

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
MAY 14, 2008**

Present: Warren Strumpfer (Chair), Tom Cooper, John Burkhardt, Hans Van Naerssen, Aissia Richardson, Joe DiMedio, Marilyn Wood, Dennis Winters, Bridget Chadwick, Kathryn Garza, Larry Menkes, Ernest Cohen, Jeannine Missaoui, Elaine Cohen, Robert Machler, John Pawson, Lorraine Brill, William Faltermayer, James Farny, Ajay Creshkoff, Andrew Byler, Mark McKee (citizens); Elissa Marsden Thorne (guest) Mike Boyer, Karen Cilurso, Van Linkous, Jane Meconi, Candy Snyder (staff)

APPROVAL OF MINUTES:

The minutes of the April 15, 2008 RCC meeting were approved as mailed.

CHAIRMAN'S REPORT:

Warren Strumpfer, RCC Chair, noted that he reported Ajay Creshkoff's proposal to the Board last month, emphasizing that it called for organizing fragmented transportation investments in the region, and stressed how this implementation would fit into the Transportation Improvement Program (TIP). Mr. Creshkoff asked to include the following new comments to that earlier discussion:

"DVRPC should promote and articulate a vision of economic prosperity for the Delaware Valley region, together with other agencies, public and private, that incorporates coherent and integrated transportation and land use planning, policy formulation and implementation. This vision must address problems of infrastructure, economic revitalization, and sustainable development. The problems of infrastructure should include bridge repairs, sewage system overhauls, and water treatment renovations in cities of all sizes and types, that not only improve the quality of life, but also represent public investment of taxpayers' dollars in projects that distribute substantial benefits across large numbers of Americans."

Mr. Creshkoff also had the following response to DVRPC Executive Director Barry Seymour's comments at the last Board meeting regarding the the statement that the umbrella under which most of DVRPC's programs lie is the Long-Range Plan. Mr. Creshkoff responded:

"We need to introduce a larger umbrella! DVRPC should expand its leadership role by providing a context for fresh thinking in the form of 'public comment' rather than waiting for public comment as a reaction, so to speak, to each iteration of the Long-Range Plan. "

Mr. Strumpfer also noted to the Board that the RCC is working on a policy for bicycle/pedestrian issues and environmental justice as it relates to planning at the county and municipal levels. He also outlined a recently released publication entitled *Smart Transportation Guidebook Executive Summary*. DVRPC, in conjunction with NJDOT and PennDOT, prepared this guide for the development of non-limited access roads and context-sensitive roadways, with the goal of creating transportation facilities that work well for all users, that are affordable, and that support smart growth community planning goals.

Finally, Mr. Strumpfer noted that a student group from the University of Pennsylvania presented a 2050 Transit Vision for the region to the RTC. They were unavailable to present to the RCC and Board because their semester ended earlier in May.

RTC REPORT:

Lorraine Brill reported that there was an additional presentation to the RTC on Camden Bike Trails.

REPORTS FROM OTHER COMMITTEES:

Ernest Cohen attended the Goods Movement Task Force. He noted that an overview of the region's strengths and challenges was given, as well as a presentation about the waterfront.

Dennis Winters attended the Greenhouse Gas Inventory Kickoff meeting. A brief discussion followed as to whether LEED certification can be applied to DVRPC projects.

DVRPC BOARD AGENDA ITEMS:

The items below are agenda items for the DVRPC Board. As per the new RCC format, a "consent agenda" format is in place, meaning that the RCC does not have to address every agenda item before them.

PA07-92: Penn's Landing Ferry System (MPMS #84470), DRPA

DRPA has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new DEMO project to the TIP, Penn's Landing Ferry System (MPMS #84470) by programming \$2.25 million (\$1,800,000 provided by a FTA Section 5309 Bus earmark, and \$450,000 local match provided by DRPA). \$100,000 (\$80,000 DEMO/\$20,000) will be programmed for preliminary engineering in FY08. The remaining funds (\$1,720,000 DEMO/\$430,000 local match) will be programmed for construction in FY08.

This project involves the rehabilitation of the existing barge and ancillary ticketing booth, and will include lighting, ramp handrails, ADA improvements, fencing, electrical equipment, signage, security lighting and cameras, and landscaping. Ultimately, this project will include design and construction of improvements to the existing ferry boat landing area in Philadelphia.

