

**2008 Supplemental Projects Status Memorandum:  
DVRPC Congestion Management Process**

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## **Introduction:**

This document provides an update on the status of supplemental strategy commitments to major Single Occupancy Vehicle (SOV) capacity-adding projects in the nine-county Delaware Valley Regional Planning Commission (DVRPC) area. These supplemental projects are a requirement for federally funded transportation projects that add SOV capacity. This review of supplemental project status is an expected part of DVRPCs Congestion Management Process (CMP), as well as, a useful tool for coordinated transportation planning.

The CMP (known as the Congestion Management System in previous federal transportation legislation) was established to encourage efficiency and effectiveness in part by having agencies and stakeholders explore alternatives to adding SOV capacity to the road system. Where additional SOV capacity is appropriate, the process adds supplemental strategies that enhance the benefits of the capacity additions and extend the useful life of the capacity-adding project.

The requirement that SOV capacity-adding projects have supplemental strategies comes from the Federal Metropolitan Planning Regulation (23 CFR Section 450.320 (e)), as follows:

*In TMAs designated as non-attainment for ozone or carbon monoxide, the congestion management process shall provide an appropriate analysis of reasonable (including multimodal) travel demand reduction and operational management strategies for the corridor in which a project that will result in a significant increase in capacity for SOVs (as described in paragraph (d) of this section), is proposed to be advanced with Federal funds. If the analysis demonstrates that travel demand reduction and operational management strategies cannot fully satisfy the need for additional capacity in the corridor and additional SOV capacity is warranted, then the congestion management process shall identify all reasonable strategies to manage the SOV facility safely and effectively (or to facilitate its management in the future). Other travel demand reduction and operational management strategies appropriate for the corridor, but not appropriate for incorporation into the SOV facility itself, shall also be identified through the congestion management process. All identified reasonable travel demand reduction and operational management strategies shall be incorporated into the SOV project or committed to by the State and MPO for implementation.*

The CMS reference in the paragraph above is for requirements that should be done in this mandatory management system. The outline in the Management and Monitoring Regulations (23 CFR part 500 Section 109) clarifies the requirement to provide an appropriate analysis of all reasonable (including multimodal) travel demand reduction and operational management strategies for the corridor in which a project that will result in a significant increase in capacity for SOVs is proposed. If the analysis demonstrates that travel demand reduction and operational management strategies cannot fully satisfy the need for additional capacity in the corridor and additional SOV capacity is warranted, then the CMP shall identify all reasonable strategies to manage the SOV facility effectively (or to facilitate its management in the future).

As the Philadelphia region's Metropolitan Planning Organization (MPO), DVRPC is charged with developing and implementing the CMP for the region. In the 2006 update of the CMP, the need to better demonstrate and document the implementation of supplemental project commitments was emphasized both internally and by Federal Highway Administration (FHWA). An element of the DVRPC CMP adopted in 2006, is an agreement to produce an annual memorandum on the status of all CMP commitments, identifying which have been implemented, which are

advancing, and which need follow-up. DVRPC will draft this document and then coordinate with NJDOT, PennDOT and other agencies/organizations as appropriate to refine it and agree on next steps to promote implementation of the agreed-upon CMP supplemental strategies. This document will be prepared, in time, to assist with the Transportation Improvement Program (TIP) process so that CMP commitments being funded through the TIP receive adequate funding and are ultimately realized.

When the CMP was adopted in 2006, it was agreed upon by the advisory committee and adopted by the DVRPC Board, that projects that had progressed beyond Preliminary Engineering (PE), at the time of the adoption of the CMP, would be considered to be in compliance with the appropriate strategies outlined in the CMP. Projects that had not progressed beyond PE in the 2006 TIP are expected to undergo more rigorous analysis to ensure that the proposed projects are consistent with the CMP.

