

**MEETING MINUTES
OF THE DVRPC REGIONAL CITIZENS COMMITTEE
OCTOBER 13, 2009**

Present: Warren Strumpfer (Chair); Roy Jones, Joseph Avon, Eugene Cipriani, John Burkhardt, Larry Menkes, Jim Richardson, Juanita Lewis-Hatton, Pat Mulligan, Jeannine Missaoui, Dennis Winters, Sue Herman, Catherine Zukoski, Ray Rauanheimo, Andy Sharpe, Bob Machler, John Pawson, Lorraine Brill, Elaine Cohen, Bridget Chadwick, Ajay Creshkoff, John Nacchio (citizens); Charles Carmalt (guest); Jane Meconi, Candace Snyder, Elise Turner, Karen Lazarus, Chris Puchalsky, Joseph Hacker (staff).

APPROVAL OF MINUTES:

The minutes of the September 15, 2009 RCC meeting were approved as mailed.

CHAIRMAN'S REPORT:

Warren Strumpfer submitted the attached report.

Mr. Strumpfer also reported that Ernest Cohen is recovering from a recent illness at the Delaware County Hospital Rehab Unit.

RTC REPORT:

Jim Richardson submitted the attached report.

COMMITTEE BUSINESS:

The nominating committee for RCC Chair for calendar year 2010 met prior to the RCC meeting. A chair will be elected at the November RCC meeting.

RCC proposals for DVRPC's Draft FY 2011 Work Program were reviewed, including the staff responses to the 23 proposals. It was noted that some proposals will be incorporated into existing DVRPC Work Program areas, or are already contained in DVRPC's Work Program. The Board will meet prior to their regular meeting on October 22 to further discuss the Draft FY11 Work Program.

Jim Richardson proposed that RCC committee representatives serve for two years, as opposed to the current one year commitment. This would allow for experience to play a role as well as to provide a transition period for the next representative. The committee also discussed whether the title "observer" should be added as part of the alternate's job description.

SPECIAL PRESENTATION: Bicycling in Philadelphia

Charles Carmalt, Pedestrian and Bicycle Coordinator, Office of Transportation and Utilities, City of Philadelphia, highlighted some recent initiatives undertaken by the city. Philadelphia currently has 200 miles of bike lanes and 50 miles of bike trails in its extensive bicycle network, but there are gaps that the city is trying to fill in.

One of the primary initiatives is the addition of bicycle lanes along Spruce and Pine Streets in Center City, which offer a river-to-river route for bicyclists. Mr. Carmalt noted that the bicycle lanes not only create a safer path for bicyclists, but also curbs aggressive driving and makes the streets more pedestrian-friendly. He noted that his office is currently investigating north-south routes, as well as bikeways along Market Street and JFK Boulevard.

Mr. Carmalt also reported that the city is pursuing a TIGER (Transportation Investment Generating Economic Recovery) grant funding for trail construction, particularly for missing portions of the Schuylkill River Trail and the East Coast Greenway.

In order to promote more bicycle ridership, bike parking areas also need to be developed. Mr. Carmalt reported that the city has installed 1500 bike racks, and is converting old parking meters to bicycle racks. New construction and larger development renovations are also required to provide bike parking. Many buildings that are pursuing LEED certification provide bicycle racks.

The city recently completed a study (with technical support from DVRPC) on the feasibility of a bike sharing program, similar to successful programs in Paris, Lyon, and Montreal.

Mr. Carmalt also outlined pedestrian initiatives, such as rebuilding curb ramps at all city intersections.

Moving forward, the city will be creating a pedestrian and bicycle master plan, which includes updating the bicycle network plan and developing a strategic policy plan for walking and bicycling. The city will also be promoting programs to change bicyclist behavior and create new awareness and enforcement programs for bicyclists and pedestrians.

Discussion: Kathryn Garza asked about pedestrian amenities, such as the addition of benches. Mr. Carmalt replied that one of the elements of the bicycle and pedestrian master plan will be the use of and development within the sidewalk corridor. There are some issues with sidewalk furniture, as a sidewalk's primary function is for circulation, and many sidewalks in the city are very narrow. Dennis Winters asked about curb ramps and drainage. These issues will be addressed during curb cut reconstruction. Juanita Lewis Hatton asked if there was anything in the plan to encourage children to ride their bikes to school. Mr. Carmalt replied that the city is working with the school district, as well as the Community College of Philadelphia.

