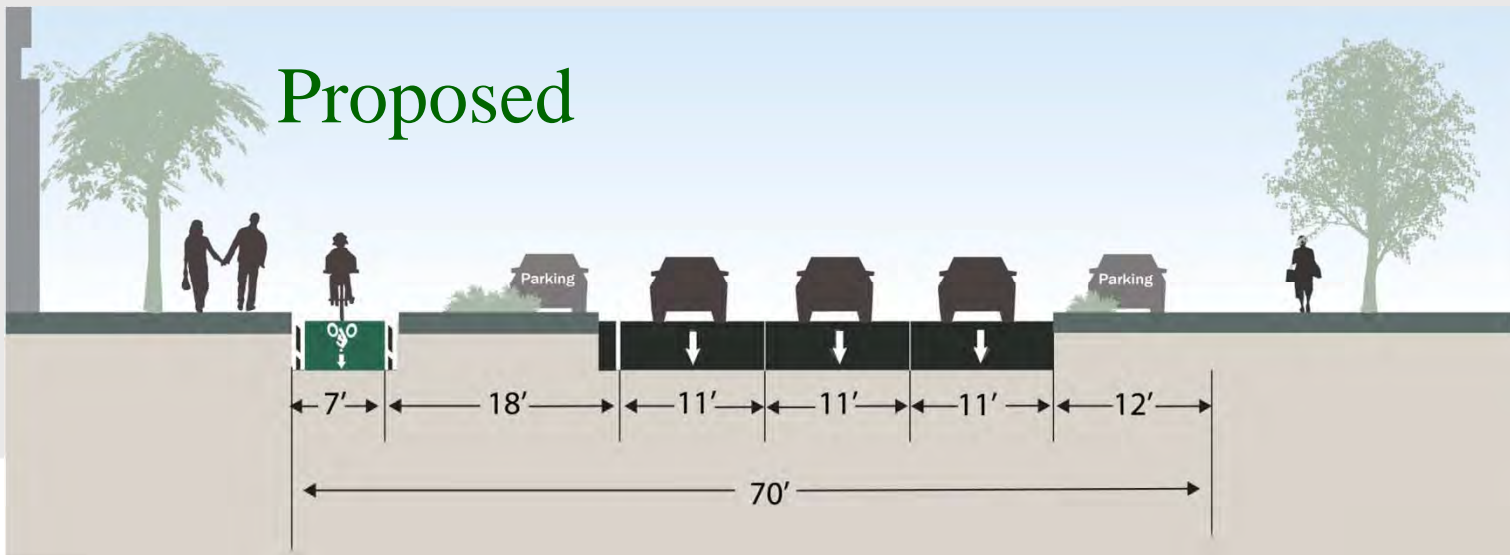
Race Street

Race at 7th Street looking West

Existing



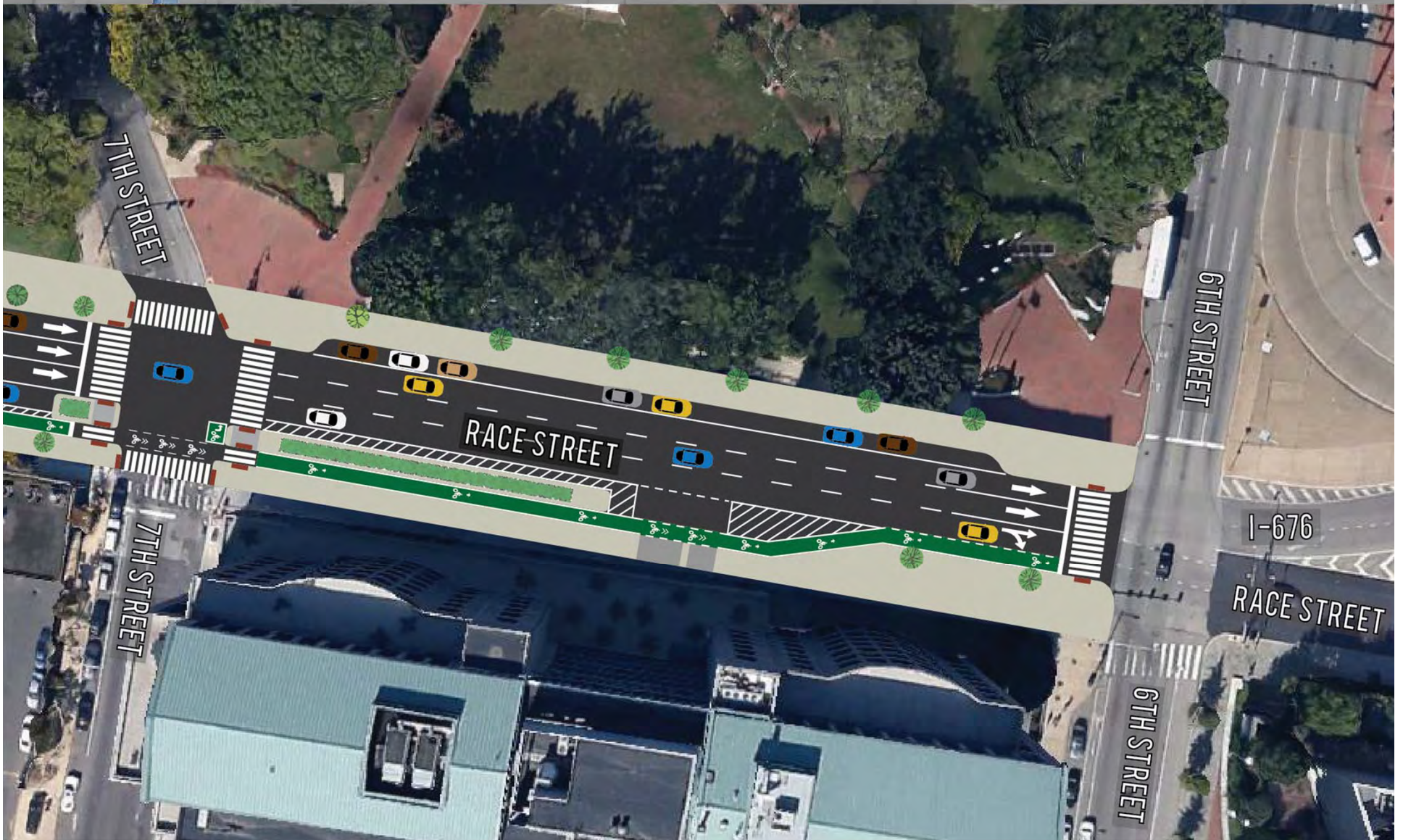
Proposed



RENEWING

Race Street