Although the projects in this current group have largely advanced beyond Preliminary Engineering, there is still an opportunity to track whether supplemental strategies were developed for these SOV capacity-adding projects. In the event that strategies have not been developed, there is an opportunity to work with stakeholders and DOTs to determine which strategies may be incorporated into the projects at this stage of project design or implementation. This review also serves as valuable educational outreach to assist DOT project managers and project sponsors to develop supplemental strategies in conjunction with project stakeholders in preparation for more timely and effective implementation of the CMP in the future.

Since 2007, staff has been working on updating status of projects and supplemental strategies for projects that have progressed through the design and engineering process, while trying to stay current with developing strategies as new projects advance. It is anticipated that this backlog should be concluded with the 2009 review of supplemental strategies and that future reviews will concentrate on more current developing projects. The status of supplemental strategies for projects will be revisited as projects enter the construction phase to insure that strategies are being implemented.

At the conclusion of this review, project sponsors and project managers will have experienced two years of outreach and education regarding implementation of the CMP and should be aware of the need for supplemental strategies for projects that add major SOV capacity. DVRPC staff has and will continue to offer project managers and sponsors, assistance with working with stakeholders to develop and adopt appropriate CMP supplemental strategies for major SOV capacity-adding projects.

Currently, staff is working on coordination between the TIP and CMP to include brief descriptions of supplemental commitments in the parent project descriptions included in the TIP. Faithful annual review of these projects will greatly facilitate implementation of this provision of the CMP regulations.

### ***Project Review Process***

DVRPC staff reviewed the status of CMP supplemental strategies from major SOV capacity-adding projects from the current TIPs for Pennsylvania and New Jersey. Projects were selected that had final years of construction funding in the TIP in 2007-2010. Projects with construction funding in these years were selected since this is a last opportunity to work on supplemental

strategies and to assist project managers to develop appropriate strategies for these projects, where possible, if none already existed. This approach should help to address the last group of major SOV projects that had progressed to Final Design before the adoption of the updated CMP in 2006. In the future, project managers and sponsors should be more aware of CMP requirements and new projects will be more carefully monitored for compliance with the CMP. This increased awareness should be reflected in better implementation of this CMP provision.

In all, twelve major SOV capacity-adding projects were selected for this year's review, eight from Pennsylvania and four from New Jersey. Six of the projects are either in construction or scheduled to be let for construction in early 2008. The other six projects are in Final Design.

Two of the projects from New Jersey, Marlton Circle Elimination and Collingswood Circle Elimination, represent the smaller-scale end of the major SOV capacity-adding projects. These projects were categorized as major SOV projects because the grade separation of an existing interchange is anticipated to change travel patterns in the corridor. Many of the other selected projects were also of a smaller scope than projects selected for the 2007 review of supplemental strategies. Subsequently, the number and scope of supplemental strategies were smaller and fewer than in the 2007 report. This situation reflects the fact that supplemental strategies should be of an appropriate scale, to reflect the size and scope of the parent project.

DVRPC staff contacted project managers and reviewed project scopes of work. When requested, staff met with managers and stakeholders to identify opportunities for supplemental strategies or identify components of the project planning process that improve the management of the facility and prolong the benefits of the SOV project. The project managers and stakeholders group were asked to review and revise the list of supplemental strategies for inclusion in this paper.

DVRPC staff is continuing to work with the DOTs, TMAs and other stakeholders to track the status of commitments and will continue to communicate with the project managers to ensure that these annual memoranda benefit the management of new SOV facilities. Review of more recent SOV capacity-adding projects will be included in future memoranda. It is the goal of DVRPC staff to work with project sponsors on an effective mechanism to develop CMP supplemental strategies early in project development so that the process becomes a regular step in project design and implementation.

Project managers will want to familiarize themselves with the full CMP Report for an overview of the management process as well as the Memorandum: *CMP Procedures and Coordination with the TIP*. These documents provide useful information to help develop supplemental projects and meet related regulations. In particular, the memorandum includes checklists and steps for developing appropriate commitments. The development of a major SOV capacity-adding project (defined in the memorandum) must include work with a multimodal scoping group. The goal of the scoping group is to develop an agreed-upon list of supplemental strategies to manage the SOV facility effectively. These strategies can be funded through a variety of sources but the responsible organization/agency must commit to implement the supplemental project. DVRPC should be involved throughout this process to act as a resource and to assist in the tracking of supplemental project implementation. Ultimately this involvement will simplify the annual reporting process for all of the participants and ensure that major SOV capacity-adding projects are complying with the CMP. Major SOV projects that are not consistent with the CMP will not be approved for Federal funding in the TIP.