Only a portion of the earmarks available to the project will be added to the TIP at this time. \$7.5 million of earmarked funds from SAFETEA-LU were made available: two FTA Section 5309 Bus earmarks (\$3,500,000 Fed ID #0533) and (\$4,000,000, Fed ID #0652), combined with a DRPA match. The balance of the funding will be programmed after further coordination with FTA.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA07-92, DRPA's request to amend the FY2007-2010 TIP for Pennsylvania by adding a new \$2.25 million DEMO project to the TIP, Penn's Landing Ferry System (MPMS #84470) by programming \$100,000 (\$80,000 DEMO/\$20,000) for preliminary

engineering in FY08, and \$2,150,000 (\$1,720,000 DEMO/\$430,000 local match) for construction in FY08. RCC members also noted their misgivings regarding the earmark funding process.

PA07-93: Philadelphia Zoo Intermodal Transportation Improvements (MPMS #84473), Philadelphia

On behalf of the Philadelphia Zoo, the City of Philadelphia has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new DEMO project to the TIP, Philadelphia Zoo Intermodal Transportation Improvements (MPMS #84473) by programming \$1.190 million (\$952,000 provided by a FTA earmark (PA ID #22), and \$238,000 local match) for the preliminary engineering phase to develop intermodal transportation improvements in coordination with the Philadelphia Streets Department, FTA, SEPTA, PIDC, and PennDOT.

The completed project will decrease idling traffic by improving traffic flow into the Zoo, provide a viable link to public transportation, improve public safety, and improve traffic conditions and parking at the Zoo. The project has four key components: augmentation of public transportation options by providing a shuttle that connects the Zoo to 30th Street Station and to other rail and bus lines; consolidation and improvement of Zoo surface parking lots at 38th Street, Girard Avenue, 34th street, and Zoological Drive; Streetscape improvements on Girard avenue and 34th street to address deteriorated pedestrian circulation, and link to other pedestrian and bikeway systems in the area.

Only the preliminary engineering phase of the project will be added to the TIP at this time. The estimated total cost of the project is \$13.7 million. The project received \$4,180,000 provided by a FTA earmark (PA ID #22), and \$3 million provided by two FHWA earmarks (\$2,000,000, PA ID #606) and (\$1,000,000, PA ID 662). \$6,282,000 will be provided through private bond financing and \$238,000 will be funded locally by the City of Philadelphia. Additional phases of the project (final design, right of way, purchasing and construction) would be included in the FY09 TIP (\$12,510,000). FHWA funds will be flexed to FTA who will serve as the project manager.

Discussion: Aissia Richardson asked what about the status of the 41st Street and 40th Street Bridges, as both have been closed for some time. Residents of Mantua have a hard time accessing their community, and exiting the zoo is an issue. Tom Cooper asked about the status of reopening the SEPTA rail station at this location. Andrew Byler noted that reopening the south entrance may simplify the issue.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA07-93, the City of Philadelphia's request to amend the FY2007-2010 TIP for Pennsylvania by adding a new DEMO project to the TIP, Philadelphia Zoo Intermodal Transportation Improvements (MPMS #84473) and programming preliminary engineering in FY08 (\$952,000 DEMO/\$238,000 Local). The RCC feels that not enough information has been provided to make a fully informed decision, particularly regarding SEPTA's plans for the station at Girard and the exit strategy as it relates to bridge renovations.

RCC members also noted their misgivings regarding the earmark funding process.

PA07-94: PA 309/PA 63 Connector Project - Phase I (MPMS #16438), Montgomery County

PennDOT has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by increasing the right of way phase of the PA 309/PA 63 Connector Project - Phase I (MPMS #16438), by \$9 million (\$7,200,000 STP/\$1,800,000 State) and cash flowing the construction phase through FY11. 59 right of way purchases are required for this project, and cost more than anticipated.

This 2-phased project will provide an adequate two lane roadway connection by upgrading two existing two lane roads, Wambold Road and Township Line Road, and connecting them with a two lane roadway approximately one mile in length. This project will correct the disjointed and inadequate road system serving the north/south movement between PA 309 and the PA Turnpike Lansdale Interchange. Phase 1 will include the proposed realignment of Sumneytown Pike (PA 63) from Old Forty Foot Road to Freed Road via a relocation and two lane runaround around the Mainline Village. Phase I will also include upgrades to Wambold Road from Sumneytown Pike to Allentown Road including 11' lanes with 8' shoulders but no additional travel lanes.

