

**DVRPC CMP Strategies by Subcorridor**

*See map for each corridor and its subcorridors*

| Corridor ID | Corridor Name                 | Corridor Notes  |
|-------------|-------------------------------|---|
| 1           | I-276 (Pennsylvania Turnpike) | Narrowly drawn with bump-out areas of influence around interchanges |

**Subcorridor with Their Strategies**

| Subcorridor ID          | Subcorridor Name                                       | Subcorridor Notes   |
|-------------------------|--|---|
| A                       | I-276 corridor from Valley Forge to PA 29/Great Valley | This corridor was left as one subcorridor because generally the same strategies are appropriate for its whole length. Corridor characteristics in certain spots include: High Current VC, High Future VC and High Growth in VC, Bus ridership is 6,000 or more per day, Rail Station with 500 or more passenger boardings per weekday, Transit usage approaching a lane of traffic, Two or more times the average regional density of households or employment. |
| <b>Subcorridor Type</b> | 1. Freeway   |   |

**Very Appropriate Strategies**

- o Intelligent Transportation Systems (ITS)/Integrated Corridor Management for Freeways
- o Incident Management
- o Traveler Information Services
- o Advanced Transit System Management
- o Enhanced Transit Amenities and Safety
- o Park-and-Ride Lots

**Secondary Strategies**

- o Closed Loop Computerized Traffic Signals
- o Automated Toll Collection Improvements
- o Transportation Security/Terrorism Prevention
- o Making Transfers Easier for Passengers
- o Making Intermodal Transfers Easier for Freight
- o Commercial Vehicle Operations (CVO)
- o Maintenance Management
- o County and Local Road Connectivity
- o Tolls/Congestion Pricing
- o Interregional Transportation Coordination
- o Express Transit Routes
- o More Frequent Transit or More Hours of Service
- o HOV Treatments
- o General Purpose Lanes
- o Frontage or Service Roads
- o Major Reconstruction with Minor Capacity
- o Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- o Regional or Intercity Rail Service
- o Freight Rail (new or expanded)
- o Interchange with Related Road Segments
- o Also see strategies appropriate for all subcorridor types

While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios now and in the 2035 travel model. Similarly, Access Management, and Marketing/Outreach for Transit and TDM Services are important given the high bus and train ridership this corridor. Given the levels of current and future congestion, General Purpose Lanes and Transit Capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity.

**Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009**

See the TIP for more current and complete information at [www.dvrpc.org/transportation/capital/tip.htm](http://www.dvrpc.org/transportation/capital/tip.htm)

**TIP MPMS**

|       |  |
|-------|--|
| 13347 | I-95 / PA Turnpike Interchange                     |
| 13549 | US 1 (Bridges)                                     |
| 16211 | I-76 Ramps Phase 3, Henderson/Gulph Rds. Widening  |
| 16477 | PA 309, Welsh Rd. to Highland Ave.                 |
| 48172 | PA 23 Relocation at Allendale Rd. and Beidler Rd.  |
| 48187 | I-76 Ramps Phase 2 - Henderson/Gulph Road Widen    |
| 57858 | Lafayette St. Extension                            |
| 64796 | US 422 / PA 363 Interchange                        |
| 70197 | US 422 (New) Exwy Bridge Over Schuylkill River     |
| 79863 | Lafayette St- Ford Street to Conshohocken Rd.      |
| 79864 | Lafayette St - Barbados St. to Ford St.            |
| 79928 | Lafayette St./US 202 Dannehower Bridge Interchange |
| 80021 | US 202 - Markley St Improvements (Section 510 )    |
| 80022 | US 202 - Markley St. Improvements (Section 520 )   |

**Adopted Corridor Studies Include (also see Bibliography)**

Area Revitalization, Mobility, & Industrial Corridor Reuse Study: Norristown, Plymouth & Conshohocken (DVRPC 05006, 2005), Schuylkill Crossings Traffic Study (DVRPC 07040, 2008)

|  |
|--|
| <p><b>Strategies Appropriate Everywhere</b></p> <ul style="list-style-type: none"><li>* Safety Improvements and Programs</li><li>* Signage</li><li>* Improvements for Pedestrians and Bicyclists as appropriate</li><li>* Basic Upgrading of Traffic Signals</li><li>* Signal Prioritization for Emergency Vehicles where needed</li><li>* Intersection Improvements of a Limited Scale</li><li>* Bottleneck Improvements of a Limited Scale, Vehicle or Rail</li><li>* Accessibility and Environmental Justice</li><li>* Access Management (both engineering and policy strategies)</li><li>* Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs)</li><li>* Revision of Existing Land Use/Transportation Regulations</li><li>* Growth Management and Smart Growth</li></ul> |
| <p>Note that the CMP respects permanently protected open space and other policy commitments of the Long Range Plan and in no way replaces the EIS or other planning process. Due to the size of subcorridors, capacity additions may be appropriate for a subcorridor but not appropriate everywhere in them. Widenings are assumed to be considered on the most major facility first.</p>   |

**DVRPC CMP Strategies by Subcorridor**

*See map for each corridor and its subcorridors*

| Corridor ID | Corridor Name | Corridor Notes  |
|-------------|---------------|---|
| 2           | I-476         | This corridor contains I-476 and the highway-related area around it |

**Subcorridor with Their Strategies**

| Subcorridor ID          | Subcorridor Name                | Subcorridor Notes  |
|-------------------------|---------------------------------|--|
| A                       | I-476 North of Plymouth Meeting | The northern end of this congested subcorridor is the intersection area with Sumneytown Pike and growing center of Kulpsville. |
| <b>Subcorridor Type</b> |                                 |  |
| 1. Freeway              |                                 |  |

**Very Appropriate Strategies**

- o Intelligent Transportation Systems (ITS)/Integrated Corridor Management for Freeways
- o Incident Management
- o Traveler Information Services
- o Park-and-Ride Lots
- o Major Reconstruction with Minor Capacity

**Secondary Strategies**

- o Closed Loop Computerized Traffic Signals
- o Automated Toll Collection Improvements
- o Transit Signal Priority (TSP)
- o Transportation Security/Terrorism Prevention
- o Making Transfers Easier for Passengers
- o Commercial Vehicle Operations (CVO)
- o Maintenance Management
- o Advanced Transit System Management
- o Enhanced Transit Amenities and Safety
- o County and Local Road Connectivity
- o Tolls/Congestion Pricing
- o Interregional Transportation Coordination
- o Express Transit Routes
- o HOV Treatments
- o General Purpose Lanes
- o Frontage or Service Roads
- o New Bus Route
- o Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- o Regional or Intercity Rail Service
- o Freight Rail (new or expanded)
- o Interchange with Related Road Segments
- o Also see strategies appropriate for all subcorridor types

**Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009**

See the TIP for more current and complete information at [www.dvrpc.org/transportation/capital/tip.htm](http://www.dvrpc.org/transportation/capital/tip.htm)

**TIP MPMS**

- 16438 PA 309 Connector Project-Phase I
- 50364 US 202, Dekalb Pike, Section 610
- 63490 US 202, Twp. Line Rd. to Morris Rd. (Sec 61N)

**PA CMP Corridor 2**

**Adopted Corridor Studies Include (also see Bibliography)**

I-476 Express Bus Feasibility Study (DVRPC 03008, 2003), Schuylkill Crossings Traffic Study (DVRPC 07040, 2008)

| <b>Subcorridor ID</b>                          | <b>Subcorridor Name</b>  | <b>Subcorridor Notes</b>   |
|--|--------------------------|--|
| B  | I-476 from I-76 to I-276 | Includes Conshohocken; complex weaves. Subcorridor characteristics include: High Current VC, High Future VC, and High Growth in VC between 2005 and 2035 model scenarios |
| <b>Subcorridor Type</b><br>2. Freeway Junction |                          |  |

**Very Appropriate Strategies**

- o Intelligent Transportation Systems (ITS)/Integrated Corridor Management for Freeways
- o Incident Management
- o Traveler Information Services
- o Express Transit Routes
- o Major Reconstruction with Minor Capacity

**Secondary Strategies**

- o Closed Loop Computerized Traffic Signals
- o Automated Toll Collection Improvements
- o Transportation Security/Terrorism Prevention
- o Commercial Vehicle Operations (CVO)
- o Maintenance Management
- o County and Local Road Connectivity
- o Tolls/Congestion Pricing
- o Interregional Transportation Coordination
- o Extensions or Changes in Bus Routes
- o HOV Treatments
- o General Purpose Lanes
- o Frontage or Service Roads
- o New Bus Route
- o Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- o Regional or Intercity Rail Service
- o Freight Rail (new or expanded)
- o Interchange with Related Road Segments
- o Also see strategies appropriate for all subcorridor types

While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios now and in the 2035 travel model.  
Given the levels of current and future congestion. General Purpose Lanes and Transit Capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity.

**Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009**

See the TIP for more current and complete information at [www.dvrpc.org/transportation/capital/tip.htm](http://www.dvrpc.org/transportation/capital/tip.htm)

**TIP MPMS**

16577 Ridge Pike, Butler Pike to Phila Line

**Adopted Corridor Studies Include (also see Bibliography)**

I-476 Express Bus Feasibility Study (DVRPC 03008, 2003), Area Revitalization, Mobility, & Industrial Corridor Reuse Study: Norristown, Plymouth & Conshohocken (DVRPC 05006, 2005), Schuylkill Crossings Traffic Study (DVRPC 07040, 2008)

**PA CMP Corridor 2**

| <b>Subcorridor ID</b>   | <b>Subcorridor Name</b>                        | <b>Subcorridor Notes</b>  |
|-------------------------|--|---|
| C                       | I-476 north of vicinity of PA 320 intersection | North to Delaware/Montgomery county line. This subcorridor extends out to include areas of related land uses. Subcorridor characteristics include: Bus ridership is 6,000 or more per day, Rail Station with 500 or more passenger boardings per weekday. |
| <b>Subcorridor Type</b> |  |   |
| 1. Freeway              |  |   |

**Very Appropriate Strategies**

- o Intelligent Transportation Systems (ITS)/Integrated Corridor Management for Freeways
- o Incident Management
- o Traveler Information Services
- o Park-and-Ride Lots
- o Major Reconstruction with Minor Capacity

**Secondary Strategies**

- o Ramp Metering
- o Closed Loop Computerized Traffic Signals
- o Automated Toll Collection Improvements
- o Transportation Security/Terrorism Prevention
- o Making Transfers Easier for Passengers
- o Commercial Vehicle Operations (CVO)
- o Maintenance Management
- o County and Local Road Connectivity
- o Tolls/Congestion Pricing
- o Interregional Transportation Coordination
- o Express Transit Routes
- o More Frequent Transit or More Hours of Service
- o HOV Treatments
- o General Purpose Lanes
- o Frontage or Service Roads
- o New Bus Route
- o Shuttle Service to Stations
- o Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- o Regional or Intercity Rail Service
- o Freight Rail (new or expanded)
- o Interchange with Related Road Segments
- o Also see strategies appropriate for all subcorridor types

While Marketing/Outreach for Transit and TDM strategies are appropriate everywhere, they can build upon existing successes in high transit use subcorridors like this one.

**Adopted Corridor Studies Include (also see Bibliography)**

I-476 Express Bus Feasibility Study (DVRPC 03008, 2003), Delaware County Highway-Railroad Grade Crossing Study (DVRPC 06007, 2006)

| <b>Subcorridor ID</b>   | <b>Subcorridor Name</b> | <b>Subcorridor Notes</b>   |
|-------------------------|-------------------------|--|
| D                       | Chester & I-95 area     | This subcorridors focuses on the freeway interactions. See Subcorridor 6A for more about Chester. Subcorridor characteristics include: High Change in VC 2005-2035, Bus ridership is 6,000 or more per day, Transit usage approaching a lane of traffic, High concentrations of numerous transportation disadvantaged populations, Two or more times the average regional density of households or employment. |
| <b>Subcorridor Type</b> |                         |  |
| 2. Freeway Junction     |                         |  |

**Very Appropriate Strategies**

- o Intelligent Transportation Systems (ITS)/Integrated Corridor Management for Freeways
- o Incident Management
- o Traveler Information Services
- o Advanced Transit System Management

## PA CMP Corridor 2

- Express Transit Routes
- Major Reconstruction with Minor Capacity

### Secondary Strategies

- Ramp Metering
- Closed Loop Computerized Traffic Signals
- Automated Toll Collection Improvements
- Transit Signal Priority (TSP)
- Transportation Security/Terrorism Prevention
- Commercial Vehicle Operations (CVO)
- Maintenance Management
- Environmental Justice Outreach for Decision-Making
- Multilingual and Non-Traditional Communication
- Planning and Design for Nonmotorized Transportation
- Enhanced Transit Amenities and Safety
- Roundabouts
- County and Local Road Connectivity
- Expanded Parking/Improved Access to Stations (all modes)
- Passenger Intermodal Center or Garage for Transit Riders
- Tolls/Congestion Pricing
- Local Delivery Service
- Pricing and Funding Policies
- Economic Development Oriented Transportation Policies
- Context Sensitive Design
- Interregional Transportation Coordination
- Park-and-Ride Lots
- Transit Oriented Development (TOD)
- More Frequent Transit or More Hours of Service
- HOV Treatments
- General Purpose Lanes
- Frontage or Service Roads
- Transportation Services for Special Events
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Ferry Services
- Freight Rail (new or expanded)
- Interchange with Related Road Segments
- Also see strategies appropriate for all subcorridor types

While Growth Management and Smart Growth strategies are appropriate everywhere, they are especially important in corridors with high rate of increase in V/C ratios considered likely based on the travel model.

Similarly, Access Management, Marketing/Outreach for Transit and TDM Services, Improvements for Walking and Bicycling, and a variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice.

### Adopted Corridor Studies Include (also see Bibliography)

Conceptual Access Plan for the City of Chester (DVRPC 01025, 2001), I-476 Express Bus Feasibility Study (DVRPC 03008, 2003), Delaware County Highway-Railroad Grade Crossing Study (DVRPC 06007, 2006), Revitalization Plan Area 2 (Delaware County Planning Department, Update Underway), Revitalization Plan New Area Corridors (Delaware County Planning Department, Currently Underway), Chester City Amtrak Service (DVRPC, 2008), Highland Avenue TOD or Relocation (DVRPC/CH Planning, Currently Underway), Brookhaven, Parkside, and Upland Borough MultiMunicipal Comprehensive Plan

## PA CMP Corridor 2

### Strategies Appropriate Everywhere

- \* Safety Improvements and Programs
- \* Signage
- \* Improvements for Pedestrians and Bicyclists as appropriate
- \* Basic Upgrading of Traffic Signals
- \* Signal Prioritization for Emergency Vehicles where needed
- \* Intersection Improvements of a Limited Scale
- \* Bottleneck Improvements of a Limited Scale, Vehicle or Rail
- \* Accessibility and Environmental Justice
- \* Access Management (both engineering and policy strategies)
- \* Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs)
- \* Revision of Existing Land Use/Transportation Regulations
- \* Growth Management and Smart Growth

Note that the CMP respects permanently protected open space and other policy commitments of the Long Range Plan and in no way replaces the EIS or other planning process. Due to the size of subcorridors, capacity additions may be appropriate for a subcorridor but not appropriate everywhere in them. Widenings are assumed to be considered on the most major facility first.

**DVRPC CMP Strategies by Subcorridor**

*See map for each corridor and its subcorridors*

| Corridor ID | Corridor Name | Corridor Notes  |
|-------------|---------------|---|
| 3           | I-76 & I-676  | I-76 from the Walt Whitman Bridge and I-676 from the Ben Franklin Bridge past their juncture to the PA Turnpike |

**Subcorridor with Their Strategies**

| Subcorridor ID          | Subcorridor Name        | Subcorridor Notes  |
|-------------------------|-------------------------|--|
| A                       | I-676/76 to City Avenue | Walt Whitman and Ben Franklin bridges through the I-676/76 merge to the vicinity of US 1 interchanges. Subcorridor characteristics include: High Current VC, High Future VC and High Growth in VC, Bus ridership is 6,000 or more per day, Rail Station with 500 or more passenger boardings per weekday, Transit usage approaching a lane of traffic, High concentrations of numerous transportation disadvantaged populations. |
| <b>Subcorridor Type</b> |                         |  |
| 2. Freeway Junction     |                         |  |

**Very Appropriate Strategies**

- o Intelligent Transportation Systems (ITS)/Integrated Corridor Management for Freeways
- o Incident Management
- o Traveler Information Services
- o Expanded Parking/Improved Access to Stations (all modes)
- o Express Transit Routes
- o Major Reconstruction with Minor Capacity