STAFF PRESENTATION: DVRPC Safety Action Plan

Zoe Neaderland, DVRPC Manager of Transportation and Safety Management, presented the 2009 Safety Action Plan: Improving Transportation Safety in the Delaware Valley. The report notes that 450 fatalities and 90,000 vehicle crashes occur on the roads in the Delaware Valley each year. The 2009 Safety Action Plan aims to reduce vehicle-related crashes and fatalities through focusing on seven key emphasis areas:

- **Curb aggressive driving.** Aggressive driving was a contributing factor for more than half the traffic fatalities in the Delaware Valley, on average, from 2005 to 2007. It is the most significant emphasis area to address to improve safety. Recommended strategies to curb aggressive driving include promoting legislation aimed at curbing aggressive driving, and evaluate, implement and maintain engineering solutions and fund targeted, publicized enforcement programs.
- **Reduce impaired driving.** Impaired driving was a contributing factor for 28% of traffic

fatalities in the Delaware Valley from 2005 to 2007. Recommended strategies to reduce impaired driving include increasing manpower and funding for checkpoint programs and other enforcement efforts.

- **Keep vehicles on the roadway.** Keeping vehicles on the roadway helps reduce crashes in which vehicles hit fixed objects, overturn, and/or roll. Continuing to implement engineering solutions at problematic locations indicated by crash data is a recommended strategy to keep vehicles on the roadway.
- **Sustain safe senior mobility.** While recognizing that older drivers are still capable, the effects of aging can have negative effects on the safe driving ability of some seniors. Recommended strategies include promoting mature driver education classes and implementing engineering solutions such as larger lettering on signs.
- **Increase seat belt usage.** Increasing seat belt usage is highly effective in preventing crash fatalities. "Buckle-up" roadway signs and implementing child safety passenger plans are two strategies to increase seat belt usage.
- **Improve intersections.** Safety at intersections is improved through changes in design and operations appropriate to the location. Implementing engineering solutions to reduce crashes is a recommended strategy.
- **Ensure pedestrian safety.** Ensuring pedestrian safety helps people in vehicles and people walking. Traffic calming, countdown timers on pedestrian signals and other engineering solutions can be utilized to increase pedestrian safety.

Discussion: Larry Menkes asked about highway design and safety and Ms. Neaderland noted that recommendations were derived from the "4E's" of highway safety: Engineering, Enforcement, Education, and Emergency Response. Juantia Lewis Hatton asked if DVRPC addresses manufacturing defects and their effect on vehicle crashes. Ms. Neaderland replied that DVRPC is not directly involved in that part of highway safety, but many of the Commission's partners at the Safety Action Task Force are. Ms. Neaderland also highlighted some programs for under-21 drivers. Pat Mulligan asked about studies related to aggressive driving and Ms. Neaderland replied that there is a whole field of literature on the issue.

INFORMATION ITEM: Coordinated Human Services Transportation Plan (CHSTP) Update

Joseph Hacker, Ph.D., AICP, Manager, DVRPC Office of Transit, Bicycle and Pedestrian Planning, provided a brief summary of DVRPC's Coordinated Human Services Transportation Plan update and a preview of this year's Pennsylvania funding round for FY11.

Staff is currently updating DVRPC's CHSTP for Winter/Spring 2010 confirmation. No substantive changes to the regional policy document. The report will include county priorities as per PennDOT guidance, and a process of updating the documents supporting the regional policy will also be included. .

PennDOT affirmed that the state application is the same as last year for Pennsylvania Selection Round for FY11 Project Funding. The PA selection process will begin once local questions/weighting are agreed upon. DVRPC staff are in the process of preparing draft materials, and arranging a CHSTP sub-committee meeting, which is scheduled for October 20,2009. Funding levels have yet to be firmly determined, but the state match will be less than last year.

INFORMATION ITEM: DVRPC Model Upgrade

Chris Puchalsky, Manager, DVRPC Modeling Unit, briefed the RCC on the recent upgrade to the

DVRPC transportation model. Several tasks have been completed, including translating the current model to new software, and determining long- and short-range improvements. Implementing the model improvements and improving the data management system are tasks remaining and will be completed by May 2011.

The new software is called VISUM, and trip distribution and mode choice models were recalibrated. Staff and partner training was also conducted with the new software. The model also contains a tie-in with ESRI GIS (Geographic Information Systems), including a traffic count database.

SUBCOMMITTEE REPORTS:

Action Task Force: The Action Task Force met prior to the RCC meeting and developed RCC recommendations for Board Action Items. The highlights of this meeting are attached and recommendations will be relayed to the Board. Action Items are no longer addressed at the primary RCC meeting.