The additional funding will be programmed for right of way in FY08 (\$7,200,000 STP/\$1,800,000 State) and construction will be cash flowed through FY2011. Note that the cost of construction has also been updated to reflect a more accurate cost of \$26 million, as programmed in the FY2009 Draft TIP.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board NOT approve TIP Action PA07-94, PennDOT's request to modify the TIP by increasing the right of way phase of the PA 309/PA 63 Connector Project - Phase I (MPMS #16438), by \$9 million. Additional funding will be programmed for right of way in FY08 (\$7,200,000 STP/\$1,800,000 State) and construction will be cash-flowed through FY2011. The project should not be approved because the road will provide for an SOV capacity increase and contribute to sprawl in a relatively rural part of Montgomery County.

PA07-95: US 202: Section 300 Surface Improvements (MPMS #83612), Chester County

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, US 202: Section 300 Surface Improvements (MPMS #83612), and programming \$2.4 million in Act 44 funds for construction in FY08.

This surface improvement project is needed for safety purposes and to prolong and preserve the existing pavement due to the delay for implementation of the US 202 Section 320 Reconstruction projects (MPMS #64494 and 64498) until FY2011. The existing pavement has a poor ride quality and is plagued with transverse joint faulting cracking, and spalling. Chester County's maintenance budget does not have the funding to support the completion of the project.

The US 202, Section 300 Surface Improvements will include 3/4" overlay, ralumac, bitumous patching, milling, rumble strips, pavement marking, RPM's MPT, mobilization, and cleaning and sealing joints. Funding for this project will be provided by the I-95 Girard Point over the Schuylkill River project (MPMS #73864).

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA07-95, PennDOT's request to amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, US 202: Section 300 Surface Improvements (MPMS #83612) and programming \$2.4 million in Act 44 funds for construction in FY08.

PA07-96a: I-95 Bridge Rehabilitation Analysis (MPMS #83803), Philadelphia

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, I-95 Bridge Rehabilitation Analysis, (MPMS #83803) and programming \$380,000 for preliminary engineering in FY08 for the analysis of temperature and live load stresses and conceptual retrofits for cracking at connection details.

This project is a breakout of the I-95 Girard Point over the Schuylkill River project, (MPMS #73864), which is the funding source for the Bridge Rehabilitation Analysis. The Act 44 funding was made available due to the removal of the 1 1/4 " of concrete deck scarification from MPMS #73864. Funds for the bridge analysis will be programmed in the preliminary engineering phase in FY08 (\$380,000).

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA07-96a, PennDOT's request to amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, I-95 Bridge Rehabilitation Analysis (MPMS #83803), and programming \$380,000 for preliminary engineering in FY08.

PA07-96b: I-95 Bridge Repair (MPMS #82619), Various Counties

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, I-95 Bridge Repair, (MPMS #82619) and programming \$9.297 million State Act 44 funds for construction in FY08. Identified as one of the new Act 44 funded projects in October of 2007, and included in the Draft FY2009 TIP, this project shows \$5.703 million Act 44 in FY09 of the FY2009 Draft program. This project provides for emergency repair of 42 bridge structures on I-95 between the Delaware state line and the Scudder Falls Bridge in Bucks County. The project includes bridge inspections, ratings, development of final repair plans, and repair. The funding needed for the project has increased due to an expanded scope since the number of bridges to be included in this contract has been upped from 17 to 42 structures. The repairs will extend the service life of the structures by approximately 10 years.

Funding for the project has been made available due to reduced funding need on the Girard Point Bridge Project (MPMS #73864) which was over-programmed for \$24.5 million Act 44 funds. Bids came in lower, making funds available for the FY08 work for this repair project.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA07-96b, PennDOT's request to amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, I-95 Bridge Repair (MPMS #82619), and programming \$9.297 million for construction in FY08.

PA07-97: Lancaster Avenue Signals (MPMS #57898), Philadelphia

The City of Philadelphia has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a project back into the FY07 TIP, Lancaster Avenue Signals (MPMS #57898), by programming an additional \$1.08 million to provide for ADA project elements that are required due to PennDOT's recent update of design standards to more accurately reflect ADA requirements.