**Secondary Strategies**

- o Closed Loop Computerized Traffic Signals
- o Automated Toll Collection Improvements
- o Transportation Security/Terrorism Prevention
- o Commercial Vehicle Operations (CVO)
- o Maintenance Management
- o Environmental Justice Outreach for Decision-Making
- o Multilingual and Non-Traditional Communication
- o Planning and Design for Nonmotorized Transportation
- o County and Local Road Connectivity
- o Tolls/Congestion Pricing
- o Local Delivery Service
- o Context Sensitive Design
- o Interregional Transportation Coordination
- o Transit Oriented Development (TOD)
- o More Frequent Transit or More Hours of Service
- o HOV Treatments
- o General Purpose Lanes
- o Frontage or Service Roads
- o Transportation Services for Special Events
- o Transportation Services for Specific Populations
- o Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- o Regional or Intercity Rail Service
- o Freight Rail (new or expanded)
- o Interchange with Related Road Segments
- o Also see strategies appropriate for all subcorridor types

Many parallel local streets do not have electronic controllers with fiber option interconnect and are not compatible to ITS. (Denny, 10/17/08)  
 Coordinate with broader scale incident management/ITS program.  
 Traffic signal improvements cited in the CAMP study of 34th & Grays Ferry Rd area and MPMS 17724

### PA CMP Corridor 3

While Signage and Marketing/Outreach for Transit and TDM Services are appropriate everywhere, they are specifically recommended in the Stadium Area Study.

While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios now and in the 2035 travel model.

In a subcorridor with high current V/Cs, high V/C growth and congestion in the future, high existing transit use, and many high concentrations of transportation disadvantaged populations all the strategies appropriate for all subcorridors should be used as well as the ones specifically listed above.

A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice.

Given the levels of current and future congestion, General Purpose Lanes and Transit Capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity.

#### **Adopted Corridor Studies Include (also see Bibliography)**

Congestion and Accident Mitigation (CAMP) Program Report (DVRPC, 2005), Stadium Area Transit Study (Kise Straw & Kolodner, 2004)  
 Reference for note: e-mail from Philadelphia Streets Department, Charles Denny, 10/17/08.

| Subcorridor ID          | Subcorridor Name                 | Subcorridor Notes   |
|-------------------------|----------------------------------|---|
| B                       | US 1 to Conshohocken curve/PA 23 | West of Lincoln Drive intersection of US 1 (City Ave) and east of PA 23 intersection. Subcorridor characteristics include: Major transit stations include Wissahickon Transportation Center, 50% or more of the subcorridor is environmentally sensitive or protected land. |
| <b>Subcorridor Type</b> |                                  |   |
| 1. Freeway              |                                  |   |

#### **Very Appropriate Strategies**

- Intelligent Transportation Systems (ITS)/Integrated Corridor Management for Freeways
- Incident Management
- Traveler Information Services
- Expanded Parking/Improved Access to Stations (all modes)
- Park-and-Ride Lots
- Major Reconstruction with Minor Capacity

#### **Secondary Strategies**

- Closed Loop Computerized Traffic Signals
- Automated Toll Collection Improvements
- Transportation Security/Terrorism Prevention
- Making Transfers Easier for Passengers
- Commercial Vehicle Operations (CVO)
- Maintenance Management
- County and Local Road Connectivity
- Tolls/Congestion Pricing
- Environmentally Friendly Transportation Policies
- Context Sensitive Design
- Interregional Transportation Coordination
- Express Transit Routes
- HOV Treatments
- General Purpose Lanes
- Frontage or Service Roads
- Shuttle Service to Stations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Freight Rail (new or expanded)
- Interchange with Related Road Segments
- Also see strategies appropriate for all subcorridor types

**PA CMP Corridor 3**

Many parallel local streets do not have electronic controllers with fiber optic interconnect and are not compatible to ITS. (Denny, 10/17/08)  
 Coordinate with broader-scale incident management/ITS program.  
 Any future consideration of adding road capacity should be carefully examined as 50% or more of this subcorridor is in sensitive environmental areas.

**Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009**

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**TIP MPMS**

64795 Rock Hill Rd./Belmont Ave.

**Adopted Corridor Studies Include (also see Bibliography)**

Schuylkill Crossings Traffic Study (DVRPC 07040, 2008)

Reference for note: e-mail from Philadelphia Streets Department, Charles Denny, 10/17/08.

| Subcorridor ID          | Subcorridor Name            | Subcorridor Notes   |
|-------------------------|-----------------------------|---|
| C                       | I-76 from I-476 to Turnpike | Vicinity of PA 23 interchange (Conshohocken area) through interchange area of East-West Turnpike, US 202, and I-476 (Valley Forge area). Subcorridor characteristics include: High Current VC, High Future VC and High Growth in VC, Rail Station with 500 or more passenger boardings per weekday. |
| <b>Subcorridor Type</b> | 2. Freeway Junction         |   |

**Very Appropriate Strategies**

- o Intelligent Transportation Systems (ITS)/Integrated Corridor Management for Freeways
- o Incident Management
- o Traveler Information Services
- o Express Transit Routes
- o Major Reconstruction with Minor Capacity

**Secondary Strategies**

- o Closed Loop Computerized Traffic Signals
- o Automated Toll Collection Improvements
- o Transportation Security/Terrorism Prevention
- o Commercial Vehicle Operations (CVO)
- o Maintenance Management
- o County and Local Road Connectivity
- o Expanded Parking/Improved Access to Stations (all modes)
- o Tolls/Congestion Pricing
- o Interregional Transportation Coordination
- o Park-and-Ride Lots
- o HOV Treatments
- o General Purpose Lanes
- o Frontage or Service Roads
- o Shuttle Service to Stations
- o Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- o Regional or Intercity Rail Service
- o Freight Rail (new or expanded)
- o Interchange with Related Road Segments
- o Also see strategies appropriate for all subcorridor types

Coordinate with broader scale incident management/ITS program.  
 While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios now and in the 2035 travel model.  
 Given the levels of current and future congestion, General Purpose Lanes and Transit Capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity.

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**TIP MPMS**

- 16211 I-76 Ramps Phase 3, Henderson/Gulph Rds. Widening
- 68064 I-76 West Ramps Phase1- Henderson/Gulph Road Widen

**Adopted Corridor Studies Include (also see Bibliography)**

Henderson Road / I-76 Westbound Ramps Traffic Study (DVRPC 03006, 2003), Schuylkill Crossings Traffic Study (DVRPC 07040, 2008)

| Strategies Appropriate Everywhere  |
|--|
| <ul style="list-style-type: none"><li>* Safety Improvements and Programs</li><li>* Signage</li><li>* Improvements for Pedestrians and Bicyclists as appropriate</li><li>* Basic Upgrading of Traffic Signals</li><li>* Signal Prioritization for Emergency Vehicles where needed</li><li>* Intersection Improvements of a Limited Scale</li><li>* Bottleneck Improvements of a Limited Scale, Vehicle or Rail</li><li>* Accessibility and Environmental Justice</li><li>* Access Management (both engineering and policy strategies)</li><li>* Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs)</li><li>* Revision of Existing Land Use/Transportation Regulations</li><li>* Growth Management and Smart Growth</li></ul> |
| Note that the CMP respects permanently protected open space and other policy commitments of the Long Range Plan and in no way replaces the EIS or other planning process. Due to the size of subcorridors, capacity additions may be appropriate for a subcorridor but not appropriate everywhere in them. Widenings are assumed to be considered on the most major facility first.  |

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| Corridor ID | Corridor Name | Corridor Notes   |
|-------------|---------------|--|
| 4           | I-95          | Pennsylvania portion of I-95 and related development areas |

**Subcorridor with Their Strategies**

| Subcorridor ID          | Subcorridor Name                   | Subcorridor Notes   |
|-------------------------|------------------------------------|---|
| A                       | I-95 corridor north of Street Road | Less developed than further south; extended for I-276/US 13 movement; includes PA 413, US 13, Burlington-Bristol Bridge approaches. Subcorridor characteristics include: High Change in VC 2005-2035, Bus ridership is 6,000 or more per day, Rail Station with 500 or more passenger boardings per weekday, Transit usage approaching a lane of traffic, Two or more times the regional average of Hispanic people, Two or more times the regional average of limited English proficiency, Two or more times the average regional density of households or employment. |
| <b>Subcorridor Type</b> |                                    |   |
|                         | 1. Freeway                         |   |

