

**MEETING MINUTES  
OF THE DVRPC REGIONAL CITIZENS COMMITTEE  
JULY 19, 2005 \*\***

**APPROVAL OF MINUTES:**

The minutes of the RCC meeting of June 15, 2005 were approved as amended to add the statement that a two minute limit will be imposed on each speaker as a time constraint to move the meeting along.

**CHAIRMAN'S REPORT:**

Dennis Winters, Chair, reported that it is time to appoint an RCC representative for the Transportation Enhancements, Safe Routes to School and Hometown Streets grant process. He reappointed John Boyle, who agreed to serve. It is also time to appoint representatives for the Transportation and Community Development Initiative competition. Volunteering to serve for New Jersey was Roxane Shinn and for Pennsylvania was Larry Shaeffer.

Mr. Winters also reported on a meeting he and Warren Strumpfer attended with DVRPC Executive staff to discuss RCC issues. He stated that John Coscia was very responsive to committee concerns and had agreed to the following:

As a means of tracking RCC recommendations, staff will prepare a chart showing questions and actions, Board response, agency response received or not received, and staff person responsible for follow-up.

A survey will be prepared asking RCC members what would help spur attendance and involvement, including such questions as agenda issues, meeting location, incentives such as transit tokens, parking stamps, etc.

Public Affairs staff will consider additional outreach through local events or open houses.

Mr. Coscia and the new Board Chair will meet with the RCC in the fall.

RCC officers will continue to meet with staff as needed.

It was agreed that the perceived lack of responsiveness lies more with outside agencies than with DVRPC staff. Warren Strumpfer added that he also had a number of issues, namely:

**TIP**

- Document overview & simplification to encourage public reading i.e.: Executive Summary, overview of changes, explanation of expected transportation and air quality improvements, review responses & rebuttal process.
- What happens to public/citizen ideas/comments?
- Examples of citizen influence or impact
- Straight answers to citizen comments would avoid rebuttals

**Swamp Road**

- We need a demonstration that public safety has priority over political interests and fuel costs.

#### **Citizen Value Added/Impact**

- Evidence of impact on projects planned & completed
- Examples of Context Sensitive Design in projects
- 2030 Plan comments & responses
- Impact & value of 13 June 05 I-295 “Direct Connect” Open House?

#### **DVRPC Leadership**

- Transit coordination & leadership to meet Jack Lettiere’s 2030 Kick-off meeting vision
- Financial leadership to provide adequate funds for roads and transit in MPO
- Examples of land use development connection to transit & transportation (i.e. Woolwich township in Gloucester County)
- “Complete Streets” at county level to follow the states lead
- School bus expense vs. public transit spending

#### **Cultural Change**

- Cultural change between NJ DOT, NJ transit & DVRPC
- Basis of state project selection before DVRPC selection process?
- Examples of “Context Sensitive Design” success (Rt-322 in NJ vs. PA.)
- Value of consultant spending
- Can these costs be controlled?
- Too much – too long (i.e. 12 years & 4 managers for Rt-42, Rt-41, Deptford Center Road project in Deptford and decades for Rt-322 in NJ)

Karen Friedman, who attended the RTC in Warren Strumpfer absence, noted that she had reported on the RCC’s concerns regarding the change of funding source for a number of PA projects. It was clarified that Route 41’s funding source did not change, and that federal dollars are not actually paid back but shifted to other state projects. It was also pointed out that the state must still meet NEPA standards regardless of the funding source so projects are not subjected to lesser standards when paid for with state dollars.

#### **TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ACTION NJ05-16: BURLINGTON LIGHT RAIL LINK SHUTTLE, BURLINGTON COUNTY:**

On behalf of Warren Strumpfer, who was not present at the Transportation Subcommittee meeting, John Pawson presented the TIP Actions. Burlington County has requested that DVRPC amend the FY2005-2007 TIP for New Jersey by adding a project into the TIP, the BurLink Service (DB #D0402) (Burlington County Light Rail Link Shuttle), for additional capital and operating expenses. Burlington County’s request is for \$700,000 CMAQ in FY05. Funds would be used for \$35,000 of capital improvements for the 3 buses purchased for the service, and 2 years of operating assistance at \$332,500 for each year. Burlington County will cover the remaining operating costs totaling \$308,000 during the next two years.

