

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
SEPTEMBER 15, 2009**

Present: Warren Strumpf (Chair); Aissia Richardson, John Burkhardt, Larry Menkes, Cheryl Tumola, Dennis Winters, Bill Faltermayer, Ernest Cohen, Elaine Cohen, John Pawson, Lorraine Brill, Ajay Creshkoff, Sue Herman, Eugene Cipriani, Jim Richardson, Ray Rauanheimo, Pat Mulligan, Sue Herman, Nancy Schneider, Joseph Avon, John Nacchio, Mark McKee, Juanita Hatton, Creighton Rabs, John Boyle, Bridgert Chadwick, Bob Machler (citizens); Bill Brooks, Linda Hayes, Alex Flemming, Byron Comati (guests); Jane Meconi, Candace Snyder, Elise Turner, Gastonia Anderson, Mike Boyer (staff).

CHAIRMAN'S REPORT:

Warren Strumpf submitted the attached report.

Mr. Strumpf also reported that he attended a Regional Safety Task Force meeting, which addressed many issues of RCC interest, such as pending legislation on bicycle safety. Ray Rauaenheimo volunteered to be RCC representative to the DVRPC Regional Safety Task Force.

RTC REPORT:

Jim Richardson noted that the RTC heard two presentations at the September meeting: the Route 611/263 corridor study, and an introduction to DVRPC's Freight Scan project. Two information items were also presented: Shifting Gears, related to a DVRPC bicycle outreach project and a call for Supportive Regional Highway Planning Program and Transit Support Program special study projects.

SPECIAL PRESENTATION: Delaware River Port Authority Capital Programs

Bill Brooks, Chief Engineer for the Delaware River Port Authority (DRPA), presented an overview of the Authority's Capital Program development. Development includes biennial inspections of DRPA properties, such as bridges, and needs are prioritized. Capital programming also includes facility security, including electronic surveillance and cyber security.

One of DRPA's primary planning projects is the extension of PATCO service in southern New Jersey, which includes a light rail line from Camden to Glassboro, Bus Rapid Transit and Express Bus service and improvements to the Atlantic City Line, including an expansion of the Woodcrest station to a multimodal transportation hub. PATCO is also working on a Philadelphia waterfront transit expansion alternatives analysis, which would link existing PATCO service to new stops along the Delaware River Waterfront, from Pier 70 to Girard Avenue. Mr. Brooks also discussed the Ben Franklin Bridge Westside Mitigation Study, PATCO Transit Car Overhaul, Walt Whitman Bridge deck replacement and improvements to PATCO's Smoke & Fire Control and ADA accessibility. He also highlighted the renovation of the Franklin Square PATCO station, which closed in 1979. The renovation is scheduled to be completed in 2011.

Discussion: Ajay Creshkoff asked about interagency cooperation. Mr. Brooks responded that projects of regional significance do require interagency cooperation and coordination, particularly beyond DRPA's jurisdiction.

Warren Strumpfer asked about BRT service, with a dedicated lane, on the Ben Franklin Bridge. Mr. Brooks replied that dedicating a lane specifically for buses may be difficult for traffic flow, particularly at peak hours. Pat Mulligan asked about station locations in Camden, and that the expansion projects and connections benefit Camden residents. Mr. Brooks noted that no stop locations are definitive and land use and pedestrian catchment areas will be investigated. There will also be opportunities for expanded connections at the Walter Rand Transportation Center. The goal is to serve as many people as possible.

RCC members had questions related to this month's Ben Franklin Bridge Westside Traffic Mitigation Study TIP action, particularly concerns to pedestrian and bicycle safety at the 15th Street exit from the Vine expressway. Mr. Brooks noted that there are many challenges in the area, and that some enhancements, such as signal timing, could be made. These issues were brought up at public forums, and will be further addressed in the design portion of the project.

SPECIAL PRESENTATION: SEPTA's Strategic Business and Long Range Planning

Byron Comati, Director of Strategic Planning & Analysis, and Alex Flemming, Senior Long Range Planner, presented a two-part presentation: SEPTA's Five-Year Strategic Business Plan—FY 2010-2014 and highlights of SEPTA's current long range planning projects. Mr. Comati explained that the Strategic Business Plan sets direction for the Capital Budget and Program, SEPTA's operating budget and Annual Service Plan, and quantifies accountability through Key Performance Indicators. The Plan takes a macro-level approach in identifying a vision, mission, core values, and strategic objectives for the agency. SEPTA's vision is to be the region's premier choice for transportation and has devised seven interconnected strategic areas: sustainability, human capital development, safety & security, new technologies, rebuilding the system, ridership growth for transit and customer service. SEPTA partnered with a variety of stakeholders and the public in developing the plan.

