

**MEETING MINUTES  
OF THE DVRPC REGIONAL CITIZENS COMMITTEE  
MAY 18, 2004**

**APPROVAL OF MINUTES:**

The minutes of the RCC meeting of April 13, 2004 were approved as mailed.

**CHAIRMAN'S REPORT:**

Lorraine Brill, Vice Chair, who chaired the meeting in the absence of Dennis Winters, called upon Warren Strumpfer, Vice Chair, to report on the April Board meeting and the May RTC meeting. Mr. Strumpfer stated that the Board had adopted the RCC resolution regarding the Wildwood Route 316 Bus issue and had taken the Gondola for Transporting Quarry Stone in Bucks County under advisement. The Wildwood Bus resolution has been forwarded to NJ Transit and a response was received the day before this meeting. That response is attached. Mr. Strumpfer expressed his hope that RCC officers can meet with NJ Transit representatives in the near future to better relations, particularly in regard to NJ Transit projects in South Jersey.

Mr. Strumpfer than reported on the May RTC meeting which was held at the DRPA Building in Camden. The meeting included comments by John Mattheussen, DRPA CEO, and was followed by a Light Rail Line ride.

**TIP ACTION PA03-54: STANBRIDGE STREET BRIDGE, MONTGOMERY COUNTY (MPMS #16218):**

Mr. Strumpfer, Transportation Subcommittee Chair, noted that PENNDOT has requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by adding a new project to the TIP with a \$275,000 preliminary engineering phase in FY04 (\$220,000 state funds/\$55,000 Local match). This bridge is located in Norristown Farm Park and is one of four bridges in the park that belong to Department of Conservation and Natural Resources (DCNR). Montgomery county was not able to provide the local match as originally intended, and DCNR has agreed to provide the preliminary engineering phase for two of the four bridges so that the projects can advance.

**TIP ACTION PA03-55: SCHUYLKILL RIVER PARK RAMP AT SOUTH STREET BRIDGE (MPMS #70220), NEW PROPOSED PROJECT, PHILADELPHIA:**

The City of Philadelphia has requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by adding a new project to the TIP with a \$500,000 preliminary engineering phase in FY04 (\$100,000 federal Transportation and Community and System Preservation (TCSP) funds/\$400,000 Local match).

The Schuylkill River Development Corporation received \$100,000 of federal funding through the TCSP program for this project last year. Already included in the FY05 TIP update, the PE phase is now ready to advance and the city has requested that the project be added to FY04 so that the project can move ahead. The project will provide for the design of a pedestrian and bicycle ramp connecting the Schuylkill River Park Trail to the South Street Bridge. The project is located between the Schuylkill River's eastern bank and the CSX rail line, and from Lombard Street to South Street. The ramp will provide a safe southern terminus point as access for park visitors and will create a safe link for pedestrians and bicyclists between the Schuylkill River Park project (MPMS #17754) and the South Street Bridge.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Warren Strumpfer, seconded by John Boyle) to recommend that the DVRPC Board approve TIP Action PA03-54: Stanbridge Street Bridge, Montgomery County (MPMS #16218) and TIP Action PA03-55: Schuylkill River Park Ramp at South Street Bridge (MPMS #70220), New Proposed Project, Philadelphia. In addition, the RCC urges PennDOT to consider design that ensures safe bicycle and pedestrian access on TIP Action PA03-54, and to address the Bicycle/Pedestrian Checklist, which can be found in Appendix J of Design Manual 1-A. (See attached.)

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

**TIP ACTION NJ04-11a: GLOUCESTER COUNTY BIKE TRAIL (DB #D0106):**

Gloucester County has requested that DVRPC amend the FY2004-2006 TIP for New Jersey by adding a project back onto the TIP, the Gloucester County Bike Trail. This action will program two new phases: a FY04 Final Design Phase for \$29,000 federal STP-STU funds, and a FY04 construction phase for \$250,000 federal STP-STU funds. The construction money will be combined with a \$ 500,000 grant already obtained by the county through NJDOT. These two phases will allow the project to complete final design and construction of the trail which provides for 2.8 miles of bike trail in Monroe Township.

**TIP ACTION NJ04-11b: GLOUCESTER COUNTY RESTRIPING AND PAVEMENT MARKING PROJECT (NEW PROPOSED PROJECT) (DB #D0401):**

Gloucester County has requested that DVRPC amend the FY2004-2006 TIP for New Jersey by adding a new project into the TIP, Gloucester County Restriping (DB #D0401), programming a FY04 construction phase for \$500,000 federal STP-STU funds. This project will be for the restriping of a portion of Gloucester County's federal aid system roadways, and will include the installation of long life traffic markings for lines and symbols.