The first year of operations funding for this service was provided by the DVRPC Competitive CMAQ Program which awarded \$750,000 in the spring of 2003 to this service. The shuttle provides service to the Cinnaminson and Palmyra River Line Stations in

Burlington County and has continued to gain ridership. Currently an average of 103 riders per day from Cinnaminson, Palmyra, Delran, Maple Shade, Moorestown, and Mt. Laurel are served. During the CMAQ Competitive Program approximately \$800,000 was “left on the table” for possible cost increases, or additional requests to selected projects. \$770,000 CMAQ in FY05 is currently programmed in the DVRPC CMAQ Line Item (DB #X065) and is available for use.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by John Pawson, seconded by Warren Strumpfer) to recommend that the DVRPC Board approve TIP Action NJ05-16, Burlington County’s request to amend the FY 2005 TIP for New Jersey (FY2005-2007) by adding the BurLink Service (DB #D0402) into the TIP and programming \$35,000 CMAQ funds in FY05 for capital improvements and \$665,000 CMAQ in FY05 for two years of operating expenses. The RCC also believes that consideration should be given to a shuttle to provide service from the River Line via the Tacony Palmyra Bridge into Philadelphia.

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

**TIP ACTION NJ05-17: EMPLOYMENT SHUTTLE - PENNSAUKEN INDUSTRIAL PARK, VARIOUS COUNTIES:**

The South Jersey Transportation Authority has requested that DVRPC amend the FY2005-2007 TIP for New Jersey by adding a project into the TIP, the Employment Shuttle for the Pennsauken Industrial Park (DB #D0408) provided now by the South Jersey Transportation Authority (SJTA) but formerly under the auspices of the Camden County Improvement Authority (CCIA). SJTA’s request is for \$66,000. Funds would be used for one year of operating expenses of expanded shuttle service. If the service is successful, the SJTA would hope to request funding for additional years.

Initial operations funding for this service was provided by the DVRPC Competitive CMAQ Program which awarded \$357,500 in the spring of 2003 for 3 years of operating expenses for three employment shuttles operated by the CCIA, including service to the Pennsauken Industrial Park. The operations unit of CCIA has since been transferred to the SJTA, and the SJTA is proposing to expand the hours of the Pennsauken Industrial Park Shuttle. The expansion would provide an additional 4 hours of service a day, and would run from 10 pm -2 am. The existing service provides transportation for workers to travel to the industrial park for the beginning of evening work shifts, but is not currently available to get them home. The expansion would enable workers to use transit service for evening work shifts by allowing access to either the last run of the Riverline rail service, or directly into Camden after the Riverline stops running. The shuttle provides service between the Route 73 Park Ride Riverline Station and Pennsauken Industrial Park 5 days a week and serves approximately 400 trips per week. During the CMAQ Competitive Program approximately \$800,000 was “left on the table” for possible cost increases, or additional requests to selected projects. \$770,000 CMAQ in FY05 is currently programmed in the DVRPC CMAQ Line Item (DB #X065) and is available for use.

***ACTION TAKEN BY COMMITTEE:***

**MOTION** (by John Pawson, seconded by Warren Strumpfer) to recommend that the DVRPC Board approve TIP Action NJ05-17, SJTA's request to amend the FY 2005 TIP for New Jersey (FY2005-2007) by adding the Employment Shuttle for the Pennsauken Industrial Park (DB #D0408) into the TIP and programming \$66,000 CMAQ funds in FY05 for one year of operating costs for expanded service.