Mr. Comati outlined various Key Performance Indicators in the seven focus areas areas: Customer Service (e.g.: achieve system-wide on-time performance at 90%); Human Capital Development (e.g.: reduce turnover rate by 10% for front-line employees); New Technologies (e.g.: introduce 1 new technology initiative per year for operational efficiencies); Rebuilding the System (e.g.: introduce 5 new green technologies per year); Ridership Growth for Transit (e.g.: achieve 1% growth per year); Safety & Security (e.g.: Reduce accidents for customers and employees by 5% per year); and Sustainability (e.g.: reduce carbon footprint by 5% per year).

Mr. Comati also spoke briefly about supporting sustainability goals and SEPTA's efforts within that realm, such as SEPTA's "Go Green Go SEPTA" campaign, purchase of alternative power, supporting transit-oriented development and job access routes, and utilizing renewable and recyclable materials, and he purchase of hybrid buses.

Mr. Flemming outlined four SEPTA long range planning projects: R6 Norristown Line Service Extension, Quakertown Rail Restoration, Norristown High Speed Line Extension and the R5 Thorndale Regional Rail Line Extension.

The R6 line extension would operate on existing Norfolk Southern rail lines and proposed stations include Valley Forge, Phoenixville, Royersford, Pottstown, Monocacy, Reading and Wyomissing. Various service alternatives have been considered, and a Phase I study was completed in November 2008.

Montgomery County is currently embarking on its second phase study which includes traffic and revenue analysis for tolling US 422 and the refinement of rail service options, costs and ridership modeling.

The Quakertown Rail Restoration Project is a multi-agency cooperative effort with the goal of reviving commuter rail service to upper Bucks County. Passenger service was discontinued in 1981. The first phase towards restoration, an alternatives analysis, was completed in November 2007. Stations considered for this service include Lansdale, Hatfield, Souderton, Telford, Sellersville, Perkasié, Quakertown and Shelly. This project is included in DVRPC's fiscally-constrained Long-Range Plan and has potential as a Federal Transit Administration *New Start* or *Small Start* project.

The Norristown High Speed Line Extension project would serve a growing transit market in the King of Prussia area, and would contribute to the larger network by connecting to bus routes. Increased transit choices would help to alleviate traffic problems in the area. Four stations are being considered: King of Prussia, the Plaza/Court at King of Prussia, First Avenue and Valley Forge. Currently, different alignments are being considered.

A Needs and Opportunities study for the R5 Regional Rail Line Extension Project was completed in 2007. Proposed stations would include Coatesville, Parkesburg and Atglen. Currently, some of these stations are already served by Amtrak Keystone Service, and it is currently being determined if Amtrak Keystone service is currently sufficient for ridership demand.

Discussion: Ernest Cohen asked if dual mode (electric/diesel) locomotives were being considered for some of these routes. Mr. Comati responded that dual mode equipment was in the initial scope for Norristown and Quakertown extensions, but cost was an issue. However, as dual mode technology evolves, costs might lower and it then may become an option. Juanita Hatton asked if hybrid buses were used on routes near high asthma rates. Mr. Comati responded that hybrid buses are used throughout the system, and SEPTA is anticipating adding a total of 440 hybrid buses to its fleet by 2011. Kathryn Garza asked if SEPTA could provide "single event" busing to games, concerts etc. Mr. Comati replied that the federal government has guidelines regarding transit for single events; SEPTA is restricted from competing with the private sector.

COMMITTEE BUSINESS:

A nominating committee for DVRPC Chair for Calendar Year 2010 was appointed. John Burkhardt volunteered to chair the committee; Sue Herman and Jim Richardson are committee members.

Based on the discussions at the August RCC meeting, and in meeting with DVRPC staff and RCC leadership, some format changes to the RCC meeting will begin at October's meeting. These changes are in response to bringing the RCC back to its core mission: identifying policy issues, bringing concerns to the DVRPC Board and staff, and expanding public participation. Candace Snyder, DVRPC Director, Office of Public Affairs, explained that the RCC must move efficiently through its agenda if it is to attract and retain members. In order to achieve this, Board Action Items will only be addressed at the 10 AM Action Task Force meeting, and not at the main RCC meeting. The Action Task Force meeting will be facilitated by DVRPC staff.