This will allow for the installation of standard centerline, lane and edge lines as well as

better reflective pavement markings for gore markings, arrows, words, railroad crossing symbols, etc.

**TIP ACTION NJ04-12: BURLINGTON COUNTY TRAFFIC SIGNAL BATTERY BACK-UP (DB #D0413), NEW PROPOSED PROJECT:**

Burlington County has requested that DVRPC amend the FY2004-2006 TIP for New Jersey by adding a new project into the TIP, Traffic Signal Battery Back-Up (DB #D0413), programming a FY04 construction phase for \$660,000 federal STP-STU funds. The project involves the retrofit of thirty (30) signalized intersections with Unified Power Supply (UPS). These UPS units have the ability to power traffic signals for up to eight (8) hours in the event of electrical outage, provide increased intersection safety and lower manpower costs to local police departments.

**TIP ACTION NJ04-13: CAMDEN COUNTY RAISED PAVEMENT MARKERS (DB #D0414), NEW PROPOSED PROJECT:**

Camden County has requested that DVRPC amend the FY2004-2006 TIP for New Jersey by adding a new project into the TIP, programming a FY04 construction phase for \$400,000 federal STP-STU funds. This project will enable the county to install raised pavement markers on county roadways on the federal aid system to improve safety on those roadways.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Warren Strumpfer, seconded by John Boyle) to recommend that the DVRPC Board approve TIP Action NJ04-11a: Gloucester County Bike Trail (DB #D0106); TIP Action NJ04-11b: Gloucester County Restriping and Pavement Marking Project (New Proposed Project) (DB #D0401); TIP Action NJ04-12: Burlington County Traffic Signal Battery Back-Up (DB #D0413), New Proposed Project; and TIP Action NJ04-13: Camden County Raised Pavement Markers (DB #D0414), New Proposed Project. The RCC wishes to remind Gloucester and Camden counties that resurfacing projects provide an opportunity to “complete the street”; i.e., to install bike lanes, sidewalks, etc. (See attached.)

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

**TIP ACTION NJ04-14: TRANSPORTATION AND COMMUNITY DEVELOPMENT INITIATIVE (TCDI) (DB #D0204), VARIOUS COUNTIES IN NEW JERSEY:**

DVRPC has requested modification of the FY2004-2006 TIP for New Jersey by increasing the FY04 preliminary engineering phase of the Transportation and Community

Development Initiative (TCDI) by \$500,000 federal STP-STU funds. TCDI provides funds to selected municipalities, targeting core cities, inner-ring suburbs, and older boroughs of the region that have lost jobs and population. The purpose is to generate growth and redevelopment, and to improve or enhance the regional transportation system. The funding cannot be used for construction or capital improvements, but can support local planning, design, market studies or feasibility analyses that may lead to those improvements. A recent action by the DVRPC Board provided for the \$50,000 administration costs as part of the FY05 DVRPC Work Program. The call for projects for New Jersey will not happen until after the beginning of the FY05 Fiscal Year, but this action allows the funding to be in place when needed.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by Warren Strumpfer, seconded by John Boyle) to recommend that the DVRPC Board approve TIP Action NJ04-14: Transportation and Community Development Initiative (TCDI) (DB #D0204), Various Counties in New Jersey.

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

**RECOMMENDATIONS RE: DRAFT DVRPC FY 2005 TIP FOR PA AND NJ SEGMENTS OF THE REGION AND PROPOSED AMENDMENTS TO HORIZONS, THE 2025 LONG-RANGE PLAN:**

Elizabeth Schoonmaker, DVRPC TIP Manager, reviewed the purpose of the Transportation Improvement Program (TIP), noting that it lists all transportation projects that are seeking federal funding. The Draft PA TIP is a four-year program totaling \$1.8 billion for highway projects, and \$1.7 billion for transit. More than 510 projects are included. The Draft NJ TIP consists of more than 135 projects, with \$379 million for highway, and \$433 million for transit. Virtually nothing is programmed for FY 2007 in the NJ TIP because all state funds from the Transportation Trust Fund will be needed for debt service. Without a state match, New Jersey cannot reasonably expect to draw down federal funds. Ms. Schoonmaker reviewed the TIP by county, outlined how the TIP is developed, and defined the public outreach effort. She also provided a list of questions for guidance; i.e., “Is there an appropriate mix of projects?”; “Is the region getting its fair share?”