2035 Task Force: John Pawson noted that DVRPC needs to do more to promote the Greenhouse Gas Emissions reduction goal presented in the *Connections* plan. Dennis Winters noted that Rob Graff and other DVRPC staff are moving in that direction within existing Work Program areas. Candy Snyder also noted that there has been a lot of media attention directed to the *Connections* Plan and its goals.

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RCC Chairman's Report

October 13, 2009

Board Comments September 24, 2009

- PA09-55; Benjamin Franklin Bridge Westside Operational Improvements (MPMS #72597), DRPA/PATCO
The RCC recommended that the board not approve this TIP Action, based on the safety issues faced by bicyclists and pedestrians using 15th street. I thanked Elizabeth for addressing our concerns in her presentation to the board and stated that Mr. Brooks said DRPA's plans were too preliminary to properly address this issue.

- I mentioned that the RCC heard two excellent and informative presentations:
 1. Delaware River Port Authority Capital Programs, presented by Bill Brooks, Chief Engineer, DRPA
 2. SEPTA's Strategic Business and Long Range Planning, presented by Byron Comati, Director of Strategic Planning & Analysis, and Alex Flemming, Senior Long Range Planner.
- I also mentioned that we had a special August meeting with Barry Seymour that focused on Policy development, a review and restatement of the RCC Mission, RCC meeting efficiency, focusing our time and efforts on topical presentations and policy issues.
- I also mentioned that RCC members developed Work Program Proposals for Board consideration for the DVRPC FY 2011 Work Program. We put in a lot of time in this endeavor using our online list serve to improve our effectiveness to produce several work program proposals.
- I attended the DVRPC Safety task force meeting in July and determined that it was an important area for RCC involvement. I requested a RCC volunteer representation and we now have a volunteer.
- ARRA Stimulus Funding Request – In a follow up to my July request to the board for funding submission for ARRA stimulus funds for roadway safety reflectors for roadway delineation, I mentioned that I responded to Jim Ritzman's and Lester Toaso request with a list of areas of concern for Street Road in Bucks County.

The board also addressed the Work Program for fiscal Year 2011. Several "New Project Ideas and Recommendations for Continuing Projects" were presented and reviewed which included work programs by NJ & PA Member Governments, SEPTA, NJ Transit, DRPA, FHWA, Philadelphia City, DVRPC Committees & Staff and all the work programs proposed by the RCC. There were so many excellent ideas presented that I plan to give you a quick review of them later in the meeting. Several contain themes supported by the RCC in the past. The list is preliminary in nature and will be finalized before January.

RTC Report
October 6, 2009
Jim Richardson, RCC Representative

The RTC voted to recommend all actions and adoption items. Of special interest were adoption of the DVRPC Transportation Operations Plan and the 2009 Safety Action Plan. We will see a presentation on the safety plan by Zoe Neaderland at our meeting. Those interested in safety issues may want to attend sessions of the Regional Safety Task Force, which will be holding a series of meetings on each of the seven safety emphasis areas outlined in the action plan.

Stan Platt presented an overview of the Transportation Operations Plan. Transportation operations incorporates a wide variety of elements including ITS infrastructure; emergency response; traffic, incident and transit management; and more. Funding for some of these elements is included in the capital budget support from the federal government, because the infrastructure is considered a capital expense. (ITS systems, for example.)

The committee saw an interesting presentation by Richard Dickson, Senior Director for Strategic Planning & Administration for the Philadelphia Parking Authority. Rick described a newly adopted plan to enhance traffic mobility in the city through meter rate adjustments, new parking meter technology, improved guidelines and enforcement for loading, better signage, motorcycle/scooter parking, bicycle parking, short-term garage rates in city-operated garages and coordinated enforcement activities.

Joseph Hacker announced that meetings for updating the Coordinated Human Services Transportation Plans for PA and NJ will begin in early to mid November. These subcommittees reviews guidelines and applications for federal grants that support transportation initiatives for underserved, underprivileged and disabled people in the region. Joseph also announced that funding will be down from 2009 levels.

Sarah Oakes presented an opportunity to request funding for special studies under the Transit Support Program (PA and NJ) and the Supportive Regional Highway Planning Program (NJ only). The deadline is not set. RCC should review our recent list of work program recommendations to see if we want to submit any of those ideas.

RTC also saw a presentation by staff on upgrades to the DVRPC Travel Demand Model, which uses surveys other data to help planner understand travel patterns.