If a member has questions, comments or recommendations on action items, he or she needs to attend the 10 AM meeting or provide those comments to Jane Meconi by the Monday prior to the meeting.

The main RCC meeting will focus on policy development, presentations, and other issues related to the RCC's interest. While the Action Task Force will continue to be held at DVRPC at its regular time, there may be opportunity to hold RCC meetings in different locations and at different times, to make meetings more accessible to a wider audience.

RCC members will continue to receive monthly mailings containing TIP packets and all other supporting documentation. Ms. Snyder stressed that DVRPC values the RCC but that the Task Force and RCC committee must constrain the length of meetings and focus on what the Board has asked it to accomplish.

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.

PA09-62a: US 422/PA 23 Interchange & North Gulph Road Improvements (MPMS # 66952), Montgomery County

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a project back into the TIP, US 422/PA 23 Interchange & North Gulph Road Improvements (MPMS #66952), and programming final design in FY09 (\$680,000 STP/\$170,000 State); utility in FY09 (\$696,000 STP) and FY10 (\$56,000 STP); right of way in FY10 (\$50,000 STP), and construction in FY12 (\$10,501,000 DEMO). This project has been "right-sized" and reduced from a \$40 million project down to a \$12 million project.

This project will modify PA 23 and North Gulph Road in the vicinity of the PA 23/US 422 interchange. Proposed work includes relocating PA 23 and North Gulph Road to improve operations and reduce traffic impacts within Valley Forge National Historic Park with full mitigation buffer zone. Completion of this project is a priority for Lower Merion Township because the current intersection of Gulph Road and PA 23 create congestion problems at the entrance to Valley Forge National Historic Park. This project began final design in August 2007, and is expected to be let in November 2012.

This project is part of the US 422 Schuylkill River Crossing Complex, which is an area of roadways, interchanges, intersections, and bridges in the US 422 Schuylkill River Crossing area around Valley Forge National Historic Park. Currently, there are four projects which are components of the US 422 Schuylkill River Crossing Complex. These projects have been developed in close coordination with adjacent Townships, County planners, and the Valley Forge National Historic Park to rehabilitate existing infrastructure, optimize operations, and minimize impacts to adjacent park land. The four projects include:

- (1) US 422/PA 363 Interchange Reconstruction (MPMS # 64796);
- (2) US 422 Expressway Bridge over the Schuylkill River (MPMS # 70197);
- (3/4) Old Betzwood Bridge Bicycle/Pedestrian Trail (MPMS #16703);
- (5) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS # 66952)

As a result of current funding shortages, District 6 and other project stakeholders have developed a scaled down or a Right-Sized approach to address the transportation needs of the US 422 Schuylkill River Crossing Complex in a cost-effective manner.

A right-sized version of MPMS # 66952 was proposed which included a reduced cross-section for the relocated PA 23/US 422 interchange, due to the elimination of the vehicular crossing on the Old Betzwood Bridge.

Discussion: Members commented that the map illustrating all of the related TIP actions for US 422 was very helpful. There was additional discussion related to the concept of "right-sizing."

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA09-62a, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a project back into the TIP, US 422/PA 23 Interchange & North Gulph Road Improvements (MPMS # 66952), and programming final design in FY09 (\$680,000 STP/\$170,000 State); utility in FY09 (\$696,000 STP) and FY10 (\$56,000 STP); right of way in FY10 (\$50,000 STP), and construction in FY12 (\$10,501,000 DEMO).

PA09-62b: Old Betzwood Bridge Bike/Pedestrian Trail Project (MPMS # 16703), Montgomery County

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by adding preliminary engineering, final design, utility, and right of way phases for Old Betzwood Bridge Bike/Pedestrian Trail Project (MPMS# 16703); additionally, increasing the construction phase by \$5.43 million. Funding will be programmed for preliminary engineering (\$750,000 STP) and final design (\$250,000 STP) in FY09; utility (\$250,000 CMAQ) and right of way (\$50,000 CMAQ) in FY10, and construction in FY09 (\$3,000,000 STP), FY10 (\$1,438,000 CMAQ), and FY12 (\$1,000,000 CMAQ), acknowledging a toll credit match. \$800,000 CMAQ is currently programmed in FY09 for construction.