*Discussion: Ajay Creshkoff stated that the RCC cannot answer the pertinent questions regarding the TIP without outcome analysis; i.e., are we funding the right projects and were these projects worthwhile? Have we achieved any progress toward transportation goals?*

*Miles Day stated that he had hoped to see progress in the SEPTA Elwyn to Wawa line*

*but it looks as though engineering has slipped. Ms. Schoonmaker explained that SEPTA has transferred dollars in several cases from capital to operating funds.*

Michael Boyer, DVRPC Manager of Long-Range Planning, explained that *Horizons*, the Year 2025 Long-Range Plan, contains both transportation studies and conceptual projects. At the time of Plan development, a number of studies were not ready to advance. At this time, four studies are ready to be moved into the “project” phase. They include:

**Chester City Access Improvements:** This amendment would provide better connectivity between I-95, US 322, and PA291 and US13, improving waterfront development in Chester.

**US 422 (US202 to Limerick Widening):** Specific projects between US202 and PA363 collectively referred to as the River Crossing Complex, are advancing through the environmental phase for roadways, interchanges, intersections, and bridges.

**PA Turnpike (west of Valley Forge to East of Exton Widening):** The new title of this transportation project would be PA Turnpike from Downingtown to Mid-County.

**I-95 at Scudders Falls Bridge Widening:** This amendment would include the widening of the I-95 roadway adjacent to the bridge between PA332 in PA and Bear Tavern Road in NJ. This project is currently on the Plan as a project to widen the Scudders Falls Bridge where I-95 crosses the Delaware River between PA and NJ. The Delaware River Joint Toll Bridge Commission is currently developing a set of alternatives for the project.

The 2025 Long-Range Plan must be amended to reflect these proposed changes.

*Discussion: Ken Edmonds stated that he had gone to FHWA last year asking for bicycle/pedestrian facilities on the PA Turnpike Bridge. He had been told at that time that these accommodations were not required because the TIP description of the project did not include them. The need for bicycle/pedestrian facilities should be written into the TIP description for Scudders Falls Bridge at this time. The following motion will be part of the RCC’s formal comments to the DVRPC Board and staff re: the Draft DVRPC FY 2005 TIP for NJ and PA and the Year 2025 Long-Range Plan Amendments.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Ken Edmonds, seconded by John Pawson) to recommend that the DVRPC Board urge staff to rewrite the TIP description for the Scudders Falls

Bridge Project as it is proposed in the Long-Range Plan amendment to include pedestrian and bicycle facilities. The RCC also forwards the following to the Board as part of its comments on the TIP/Long-Range Plan Amendments:

1. The bridge is located in an 8-mile stretch where there are no ped/bike facilities crossing the Delaware River.
2. There are well-established and active trails on each side of the river. In the past few years millions of dollars have been spent on improvements in the parks on each side of the river, why not capitalize on this investment by including ped/bike facilities on the proposed bridge?
3. When a representative from the DRJTBC visited the RCC, she commented that the request for ped/bike facilities was made at a public meeting concerning the project in Washington Crossing, PA. There is local support for a ped/bike facility.
4. The inclusion of ped/bike facilities on bridge projects meets the policy statements of the FHWA, PENNDOT, DVRPC and Bucks County.
5. According to PENNDOT's PennPlanMoves!  
The I-95 Bridge is located within the Delaware River Intermodal Corridor (P.63). A ped/bike facility that connects to the Park & Ride parking lot located next to the present bridge would be an "upgrade" and fulfill one of the goals of PENNDOT's Plan. The I-95 Bridge is also located within The Delaware & Lehigh National Canal Heritage Corridor. (Page 67, PennPlanMoves!) A ped/bike facility helps fulfill the goal of providing "better access to recreational and tourism resources within the corridor".
6. According to DVRPC's Southeastern Pennsylvania Bicycle & Pedestrian Mobility Plan (Direction 2020 Regional Long Range Plan, readopted as part of Horizons 2025), Strategy T1f. Page 83.

"All bridge operators and those responsible for bridges should ensure that all bridge replacements and bridge repairs incorporate bicycle facilities into the new design. Furthermore, these same parties should explore current bridge policies and eliminate those that needlessly impede pedestrian activity and the use of bicycles on bridges".