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

**TIP ACTION PA05-34: PHILADELPHIA UNEMPLOYMENT PROJECT VANPOOL, VARIOUS COUNTIES:**

The Philadelphia Unemployment Project (PUP) received specially earmarked Job Access and Reverse Commute (JARC) funds during the FY05 Appropriations process and has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project, the Philadelphia Unemployment Project (PUP) Vanpool. The earmark totals \$1,486,722 and requires a 50% match. PUP has secured matching funds totaling \$400,000 and proposes to start -up the service in FY05 by programming only a portion of the funding (\$400,000 JARC/\$400,000 Local Match), with which FTA concurs. The match is being provided by the Pennsylvania Departments of Labor and Industry, the Philadelphia Workforce Development Corporation (Public Welfare funds flow through this agency), and approved in-kind services. PUP will be required to provide quarterly reports to the FTA documenting service information (number of employers reached, cost per passenger, etc.), the same as SEPTA JARC funded sub-recipients. PUP has met with SEPTA and DVRPC to address issues of possible coordination between SEPTA JARC services, and the van pool program proposed by PUP.

This project will provide for a van pool service to provide transportation for city residents to suburban jobs as part of the Job Access and Reverse Commute Program (JARC). Funds will be used to purchase capital equipment (mini-vans) and for operations. A job developer will work to secure job placements for inner city workers, four riders would be assigned to each van with a head driver and a back-up driver, and a \$5 fee per day would be charged to each rider. The Philadelphia Unemployment Project (PUP) will collaborate with Philly CarShare for operations and maintenance of vehicles. PUP will primarily use the vehicles during the commuting week and will make them available to the Philly CarShare system during non-commuting times in exchange for operations and maintenance costs. PUP is a non-profit organization whose goal is to assist workers and families facing unemployment and poverty. They work to identify the mismatch between suburban job opportunities and concentrations of unemployed workers in the inner city.

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Pawson, seconded by Karen Friedman) to recommend that the DVRPC Board approve TIP Action PA05-34, the request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding the Philadelphia Unemployment Project (PUP) Van Pool project with \$400,000 JARC/\$400,000 Local match in FY05.

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

**TIP ACTION PA05-36a: I-95, GIRARD POINT BRIDGE TO GIRARD AVENUE MODIFIED RESURFACING, PHILADELPHIA:**

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project, the I-95, Girard Point Bridge to Girard Avenue Modified Resurfacing project (MPMS #73864) by programming \$6 million of state funds for a FY06 construction phase. Current pavement conditions have deteriorated to the point where immediate attention is needed. Concrete patching, milling, crack seal, and overlay will be included in the project. The improvements will extend the life of the roadway for approximately 10 years.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by John Pawson, seconded by Roxane Shinn) to recommend that the DVRPC Board approve TIP Action PA05-36a, PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding the I-95, Girard Point Bridge to Girard Avenue Modified Resurfacing project (MPMS #73864) by programming \$6 million of state funds for construction in FY06.

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

**TIP ACTION PA05-36b: I-95, DELAWARE STATE LINE TO BULLENS LANE MODIFIED RESURFACING, DELAWARE:**

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project, the I-95, Delaware State Line to Bullens Avenue Modified Resurfacing project (MPMS #72998) by programming \$8.5 million of state funds for a FY06 construction phase. Current pavement conditions have deteriorated to the point where immediate attention is needed. Concrete patching, milling, crack seal, and overlay will be included in the project. The improvements will extend the life of the roadway for approximately 10 years.

***ACTION TAKEN BY COMMITTEE:***

***MOTION*** (by John Pawson, seconded by Lorraine Brill) to recommend that the DVRPC Board approve TIP Action PA05-36b, PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding the I-95, Delaware State Line to Bullens Lane Modified Resurfacing project (MPMS #72998) by programming \$8.5 million of state funds for construction in FY06.

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

**TIP ACTION PA05-37a: CROZIERVILLE ROAD BRIDGE / NEW ROAD OVER WEST BRANCH OF CHESTER CREEK, DELAWARE COUNTY:**

PENNDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by adding a \$330,000 preliminary engineering phase to the Crozierville Road Bridge project (MPMS #47992) in Delaware County. The preliminary engineering phase for this existing TIP project was never authorized and the project is now ready to advance. PENNDOT's request is to program \$264,000 Federal Bridge funds/\$50,000 State/\$16,000 Local match in FY05. Utility, right of way and construction phases are currently programmed on the FY05 TIP. This project provides for replacement of this county-owned stone facade bridge built in 1931.