## SOV Projects

### Pennsylvania SOV Projects

Table 1 lists the SOV capacity-adding projects included in the second round of CMP Status review and the current status of each project.

<b>Table 1. Pennsylvania Projects</b>		
Project	MPMS Number(s)	TIP Status
County Line Road Widening	57623, 64779	Final Design
PA 463 Widening	64811	Final Design
PA 100 Eagle Loop Road	14629	In Construction
PA 100 Vanguard Improvement	62863	In Construction
PA 252 Providence Road Widening	15345	In Construction
PA 29/PA 113 Improvements	71174	In Construction
Delaware Avenue Extension	46965	Final design

### County Line Road Widening

The County Line Road projects encompass two separate TIP items, MPMS 57623 and 64779. These two projects will widen County Line Road in New Britain and Warrington Townships (Bucks County) and Montgomery and Horsham Townships (Montgomery County). The section between US 202 and Stump Road will be widened from four lanes to five lanes to accommodate turning movements and from two lanes to four lanes between Stump Road and Kulp Road. Signals will be upgraded and intersection improvements are planned.

These two projects would have been completed as part of the original design of US 202 section 700 expressway. Those plans have subsequently been replaced with the US 202 Parkway project and the US 202 Parkway will not cover this gap area.

These projects are entering final design.

### PA 463 (Horsham Road) Widening

This project is the continuation of a planned roadway widening of PA 463 from Stump Road to General Hancock Boulevard. This project (MPMS 64811) will widen PA 463 from General Hancock Boulevard to North Wales Road. Together the two projects will widen PA 463, Horsham Road, in Montgomery County, from two to a minimum of four lanes. The project includes a center/left-turn lane through the project area and left-turn lanes at all intersections, as well as pedestrian and bicycle improvements.

The project is in Final Design.

### **PA 100 Eagle Loop Road**

This project will construct a loop road to the east of the Village of Eagle that will serve planned and existing development, while helping to reduce through traffic using PA 100 traveling through the village. The new road will be two lanes with a center turn lane. The new road will be at grade and signed as PA 100.

This project is within one of the ten most congested arterial road sections identified in the 2002 DVRPC report *Pennsylvania Congestion Management System: PA 100 Corridor*. The project is listed as a recommended improvement for the “PA 100 from Front Road to Byers Road” arterial road section and is included in the *Capital Transportation Improvement Plan* for Upper Uwchlan Township. This project is one phase of a series of improvements to move traffic along the PA 100 corridor to accommodate commercial and residential development. Ultimately the Township plans to create a “traffic calmed” village environment with pedestrian facilities along the existing alignment of PA 100.

A series of multi-use trails and pathways have been planned and created in support of the transportation plan. Many of the trails are being constructed by the developers who will benefit from Eagle Loop Road.

### **PA 100 Vanguard Improvement**

This project will create a new grade-separated interchange to replace the existing at-grade intersection between PA 100 and Sheree Boulevard in Uwchlan Township, Chester County. This improvement will include a series of channelized and turning movements designed to reduce conflicts with through traffic on PA 100 and turning movements on Sheree Boulevard.

The project will construct a new collector – distributor road to service proposed development as well as auxiliary lanes along PA 100. PennDOT will upgrade various signals in the project area.

The project description includes connecting two bike trails on the proposed bridge over PA 100 to improve bicycle and pedestrian safety crossing PA 100.

The need to make improvements to the interchange in the vicinity of PA 100 and Sheree Boulevard was identified in the 2002 DVRPC report *Pennsylvania Congestion Management System: PA 100 Corridor*, in anticipation of the proposed Vanguard facility being located at this intersection.