This project would provide for the construction of a new bike/pedestrian only bridge crossing connecting the Schuylkill River Trail with Valley Forge National Historic Park on the alignment of the Old Betzwood Bridge (which used to be a vehicular bridge, but was removed years ago) in Upper Merion and West Norriton Townships. Vehicular traffic would not be re-instated on the Old Betzwood Bridge, and MPMS #16489 would be deleted from the TIP. The new bike/pedestrian crossing work will include the construction of a new bicycle/ pedestrian bridge over the Schuylkill River, rehabilitation of the Trooper Road superstructure over Norfolk Southern, and replacement of the Trooper Road structure over the Schuylkill River Trail. The Upper Merion Transportation Authority will take the lead in advancing the design of the project, which is expected to be let for design-build in December 2010. This project must be constructed in advance of the US 422 Expressway Bridge over the Schuylkill River replacement project (MPMS# 70197).

This project is part of the US 422 Schuylkill River Crossing Complex, which is an area of roadways, interchanges, intersections, and bridges in the US 422 Schuylkill River Crossing area around Valley Forge National Historic Park. Currently, there are four projects which are components of the US 422 Schuylkill River Crossing Complex.

As a result of current funding shortages, District 6 and other project stakeholders have developed a scaled down or "Right-Sized" approach to address the transportation needs of the US 422 Schuylkill River Crossing Complex in a cost-effective manner.

A right-sized version of MPMS # 96952 was proposed which included a reduced cross-section for the relocated PA 23/US 422 interchange, made possible by the elimination of the \$23 million cost for the Old Betzwood vehicular bridge.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA09-62b, PennDOT's request to modify the FY2009-2012 TIP for Pennsylvania by adding preliminary engineering, final design, utility, and right of way phases for Old Betzwood Bridge Bike/Pedestrian Trail Project (MPMS # 16703); additionally, increasing the construction phase by \$5.43 million. Funding will be programmed for preliminary engineering (\$750,000 STP) and final design (\$250,000 STP) in FY09; utility (\$250,000 CMAQ) and right of way (\$50,000 CMAQ) in FY10, and construction in FY09 (\$3,000,000 STP), FY10 (\$1,438,000 CMAQ), and FY12 (\$1,000,000 CMAQ), acknowledging a toll credit match. \$800,000 CMAQ is currently programmed in FY09 for construction.

PA09-62c: Old Betzwood Bridge over Schuylkill River Bridge Replacement Project (MPMS # 16489), Montgomery County

Please see the above description which applies to this project as well.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA09-62c, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania deleting a project from the TIP, Old Betzwood Bridge Over Schuylkill River Bridge Replacement (MPMS #16489).

PA09-63: US 202-650 Transportation Systems Management (TSM) Improvements (MPMS # 84868), Montgomery County

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP, US 202-650 Transportation Systems Management (TSM) Improvements (MPMS # 84868), and programming construction in FY12 (\$2,000,000 CMAQ), acknowledging a Toll credit match.

This project provides for US 202-650 off-line improvements and relocation of Meeting House Road in Lower Gwynedd Township. Meeting House Road relocation includes the construction of the new Meeting House Road alignment and new connection to Dekalb Pike approximately 650 feet north of its current location. This relocation will assist in addressing traffic congestion of Section 650, due to the delay of Section 65S. Other intersection improvements include sight distance improvements at Plymouth Road and Grasshopper Lane, and Evans Road and Gypsy Hill Road; left turn lanes, new signal, curb and radius improvements on SR 2016 and Sumneytown Pike; addition of shoulder, curb, and radius improvements on SR 2016 and Tanglewood Drive, and addition of right turn lane on Evans Road and Welsh Road. These improvements are recommendations from the US 202, Section 600 Traffic Management Plan (TMP), and will be implemented during the construction of US 202, Section 650. This project is expected to be let in April 2010 as the improvements have been coordinated and agreed upon by the project stake holders: District 6 and FHWA.

The design work for this project is funded under MPMS #16755 (US 202, Section 650).

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA09-63, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP, US 202-650 Transportation Systems Management (TSM) Improvements (MPMS # 84868), and programming construction in FY12 (\$2,000,000 CMAQ), acknowledging a Toll credit match.