Proposed-Race Street between 6th and 7th



RENEWING
Race Street

NACTO Urban Bikeway Design Guide



Source: NACTO Urban Bikeway Design Guide

RENEWING

Race Street

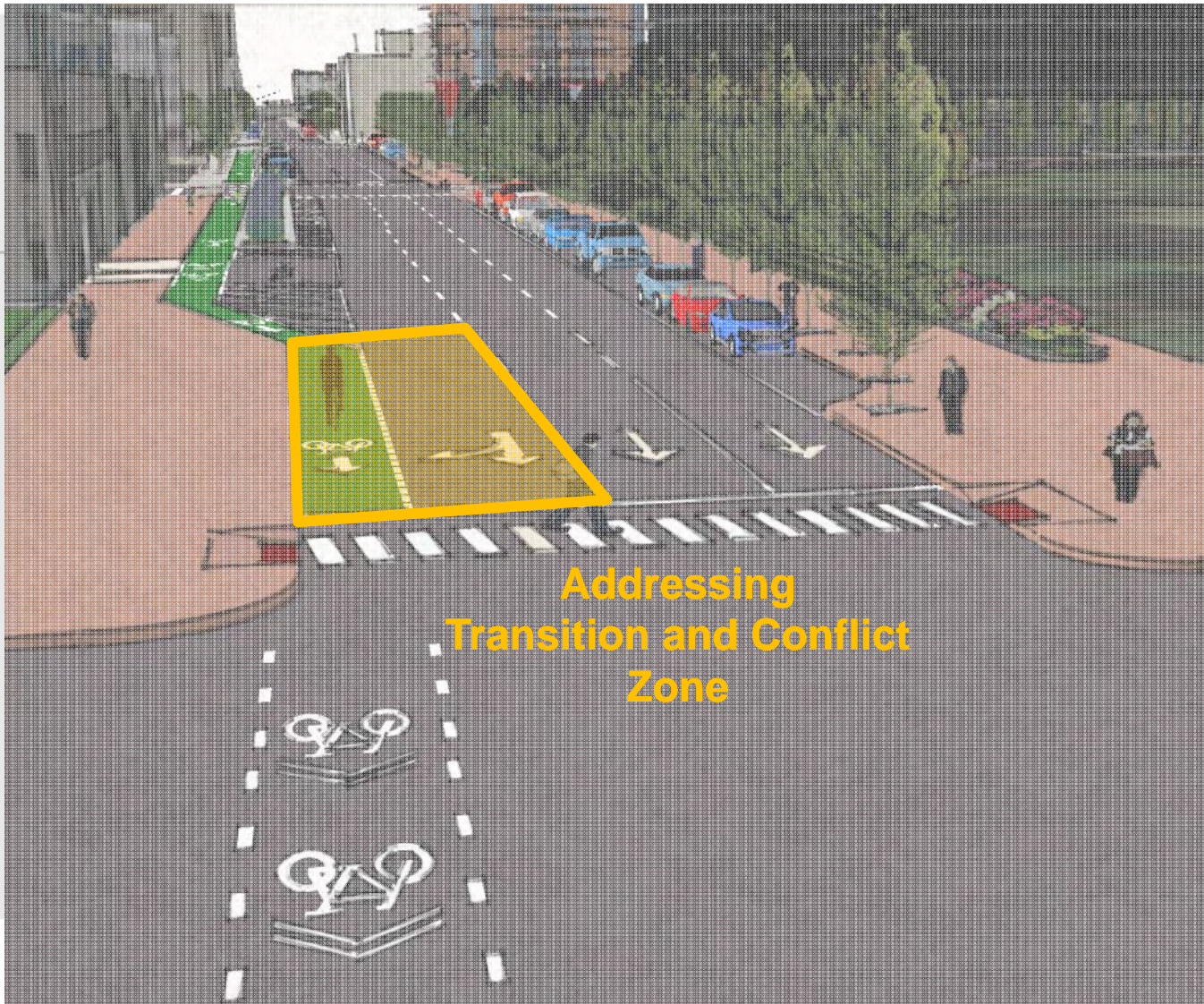
Proposed – 6th and Race



RENEWING

Race Street

Proposed – 6th and Race

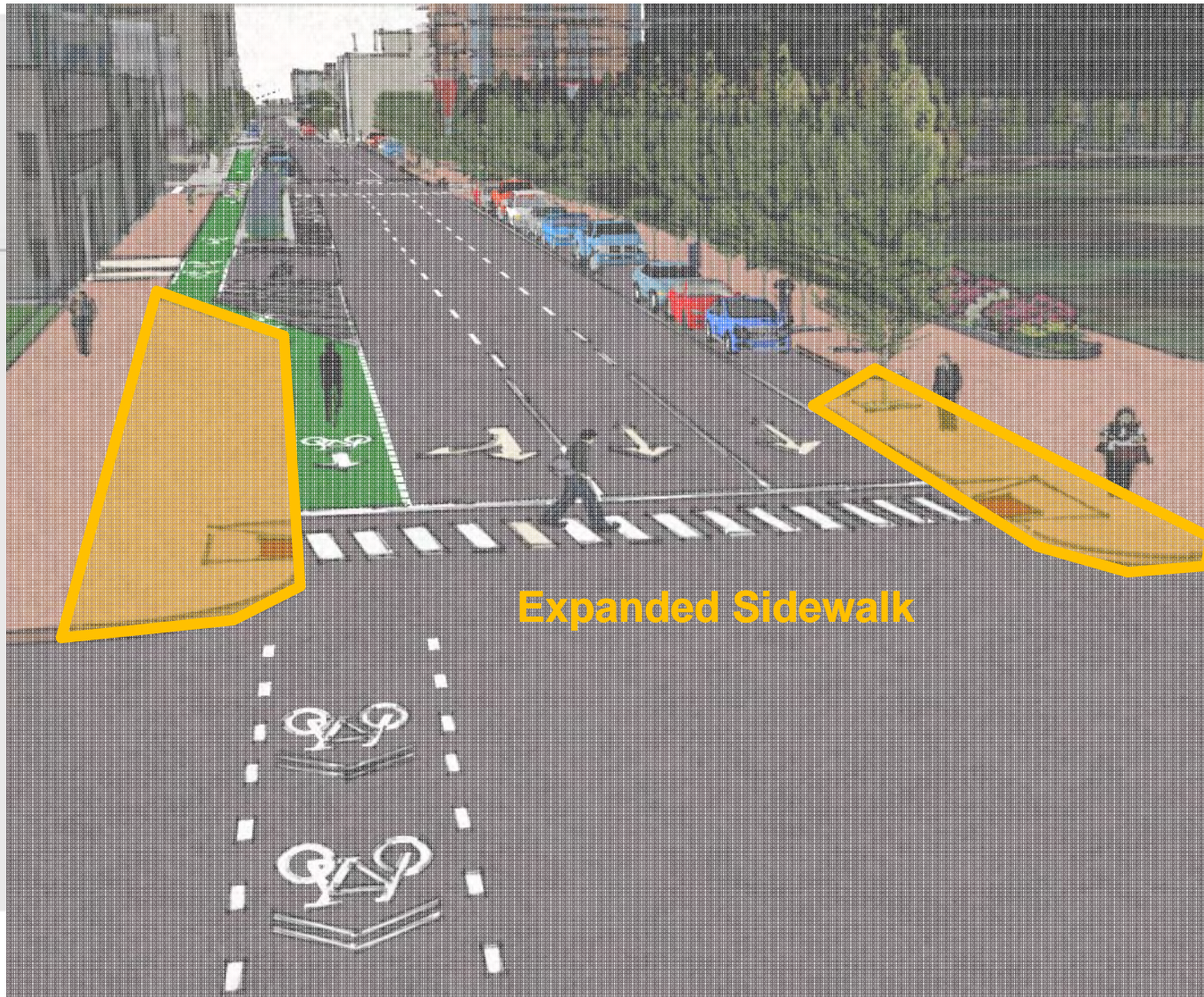


Addressing
Transition and Conflict
Zone