**Very Appropriate Strategies**

- o Intelligent Transportation Systems (ITS)/Integrated Corridor Management for Freeways
- o Incident Management
- o Traveler Information Services
- o Advanced Transit System Management
- o Park-and-Ride Lots
- o Major Reconstruction with Minor Capacity

**Secondary Strategies**

- o Closed Loop Computerized Traffic Signals
- o Automated Toll Collection Improvements
- o Transportation Security/Terrorism Prevention
- o Commercial Vehicle Operations (CVO)
- o Maintenance Management
- o Multilingual and Non-Traditional Communication
- o Planning and Design for Nonmotorized Transportation
- o Enhanced Transit Amenities and Safety
- o County and Local Road Connectivity
- o Expanded Parking/Improved Access to Stations (all modes)
- o Tolls/Congestion Pricing
- o Interregional Transportation Coordination
- o Park-and-Ride Lots
- o Express Transit Routes
- o More Frequent Transit or More Hours of Service
- o HOV Treatments
- o General Purpose Lanes
- o Frontage or Service Roads
- o Shuttle Service to Stations
- o Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- o Regional or Intercity Rail Service
- o Freight Rail (new or expanded)
- o Interchange with Related Road Segments
- o Also see strategies appropriate for all subcorridor types

Coordinate with I-95 Coalition.  
 While Growth Management and Smart Growth strategies and Access Management are appropriate everywhere, they are especially important in corridors with high growth suggested by the 2035 travel model.

## PA CMP Corridor 4

A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice.  
The Seamless Regional Transit Access study recommends establishing shuttle service between Bristol and Burlington, NJ.

### **Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009**

See the TIP for more current and complete information at [www.dvrpc.org/transportation/capital/tip.htm](http://www.dvrpc.org/transportation/capital/tip.htm)

#### **TIP MPMS**

13347 I-95 / PA Turnpike Interchange  
13549 US 1 (Bridges)

### **Adopted Corridor Studies Include (also see Bibliography)**

PA CMS PA 413 Corridor - Top 10 Worst Performing Arterial Sections #4 (DVRPC, 2003), US 1 Widening and Reconstruction Traffic Study (DVRPC 08089, 2008), Seamless Regional Transit Access (DVRPC 08069, 2008)

| Subcorridor ID          | Subcorridor Name           | Subcorridor Notes   |
|-------------------------|----------------------------|---|
| B                       | I-95 corridor-Philadelphia | Includes urban areas developed focused on I-95. Much of these areas are also in other subcorridors. Subcorridor characteristics include: High Change in VC 2005-2035, Bus ridership is 6,000 or more per day, Rail Station with 500 or more passenger boardings per weekday, Transit usage approaching a lane of traffic, High concentrations of numerous transportation disadvantaged populations, Two or more times the average regional density of households or employment. |
| <b>Subcorridor Type</b> |                            |   |
| 2. Freeway Junction     |                            |   |

### **Very Appropriate Strategies**

- Intelligent Transportation Systems (ITS)/Integrated Corridor Management for Freeways
- Incident Management
- Traveler Information Services
- Advanced Transit System Management
- Expanded Parking/Improved Access to Stations (all modes)
- Express Transit Routes
- Major Reconstruction with Minor Capacity

### **Secondary Strategies**

- Closed Loop Computerized Traffic Signals
- Automated Toll Collection Improvements
- Transit Signal Priority (TSP)
- Transportation Security/Terrorism Prevention
- Making Transfers Easier for Passengers
- Commercial Vehicle Operations (CVO)
- Maintenance Management
- Environmental Justice Outreach for Decision-Making
- Multilingual and Non-Traditional Communication
- Planning and Design for Nonmotorized Transportation
- Enhanced Transit Amenities and Safety
- County and Local Road Connectivity
- Tolls/Congestion Pricing
- Local Delivery Service
- Context Sensitive Design
- Interregional Transportation Coordination
- Transit Oriented Development (TOD)
- Extensions or Changes in Bus Routes
- More Frequent Transit or More Hours of Service
- HOV Treatments
- General Purpose Lanes

**PA CMP Corridor 4**

- Frontage or Service Roads
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Freight Rail (new or expanded)
- Interchange with Related Road Segments
- Also see strategies appropriate for all subcorridor types

Many parallel local streets do not have electronic controllers with fiber option interconnect and are not compatible to ITS. (Denny, 10/17/08)  
 Coordinate with I-95 Coalition.  
 While Growth Management and Smart Growth strategies and Access Management are appropriate everywhere, they are especially important in corridors with high growth suggested by the 2035 travel model.  
 While Marketing/Outreach for Transit and TDM strategies are appropriate everywhere, they can build upon existing successes in high transit use subcorridors like this one.  
 A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice.  
 The Seamless Regional Transit Access study recommends connecting the Frankford Transportation Center with Palmyra Station (NJ) via extensions of existing bus routes. DRPA and PATCO are evaluating alternatives to expand transit services along Philadelphia's waterfront.

**Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009**

See the TIP for more current and complete information at [www.dvrpc.org/transportation/capital/tip.htm](http://www.dvrpc.org/transportation/capital/tip.htm)

**TIP MPMS**

- 17782 I-95 & Aramingo Ave., Adams Ave. Connector
- 17821 I-95 Shackamaxon St. to Ann St. (GIR)
- 46956 North Delaware Ave. Extension
- 79825 I-95: Shckmxon - Columbia (GR2)

**Adopted Corridor Studies Include (also see Bibliography)**

I-95 Interchange Enhancement and Reconstruction Cottman/Princeton Interchange Traffic Study (DVRPC 02025, 2002), I-95 Interchange Enhancement and Reconstruction Section AFC Interchange Traffic Study (DVRPC 06010, 2005), I-95 Interchange Enhancement and Reconstruction Section GIR Traffic Study (DVRPC 05003, 2005), Southern New Jersey to Philadelphia Transit Study (DRPA, 2005), US 1 Widening and Reconstruction Traffic Study (DVRPC 08089, 2008), Seamless Regional Transit Access (DVRPC 08069, 2008)  
 Reference for note: e-mail from Philadelphia Streets Department, Charles Denny, 10/17/08.

| Subcorridor ID          | Subcorridor Name         | Subcorridor Notes  |
|-------------------------|--------------------------|--|
| C                       | I-95 corridor by Airport | Includes Packer Avenue Marine Terminal, Philadelphia Airport, Boeing in Delaware County and intersection with PA 420. Subcorridor characteristics include: High Future VC, High Change in VC 2005-2035, Bus ridership is 6,000 or more per day, Transit usage approaching a lane of traffic. |
| <b>Subcorridor Type</b> | 10. Industrial           |  |

**Very Appropriate Strategies**

- Incident Management
- Making Intermodal Transfers Easier for Freight
- Commercial Vehicle Operations (CVO)
- Advanced Transit System Management
- Expanded Parking/Improved Access to Stations (all modes)
- Major Reconstruction with Minor Capacity

**Secondary Strategies**

- Ramp Metering
- Closed Loop Computerized Traffic Signals
- Intelligent Transportation Systems (ITS)/Integrated Corridor Management for Freeways
- Transit Signal Priority (TSP)
- Traveler Information Services

**PA CMP Corridor 4**

- Making Transfers Easier for Passengers
- Maintenance Management
- Planning and Design for Nonmotorized Transportation
- Enhanced Transit Amenities and Safety
- County and Local Road Connectivity
- Passenger Intermodal Center or Garage for Transit Riders
- Freight Intermodal Center/Yard
- Parking Supply and Demand Management (such as by transportation allowances)
- Pricing and Funding Policies
- Economic Development Oriented Transportation Policies
- Interregional Transportation Coordination
- Express Transit Routes
- More Frequent Transit or More Hours of Service
- HOV Treatments
- General Purpose Lanes
- Frontage or Service Roads
- Transportation Services for Special Events
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Ferry Services
- Freight Rail (new or expanded)
- Interchange with Related Road Segments
- Limited Access Highway
- Also see strategies appropriate for all subcorridor types

Many parallel local streets do not have electronic controllers with fiber optic interconnect and are not compatible to ITS. (Denny, 10/17/08)  
 Coordinate with I-95 Coalition.  
 While Signage and Marketing/Outreach for Transit and TDM Services are appropriate everywhere, they are specifically recommended in the Stadium Area Study.  
 While Growth Management and Smart Growth, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in this subcorridor likely to experience high growth in V/C ratios and high V/C ratios in the future based on regional travel modeling.  
 The Seamless Regional Transit Access study recommends a JARC Shuttle between Philadelphia and the Pureland Industrial Center (NJ) via Chester County.