PA09-64a: SR 422, PM1 to MP 180, Resurfacing Project (MPMS # 86924), Montgomery County

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by adding preliminary engineering (\$625,000 STU) and final design (\$625,000 STU) phases for SR 422, PM1 to MP 180, Resurfacing Project (MPMS # 86924), in FY09, acknowledging a toll credit match. The project is already programmed for construction.

Betterment projects are typically drawn from the PennDOT District 6 Betterment Line item, but with the development of the FY2009 TIP for PA, a Betterment Line item was not established due to severe funding constraints. This project was recently added to the TIP for construction only in July 2009, and received DVRPC Board and FHWA approval. It is being presented again on the agenda because major phases (preliminary engineering and final design) are now being added to the project and must receive Board approval per the regional Memorandum of Understanding (MOU). The preliminary engineering and design phases were expected to be completed in-house, but will now be completed by a consultant.

This project includes concrete patching, diamond grinding, spall repair, rehab and seal all joints or overlay, upgrading or replacement of guiderail, mile post sign repair or replacement, and pavement marker installation of approximately six segment miles (three in each direction) on Route 422 in Pottstown and Lower Pottsgrove.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA09-64a, PennDOT's request to modify the FY2009-2012 TIP for Pennsylvania by adding preliminary engineering (\$625,000 STU) and final design (\$625,000 STU) phases for SR 422, PM1 to MP 180, Resurfacing Project (MPMS # 86924), in FY09, acknowledging a toll credit match.

PA09-64b: SR 309, Sellersville Bypass Resurfacing Project (MPMS # 86923), Bucks County

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by adding preliminary engineering (\$625,000 STU) and final design (\$625,000 STU) phases for SR 309, Sellersville Bypass Resurfacing Project (MPMS # 86923), in FY09, acknowledging a toll credit match. The project is already programmed for construction.

Betterment projects are typically drawn from the PennDOT District 6 Betterment Line item, but with the development of the FY2009 TIP for PA, a Betterment Line item was not established due to severe funding constraints.

This project was recently added to the TIP for construction only in July 2009, and received DVRPC Board and FHWA approval. It is being presented again on the agenda because major phases (preliminary engineering and final design) are now being added to the project and must receive Board approval per the regional Memorandum of Understanding (MOU). The preliminary engineering and design phases were expected to be completed in-house, but will now be completed by a consultant.

This project includes the resurfacing, concrete patching, saw and seal, repair or upgrade guiderail, mile post sign repair and replacement, and pavement marker installation of approximately 17.34 segment miles of roadway (approximately eight miles in each direction) on Route 309 in Bucks County.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA09-64b, PennDOT's request to modify the FY2009-2012 TIP for Pennsylvania by adding preliminary engineering (\$625,000 STU) and final design (\$625,000 STU) phases for SR 309, Sellersville Bypass Resurfacing Project (MPMS # 86923), in FY09, acknowledging a toll credit match.

PA09-65: West Chester University, East Campus Drive Project (MPMS # 74798), Chester County B Proposed New DEMO Project

West Chester University has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP, West Chester University, East Campus Drive Project (MPMS # 74798), and programming \$1,570,527 (\$1,200,000 DEMO/\$370,527 Local) for construction in FY10 so that West Chester University can receive federal reimbursement for this completed project. This project is funded by a \$1.2 million SAFETEA-LU Earmark (Fed ID# 2942, PA ID# 485), and local funding provided by West Chester University.

This project was paid for in advance and constructed by West Chester University prior to receiving federal approval from FHWA. However, FHWA has granted the University Aforgiveness@, and the project must be included in the TIP in order for West Chester University to be reimbursed for the work that was completed.

This project was initiated in conjunction with the construction of West Chester University's School of Music Building and Performing Arts Center (SOMPAC) and adjacent parking structure, all situated on the University's East Campus sector. The purpose of this project was to improve traffic flow through the heavily congested intersection of High Street and Rosedale Avenue by providing access to new buildings and adjacent parking facilities.

The scope of work included modifications to South High Street to provide additional turning lanes to and from East Campus Drive; modifications to Matlack Street to provide turning lanes and raised pedestrian crosswalks; construction of sidewalks, concrete curbs, and pedestrian lights; connection of driveways to access the School of Music Building and the adjacent parking structure, and installation of underground stormwater and utility structures. All work was designed and constructed in accordance with PennDOT Publication 408 specifications. Total cost of the project was \$1,570,527.