### **PA 252 (Providence Road) Widening**

This project will widen PA 252, Providence Road, from three to five lanes. The project will widen the road for approximately .75 miles between Palmer’s Mill Road and Kirk Lane, in Upper Providence Township, Delaware County. As part of the project, two new traffic signals will be installed and two more will be upgraded. Signals will have crosswalks and pedestrian actuation. The signals will be timed to facilitate travel on the facility. The Township is installing sidewalks from the Media Borough line to the entrance of Rose Tree Park where the park will install sidewalks to provide links to the park’s visitor’s center.

Pedestrian safety improvements will be made to the road as it crosses the US 1 overpass. The roadway widening will accommodate a shared use shoulder and the route will have “Share the Road” signage installed.

The construction contract for this project is scheduled to be let in the spring of 2008.

### **PA 29 / PA 113 Improvements**

The intersection of PA 113 and Mennonite Road will be signalized, with left-turn lanes added on the PA 113 approaches to the intersection. An additional half mile southbound lane on PA 29 will be constructed between a connector road and the eastbound US Route 422 on-ramp. A northbound lane on PA 29 northbound will be constructed between the westbound US Route 422 on/off ramps and Arcola Road, with dual left-turn lanes on PA 29, and a new left-turn lane on the eastbound US Route 422 off ramp. Several existing turn lanes will be lengthened.

Traffic signals will be tied into a closed loop system and new and improved left-turn lanes will facilitate travel in the project area. This project is in construction.

### **Delaware Avenue Extension**

This project will construct a new roadway and a new bridge across Frankford Creek to improve access to I-95 and the Betsy Ross Bridge. The project has been identified as the first of a multi-phased project to construct a "River Road" along the north Delaware riverfront amidst planned residential and recreational facilities including a \$15 million North Delaware River Greenway trail, a joint project of Philadelphia Streets Department, Fairmount Park Commission and PA Environmental Council. The new road will extend between Lewis Street where it currently ends, further north approximately 1.5 miles to Buckius Street. The roadway is planned with wide shoulders for bike use, sidewalks, and will serve as an alternative to the North Delaware Greenway Trail while some portions are under construction. The road will also serve as an alternate route for local truck traffic in order to get that traffic off of narrow Richmond Street.

This project is entering final design

### **New Jersey SOV Projects**

Table 2 lists the New Jersey SOV capacity-adding projects included in this round of CMP commitment status review and the current status of each project.

Project	DB Number	TIP Status
NJ 73/70 Marlton Circle Elimination	567	Final Design
NJ 73 at Fox Meadow/ Fellowship Road	94068	In Construction
NJ 30/130 Collingswood Circle Elimination	155B	In Construction
NJ 42 Grenloch-Little Gloucester Road	00349	Final Design

### **NJ 73/NJ 70 Marlton Circle Elimination**

The Marlton Circle, at the intersection of NJ 70 and NJ 73, will be eliminated; a grade-separated interchange (NJ 73 over NJ 70) will be constructed. The primary objective is to improve traffic flow and thereby reduce congestion on NJ 73 and NJ 70 through the intersection.

Crosswalks and pedestrian signals will be installed in the project area where appropriate and computerized traffic signals and a closed circuit TV will be tied into the South Jersey Traffic Operations Center (SJ TOC).

Grade separation of this interchange is the component that indicates that this project is a major SOV capacity-adding project according to *CMP Procedures and Coordination with the TIP*.

This project is in Final Design.

### **NJ 73 at intersection with Fox Meadow Road**

NJ 73 is two lanes in each direction with shoulder/acceleration/deceleration lanes. The improvements will provide three northbound lanes and three southbound lanes along NJ 73 at the intersection of Fox Meadow Road. Auxiliary/acceleration/deceleration lanes will be constructed at the Fox Meadow Road exits and at the Main Street Bridge ramps of NJ 73.

Fellowship Road will be realigned at the traffic signal at Fox Meadow Road. The Main Street Bridge will be replaced to provide proper vertical clearance over NJ 73. This will require Main Street reconstruction and replacement of the bridge over the Pennsauken Creek. The project will also include drainage improvements at the railroad bridge.