RENEWING

Race Street

Proposed – 6th and Race

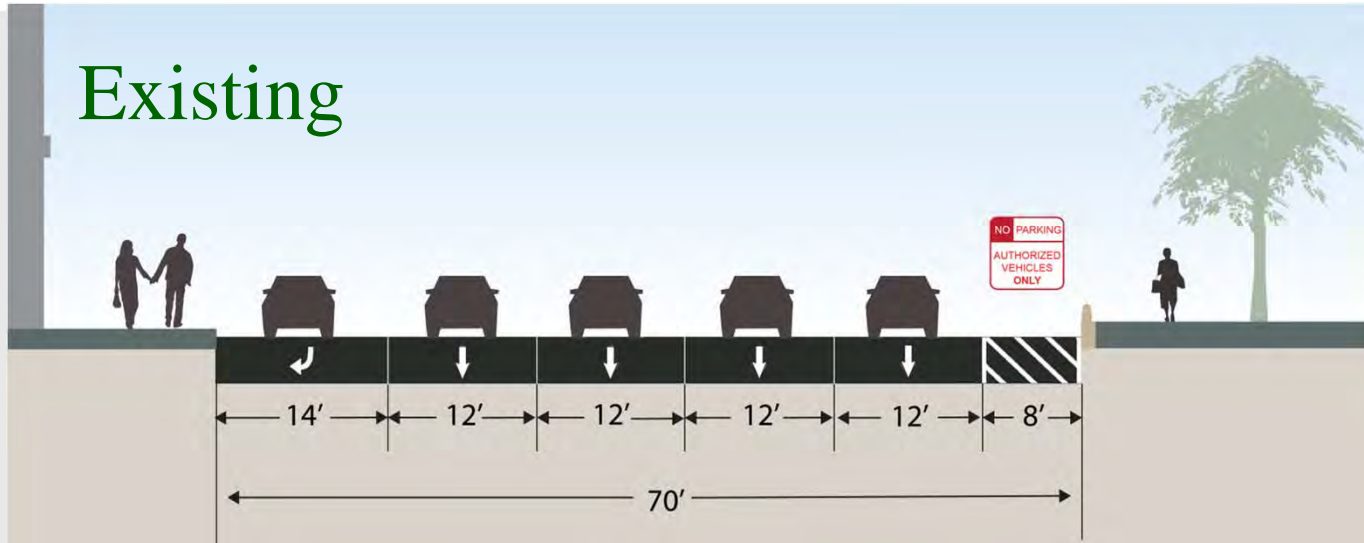


Expanded Sidewalk

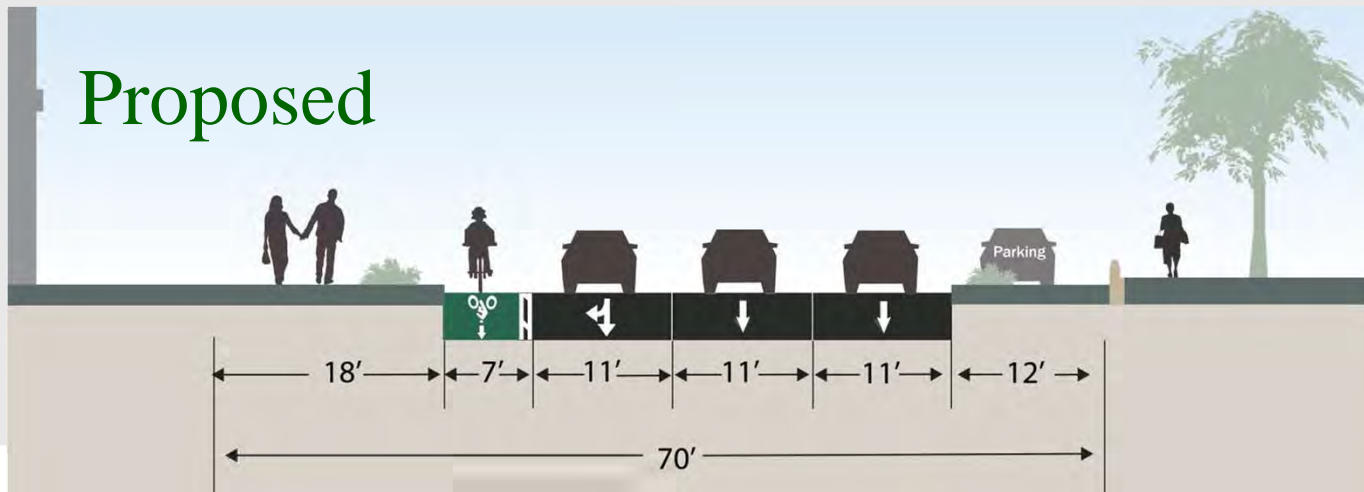


Race at 6th Street looking West