Discussion: There were questions related to the funding source of the project, and two members disapproved of the project based on its earmark status.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board approve TIP Action PA09-65, West Chester University's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new project in the TIP, West Chester University/East Campus Drive Project (MPMS # 74798), and programming \$1,570,527 (\$1,200,000 DEMO/\$370,527 Local) for construction in FY10 in order for West Chester University to receive federal reimbursement for this completed project.

PA09-55: Benjamin Franklin Bridge Westside Operational Improvements (MPMS # 72597), DRPA/PATCO

DRPA/PATCO has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by programming final design (\$400,000 FHWA Section 115) and construction (\$3,100,000 FHWA Sect 115) in FY10 for the Benjamin Franklin Bridge Westside Operational Improvements (MPMS # 72597) using the balance of the existing Section 115 earmark, PA ID #251. The \$500,000 FY09 PE Phase will be corrected to reflect 100% Section 115 funds.

This project was originally programmed for \$1 million Section 115 funds for preliminary engineering which enabled a comprehensive study involving problems and alternative solutions to be completed. As a result, this project is ready to advance with several recommendations from the study: \$2.6 million improvements to the Broad Street ramp of the Vine Street Expressway (\$500,000 design in FY09 already programmed/\$2.1 million for construction in FY10); \$650,000 for signage improvements (\$150,000 final design in FY10/\$500,000 construction in FY10), and \$750,000 for development of Real Time Travel Information center (TMC) (\$250,000 final design in FY10/\$500,000 construction in FY10).

Improvements to the Broad Street ramp will be completed in two phases. Phase 1 will provide a second travel lane from Vine Street Expressway westbound off-ramp to 15th Street southbound, with the goal of reducing the existing queue, which stretches along the Expressway towards 8th Street. This also includes the reconfiguration of the ramp tie-in to 15th Street, as well as the repaving of 15th Street to the Vine Street intersection. Phase 2 will provide a new connection from the Broad Street ramp to a new intersection at Callowhill Street. This connection provides another option for traffic heading towards the western area of Center City, as well as traffic heading north of the Vine Street corridor. The goal is to reduce traffic congestion at the intersection of 15th Street and Vine Street, with the anticipation that this will reduce queues on the ramp and the Expressway. Additionally, traffic signals will be installed at the intersections of 15th and Callowhill and at the new ramp and Callowhill Street.

Signage improvements will be applied westbound on the Benjamin Franklin Bridge to assist drivers as they exit the bridge, and will include 15 static overhead guide signs which are located on the bridge gantries. At least one dynamic message sign will also be proposed for the gantry area.

The project will also include the development and operation of TMC, device installation, and agency coordination activities. The result would be real time information on congestion, speed, travel times, and travel related incidents distributed to motorists using changeable message signs, websites, highway advisory radio, and electronic notification, particularly regarding traffic problems

in/on/around the Ben Franklin Bridge. The TMC will be located in the Ben Franklin police radio room at the BFB toll plaza.

Discussion: Members noted that this design, with high-speed traffic entering from the west poses a safety threat to pedestrians and bicyclists on 15th Street.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board NOT approve TIP Action PA09-55, based on the safety issues faced by bicyclists and pedestrians using 15th Street. During the planning process and public open house events for this project, bicycle advocates presented their concerns and those issues have not been addressed in the proposed design.

Pennsylvania Infrastructure Investment Authority (PENNVEST) Funding Request in Philadelphia

PENNVEST is an independent agency of the Commonwealth of Pennsylvania managed by a 13-member Board of Directors and chaired by the Governor, which provides funding for drinking water, wastewater treatment, stormwater management and brownfield assessments and remediation projects. The Program provides long-term loans through a revolving loan fund to municipalities, authorities and some private entities at below-market interest rates, as well as some grants. A new regional plan titled *Connections - The Regional Plan for a Sustainable Future*, was adopted by the DVRPC Board in July 2009. PENNVEST has forwarded the application below to DVRPC for review for consistency with the regional plan.

