

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
JANUARY 15, 2002**

APPROVAL OF MINUTES:

The minutes of the RCC meeting of December 18, 2001 were approved with the following changes:

Under *Guest Speaker*: The Commonwealth has invested \$25 million in infrastructure along this corridor and will spend approximately \$140 million on rolling stock, track and roadbed, stations, communications and signals, and program management.

The RCC also wishes to note that Richard Peltz's remarks regarding new legislation that has changed the match formula for FTA new starts from 80/20 to 60/40 may be in error. The RCC does not think this legislation has passed as of this date.

John Pawson asked that the minutes state that Mr. Peltz's remarks were mainly intended to address the Schuylkill Valley Metro (SVM). Patrick Starr, RCC Chair, clarified that he had invited Mr. Peltz to attend the RCC to address the Statewide Transit Plan and to touch upon the Schuylkill Valley Metro. Mr. Pawson submitted additional comments that are attached to these minutes.

Lorraine Brill noted a correction to the November 20, 2001 minutes which should have stated that the minutes of the October 16, 2001 RCC meeting were approved as mailed.

CHAIRMAN'S REPORT:

Patrick Starr submitted the following names for RCC offices for calendar year 2002:

Lorraine Brill – Vice Chair (PA)
Peggy Killmer – Vice Chair (NJ)
Dennis Winters – RTC Representative

The committee agreed by acclamation.

PROPOSED MOTION BY RIKKI SAUNDERS:

Mr. Starr reviewed a motion received by mail from Rikki Saunders which called for an RCC representative to sit on the Harrisburg-Wilmington Freight Study. She stated that she had attended a meeting on December 4, 2001 at which no DVRPC representative was present.

She believes that the RCC should appoint a representative to this group and volunteered to serve as that representative. John Nawn, RCC member, clarified that

this study was initiated by Lancaster County and that the meetings are held in Lancaster. The RCC questioned whether DVRPC staff is included in this study and felt that this was as large a question as the RCC's representation.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Ernest Cohen) to convey to the DVRPC Board the RCC's concern as to whether DVRPC is involved professionally in the Harrisburg-Wilmington Freight Study. The committee also requests that the RCC have a representative on this task force.

MOTION CARRIED. (See Item A on voting record.)

TIP ACTION PA0153: PENNDOT ADJUSTMENT PACKAGE:

Dennis Winters, RCC Transportation Subcommittee Chair, reported that PennDOT has requested that DVRPC amend and/or modify the 2001-2004 TIP for Pennsylvania to reflect adjustments in cost, schedule, or scope of the following three existing TIP projects:

1. Route 202 (Section 701), PA 63 to Route 309 (TIP #8729) - Montgomery County

Add a \$10 million right of way phase to FY02 and decrease the FY03 construction phase by the same amount. PennDOT anticipates settlement on a number of parcels for this project this year.

2. Route 202 (Section 700), 202 Bypass to PA Route 63 (TIP #5354A) - Bucks County

Increase the total cost of the project by adding a \$7.448 million preliminary design phase for design management services required for the project. This portion of the project includes design coordination and environmental review as part of its components. The services include additional structure reviews, public participation, corridor wide congestion and incident management efforts, and environmental monitoring.

3. Route 202 (Section 402) (TIP #6799) - Chester County

Increase the FY02 construction phase by \$3 million in order to build three additional noise walls within section 406, and acknowledge change to project description to include section 406.

The subcommittee recommends that the RCC approve project #3 of TIP Action PA0153 but not approve projects #1 and 2 in this package.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Ernest Cohen) to recommend that the DVRPC Board approve project # 3 as listed above, Route 202 (Section 402) of TIP Action PA0153 but oppose project # 1, Route 202 (Section 701) and project #2, Route 202 (Section 700). The RCC opposes these two projects because the committee has consistently opposed these sections of US 202 in the past.

The RCC also noted that the dollar amounts of these proposed increases are very large. In addition, the committee questioned whether project # 3 will impact the Chester Valley Trail.

MOTION CARRIED. (See Item B on voting record.)

TIP ACTION PA0154 (CITY OF PHILADELPHIA):

The City of Philadelphia has requested that DVRPC amend and/or modify the FY 2001-2004 TIP for Pennsylvania to reflect adjustments in cost, schedule, or scope of the following three existing projects:

1. Market Street Signal and Pedestrian Initiatives (TIP #9625) - Philadelphia County

Increase FY03 construction phase by adding \$4.6 million. In order to advance this project with the Market Street Elevated Construction Project which is already in the construction phase, funds will be transferred from TIP #9766 and #9767(see below). Additionally, "flex" the FHWA construction funding to the FTA for SEPTA to manage.