*Discussion: Justin Dula, Delaware County Senior Transportation Planner, was present and was asked if the county could update the RCC on progress on this project. He stated that the county usually has little luck in tracking down the PennDOT project manager and usually does not receive progress reports either.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Pawson, seconded by Shirley Loveless) to recommend that the DVRPC Board approve TIP Action PA05-37a, PENNDOT's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a FY05 preliminary engineering phase (\$264,000 Federal Bridge/\$50,000 State/\$16,000 Local match) to the Crozierville Road Bridge project (MPMS #47992). The RCC notes that this project is adjacent to the future Chester Creek Trail. In addition, the committee requests that PennDOT keep DVRPC updated on the status of bicycle/pedestrian accommodations on this project. The committee is concerned about the disconnect between PennDOT and the counties regarding this level of information. The RCC also noted that DVRPC should have a system that tracks committee recommendations/questions on bicycle/pedestrian issues to see how bicycle/pedestrian issues are handled on each project in question.

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

**TIP ACTION PA05-37b: NORTH NARBERTH AVENUE BRIDGE OVER AMTRAK / SEPTA, MONTGOMERY COUNTY:**

PENNDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by adding a \$600,000 preliminary engineering phase to the North Narberth Avenue Bridge over Amtrak/SEPTA project (MPMS #64798) in Montgomery County in FY06. The preliminary engineering phase for this existing TIP project was never authorized. PENNDOT's request is to program \$480,000 Federal Bridge funds/\$90,000 State/\$30,000 Local match in FY06. Final design (\$320,000 Bridge/\$60,000 State/\$20,000 Local match) would be shifted to FY07 to better accommodate the schedule. Utility, right of way and construction phases are currently programmed in Later Fiscal Years of the FY05 TIP. This project provides for bridge replacement.

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Pawson, seconded by Lorraine Brill) to recommend that the DVRPC Board approve TIP Action PA05-37b, PENNDOT's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a FY06 preliminary engineering phase (\$480,000 Federal Bridge funds/\$90,000 State/\$30,000 Local match) in FY06 to the North Narberth Avenue Bridge over Amtrak/SEPTA project (MPMS #64798). Final design (\$320,000 Bridge/\$60,000 State/\$20,000 Local match) would be shifted to FY07. In addition, the committee requests that PennDOT keep DVRPC updated on the status of bicycle/pedestrian accommodations on this project. The committee is concerned about the disconnect between PennDOT and the counties regarding this level of information. The RCC also noted that DVRPC should have a system that tracks committee recommendations/questions on bicycle/pedestrian issues to see how bicycle/pedestrian issues are handled on each project in question.

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

**TIP ACTION PA05-37c: PA 352, NORTH MIDDLETOWN ROAD AT PENN STATE UNIVERSITY, DELAWARE COUNTY:**

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a project back into the TIP, the PA 352, North Middletown Road at Penn State University project (MPMS #64823), with a \$225,000 state funded utility phase and a \$1.650 million state funded construction phase in FY05. The project appeared in the FY03 TIP, with preliminary engineering and right of way to be performed and funded locally. Design has been completed and the project is ready to advance to construction. This project provides for construction of a new intersection on PA 352 to accommodate new Penn State entrance and realign Old Middletown Road. This improvement would include PA 352 widening to provide a center turning lane and signaling the new intersection. Two existing flat angle intersections of North Old Middletown Road with North Middletown Road would be eliminated.