Lower Schuylkill River Users Association - Cherry to Race Street Improvement Project. The Lower Schuylkill River Users Association is requesting \$169,936 from PennVest to build a six foot section of sidewalk on Cherry Street with a bike path to Race Street that would incorporate green street measures designed to alleviate the ponding at the end of Cherry Street. The improvements would provide a pedestrian and bicycle link between Cherry and Race streets, where the at-grade railroad crossing is located. The property is owned by the City, and is currently overgrown with weeds and inhabited by transient populations. The City will be engaging in building fencing and other improvements in the area for the crossing, and the applicant is requesting that the project be scaled up to also include this Cherry to Race street connection with green street measures. This project is intended to boost public safety and public health through the clean-up, improved connectivity, improved stormwater management and activation of the area.

Analyses/Issues:

This project improves the environment, pedestrian and bicycle connectivity and quality of life in a portion of Philadelphia, a Core City in the Delaware Valley. The project supports the following policies listed in DVRPC's long-range plan :

- Restore and maintain the existing infrastructure in identified centers.
- Promote the use of community scale green infrastructure through techniques such as green streets, green roofs, rain gardens, bioswales and naturalized retention basins to imitate natural processes to infiltrate stormwater, reduce flows, improve water quality, and enhance community livability

- Incorporate elements of green streets when new streets are constructed and when existing streets are upgraded with improvements
- Establish opportunities for connections among all modes
- Improve bicycle and pedestrian facilities

This project is consistent with the goals and policies of *Connections: the Regional Plan for a Sustainable Future*.

Discussion: It was noted that PENNVEST is a loan program, not a grant program.

ACTION TAKEN BY COMMITTEE:

The RCC recommends that the DVRPC Board authorize the Executive Director to send a letter notifying PENNVEST that the funding application request for Philadelphia is consistent with the *Connections Plan*.

INFORMATION ITEM: Draft DVRPC Fy 2011 Work Program

DVRPC Contracts Manager John Griffies presented information and a schedule related to the development of the Draft DVRPC FY 2011 Work Program. The RCC will submit proposals for the Board's review.

INFORMATION ITEM: Call for Supportive Regional Highway Planning Program (SRHPP) and Transit Support Program (TSP) Special Study Projects

DVRPC Senior Transportation Planner Sarah Oaks explained that each year the DVRPC Work Program includes funds reserved for special studies undertaken as part of the TSP and SRHPP work program elements. She outlined the schedule for candidate project submissions.

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.

RCC Chairman's Report

September 15, 2009

BOARD COMMENTS, JULY 23, 2009

- Adoption of Connections – The Regional Plan for a Sustainable Future: Mike Boyer addressed the RCC resolution directly and said future work would consider the RCC resolution that believes the connections document is unfinished and needs supplementation to address RCC concerns on Green house Gas strategies to achieve LRP Goals in the future and will include RCC involvement.
- Adoption of NJ TIP: I commented to the board that this is an Impressive document, but we're concerned that the online document needs to be more user friendly for general public use and that it provide linkage to actual plan details.
- Adoption of the conformity finding of the Connections LRP: Sean Greene recognized our concerns over the complexity of this topic and recognized our concerns over using health statistics to measure & support real improvement of the conformity plan. But, he mentioned that epidemiological studies are not among the federally approved measures to demonstrate conformity.
- Sister Cities Plaza: I changed our recommendation from NOT approving to approval because of the additional information we received from Jane Meconi and Gastonia Anderson after the RCC Meeting. The only caveat I had over making this decision was the fact that projects like this get placed on the TIP after little review and push something else back.
- I inquired if there was still an opportunity to request ARRA stimulus funds for roadway safety reflectors for roadway delineation along curved road sections that are hard to see in darkness like Street Road (Rt-132) in Bucks County and Laurel Road/College Drive in Camden County and asked if someone would make such a request for roadway safety improvements. James Ritzman of Penn DOT requested specific locations along Street Road so he could ensure they would be addressed. I obtained the data recently and will forward it to him.

DVRPC REGIONAL SAFETY TASK MEETING 29 JULY 2009

I attended this quarterly meeting and came away very impressed with this DVRPC effort. The main topics on the agenda were: Bicycle safety Bills in PA, Pedestrian Traffic Rules and Draft Implementation Table for Safety Action Plan. I also remarked that the attendees represented all levels of government: Municipalities, Townships, City, County, State and Federal levels and various public health & interest councils, groups and associations to include: bicycle, Brain Injury & AARP.

I came away feeling the RCC should have representation on this important DVRPC Committee and encouraged the RCC members to volunteer to represent RCC at these quarterly meetings.