2. 46th/Market Transportation System (TIP #9766) - Philadelphia County

Move \$2.35 million of available DEMO funds (\$3.75 million originally earmarked for this project) to TIP project #9625(see above) in order to advance street scape work with SEPTA's Elevated Reconstruction Project. Leave \$1.4 million for engineering and construction in FY03.

3. 52nd/Lancaster Ave. Enhancements (TIP #9767) - Philadelphia County

Move \$2.25 million of available DEMO funds (\$3.75 million originally earmarked for this project) to TIP project #9625 (see above) in order to advance street scape work with SEPTA's Elevated Reconstruction Project. Leave \$1.5 million for engineering and construction in FY03.

The subcommittee recommends that the RCC approve TIP Action PA0154.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by John Boyle) to recommend that the DVRPC Board approve TIP Action PA0154, a request from the City of Philadelphia to amend the FY 2001 - 2004 TIP for PA to reflect adjustments in cost, schedule, or scope for the following projects: Market Street Signal and Pedestrian Initiatives (TIP #9625); 46th/Market Transportation System (TIP #9766); and 52nd/Lancaster Ave. Enhancements (TIP #9767.

MOTION CARRIED. (See Item C on voting record.)

TIP ACTION PA0156 (PENNDOT):

PennDOT requests that TIP #6963 be split into two separate projects, the first including the design of the ITS Initiatives and the construction of the necessary physical highway improvements. The second project would be for an additional phase of work, the construction phase of the Technology Deployment.

a. (TIP # 6963) PA Route 41, ITS Enforcement Initiative

This ITS Safety and Enforcement Initiative includes pull off and check point areas to improve safety through better traffic monitoring and enforcement, particularly for heavy truck traffic through this area. PennDot requests the addition of an \$84,000 Preliminary Engineering Phase in FY02 since increased coordination is required between State and Federal departments in order to develop an RFP for the Technology Deployment. Further, the FY02 construction funding would be changed from 100% federal funding to an 80/20 split using ITS set aside state funding as match.

b. (TIP # 6963A) PA Route 41, ITS Technology Deployment

Add this project to the Pennsylvania 2001-2004 TIP. A \$1.5 million FY02 construction phase would fund the Technology Deployment, including the purchase and installation of equipment such as an advisory radio system, and devices for speed and traffic signal enforcement.

2. US Route 422, Section M01 Chester County Line to Park Road (TIP # 8767) - Montgomery County

Increase the Preliminary Design phase in FY02 by \$550,000 to allow for the expansion in project scope.

3. US Route 422, Section M02 Berks County to Schuylkill River (TIP # 6920) - Chester County

Add an \$880,000 Preliminary Design phase in FY02 to allow for the expansion in project scope.

The subcommittee recommends that the RCC approve TIP Action PA0156.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Warren Strumpfer) to table TIP Action PA0156 due to a lack of information. The RCC questioned the following: the extent of the US Route 422 projects; the repair of PA Route 41 when the base of the road is broken; and the exact location of truck pull-offs on PA route 41.

MOTION CARRIED.

FUNCTIONAL CLASSIFICATION CHANGE: SUMNEYTOWN PIKE/PA 309:

PennDOT has requested a change to the Pennsylvania Functional Classification System. The letter of request which was mailed to the RCC included a map of the existing and proposed Functional Classification System in the subject area.

PennDOT's request involves the Sumneytown Pike/ PA 309 Connector, located in Lower Salford, Towamencin, Hatfield, and Franconia Townships in Montgomery County and Hilltown Township in Bucks County. This project will provide a continuous east-west connector on partial new alignment between Sumneytown Pike (Route 63) and PA Route 309, generally by connecting existing Wambold Road (Urban Collector) to existing Township Line Road (part Local, part Urban Collector) with a new connection to Route 309 (existing ramp is Rural Minor Arterial).

The proposed facility will connect an Urban Principal Arterial (Sumneytown Pike) with both an Urban Minor Arterial (Bethlehem Pike) and a Rural Principal Arterial (Route 309). PennDOT recommends the proposed facility (SR 1058, length 4.8 miles) be classified an Urban Minor Arterial.

The subcommittee questioned whether a functional classification is a precursor to a new project being added to the TIP and whether this project involves new construction. According to staff, this project has been in the TIP for one or two years. New construction is needed to tie the two roads together via the connector. The subcommittee recommends that the RCC approve the proposed addition to the Pennsylvania Highway Functional Classification System for Sumneytown Pike/PA 309.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Lorraine Brill) to recommend that the DVRPC Board approve the functional classification of the Sumneytown Pike/PA 309 Connector (SR0158) in Bucks and Montgomery counties as an Urban Minor Arterial.