This project will include extra wide shoulders southbound to accommodate bicycles on NJ 73 and sidewalks on Fox Meadow Road from NJ 73 to Main Street. Signals will be computerized and tied into the SJ TOC.

This project is in Construction.

### **NJ 30/NJ 130 Collingswood Circle Elimination**

This project will provide for the elimination of the Collingswood Circle at the intersection of NJ 30 and NJ 130. A new signalized intersection will be constructed, consisting of jughandles, ramps and connector roadways. A pedestrian overpass is proposed in the vicinity of Richey Avenue. Detention basins will be located within the ramp infield areas. Additional improvements include roadway widening and resurfacing, sidewalk and curb construction, safety improvements, utility relocation, guiderail, traffic signals, landscaping and drainage improvements.

This project is in Construction.

### **NJ 42 Grenloch – Little Gloucester Road (aka College Road) (CR 673) New Interchange**

This project will build a new interchange at Grenloch-Little Gloucester Road (aka College Road) to relieve congestion and improve safety in the southern part of Gloucester Township. A preferred alternative has been developed.

The College Drive Interchange Project has been identified as part of NJ DOT's NJ Future in Transportation initiative and looks very closely at the relationship between land-use and transportation projects. The resulting *Route 42 and College Drive Land-use and Transportations Study*, which was developed with the assistance of an advisory committee of project stakeholders, addresses many of the requirements and recommendations of the CMP.

The project is in Final Design.

## **Conclusions**

This document is the second annual report tracking the status of supplemental strategies and commitments for major SOV capacity-adding projects in Pennsylvania and New Jersey. Projects in this report were selected because they are either in final design or construction and this memorandum presents an opportunity to track the status of supplemental commitments for major SOV projects that have most likely entered Final Design before the adoption of the 2006 CMP update. The outreach and contacts that are necessary for creating this report also created opportunities to work with project managers and sponsors to acknowledge or even incorporate feasible supplemental strategies in this late stage of project implementation or development.

While most of these projects had not considered CMP supplemental strategies in project development, the environmental and public participation process inherent in project development has resulted in project components that address appropriate strategies identified in the CMP in all of the selected projects. Each of the reviewed projects has reasonable supplemental strategies planned for the parent project. The status of the planned supplemental strategies will be reviewed again when the projects enter construction to ensure that the commitments are being honored.

The most valuable aspect of this project review has been increased contact with DOT project managers and consultants. Through meetings and outreach presentations, DVRPC staff shared information regarding the expectation and requirements of the CMP and how the CMP can be incorporated into project development and the environmental review process for future major SOV capacity-adding projects.

As staff was working through review of these TIP projects, it became apparent for the need to identify situations where TIP projects are part of a larger plan to increase SOV capacity in a corridor. In such cases, it is more effective to develop appropriate supplemental strategies for the entire corridor as opposed to addressing the projects on a phase by phase basis. This higher-level view should result in some larger-scale supplemental strategies and identify corridor projects that may be of a more appropriate scale than commitments developed on a phase by phase basis. This approach will save time developing supplemental strategies and conducting a series of stakeholder meetings when the strategies can be developed for planned improvement for an entire corridor.

It is important to remember that supplemental strategy commitments necessarily need to be fluid to accommodate changing conditions as a project progresses through development to construction. These strategies are a requirement of federal legislation and should be included in each major SOV capacity-adding project to prolong the benefits and usefulness of the facility improvement. Incorporating supplemental strategies early in project development or the environmental review process will certainly facilitate meeting CMP requirements and ultimately improve the capacity-adding project.