Existing



Proposed



RENEWING

Race Street

Green Stormwater Infrastructure

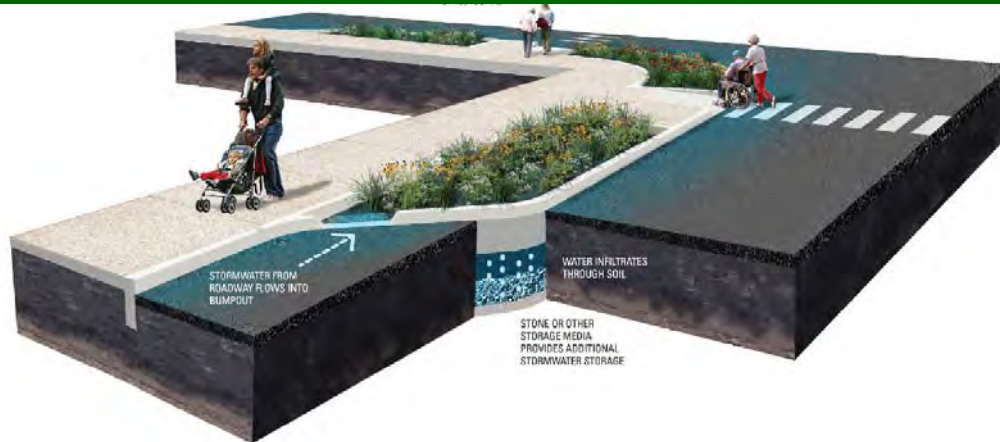
City of Philadelphia Green Streets Design Manual