MOTION CARRIED. (See Item D on voting record.)

Discussion: The RCC questioned the advisability of opening up this area for development. Ken Edmonds stated that this is a compromise between PennDOT and the community to move heavy truck traffic from meat-packing plants through the area. It is in an area where development should be concentrated.

FUNCTIONAL CLASSIFICATION CHANGE: CITY OF PHILADELPHIA:

The City of Philadelphia has requested a change to the Pennsylvania Functional Classification System. The letter of request was mailed and included maps of the existing and proposed Functional Classification System in the subject area.

The City's request involves changes to the classification of four (4) roadways, as follows:

Proposed Additions as Urban Collectors (formerly Local):

- Swanson Street: Snyder Avenue to Oregon Avenue - 0.53 mile
- Water Street: Reed Street to Snyder Avenue - 0.57 mile
- Reed Street: from Front Street to Columbus Boulevard - 0.11 mile

Proposed Deletions (return to Local):

- Randolph Street: Oregon Avenue to Walt Whitman Bridge on-ramp, south of Bigler Street - 0.25 mile.
This segment no longer connects to a bridge on-ramp and serves solely as a local street.

The additions provide a northbound component to Front Street, which is one-way southbound throughout most of the area. This "couple" additionally provides distribution service for local traffic between the I-95 interchanges at Oregon Avenue and Washington Avenue, either end of the corridor.

The subcommittee recommends that the RCC approve the proposed additions to the Pennsylvania Highway Functional Classification System for the City of Philadelphia.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Ernest Cohen) to recommend that the DVRPC Board approve the following changes to the functional classification system in Philadelphia: from Local to Urban Collector: Swanson Street: Snyder Avenue to Oregon Avenue; Water Street: from Reed Street to Snyder Avenue; Reed Street from Front Street to Columbus Boulevard; and from Urban Collector to Local: Randolph Street from Oregon Avenue to Walt Whitman Bridge on-ramp,

south of Bigler Street.

MOTION CARRIED. (See Item E on voting record.)

DVRPC FY 2003 PLANNING WORK PROGRAM:

John Griffies, DVRPV Contracts Manager, stated that he was present to seek a recommendation for approval from the RCC to adopt DVRPC's FY 2003 Planning Work Program which will come before the Board on January 24, 2002. The document will be forwarded to the Commission's planning partners in March. Staff will continue to accept comments regarding the Work Program for about one week after the Board vote.

Discussion: Ajay Creshkoff noted that nothing in the Draft Work Program explains previous expenditures nor does it align projects with the 2025 Long-Range Plan. Don Nigro suggested that an appendix cross referencing the projects and the Plan goals might suffice.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Ajay Creshkoff) to recommend that the DVRPC Board adopt the FY 2003 Planning Work Program. The RCC also suggests that an appendix be added that cross references the Work Program projects with the 2025 Long-Range Plan goals.

MOTION CARRIED. (See Item F on voting record.)

(NOTE: Ajay Creshkoff turned in the attached papers regarding the FY 2003 Work Program and has asked that his proposal be considered at the February RCC meeting.)

LAND USE AND ACCESS MANAGEMENT STRATEGIES, US 202, SECTION 100:

Bob Dean, DVRPC Regional Planner, introduced a new DVRPC publication that links a transportation corridor study with land use practices. The study was the result of a working relationship between DVRPC and eight municipalities in the US 202 corridor, as well as PennDOT and Urban Engineers, the firm responsible for the 202 EIS process.

The report reviews existing conditions and issues such as access, increased growth, lack of alternative modes and highway function conflicts.

Mr. Dean reviewed the corridor's goals and objectives; namely, providing linkage between land use and circulation patterns, making the best of development patterns, noting environmental sensitivities and urging community involvement. The study makes five recommendations regarding specific locations in Section 100 of US 202. They include preserving historic buildings and open space at Crebilly Farm in Westtown Township; reversing the Frontage Road in Birmingham Township; developing a concept

to deal with numerous curb cuts at Route 202 and Dilworthtown Road in Chester and Montgomery counties; constructing a Ring Road at Painter's Crossroads; and developing a concept to bring back the Village of Elam.

Study recommendations include providing new planning tools for municipalities; re-establishing bus service on Route 202; and urging PennDOT to work with various municipalities to resolve issues.