**APPENDIX I**  
**Status of CMP**  
**Supplemental Strategies**  
**by Project (PA)**



<b>Table A-1. MPMS# 57623 &amp; 64779 County Line Road Widening</b>			
<b>Commitment</b>	<b>Status</b>	<b>Lead Agency/ Organization</b>	<b>Comments/Appropriate Strategy</b>
Construct turning lanes at intersections	Planned	PennDOT	Intersection Improvements
Construct five foot bicycle lanes in each direction	Planned	PennDOT	Pedestrian and Bicycle Improvements
Install new traffic signal at Horizon/Summer Ridge Drive	Planned	PennDOT	Basic upgrade of signals

Source: PennDOT project manager and *FY 2007-2010 Transportation Improvement Program for Pennsylvania* (DVRPC, 2007)

<b>Table A-2. MPMS# 64811 PA 463 Horsham Road Widening</b>			
<b>Commitment</b>	<b>Status</b>	<b>Lead Agency/ Organization</b>	<b>Comments/Appropriate Strategy</b>
Construct sidewalk along north side of road through project area	Planned	PennDOT	Pedestrian and Bicycle Improvements
Construct 8' shoulder to accommodate bicycles	Planned	PennDOT	Pedestrian and Bicycle Improvements
Tie traffic signals into closed loop system	Planned	PennDOT	Computerized traffic Signals
Upgrade two traffic signals in project area	Planned	PennDOT	Basic upgrade of signals
Retime traffic lights in corridor	Planned	PennDOT	Basic upgrade of signals
Construct center turn lane through project area	Planned	PennDOT	Center turn lanes are very appropriate strategy in this corridor
Construct left-turn lanes at intersections in project area	Planned	PennDOT	Intersection Improvements
Connect Route 202 Section 700 multi-use trail to Montgomery Township Building	Planned	PennDOT/ Montgomery township	Pedestrian and Bicycle Improvements

Source: PennDOT project manager and *FY 2007-2010 Transportation Improvement Program for Pennsylvania* (DVRPC, 2007)

<b>Table A-3. MPMS# 14629 PA 100 Eagle Loop Road</b>			
<b>Commitment</b>	<b>Status</b>	<b>Lead Agency/ Organization</b>	<b>Comments/Appropriate Strategy</b>
10' wide multi-use trail linking Byers Station Development with Eagle Village Center	Completed	Developer, Upper Uwchlan Township	Part of larger planned network of trails connecting new development in Township and Village of Eagle
10' wide multi-use trail along Eagle Loop Road to link with Eagle Hunt and Windsor Ridge Developments	Completed	Developers, Upper Uwchlan Township	Part of larger planned network of trails connecting new development in Township and Village of Eagle
Install traffic signals and crosswalks at on Eagle Loop Road at Byers Road and at the Park Road Extension and on Park Road at Pottstown Pike and at Little Conestoga Road	Planned	PennDOT	Pedestrian and Bicycle Improvements and Intersection Improvements
Provide pedestrian underpass under Eagle Loop Road for pedestrians using Byers Station trail	Planned	Upper Uwchlan Township	Pedestrian and Bicycle Improvements

Source: PennDOT project manager, McMahon and Associates, *Upper Uwchlan Township Transportation Improvement / Future Development Plan (McMahon and Associates, 2003)*, and *Upper Uwchlan Community Trails Plan (Brandywine Conservancy, 2000)*.

<b>Table A-4. MPMS# 62863 PA 100 Vanguard Improvement</b>			
<b>Commitment</b>	<b>Status</b>	<b>Lead Agency/ Organization</b>	<b>Comments/Appropriate Strategy</b>
Grade separate the signalized intersection of PA 100 and Sheree Boulevard.	Planned	PennDOT	Interchange with Related Road Segments
Construct collector-distributor roadway, connector ramps and auxiliary lanes on PA 100 to accommodate turning movements on PA 100 between PA 113 and I-76 Interchange	Planned	PennDOT	Interchange with Related Road Segments
Extend and connect Gordon and Tanner Drives.	Planned	PennDOT	Local Road Connectivity/Short Connections
Construct selective curb radius improvements at the intersection PA 113 and Devon Drive.	Planned	PennDOT	Intersection Improvements
Restripe PA 113 at the PA 100 intersection to provide a second left-turn lane for SB PA 100 turning movements.	Planned	PennDOT	Intersection Improvements
Construct a multi-use trail along Sheree Boulevard from Eagleview Boulevard to PA 113 (via companion project MPMS# 61690)	Planned	PennDOT	Pedestrian and Bicycle Improvements