This project will provide for signal upgrades to 8 intersections and 1 new signalized intersection. The project also includes pedestrian improvements: to re-align curbs in order to shorten pedestrian crossing distances; channelize vehicular traffic; countdown timers; continental cross walks; and note that bike lanes will be maintained through the project. Streetlights will be replaced from City Avenue to 63rd Street, and pavement markings and traffic sign upgrades installed from City Line Avenue to 52nd Street.

The additional funding will be programmed in FY08 for construction (\$723,499 CMAQ/\$360,920 Local match). This project appears in the Draft FY2009 TIP for the remainder of construction costs at \$5.2 million.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA07-97, the City of Philadelphia's request to amend the FY2007-2010 TIP for Pennsylvania by adding a project back into the FY07 TIP, Lancaster Avenue Signals (MPMS #57898), by programming an additional \$1,084,419 (\$723,499 CMAQ/\$360,920 Local match) in FY08 for construction.

DVRPC FY 2009 Planning Work Program Amendment: Lafayette Street Extension Traffic Study, Montgomery County

The Lafayette Street Extension project involves the widening of Lafayette Street in Norristown Borough from Barbadoes Street to Ford Street, its extension from Ford Street to Conshohocken Road, a new interchange with the Pennsylvania Turnpike, and a new partial interchange with the Dannehower Bridge. Construction will occur in several phases. For each phase, DVRPC will prepare daily and peak hour traffic forecasts.

Discussion: There was a question as to whether the new interchange will have an impact on the turnpike. It was noted that the RTC asked that this impact be added to the study.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board amend the DVRPC Fiscal Year 2009 Planning Work Program to include the Lafayette Street Extension Traffic Study.

Letter of Support for Delaware and Lehigh Pennsylvania Byway Designation, Bucks County

Elissa Marsden Thorne, Vice President/ Heritage Programs, Delaware & Lehigh National Heritage Corridor, provided an overview of the scenic byway program, and the D&L Corridor specifically. With the passage of ISTEA in 1991, Congress authorized the National Scenic Byways Program, a local grassroots program designed to help states and communities recognize, preserve, and enhance the intrinsic qualities of unique roadway corridors in the U.S. The benefits of becoming a designated byway include increased recognition, access to funding for designated byway activities, marketing support, and technical assistance.

PennDOT administers the Pennsylvania Byway program, which designates Pennsylvania Byways at the request of local communities seeking to highlight roadways with unique qualities. The nomination process for Pennsylvania byway designation starts when a byway sponsor submits a Letter of Interest to PennDOT. PennDOT will respond to the Letter of Interest with an indication of whether or not to proceed with the byway application. The application must include letters of support from governing bodies along the byway, as well as letters of support from the local metropolitan planning organization(s), legislator(s), and tourism agencies.

On August 21, 2007, a Letter of Interest for Pennsylvania Byway designation was submitted for the Delaware and Lehigh Drive Byway (D&L). The sponsor for the D&L is the Heritage Conservancy. Traveling south to north, the proposed D&L byway route starts in Bristol Borough and follows roughly along the Delaware River to the City of Easton for a length of nearly 63 miles. The route includes State Roads 32, 611, 2002, 2020, 2059, and 2073, as well as Local Route G440. This route goes through Bucks and Northampton counties, and is part of PennDOT Districts Five and Six.

This proposed scenic byway represents the southern section of the Delaware and Lehigh National Heritage Corridor, the backbone of which is the Delaware and Lehigh Trail. The Delaware and Lehigh Trail follows the 165-mile route that anthracite coal took from mine to market. Based on this historic function, the D&L Byway is likely to be promoted as having primarily historic intrinsic qualities. The Heritage Conservancy has played an active role in support and providing planning services for the Delaware and Lehigh National Heritage Corridor. The Heritage Conservancy's demonstrated commitment to this corridor and their efforts to involve local stakeholders provide a strong foundation for meeting the requirement for local support for the D&L Byway. To date, five of the 18 municipalities, five of the 10 state legislators, and three of the 6 county/regional agencies have endorsed the scenic byway.

At this time, the Heritage Conservancy is requesting a Letter of Support for the D&L from DVRPC. Beyond the Letter of Support, DVRPC's role in the scenic byway process will relate to its role as a facilitator of regional collaboration and its involvement with federal highway dollars. It should be noted that scenic byway funding is a discretionary grant program and will not impact the TIP.