**Adopted Corridor Studies Include (also see Bibliography)**

Stadium Area Transit Study (Kise Straw & Kolodner, 2004), Seamless Regional Transit Access (DVRPC 08069, 2008), Revitalization Plan Area 3 & 4 (Delaware County Planning Department, Update Underway)  
 Reference for note: e-mail from Philadelphia Streets Department, Charles Denny, 10/17/08.

| Subcorridor ID          | Subcorridor Name                     | Subcorridor Notes  |
|-------------------------|--------------------------------------|--|
| D                       | I-95 corridor to Delaware State Line | Includes I-476 interchange and Commodore Barry Bridge area. Subcorridor characteristics include: High Future VC, High Change in VC 2005-2035, Bus ridership is 6,000 or more per day, Transit usage approaching a lane of traffic, High concentrations of numerous transportation disadvantaged populations. |
| <b>Subcorridor Type</b> |                                      |  |
| 1. Freeway              |                                      |  |

**Very Appropriate Strategies**

- Intelligent Transportation Systems (ITS)/Integrated Corridor Management for Freeways
- Incident Management
- Traveler Information Services
- Advanced Transit System Management
- Park-and-Ride Lots
- Major Reconstruction with Minor Capacity

**Secondary Strategies**

- Ramp Metering
- Closed Loop Computerized Traffic Signals
- Automated Toll Collection Improvements
- Transit Signal Priority (TSP)
- Transportation Security/Terrorism Prevention
- Making Transfers Easier for Passengers
- Making Intermodal Transfers Easier for Freight
- Commercial Vehicle Operations (CVO)
- Maintenance Management
- Environmental Justice Outreach for Decision-Making
- Multilingual and Non-Traditional Communication
- Planning and Design for Nonmotorized Transportation
- Enhanced Transit Amenities and Safety
- County and Local Road Connectivity
- Expanded Parking/Improved Access to Stations (all modes)
- Passenger Intermodal Center or Garage for Transit Riders
- Freight Intermodal Center/Yard
- Tolls/Congestion Pricing
- Local Delivery Service
- Economic Development Oriented Transportation Policies
- Context Sensitive Design
- Interregional Transportation Coordination
- Transit Oriented Development (TOD)
- Express Transit Routes
- More Frequent Transit or More Hours of Service
- HOV Treatments
- General Purpose Lanes
- Frontage or Service Roads
- Transportation Services for Special Events
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Ferry Services
- Freight Rail (new or expanded)
- Interchange with Related Road Segments
- Also see strategies appropriate for all subcorridor types

Coordinate with I-95 Coalition.  
While Growth Management and Smart Growth, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in this subcorridor likely to experience high growth in V/C ratios and high V/C ratios in the future based on regional travel modeling.  
A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice.  
The Seamless Regional Transit Access study recommends a JARC Shuttle between Philadelphia and the Pureland Industrial Center (NJ) via Chester County.

**Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009**

See the TIP for more current and complete information at [www.dvrpc.org/transportation/capital/tip.htm](http://www.dvrpc.org/transportation/capital/tip.htm)  
**TIP MPMS**

57780 Rt. 322/Comm Barry Bridge/I-95 2nd St. Interchange

**Adopted Corridor Studies Include (also see Bibliography)**

## PA CMP Corridor 4

Conceptual Access Plan for the City of Chester (DVRPC 01025, 2001), I-95/US 322 Interchange Traffic Study (DVRPC 08024, 2008), Seamless Regional Transit Access (DVRPC 08069, 2008), Revitalization Plan Area 1, 2, 3, & 4; New Area Corridors (Delaware County Planning Department, Update Underway), Chester City Amtrak Service (DVRPC, 2008), Highland Avenue TOD or Relocation (DVRPC/CH Planning, Currently Underway), Brookhaven, Parkside, and Upland Borough MultiMunicipal Comprehensive Plan; Marcus Hook TOD Master Plan (KSK, 2003)

### Strategies Appropriate Everywhere

- \* Safety Improvements and Programs
- \* Signage
- \* Improvements for Pedestrians and Bicyclists as appropriate
- \* Basic Upgrading of Traffic Signals
- \* Signal Prioritization for Emergency Vehicles where needed
- \* Intersection Improvements of a Limited Scale
- \* Bottleneck Improvements of a Limited Scale, Vehicle or Rail
- \* Accessibility and Environmental Justice
- \* Access Management (both engineering and policy strategies)
- \* Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs)
- \* Revision of Existing Land Use/Transportation Regulations
- \* Growth Management and Smart Growth

Note that the CMP respects permanently protected open space and other policy commitments of the Long Range Plan and in no way replaces the EIS or other planning process. Due to the size of subcorridors, capacity additions may be appropriate for a subcorridor but not appropriate everywhere in them. Widenings are assumed to be considered on the most major facility first.

**DVRPC CMP Strategies by Subcorridor**

*See map for each corridor and its subcorridors*

| Corridor ID | Corridor Name | Corridor Notes  |
|-------------|---------------|---|
| 5           | US 1          | Broadly defined corridor with surrounding development |

**Subcorridor with Their Strategies**

| Subcorridor ID          | Subcorridor Name     | Subcorridor Notes  |
|-------------------------|----------------------|--|
| A                       | US 1 West of US 202  | Less developed than further east on US 1. Chester County Planning Commission staff says the area has become suburban development with movement primarily south to jobs in New Castle County. A community college and other major land developments have also occurred there. Subcorridor characteristics include: Two or more times the regional average of Hispanic people, Two or more times the regional average of limited English proficiency, 50% or more of the subcorridor is environmentally sensitive or protected land. |
| <b>Subcorridor Type</b> |                      |  |
|                         | 9. Lightly Developed |  |

**Very Appropriate Strategies**

- o Closed Loop Computerized Traffic Signals
- o Channelization
- o County and Local Road Connectivity
- o Park-and-Ride Lots
- o Demand Response Transit Services

**Secondary Strategies**

- o Traffic Calming
- o Multilingual and Non-Traditional Communication
- o Planning and Design for Nonmotorized Transportation
- o Enhanced Transit Amenities and Safety
- o Roundabouts
- o Trip Reduction Ordinances (TRO)
- o Railroad Right-of-Way Preservation
- o Environmentally Friendly Transportation Policies
- o Context Sensitive Design
- o Transit Oriented Development (TOD)
- o Extensions or Changes in Bus Routes
- o Flexible Routing/Route Deviation Service
- o Major Reconstruction with Minor Capacity
- o New Bus Route
- o Shuttle Service to Stations
- o Transportation Services for Specific Populations
- o Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- o Regional or Intercity Rail Service
- o Arterial or Collector Road
- o Also see strategies appropriate for all subcorridor types

Based on discussion with Chester County Planning Commission and follow-up reviews, Arterial or Collector Road was added to this subcorridor, though this strategy should remain a last resort and be carefully paired with supplemental strategies to not encourage further sprawl. CCPC feels this strategy is an appropriate way to address the relatively sparse road network density/connectivity to help keep local traffic on the local road network and permit Route 1 Expressway to serve a more regional function.  
 MPMS 14541: US 1, Baltimore Pike was previously included and remains consistent.  
 While Growth Management and Smart Growth and Access Management are appropriate everywhere, they should be used in this subcorridor likely to experience high growth in V/C ratios. Any future consideration of adding road capacity should be carefully examined as 50% or more of this subcorridor is in sensitive environmental areas.

**Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009**

See the TIP for more current and complete information at [www.dvrpc.org/transportation/capital/tip.htm](http://www.dvrpc.org/transportation/capital/tip.htm)

**TIP MPMS**

- 14484 PA 41 Study
- 14541 US 1, Baltimore Pike

**Adopted Corridor Studies Include (also see Bibliography)**

Summary from CMP meeting at Chester County of 10/21/08 available upon request.

| Subcorridor ID          | Subcorridor Name    | Subcorridor Notes   |
|-------------------------|---------------------|---|
| B                       | US 1 West of PA 252 | Media Bypass area and west, not Media. Subcorridor characteristics include: High Change in VC 2005-2035, Bus ridership is 6,000 or more per day, 50% or more of the subcorridor is environmentally sensitive or protected land. |
| <b>Subcorridor Type</b> |                     |   |
| 7. Developing Arterial  |                     |   |

**Very Appropriate Strategies**

- o Closed Loop Computerized Traffic Signals
- o Channelization
- o Center Turn Lanes
- o County and Local Road Connectivity
- o Extensions or Changes in Bus Routes

**Secondary Strategies**

- o Transit Signal Priority (TSP)
- o Planning and Design for Nonmotorized Transportation
- o Enhanced Transit Amenities and Safety
- o Jughandles
- o Roundabouts
- o Expanded Parking/Improved Access to Stations (all modes)
- o Trip Reduction Ordinances (TRO)
- o Railroad Right-of-Way Preservation
- o Environmentally Friendly Transportation Policies
- o Context Sensitive Design
- o Park-and-Ride Lots
- o Transit First Policy
- o Transit Oriented Development (TOD)
- o Express Transit Routes
- o Flexible Routing/Route Deviation Service
- o Major Reconstruction with Minor Capacity
- o New Bus Route
- o Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- o Regional or Intercity Rail Service
- o Local Fixed Rail Service (New, Extensions, or Added Stations)
- o Interchange with Related Road Segments
- o Also see strategies appropriate for all subcorridor types

While Growth Management and Smart Growth strategies are appropriate everywhere, they are especially important in corridors with high rate of increase in V/C ratios considered likely based on the travel model. Similarly, while Marketing/Outreach for Transit and TDM strategies are appropriate everywhere, they can build upon existing successes in high transit use subcorridors like this one. Any future consideration of adding road capacity should be carefully examined as 50% or more of this subcorridor is in sensitive environmental areas

**Adopted Corridor Studies Include (also see Bibliography)**

## PA CMP Corridor 5

see also Route 3 West Chester Pike Land Use and Access Management Strategies, Phase 1 (DVRPC 05029, 2006) referenced in 10C; Route 322 Land Use Study (DVRPC 02022, 2002), U.S. Route 202 Section 100: Land Use Implementation & Coordination

| Subcorridor ID            | Subcorridor Name        | Subcorridor Notes   |
|---------------------------|-------------------------|---|
| C                         | Havertown to near Media | Developed communities west of Baltimore Pike. Subcorridor characteristics include: Bus ridership is 6,000 or more per day, Rail Station with 500 or more passenger boardings per weekday, Two or more times the regional average of elderly people (over age 75). |
| Subcorridor Type          |                         |   |
| 4. Dense Suburban Network |                         |   |

### Very Appropriate Strategies

- o Closed Loop Computerized Traffic Signals
- o Planning and Design for Nonmotorized Transportation
- o Expanded Parking/Improved Access to Stations (all modes)
- o Park-and-Ride Lots
- o Transit Oriented Development (TOD)

### Secondary Strategies

- o Traffic Calming
- o Street Circulation Patterns
- o Transit Signal Priority (TSP)
- o Making Transfers Easier for Passengers
- o Parking Operations
- o Advanced Transit System Management
- o Enhanced Transit Amenities and Safety
- o At-Grade Rail Crossing Safety Improvements
- o Channelization
- o County and Local Road Connectivity
- o Local Delivery Service
- o Context Sensitive Design
- o Transit First Policy
- o Express Transit Routes
- o Extensions or Changes in Bus Routes
- o More Frequent Transit or More Hours of Service
- o Flexible Routing/Route Deviation Service
- o Frontage or Service Roads
- o Demand Response Transit Services
- o Shuttle Service to Stations
- o Transportation Services for Specific Populations
- o Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- o Local Fixed Rail Service (New, Extensions, or Added Stations)
- o Also see strategies appropriate for all subcorridor types

The 2006 CMP included General Purpose Lanes in the appropriate strategies and as a result MPMS 15345 remains consistent with the CMP. While Marketing/Outreach for Transit and TDM strategies are appropriate everywhere, they can build upon existing successes in high transit use, dense subcorridors like this one.

### Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009

See the TIP for more current and complete information at [www.dvrpc.org/transportation/capital/tip.htm](http://www.dvrpc.org/transportation/capital/tip.htm)

#### TIP MPMS

15345 PA 252, Providence Rd.

### Adopted Corridor Studies Include (also see Bibliography)

## PA CMP Corridor 5

Pennsylvania Congestion Management System - US 1 / Baltimore Pike Corridor (DVRPC 00009, 2000), Baltimore Avenue Corridor Revitalization Plan (McCormick Taylor, March 2007), Revitalization Plan Area 3, 4, & 5 (Delaware County Planning Department, Update Underway), Lansdowne Avenue CCIP (PennDOT - Jacobs, Edwards, & Kelcey), Darby Creek Greenway Study (Delaware County Planning Department, Currently Underway)

| Subcorridor ID          | Subcorridor Name | Subcorridor Notes  |
|-------------------------|------------------|--|
| D                       | Media Borough    | Broken off as different strategies are appropriate than in surrounding areas |
| <b>Subcorridor Type</b> |                  |  |
| 3. Dense Grid           |                  |  |

### Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Transit Signal Priority (TSP)
- Parking Operations
- Economic Development Oriented Transportation Policies
- More Frequent Transit or More Hours of Service

### Secondary Strategies

- Vehicle Use Limitations and Restrictions
- Traffic Calming
- Street Circulation Patterns
- Traveler Information Services
- Making Transfers Easier for Passengers
- Maintenance Management
- Planning and Design for Nonmotorized Transportation
- Advanced Transit System Management
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- Roundabouts
- Parking Supply and Demand Management (such as by transportation allowances)
- Local Delivery Service
- Context Sensitive Design
- Transit First Policy
- Transit Oriented Development (TOD)
- Shuttle Service to Stations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

| Subcorridor ID          | Subcorridor Name          | Subcorridor Notes   |
|-------------------------|---------------------------|---|
| E                       | Baltimore Avenue Corridor | 69th Street Terminal and Lansdowne, Clifton Heights, Yeadon, East Upper Darby Township. Subcorridor characteristics include: High Current VC, High Future VC or High Change in VC 2005-2035, Bus ridership is 6,000 or more per day, Extremely high density of transit stops, Transit usage approaching a lane of traffic, Two or more times the regional average of non-hispanic minorities, Two or more times the average regional density of households or employment. Lansdowne station is recommended for TOD in the Baltimore Avenue Study. |
| <b>Subcorridor Type</b> |                           |   |
| 3. Dense Grid           |                           |   |

### Very Appropriate Strategies

## PA CMP Corridor 5

- Closed Loop Computerized Traffic Signals
- Transit Signal Priority (TSP)
- Parking Operations
- Economic Development Oriented Transportation Policies
- Transit Oriented Development (TOD)
- More Frequent Transit or More Hours of Service

### Secondary Strategies

- Vehicle Use Limitations and Restrictions
- Traffic Calming
- Street Circulation Patterns
- Traveler Information Services
- Making Transfers Easier for Passengers
- Maintenance Management
- Environmental Justice Outreach for Decision-Making
- Multilingual and Non-Traditional Communication
- Safety Education and Enforcement (non-auto)
- Planning and Design for Nonmotorized Transportation
- Advanced Transit System Management
- Enhanced Transit Amenities and Safety
- At-Grade Rail Crossing Safety Improvements
- Channelization
- Center Turn Lanes
- Roundabouts
- Expanded Parking/Improved Access to Stations (all modes)
- Passenger Intermodal Center or Garage for Transit Riders
- Parking Supply and Demand Management (such as by transportation allowances)
- Context Sensitive Design
- Transit First Policy
- Express Transit Routes
- Extensions or Changes in Bus Routes
- General Purpose Lanes
- Shuttle Service to Stations
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

While Improvements for Pedestrians and Bicyclists, Basic Upgrading of Traffic Signals, and Access Management (both engineering and policy strategies) are appropriate everywhere, they are specifically recommended in the Baltimore Avenue study. While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios now and in the 2035 travel model.

Similarly, while Marketing/Outreach for Transit and TDM and Improvements for Walking and Bicycling strategies are appropriate everywhere, they can build upon existing successes in high transit use and dense subcorridors like this one.

Given the levels of current and future congestion, General Purpose Lanes and Transit Capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity.