*Discussion: Shirley Loveless pointed out that there are a number of facilities in this area that generate a great deal of pedestrian traffic. Larry Shaeffer stated that he believes that a roundabout would solve some of these issues. Elizabeth Schoonmaker, DVRPC TIP Manager, clarified that there are not pedestrian accommodations in this project. The vote on this TIP Action was very close (eight in favor and six opposed) because many committee members believed that this action should not be approved.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Pawson, seconded by John Boyle) to recommend that the DVRPC Board approve TIP Action PA05-37c, PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a project back into the TIP, the PA 352, North Middletown Road at Penn State University project (MPMS #64823), with a \$225,000 state funded utility phase and a \$1.650 million state funded construction phase in FY05. The RCC notes that there is a definite need for pedestrian accommodations in this project. Pedestrians frequent a number of facilities in the immediate vicinity of the project, such as Lima Estates, Fair Acres Nursing Home, a Quaker Meeting Hall and private homes. Traffic calming measures, such as a roundabout, should be used to address hazards to pedestrians.

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

**TIP ACTION PA05-37d: STANBRIDGE STREET BRIDGE, MONTGOMERY COUNTY:**

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a project back into the TIP, the Stanbridge Street Bridge project (MPMS #16218), with a \$220,000 state/\$55,000 local funded preliminary engineering phase in FY05. The project appeared in the FY03 TIP, but was never authorized and is now ready to advance.

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). DCNR will provide the local match.

*Discussion: The Transportation Subcommittee recommended that assurance be sought regarding high/wide freight traffic and future electrification. Ms. Schoonmaker stated that the consultant is*

aware that this is an active rail line and clearance issues will be addressed. The RCC also discussed whether the project was worth doing since another bridge is located within about 600 feet.

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Pawson, seconded by John Boyle) to recommend that the DVRPC Board approve TIP Action PA05-37d, PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a project back into the TIP, the Stanbridge Street Bridge project (MPMS #16218), with a \$220,000 state/\$55,000 DCNR) funded preliminary engineering phase in FY05. The RCC seeks written assurance that clearances will allow for high/wide freight traffic and future electrification. Is this project worth doing in light of the fact that there is another bridge less than 600 feet away? Does either bridge provide access for bicyclists and pedestrians?

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

(**NOTE:** The following clarification was received from PennDOT and Gannett Fleming: There are plans to develop an Environmental Education Center in this section of the park. The replacement of this bridge is needed for access to the Environmental Education Center. This bridge will be one of three main park entrances proposed under the Park's Master Plan. This access will not be a thoroughfare. Vehicular traffic using the new bridge will only be able to access a proposed parking lot. Vehicular traffic will not be able to drive through the park because traffic controls (bollards) will be installed preventing visitor vehicles from driving anywhere beyond the parking lot. The rail line is currently an active line. The designers are aware of this fact and will be designing the replacement bridge accordingly. Whether there may be plans to abandon the line, continue the line, or even electrify the line, you have DCNR's assurance that the clearance needs will be accommodated. The designers will coordinate with CSX, SEPTA and the Public Utility Commission in order to get all proposed lateral and vertical clearances approved before the final design.)

**TIP ACTION PA05-37e: US 202, SECTION 700 WETLAND MITIGATION, BUCKS COUNTY:**

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a project back into the TIP, the US 202 Wetland Mitigation project (MPMS #50728), with a \$200,000 state funded utility phase in FY05 and a FY07 construction phase (\$7.3 million state). The project was previously added to the FY03 TIP, but never advanced to construction. This project provides for the wetland mitigation associated with the US 202, Section 700 project. Approximately 16 acres of wetland in Chalfont will be subject to mitigation efforts. The FY05 utility phase will provide funds to create 3 railroad crossings within the Chalfont parcel in order to provide access to the wetland site within the Neshaminy Creek watershed. Further, an additional 28 acres of wetland replacement will be provided within a 225 acre parcel near Kansas Road in Warrington Township. The extensive acreage provides a large buffer area surrounding the wetland along the Neshaminy Creek.

Construction includes grading, planting, and erosion and sedimentation control. Monitoring will be done for approximately ten years.