Discussion: The RCC discussed the need for bus service along Route 202; the fallibility of discussing TOD in a non-transit accessible corridor; decisions by municipalities that rely on the business along Route 202 for their tax-rateables; making this presentation to the Central Jersey Transportation Forum; the need to do such a study regionally that would examine job needs in Center City with the goal of eliminating sprawl in the suburbs; and the need to distribute this report to other non-profit organizations that would benefit from this knowledge such as MPCC, PIDC, PEC, etc.

Patrick Starr noted that he wants to ask Barry Seymour, DVRPC Assistant Executive Director of Regional Planning, to attend the next RCC meeting to discuss the strategy of these land use studies, how they are being scoped and where the resulting information is distributed.

SUBCOMMITTEE REPORTS:

Transportation: Dennis Winters referred the Rcc to the subcommittee report which stated that Don Nigro had reported that Jack Claffey had spoken with him regarding the staff's lack of response to the second set of questions forwarded to DVRPC staff by the RCC relevant to the SVM. Mr. Claffey told Mr. Nigro on January 10, 2002 that staff would not answer the seven SVM questions in writing because the SVM is not a DVRPC project; because staff believes that enough time has been spent in good faith on this issue; and because staff believes that the RCC will then forward more questions to staff.

At the subcommittee, Mr. Nigro made a motion to forward a letter to the DVRPC Board directing staff to answer the questions submitted in October, 2001 and submitted the following wording, to be forwarded to the RCC for approval:

In the interests of full disclosure and a healthy public involvement process, the RCC urges the DVRPC Board to direct DVRPC staff to answer the seven travel simulation model questions that the committee submitted and the Board forwarded to staff in October, 2001. The RCC notes that this is the first time that the committee has submitted questions to DVRPC's staff concerning travel simulation modeling. The RCC needs this information to help it better determine the credibility of SEPTA's forecast of approximately 50,000 daily trips and to justify SEPTA's preferred alternative for the SVM MIS/DEIS. An undetected mis-forecast could result in unexpectedly large operating deficits for the project should it ever be constructed. The RCC advises the DVRPC Board that these

issues are likely to be raised by concerned citizens during the comment period for the draft MIS/DEIS.

ACTION TAKEN BY COMMITTEE:

MOTION (by Dennis Winters, seconded by Bob Machler) to adopt the above wording and forward it to the DVRPC Board for a response.

MOTION CARRIED. (See Item G on voting record.)

John Pawson noted additional SVM issues as outlined on the attached sheet.

Dennis Winters then answered questions regarding Transportation Enhancements (TE), noting that a meeting will be held on January 16, 2002 and a report will be forthcoming.

Environmental/Legislative: Cathy Zukoski, Subcommittee Chair, stated that Larry Shaeffer had made a recommendation to hear a presentation from Low Impact Development, Inc., which is located in Beltsville, MD. Mr. Shaeffer felt such a presentation would be useful for the DOTs and DVRPC staff to hear as well. He will bring information to the next subcommittee meeting and they will make a recommendation to the RCC in February.

2025 Task Force: Ernest Cohen, Task Force Chair, announced that his group is grappling with long-term issues and a future direction for the task force. The committee heard a story from Warren Strumpfer that had been related to the task force regarding the need for an interface between NJ Transit, PATCO and SEPTA. Mr. Strumpfer also noted the need for projects that weren't funded in the Work Program such as the Study of Non-Transit Users. Mr. Starr suggested that the task force might want to consider renaming itself.

OTHER BUSINESS:

Warren Strumpfer suggested that future RCC meetings begin at 11 a.m. Mr. Starr stated that moving the time of RCC meetings will be considered at the next meeting.

Mr. Strumpfer had submitted a draft letter to Candace Snyder and Mr. Starr complimenting NJDOT on its Context Sensitive Design workshops. This will be reviewed and handled by these two individuals.

Dennis Winters and Mr. Strumpfer asked Patrick Starr to thank staff for providing maps on the TIP actions that were reviewed today and encourages them to continue this practice in the future.

Mr. Winters stated that the Penn-Trans Coalition had been established to seek state funding for public transit. He will provide copies of a flyer to be distributed with the next

mailing.

Sue McNamara Tancredi outlined the work done to limit the fare increase proposed by NJ Transit.

Patrick Starr reviewed the hand-outs available to committee members, including a decision from the appeals judge regarding Buckingham Township's suit over US 202; Board minutes; a notice of the January 22nd Job Access meeting; a notice of the January 24th public forum on red light cameras; a PRC TE Grant notice; an Inquirer editorial on the Blue Route; and a comparison of congestion and transportation choice in nine metropolitan areas.