### Adopted Corridor Studies Include (also see Bibliography)

Delaware County Renaissance Program plans, Pennsylvania Congestion Management System - US 1 / Baltimore Pike Corridor (DVRPC 00009, 2000), Baltimore Avenue Corridor Revitalization Plan (DVRPC 07051B, 2007), Baltimore Avenue Corridor Revitalization Plan (McCormick Taylor, March 2007), West Chester Pike Land Use and Access Management Strategies, Phase I (DVRPC 05029, 2006), Revitalization Plan Area 3, 4, & 5 (Delaware County Planning Department, Update Underway), Lansdowne Avenue CCIP (PennDOT - Jacobs, Edwards, & Kelcey), Darby Creek Greenway Study (Delaware County Planning Department, Currently Underway)

**PA CMP Corridor 5**

| <b>Subcorridor ID</b>                            | <b>Subcorridor Name</b> | <b>Subcorridor Notes</b>   |
|--|-------------------------|--|
| F  | City Ave area           | Office parks, nursing homes, shopping; interchange with I-76, traffic going from US 1 to US 13. Subcorridor characteristics include: High Current VC, High Future VC and High Growth in VC, Bus ridership is 6,000 or more per day, Rail Station with 500 or more passenger boardings per weekday, Transit usage approaching a lane of traffic, Two or more times the regional average of people in poverty, Two or more times the average regional density of households or employment. |
| <b>Subcorridor Type</b><br>6. Developed Arterial |                         |  |

**Very Appropriate Strategies**

- o Closed Loop Computerized Traffic Signals
- o Transit Signal Priority (TSP)
- o Enhanced Transit Amenities and Safety
- o Channelization
- o Center Turn Lanes
- o Transit First Policy
- o More Frequent Transit or More Hours of Service
- o Frontage or Service Roads

**Secondary Strategies**

- o Making Transfers Easier for Passengers
- o Environmental Justice Outreach for Decision-Making
- o Planning and Design for Nonmotorized Transportation
- o County and Local Road Connectivity
- o Expanded Parking/Improved Access to Stations (all modes)
- o Economic Development Oriented Transportation Policies
- o Transit Oriented Development (TOD)
- o Express Transit Routes
- o Extensions or Changes in Bus Routes
- o General Purpose Lanes
- o Transportation Services for Specific Populations
- o Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- o Regional or Intercity Rail Service
- o Local Fixed Rail Service (New, Extensions, or Added Stations)
- o Also see strategies appropriate for all subcorridor types

Notes from Phil. Streets Dept: City Ave. West of Rt 23 (Conshohocken Ave) does not have electronic controllers with fiber optic interconnect and are not compatible to ITS. Electronic controllers would also allow the system to be responsive to traffic volumes on City Avenue. Pedestrian countdown signals could be added to this corridor. Many bus routes use City Avenue and electronic controllers can provide transit priority. 63rd and City Avenue is a choke point on the corridor and causes backups to the route 30 corridor. (Denny, 10/17/08).  
 Added IAT Report re: enhancing nonmotorized access to Cynwyd Station  
 While Access Management (both engineering and policy strategies) and Intersection Improvements of a Limited Scale are appropriate everywhere, they are specifically recommended in the US 1 Study.  
 While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios now and in the 2035 travel model.  
 Similarly, while Marketing/Outreach for Transit and TDM strategies and Improvements for Walking and Bicycling are appropriate everywhere, they can build upon existing successes in high transit use, dense subcorridors like this one  
 Given the levels of current and future congestion, General Purpose Lanes and Transit Capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity..

**Adopted Corridor Studies Include (also see Bibliography)**

Increasing Intermodal Access to Transit, Phase III (DVRPC, 2006), Access Management Along City Avenue / US 1 Corridor (DVRPC 05019, 2005)  
 Reference for note: e-mail from Philadelphia Streets Department, Charles Denny, 10/17/08.

**PA CMP Corridor 5**

| <b>Subcorridor ID</b>   | <b>Subcorridor Name</b>                   | <b>Subcorridor Notes</b>   |
|-------------------------|---|--|
| G                       | Dense area north of US 1/I-76 interchange | Urban area north of Center City; US 1 is an expressway now but the area developed focused on it. Subcorridor characteristics include: High Current VC, High Future VC and High Growth in VC, Bus ridership is 6,000 or more per day, Rail Station with 500 or more passenger boardings per weekday, Transit usage approaching a lane of traffic, High concentrations of numerous transportation disadvantaged populations, Two or more times the average regional density of households or employment. |
| <b>Subcorridor Type</b> |   |  |
| 3. Dense Grid           |   |  |

**Very Appropriate Strategies**

- o Closed Loop Computerized Traffic Signals
- o Transit Signal Priority (TSP)
- o Parking Operations
- o Safety Education and Enforcement (non-auto)
- o Economic Development Oriented Transportation Policies
- o More Frequent Transit or More Hours of Service

**Secondary Strategies**

- o Vehicle Use Limitations and Restrictions
- o Street Circulation Patterns
- o Traveler Information Services
- o Making Transfers Easier for Passengers
- o Maintenance Management
- o Environmental Justice Outreach for Decision-Making
- o Multilingual and Non-Traditional Communication
- o Planning and Design for Nonmotorized Transportation
- o Advanced Transit System Management
- o Enhanced Transit Amenities and Safety
- o Channelization
- o Center Turn Lanes
- o Local Delivery Service
- o Context Sensitive Design
- o Transit First Policy
- o Transit Oriented Development (TOD)
- o Extensions or Changes in Bus Routes
- o General Purpose Lanes
- o Major Reconstruction with Minor Capacity
- o Shuttle Service to Stations
- o Transportation Services for Specific Populations
- o Regional or Intercity Rail Service
- o Local Fixed Rail Service (New, Extensions, or Added Stations)
- o Also see strategies appropriate for all subcorridor types

Philadelphia Streets Dept. states: "Many of the parallel local streets do not have electronic controllers with fiber optic interconnect and are not compatible to ITS." (Denny, 10/17/08) While Basic Upgrading of Traffic Signals, Signage, Safety Improvements and Programs, and Pedestrian and Bicyclist Improvements are appropriate everywhere, they are specifically recommended in the Roosevelt Boulevard Study.

While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios now and in the 2035 travel model.

A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice.

Given the levels of current and future congestion, General Purpose Lanes and Transit Capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity.

The Seamless Regional Transit Access study recommends connecting the Frankford Transportation Center with Palmyra Station (NJ) via extensions of existing bus routes.

**PA CMP Corridor 5**

**Adopted Corridor Studies Include (also see Bibliography)**

I-95 Interchange Enhancement and Reconstruction Cottman/Princeton Interchange Traffic Study (DVRPC 02025, 2002), US 1 - Roosevelt Boulevard Corridor Study (DVRPC 07032, 2007), Seamless Regional Transit Access (DVRPC 08069, 2008)  
 Notes also reference e-mail from Charles Denny, Philadelphia Streets Department (10/17/08)

| <b>Subcorridor ID</b>   | <b>Subcorridor Name</b>         | <b>Subcorridor Notes</b>   |
|-------------------------|---------------------------------|--|
| H                       | US 1 Far Northeast Philadelphia | North of Pennypack Creek to Bucks County. Subcorridor characteristics include: Bus ridership is 6,000 or more per day, Transit usage approaching a lane of traffic, Two or more times the regional average of people in poverty, Two or more times the regional average of people with physical disabilities, Two or more times the regional average of elderly people (over age 75), Two or more times the regional average of limited English proficiency, Two or more times the average regional density of households or employment. |
| <b>Subcorridor Type</b> | 4. Dense Suburban Network       |  |

**Very Appropriate Strategies**

- o Closed Loop Computerized Traffic Signals
- o Planning and Design for Nonmotorized Transportation
- o Advanced Transit System Management
- o Park-and-Ride Lots
- o Transit Oriented Development (TOD)
- o More Frequent Transit or More Hours of Service
- o New Bus Route

**Secondary Strategies**

- o Transit Signal Priority (TSP)
- o Making Transfers Easier for Passengers
- o Environmental Justice Outreach for Decision-Making
- o Multilingual and Non-Traditional Communication
- o Enhanced Transit Amenities and Safety
- o Channelization
- o County and Local Road Connectivity
- o Expanded Parking/Improved Access to Stations (all modes)
- o Local Delivery Service
- o Context Sensitive Design
- o Transit First Policy
- o Extensions or Changes in Bus Routes
- o Flexible Routing/Route Deviation Service
- o Frontage or Service Roads
- o Major Reconstruction with Minor Capacity
- o Demand Response Transit Services
- o Shuttle Service to Stations
- o Transportation Services for Specific Populations
- o Also see strategies appropriate for all subcorridor types

Philadelphia Streets Dept. states: "Many of the parallel local streets do not have electronic controllers with fiber optic interconnect and are not compatible to ITS." (Denny, 10/17/08)  
 While Basic Upgrading of Traffic Signals, Signage, and Pedestrian and Bicyclist Improvements are appropriate everywhere, they are specifically recommended in the Roosevelt Boulevard Study. While Growth Management and Smart Growth strategies are appropriate everywhere, they are especially important in corridors with high rate of increase in V/C ratios considered likely based on the travel model.  
 In addition, Marketing/Outreach for Transit and TDM strategies are appropriate everywhere, they can build upon existing successes in high transit use, dense subcorridors like this one.  
 A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice.