*Discussion: RCC members expressed frustration with the federal guidelines that allow for mitigation at a site away from the original watershed that is being impacted. Although the*

*alignment of the two-lane parkway is the same as the proposed four-lane expressway, it was not possible from the map to tell how the watershed that was shown was impacted by the roadway. Larry Shaeffer pointed out that this road will fragment more than 200 acres of wetland.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Pawson, seconded by John Boyle) to recommend that the DVRPC Board not approve TIP Action PA05-37e, PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a project back into the TIP, US 202 Wetland Mitigation project (MPMS #50728), with a \$200,000 state funded utility phase in FY05 and a \$7.3 million state funded construction phase in FY07. The RCC has the following questions and comments: In total, what wetlands will be affected? Did the County attempt to avoid this wetland area? Is this mitigation for the new by-pass? What storm water measures will be taken? The RCC believes that mitigation should occur within the watershed that is being damaged. Creating a new wetland in an area that was not damaged in no way addresses the damage done to the wetlands in question.

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

**DVRPC FISCAL YEAR 2006 PLANNING WORK PROGRAM AMENDMENT: FORT WASHINGTON AREA FLOODING AND TRANSPORTATION IMPROVEMENT STUDY, MONTGOMERY COUNTY:**

Patricia Elkis, DVRPC Manager, Office of Environmental Planning, explained that the Fort Washington Office Park is located in Upper Dublin Township, Montgomery County adjoining Route 309 and the interchange for the Pennsylvania Turnpike. This 538-acre facility is at the heart of a major employment center that includes over 20,000 jobs in the greater Fort Washington area. Identified in the DVRPC Year 2030 Plan as a County Growth Center, the Fort Washington area has faced significant flooding and transportation problems that have hampered economic development opportunities in the area.

The federal TEA-21 legislation included an earmark funding for a study of transportation and flood management improvements in the Fort Washington area. There is now \$461,295 in federal funding available for the study, to be matched with an additional \$115,324 from Upper Dublin Township. The study as proposed will include hydrologic modeling and the preparation of new floodplain maps for the Sandy Run watershed, including Pine and Rapp Runs and Bodenstien Creek; recommendations for implementation of best management practices and/or structural changes to reduce flooding in the area; evaluation of the transportation system in the area and its impacts on flooding; and analysis and recommendations of specific changes to the transportation network to improve flooding and stormwater management conditions in the Fort Washington Office Park area, including preliminary engineering project cost estimates.

*Discussion: Because this type of project is of interest to the RCC, the committee asked if an RCC member could sit on the study group. Ms. Elkis concurred and Larry Shaeffer volunteered.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by John Pawson, seconded by John Boyle) to recommend that the DVRPC Board amend the DVRPC FY2006 Work Program to include a project to undertake the Fort Washington Area Flooding and Transportation Improvement Study.

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

**DVRPC FISCAL YEAR 2006 PLANNING WORK PROGRAM AMENDMENT: BEVERLY AND EDGEWATER PARK TRANSIT-ORIENTED DEVELOPMENT (TOD) STUDY, BURLINGTON COUNTY:**

Karin Morris, DVRPC Senior Regional Planner, stated that the Southern New Jersey Light Rail Transit System runs for 34 miles between Camden and Trenton, with a total of 20 stations. There are 11 stations in Burlington County, many of them in communities that were previously served and developed around the train stations. The Beverly/Edgewater Park station is unique among these stations in that it lies on the boundary of two communities. Beverly City is a higher density town that has seen population loss and economic decline over the past few decades. Edgewater Park has also seen decline and disinvestment, but has a supply of developable open space located near the proposed light rail station. With cooperation between these two municipalities, the new light rail system could bring economic growth and a renewed sense of community to both Beverly and Edgewater Park. The proposed project would engage a consultant to develop a Master Plan for transit-oriented development and redevelopment in the area of the station in Beverly City and Edgewater Park Township, Burlington County. The project would build on DVRPC's report *Transit Village Design in Burlington County*, which examined and prepared preliminary recommendations for the area, by preparing a community needs assessment, market analysis, physical site evaluation and master plan for the area with an implementation agenda for local, county, state, regional and private sector action. DVRPC will issue the RFP and oversee the contract, with technical oversight by Burlington County.