Stormwater Planter



Stormwater Bump-out



RENEWING

Race Street

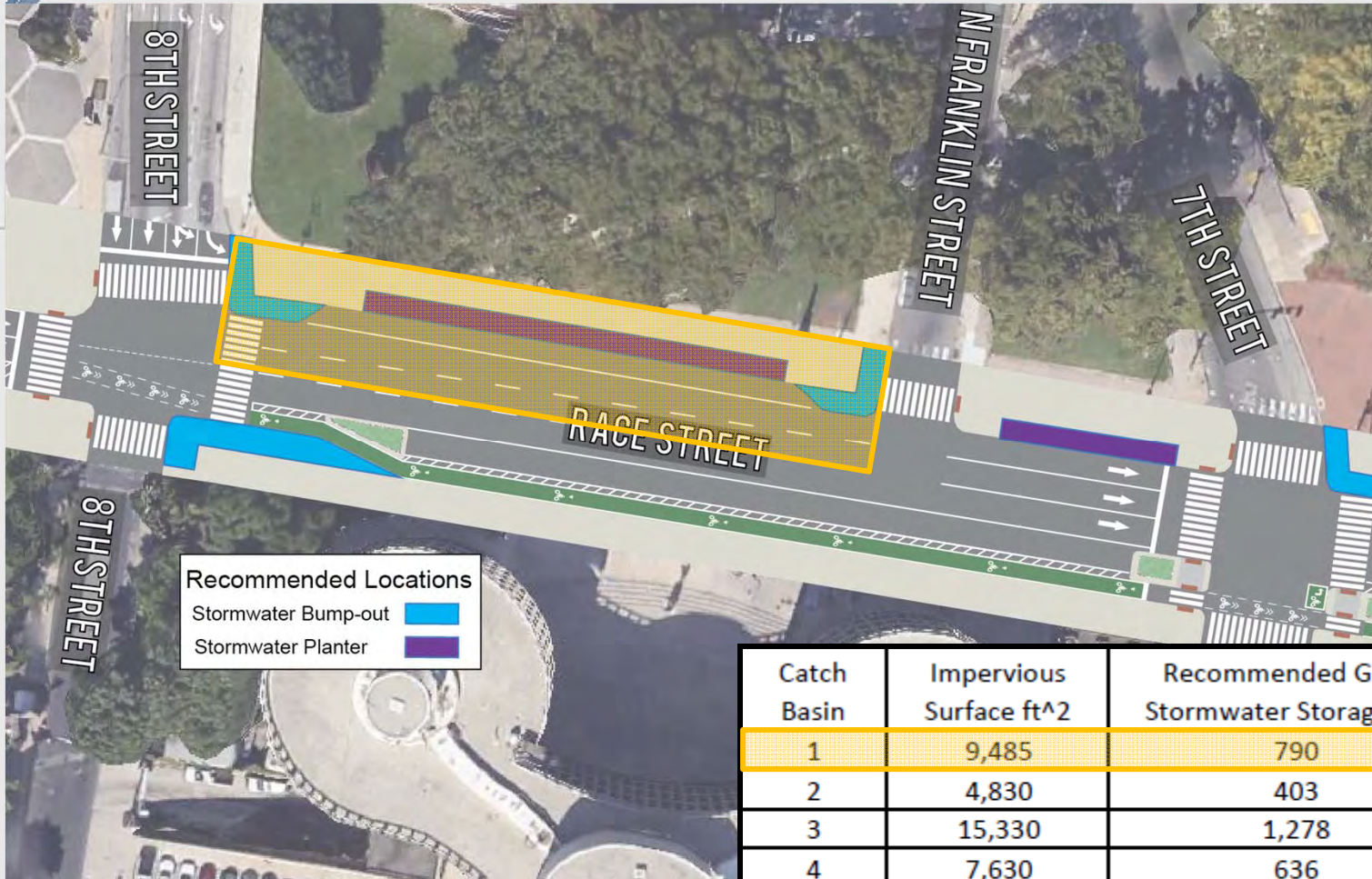
Green Stormwater Infrastructure



RENEWING

Race Street

Green Stormwater Infrastructure

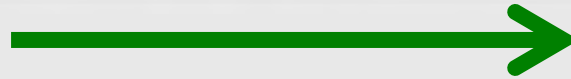


Catch Basin	Impervious Surface ft ²	Recommended Green Stormwater Storage ft ³
1	9,485	790
2	4,830	403
3	15,330	1,278
4	7,630	636
5	7,175	598
6	15,330	1,278