Source: PennDOT project manager and *FY 2007-2010 Transportation Improvement Program for Pennsylvania (DVRPC, 2007)*

<b>Table A-5 MPMS# 15345 PA 252, Providence Road Widening</b>			
<b>Commitment</b>	<b>Status</b>	<b>Lead Agency/ Organization</b>	<b>Comments/Appropriate Strategy</b>
Install sidewalks from Media Borough line to Rose Tree Park entrance	Planned	Upper Providence Township	Pedestrian/Bicycle improvements
Incorporate shared use shoulder in project area to improve bicycle safety	Planned	PennDOT	Pedestrian/Bicycle improvements
Install "Share the Road" signs in project area	Planned	PennDOT/Upper Providence Township	Pedestrian/Bicycle improvements
Install crosswalks and pedestrian actuated signals at four intersections	Planned	PennDOT/Upper Providence Township	Pedestrian/Bicycle improvements
Install protective fence on parapet on bridge over US 1 overpass to improve pedestrian safety	Planned	PennDOT/Upper Providence Township	Pedestrian/Bicycle improvements
Coordinate timing of five signals on RT 252	Planned	PennDOT/Upper Providence Township	Upgrade signals

Source: PennDOT project manager, McMahon Transportation Engineers and Upper Providence Township

<b>Table A-6. MPMS# 71174 PA 29/PA 113 Black Rock to Hopwood Roads</b>			
<b>Commitment</b>	<b>Status</b>	<b>Lead Agency/ Organization</b>	<b>Comments/Appropriate Strategy</b>
Closed loop traffic signal system installed along PA 113	Completed	PennDOT	ITS
Left-turn lanes constructed at intersection	Completed	PennDOT	Intersection Improvements
Left-turn lanes in project area lengthened to improve safety	Completed	PennDOT	Intersection Improvements

Source: PennDOT project manager and *FY 2007-2010 Transportation Improvement Program for Pennsylvania* (DVRPC, 2007)

<b>Table A-7. MPMS# 46956 North Delaware Avenue Extension</b>			
<b>Commitment</b>	<b>Status</b>	<b>Lead Agency/ Organization</b>	<b>Comments/Appropriate Strategy</b>
Incorporate wide shoulders for Bicycles	Planned	Phila Streets Dept/ PennDOT	Pedestrian and Bicycle Improvements
Include sidewalks in project area	Planned	Phila Streets Dept/ PennDOT	Pedestrian and Bicycle Improvements
Complete section of East Coast Greenway through project area	Planned	Delaware River City Corporation	MPMS 61712
Signage to direct trucks off of Richmond Street onto extension	Planned	Phila Streets Dept/ PennDOT	Signage

Source: PennDOT project manager, Philadelphia Streets Department and *FY 2007-2010 Transportation Improvement Program for Pennsylvania* (DVRPC, 2007)

**APPENDIX II  
Status of CMP  
Supplemental Strategies  
by Project (NJ)**



<b>Table B-1. DB# 567 Marlton Circle Elimination</b>			
<b>Commitment</b>	<b>Status</b>	<b>Lead Agency/ Organization</b>	<b>Comments</b>
Install crosswalks and pedestrian signals where appropriate	Planned	NJ DOT	Pedestrian and Bicycle Improvements
Computerized traffic signals (Install five new signals controlled by SJ TOC)	Planned	NJ DOT	Very Appropriate strategy for this corridor
Install CCTV and link to SJ TOC	Planned	NJ DOT	ITS
Maintain vehicle advisories to manage traffic during construction	Planned	NJ DOT/ CCCTMA	

Source: NJ DOT project manager and *FY 2007-2010 Transportation Improvement Program for New Jersey* (DVRPC, 2007)