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Lorraine Brill, seconded by Larry Shaeffer) to recommend that the DVRPC Board amend the DVRPC FY2006 Work Program to include a project to prepare a transit area master plan for Beverly City and Edgewater Park Township, Burlington County.

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

**DVRPC FISCAL YEAR 2006 PLANNING WORK PROGRAM AMENDMENT: US 202, SECTION 700 TRAFFIC STUDY, MONTGOMERY COUNTY:**

Dr. Don Shanis, DVRPC Assistant Executive Director, Transportation Planning, reported that PENNDOT is re-evaluating the programmed improvements to Section 700 of US 202. A Community Task Force workshop, comprised of county and municipal representatives, defined a parkway to be built on the alignment previously identified for an expressway. The parkway would be four lanes between PA 63 and either PA 309 or PA 463, and then continue as two lanes to the PA 611 Bypass. DVRPC has been asked to provide traffic forecasts between PA 309 and PA 463 in order to determine the appropriate point to transition from a four-lane to a two-lane facility.

*Discussion: Dr. Shanis stated that the RTC had tabled this action because Montgomery County objected to the Work Program. The county wanted the entire area to be simulated to better design the roadway. Leo Bagley voiced his concern at the RTC with the level of service because of the change from four lanes to two. John Boyle stated that he would like more information regarding whether Detwiler Road will be severed and how this might impact bicyclists. Dr. Shanis noted that*

*a major point of discussion is the park along the road as well as a bicycle/pedestrian trail.*

**ACTION TAKEN BY COMMITTEE:**

**MOTION** (by Larry Shaeffer, seconded by Roxane Shinn) to recommend that the DVRPC Board oppose the amendment of the DVRPC FY2006 Work Program to include the US 202, Section 700 Traffic Study.

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

**CROSSING BOUNDARIES: PHILADELPHIA AND CAMDEN CITY/SUBURB COLLABORATION INITIATIVE:**

Karen Cilurso, DVRPC Regional Planner, explained that this study summarizes the results of a mailed survey and follow-up interviews with municipal and agency representatives from southeastern Pennsylvania and Southern New Jersey townships, boroughs and counties located adjacent to Philadelphia and/or Camden City. The purpose of the survey was to define and evaluate barriers and opportunities for greater collaboration between the cities of Philadelphia and Camden and their adjacent suburban counties and municipalities. The report illustrates the outreach and coordination process that was used to obtain information about current and future collaborative efforts. The outcome of the survey and interview process provides an inventory of current and future potential inter-governmental and inter-agency collaborative activities. Ms. Cilurso outlined lessons learned, barriers that inhibited collaboration, and possible future areas of collaboration. Dennis Winters suggested that the Ben Franklin Bridge would be a great demonstration project, with collaboration needed between DRPA, NJDOT, PennDOT, the City of Camden and the City of Philadelphia. Currently, the bridge's accessibility does not meet ADA requirements.

**DELAWARE COUNTY PUBLIC TRANSPORTATION MAP/GUIDE:**

Justin Dula, Delaware County Senior Transportation Planner, distributed and reported on the county's public transportation map and guide. The map lists major routes, shopping centers and malls, employment sites, schools, etc. The Delaware County Bike Plan was also handed out.

**SUBCOMMITTEE REPORTS AND ACTIONS:**

**2030 Task Force:** John Pawson, who was elected Chair of the 2030 Task Force, introduced a resolution from the subcommittee, which was accepted unanimously. It reads:

*The RCC commends Ernest Cohen for chairing the 2030 Task Force for more than ten years and for his leadership in this endeavor.*

**OTHER BUSINESS:**

Warren Strumpfer noted that NJ Transit is now providing specific dollar amounts in the NJ TIP for South Jersey projects, although project descriptions still reflect a statewide approach. He also feels that clarification is needed from John Coscia regarding DVRPC's response to the RCC recommendation that the Commission serve as coordinator between the transit agencies.

**\*\* The order of action items in these minutes was arranged to correspond with those listed on the voting record to facilitate the recording of votes.**