RENEWING

Race Street

Implementation Recommendation



Temporary



Permanent



RENEWING

Race Street

Next Steps

Philadelphia Water Department
Refine Green Stormwater Infrastructure Locations



RENEWING

Race Street

Next Steps

Pennsylvania Horticultural Society
Coordinate regarding ongoing Monument Plaza Study



RENEWING

Race Street

Next Steps

City of Philadelphia and Pennsylvania DOT
Quick Implementation Design



RENEWING

Race Street

Summary of Benefits

Proposed Design will enhance the site with:

Shorter and Safer Crossings

- *Improving the accessibility to nearby transit stops, Franklin Square, Independence Mall, Old City, and Chinatown*

Dedicated route for bicyclists

- *Filling in a gap in the bicycle network and connecting to bicycle facilities on 6th Street, Benjamin Franklin Bridge, and Christopher Columbus Blvd*

Green Stormwater Infrastructure

- *Better managing stormwater and improving site aesthetics*

Traffic Calming

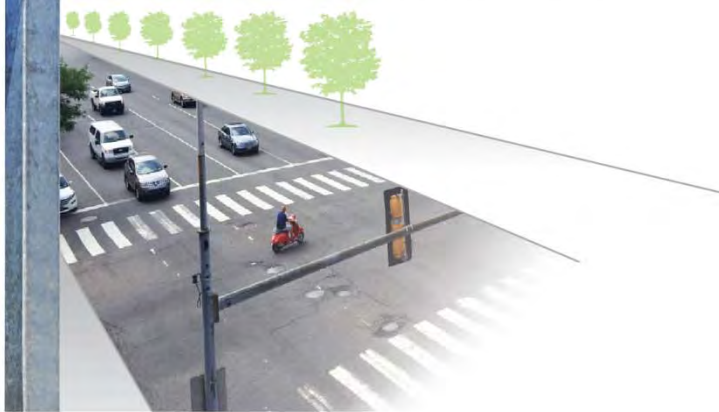
- *Improving safety for all road users*

A New Vision





a mobility
analysis



Thank You

Scott Johnson
Transportation Engineer
215.238.2834
sjohnson@dvrpc.org



RENEWING
Race Street

VISSIM Simulation – PM Peak Hour Existing Condition



RENEWING
Race Street

VISSIM Simulation – PM Peak Hour Proposed Condition





WORK PROGRAM AMENDMENT ROOSEVELT BLVD ALTERNATIVES MODELING AND FORECASTING

July 7, 2015

Fang Yuan

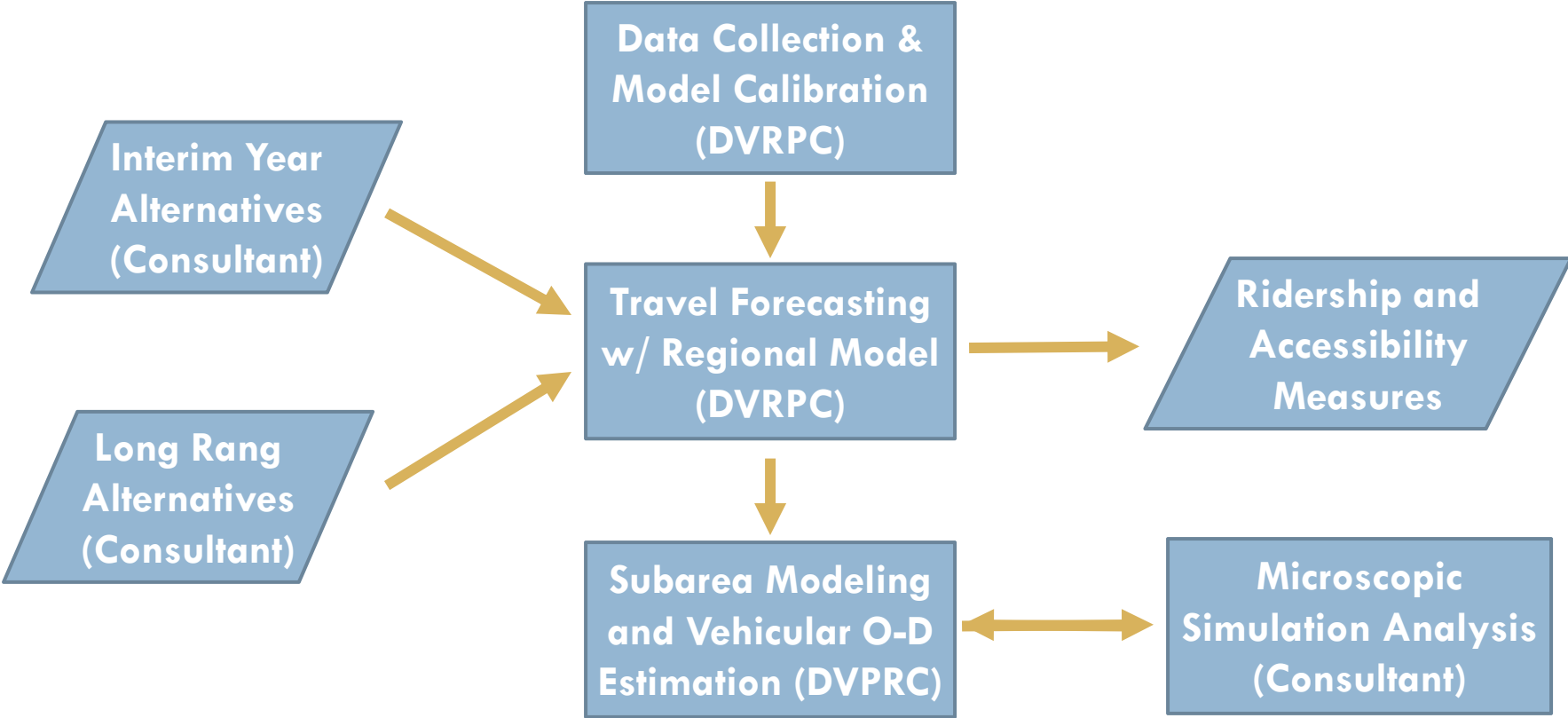
Roosevelt Blvd Alternatives Modeling and Forecasting Project