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

*Discussion: Pat Horrocks asked that further discussion regarding the Plan amendments, which is scheduled to take place at a special Transportation Subcommittee meeting on Wednesday, May 19, 2004, include the impact of the Chester City Access Improvements on the waterfront.*

*Mr. Boyer pointed out that urban revitalization is the goal in this case. John Pawson stated that DVRPC should be looking at resource planning – not just land use implications.*

### **2030 TRANSIT FORUM:**

Candace Snyder announced that DVRPC is willing to sponsor a number of individuals to attend the June 16<sup>th</sup> 2030 Transit Forum, to be held at the Convention Center. Those who volunteered to attend included Dennis Winters, Warren Strumpfer, Ajay Creshkoff, Ernest Cohen, Tom Cooper, Finley Shapiro, Ollie Williams, Creighton Rabs and Andy Saul.

### **MULTI-MUNICIPAL COOPERATION: WHITE HORSE PIKE ECONOMIC DEVELOPMENT AND LAND USE ASSESSMENT:**

Karen Cilurso, DVRPC Regional Planner, outlined a study completed last year for the Route 30 corridor in New Jersey. Eight communities cooperated to move forward on economic revitalization in this area. Both land use and zoning were examined, as were demographics. Ms. Cilurso noted that unwanted conditions in the corridor include excessive signage, narrow streets, small or too large setbacks, etc. The existing White Horse Pike is a four-lane highway with high travel speeds and narrow sidewalks, and also adds to the dilemma. She exhibited artists' renderings of what the corridor could look like. Supporting strategies that will improve the area include master plan and zoning consistency, streetscape enhancements, improved access to transportation facilities, better real estate assessments, and the establishment of a redevelopment zone. A market feasibility study will be conducted and an implementation schedule put in place to further advance the effort.

### **SUBCOMMITTEE REPORTS:**

**Transportation Subcommittee:** Warren Strumpfer reported on the CMS Methodology presented by Zoe Neaderland, DVRPC Senior Transportation Planner, at the Transportation Subcommittee meeting, and directed everyone to the highlights for more detail. He also announced that the subcommittee had met to review the Draft DVRPC FY 2005 TIP for NJ and PA and the Year 2025 Long-Range Plan Amendments but were unable to get through all of the work required to adequately complete recommendations.

### **ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Warren Strumpfer, seconded by Ajay Creshkoff) to authorize the Transportation Subcommittee to move ahead, on behalf of the RCC, with

recommendations to the DVRPC Board and staff for the Draft DVRPC FY 2005 TIP for NJ and PA and the Year 2025 Long-Range Plan Amendments. This will allow the recommendations to be submitted within the official comment period.

***MOTION CARRIED.*** (See item E on voting record.)

**Year 2025 Task Force:** Ernest Cohen, Task Force Chair, stated that he believes the petroleum shortfall may be coming quicker than he predicted.

**OTHER BUSINESS:**

Tom Cooper expressed his disappointment with the way in which the new Secretary Biehler Task Force on the Schuylkill Valley Metro is conducting itself. He stated that the task force is made up of anonymous members who lack the technical expertise to make decisions regarding the rail line, and who meet in secret. He stated that there are no minutes of their meetings, and no opportunity for public input. The counties in this region are not a part of the committee and SEPTA is taking a back seat. He believes that inadequate consideration is being given to an electric alternative. John Pawson stated that he feels this should be included in the subcommittee's discussion about the TIP and that the RCC should state its concern that the public is not allowed into this planning process. Tom Ferguson expressed his belief that noise levels should be another discussion issue when the subcommittee meets.

Calvin Edghill of The Alpha Group pointed out that another point of discussion should be the lack of funding for the third year of the NJ TIP. Federal law, according to Mr. Edghill, does not permit this. This is in conflict with DVRPC's Long-Range Plan.

William Marston announced that the Delaware Valley Sustainable Life Quality Project is working with Temple University to determine measurement indicators that would examine air and water standards.

The RCC discussed possible future presentations by John Nawn regarding the Pottstown Angled Parking Project and by John Boyle on Bicycling.

**ADDENDUM:** At the May 26, 2004 Transportation Subcommittee meeting, Randy Belin suggested that the RCC's proposals to staff, the Board and outside agencies might be better served if the committee had a priority-setting session at the beginning of each calendar year to establish goals. The subcommittee wishes to submit this suggestion at the next RCC meeting. The most timely way to deal with this brainstorming session would be to hold a special December RCC meeting for the sole purpose of priority-setting for calendar year 2005.