Discussion: Ajay Creshkoff asked if there was a provisional budget? Ms. Marsden Thorne responded that they are beginning to address that and it will be more fully addressed in the management plan, which will deal with projects and budgets. Some RCC members asked if it would be necessary to strengthen the motion to ensure that bicycle/pedestrian accommodations “must” be included in the Byway, as opposed to “should” be included. The additional language was added to the motion, although it was noted that a full trail is planned for the project.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve DVRPC’s submission of a Letter of Support for Pennsylvania Byway designation for the Delaware and Lehigh Drive. The RCC asks that the letter also specifically encourage full accommodation in the corridor for bicyclists and pedestrians.

STAFF PRESENTATION: CLASSIC TOWNS OF GREATER PHILADELPHIA:

Karen Cilurso, PP, AICP, DVRPC Senior Regional Planner, introduced a new DVRPC initiative entitled *Classic Towns of Greater Philadelphia*. Ms. Cilurso described *Classic Towns* as a marketing program that aims to promote the region’s developed municipalities and neighborhoods as great places to live, work, and play, and will provide individual municipalities with the tools to brand themselves. The *Classic Towns* program will complement ongoing efforts by promoting the inherent benefits of choosing to locate in developed communities. The program will be aimed at persons looking to move from within the region as well as outside the region (NY and Baltimore) and individual promotion could be focused based on targeted markets: young professionals/childless couples, families with children, and active-older adults.

The overall campaign asks potential residents to choose an older community over a sprawling area by focusing on the positive attributes of these towns – transit-oriented, walkability, and sense of place. A special website is being developed for people to learn about the program as well as the inaugural 11 towns that are part of the program – www.phillyclassictowns.com. Nine communities and two Philadelphia neighborhoods have been chosen: Collingswood, Haddon Heights and Riverton in New Jersey and Doylestown, Borough of Ambler, Bristol Borough, Media, Lansdowne, West Chester, Overbrook Farms and Manayunk in Pennsylvania. To be considered eligible for the program, municipalities must meet certain criteria such as DVRPC’s transit score analysis, are a *Destination 2030* Developed Community, contain an established Main Street, and be recommended by the county.

Benefits of being a *Classic Town* include: Profile page on www.phillyclassictowns.com, a local design toolkit, priority ranking for TCDI planning grants, DVRPC staff assistance with public relations, funding opportunities, and design, as well as participation in invitation-only workshops and events. All communities are asked for a \$2,500 match to participate.

STAFF PRESENTATION: RESULTS OF DVRPC CONNECTIONS PLAN ON-LINE SURVEY:

Mike Boyer, DVRPC Manager, Office of Long Range Planning, presented the results of an on-line survey that ran for ten weeks in February, March, and the beginning of April 2008. The purpose of the survey was to prioritize Long Range Plan policy issues, and the on-line format was designed to be interactive and reach a larger audience.

Respondents could choose their top 2 or 3 priorities or could write-in another choice to 8 Questions. The survey was also available in Spanish, Chinese and Russian. The survey was promoted through a variety of means: the media, an e-mail blast, through DVRPC's various committees, and via small business cards that were distributed in a variety of locations. DVRPC received approximately 5,000 responses, and while the survey may not be statistically valid, as a random phone survey would be, it was successful in reaching out a wide variety of people in the region, some of whom had never had interaction with DVRPC before.

Mr. Boyer also presented an overview of the results of the survey. When asked "What do you believe is the most important issue facing the region?" close to 50% responded that "improving transportation infrastructure" was the most important, followed by "revitalizing urban centers and towns" and "curbing sprawl." An overwhelming number of respondents noted that future development should be encouraged in city centers, followed by older, first generation suburbs. For full results of the survey, visit www.dvrpc.org/connections, as well as to learn more about the *Connections* plan. It was also noted that a series of workshops will be held in the fall for additional opportunities for the public to participate in the long-range planning process.

Discussion: Hans Van Naerssen commented that the survey did not include enough bike/ped questions. There was also discussion as to how to reach non-internet users.

LONG-RANGE TASK FORCE REPORT:

John Pawson reported on windmaps.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian, and Traditional Chinese online by visiting www.dvrpc.org. Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call (215) 238-2871.