- Goal: support the Roosevelt Blvd Multimodal Corridor Program under the TIGER grant for the City of Philadelphia
- Cost/Timeline: \$263,500, 1-2 years



Work Flow



Action Proposed



- That the RTC recommend the Board amend the FY2016 Work Program to include the Roosevelt Blouvald Alternatives Modeling and Forecasting study



FY 2016

WORK PROGRAM AMENDMENT

SHRP2-C11: Assessing Tools
Estimating Wider Economic Benefits
Of Transportation

July 7, 2015
RTC Meeting

Ben Gruswitz

SHRP2 C11 Wider Economic Benefits Tools

- The Strategic Highway Research Program II (SHRP2)
 - ▣ Partnership of FHWA, AASHTO, TRB
 - ▣ Funds R&D of “innovative & practical solutions to complex challenges”
- C11 project
 - ▣ spreadsheet-based tools estimate economic benefits of:
 - travel reliability
 - intermodal connectivity
 - market accessibility

SHRP2 C11 Wider Economic Benefits Tools

- Implementation Assistance Program (IAP)
 - ▣ Awards user incentive grants to encourage early adoption of SHRP2 tools
 - ▣ DVRPC awarded \$125,000 for testing C11 tools

SHRP2 C11 Wider Economic Benefits Tools

- Travel demand model (TIM 2.2) provides inputs
- Compare C11 tools' outputs vs. TREDIS outputs
- 3 test studies
 - ▣ I-476 Blue Route peak hour hard shoulder running
 - ▣ PATCO economic impact draft results
 - ▣ Montgomery County Turnpike Corridor Re-Investment Study proposed interchange ramps
- Potential to augment future DVRPC studies

Action Proposed

- *Amend the FY16 Work Program to include SHRP2 C11
– Assessing Tools Estimating Wider Economic Benefits of
Transportation*