<b>Table B-2. DB# 94068 NJ 73 Fox Meadow/Fellowship Road</b>			
<b>Commitment</b>	<b>Status</b>	<b>Lead Agency/ Organization</b>	<b>Comments</b>
Install sidewalks from NJ 73 to Main Street on Fellowship Road	Planned	NJ DOT	Pedestrian and Bicycle Improvements
Install signal tied into closed loop system at NJ 73 and Fox Meadow Road	Planned	NJ DOT	Very Appropriate strategy for this corridor
Construct 10' SB outside shoulders on NJ 73 to make bicycle compatible	Planned	NJ DOT	Pedestrian and Bicycle Improvements
Maintain vehicle advisories to manage traffic during construction	Planned	NJ DOT/ CCCTMA	
Install Crosswalks at NJ 73 and Fox Meadow Road	Planned	NJDOT	Pedestrian and Bicycle Improvements

Source: NJ DOT project manager and *FY 2007-2010 Transportation Improvement Program for New Jersey* (DVRPC, 2007)

<b>Table B-3. DB# 155B Collingswood Circle Elimination</b>			
<b>Commitment</b>	<b>Status</b>	<b>Lead Agency/ Organization</b>	<b>Comments</b>
Pedestrian overpass in vicinity of Richey Avenue	Planned	NJ DOT	Pedestrian and Bicycle Improvements
Installation of sidewalk in project area	Planned	NJ DOT	Pedestrian and Bicycle Improvements
Computerize traffic signals and CCTV tied to SJ TOC	Planned	NJ DOT	Very Appropriate strategy for this corridor
Include a series of jughandles and connector roads to facilitate traffic flow through intersection	Planned	NJ DOT	Local Road Connectivity

Source: NJ DOT project manager, Dewberry Engineering, DVRPC, *FY 2007-2010 Transportation Improvement Program for New Jersey* (DVRPC, 2007)

<b>Table B-4. DB# 00349 Grenloch-Little Gloucester Road*</b>			
<b>Commitment</b>	<b>Status</b>	<b>Lead Agency/ Organization</b>	<b>Comments</b>
Stakeholders involved in development of interchange design that improves local and regional access	Completed	NJ DOT	RT 42 and College Drive Land-use and Transportation Study
Plan is consistent with NJ Smart Growth principals and objectives	Completed	NJ DOT	RT 42 and College Drive Land-use and Transportation Study
Design guidelines enhance redevelopment of project area and allow for pedestrian activity in safe and walkable environment	Completed	NJ DOT	RT 42 and College Drive Land-use and Transportation Study
Design guidelines include bicycle and pedestrian facilities	Completed	NJ DOT	RT 42 and College Drive Land-use and Transportation Study
Potential PATCO Transit Line in project area is not preempted by road project design.	Completed	NJ DOT	RT 42 and College Drive Land-use and Transportation Study

Sources: NJ DOT project manager, *RT 42 and College Drive Land-use and Transportation Study* (NJ DOT 2007)

\*The *RT 42 and College Drive Land-use and Transportation Study* incorporates components in the project design that address a number of recommended supplemental strategies and is a good example of the stakeholder process resulting in a sustainable design that improves the SOV project.

## Publication Abstract

<p><b>Title of Report:</b>  <i>2008 Supplemental Projects Status Memorandum:  DVRPC Congestion Management Process</i></p>	<p><b>Date Published:</b> February 2008  <b>Publication Number:</b> 08016</p>	
<p><b>Geographic Area Covered:</b>  The nine-county DVRPC Planning Area, which covers the counties of Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey.</p>		
<p><b>Key Words:</b>  Congestion Management Process, Congestion Management System, Single Occupancy Vehicle, Supplemental Strategies, Major Capacity, Transportation Improvement Program (TIP),</p>		
<p><b>Abstract:</b>  This memorandum is the second annual review of the status of supplemental strategies for major single-occupancy vehicle capacity-adding projects in the region's Transportation Improvement Programs. Twelve TIP projects were reviewed for 2008. All projects reviewed were found to be making reasonable progress with supplemental projects in accordance with federal CMP regulations.</p>		
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