**Adopted Corridor Studies Include (also see Bibliography)**

## PA CMP Corridor 5

US 1 - Roosevelt Boulevard Corridor Study (DVRPC 07032, 2007), US 1 Widening and Reconstruction Traffic Study (DVRPC 08089, 2008)

| Subcorridor ID          | Subcorridor Name     | Subcorridor Notes  |
|-------------------------|----------------------|--|
| I                       | US 1 in Bucks County | Oxford Valley, interchange with PA Turnpike and I-95, Philadelphia Park Race Track, Langhorne Manor Borough, also US 1 Business, PA 413. Subcorridor characteristics include: High Change in VC 2005-2035, Bus ridership is 6,000 or more per day, Rail Station with 500 or more passenger boardings per weekday, Transit usage approaching a lane of traffic, Two or more times the regional average of elderly people (over age 75), Two or more times the average regional density of households or employment. |
| <b>Subcorridor Type</b> |                      |  |
| 6. Developed Arterial   |                      |  |

### Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Advanced Transit System Management
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- Expanded Parking/Improved Access to Stations (all modes)
- Transit First Policy
- More Frequent Transit or More Hours of Service

### Secondary Strategies

- Vehicle Use Limitations and Restrictions
- Traffic Calming
- Transit Signal Priority (TSP)
- Planning and Design for Nonmotorized Transportation
- Jughandles
- County and Local Road Connectivity
- Economic Development Oriented Transportation Policies
- Context Sensitive Design
- Transit Oriented Development (TOD)
- Express Transit Routes
- Extensions or Changes in Bus Routes
- Frontage or Service Roads
- Shuttle Service to Stations
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

Contains 9 of the 10 worst performing arterial sections of the PA 413 corridor (PA 413 CMS Report), recommendation areas 1 and 2 of PA 413/513 corridor study. General Purpose lanes were an appropriate strategy in the 2006 CMP and MPMS 13549 remains consistent with the CMP. While Growth Management and Smart Growth strategies are appropriate everywhere, they are especially important in corridors with high rate of increase in V/C ratios considered likely based on the travel model. While Marketing/Outreach for Transit and TDM strategies are appropriate everywhere, they can build upon existing successes in high transit use, dense subcorridors like this one.

### Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009

See the TIP for more current and complete information at [www.dvrpc.org/transportation/capital/tip.htm](http://www.dvrpc.org/transportation/capital/tip.htm)

#### TIP MPMS

13549 US 1 (Bridges)

### Adopted Corridor Studies Include (also see Bibliography)

## PA CMP Corridor 5

Pennsylvania CMS PA 413 Report (DVRPC, 2003), Assessment of Land Use and Transportation for PA 413/513 Corridor (DVRPC, 2004), US 1 Widening and Reconstruction Traffic Study (DVRPC 08089, 2008)

### Strategies Appropriate Everywhere

- \* Safety Improvements and Programs
- \* Signage
- \* Improvements for Pedestrians and Bicyclists as appropriate
- \* Basic Upgrading of Traffic Signals
- \* Signal Prioritization for Emergency Vehicles where needed
- \* Intersection Improvements of a Limited Scale
- \* Bottleneck Improvements of a Limited Scale, Vehicle or Rail
- \* Accessibility and Environmental Justice
- \* Access Management (both engineering and policy strategies)
- \* Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs)
- \* Revision of Existing Land Use/Transportation Regulations
- \* Growth Management and Smart Growth

Note that the CMP respects permanently protected open space and other policy commitments of the Long Range Plan and in no way replaces the EIS or other planning process. Due to the size of subcorridors, capacity additions may be appropriate for a subcorridor but not appropriate everywhere in them. Widenings are assumed to be considered on the most major facility first.

**DVRPC CMP Strategies by Subcorridor**

*See map for each corridor and its subcorridors*

| Corridor ID | Corridor Name                  | Corridor Notes   |
|-------------|--------------------------------|--|
| 6           | US 13/MacDade Boulevard/PA 291 | Southern Delaware County riverfront communities, also SEPTA R2 rail line |

**Subcorridor with Their Strategies**

| Subcorridor ID          | Subcorridor Name  | Subcorridor Notes  |
|-------------------------|---|--|
| A                       | City of Chester area, plus former subcorridor 6B: US 13 between Chester & Philadelphia, plus former subcorridor 6C: US 13 - Cobbs Creek | To make the CMP clearer, subcorridors 6A, former 6B, and former 6C were combined as recommended by Delaware County. 6A focused on the residential and commercial development of the City of Chester and R2 SEPTA line. Former 6B focused on the commercial area between the I-476 interchange and PA 420. Former 6C focused on southwest Philadelphia-Colwyn, Elmwood communities. The subcorridor characteristics were generally similar and include: High Future VC, High Change in VC 2005-2035, Bus ridership is 6,000 or more per day, Transit stations include Chester Transportation Center, Transit usage approaching a lane of traffic, High concentrations of numerous transportation disadvantaged populations, Two or more times the average regional density of households or employment. |
| <b>Subcorridor Type</b> | 3. Dense Grid   |  |

**Very Appropriate Strategies**

- o Closed Loop Computerized Traffic Signals
- o Transit Signal Priority (TSP)
- o Parking Operations
- o Expanded Parking/Improved Access to Stations (all modes)
- o Economic Development Oriented Transportation Policies
- o More Frequent Transit or More Hours of Service

**Secondary Strategies**

- o Vehicle Use Limitations and Restrictions
- o Street Circulation Patterns
- o Traveler Information Services
- o Making Transfers Easier for Passengers
- o Maintenance Management
- o Environmental Justice Outreach for Decision-Making
- o Multilingual and Non-Traditional Communication
- o Planning and Design for Nonmotorized Transportation
- o Advanced Transit System Management
- o Enhanced Transit Amenities and Safety
- o Channelization
- o Center Turn Lanes
- o Jughandles
- o County and Local Road Connectivity
- o Local Delivery Service
- o Context Sensitive Design
- o Transit First Policy
- o Transit Oriented Development (TOD)
- o Express Transit Routes
- o Extensions or Changes in Bus Routes
- o Frontage or Service Roads
- o Shuttle Service to Stations
- o Transportation Services for Specific Populations
- o Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes

**PA CMP Corridor 6**

- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

Philadelphia Streets Department states "63rd/Cobbs Creek Parkway does not have electronic controllers with fiber optic interconnect and are not compatible to ITS. Electronic controllers would allow the system to be responsive to traffic volumes on 63rd/Cobbs Creek Parkway." (Denny, 10/17/08)

While Improvements for Pedestrians and Bicyclists are appropriate everywhere, they are specifically recommended in the Parkway Plan.

Computerized Traffic Signals recommended in CAMP 2005 for specific locations.

While Growth Management and Smart Growth, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in this subcorridor likely to experience high growth in V/C ratios and high V/C ratios in the future.

Similarly, while Marketing/Outreach for Transit and TDM strategies and Improvements for Walking and Bicycling are appropriate everywhere, they can build upon existing successes in high transit use, dense subcorridors like this one.

A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice.

**Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009**

See the TIP for more current and complete information at [www.dvrpc.org/transportation/capital/tip.htm](http://www.dvrpc.org/transportation/capital/tip.htm)

**TIP MPMS**

57780 Rt. 322/Comm Barry Bridge/I-95 2nd St. Interchange

**Adopted Corridor Studies Include (also see Bibliography)**

PA 291 Industrial Heritage Corridor Parkway Plan (Delaware County Planning Department), Conceptual Access Plan for the City of Chester (DVRPC 01025, 2001), Baltimore Pike Corridor Revitalization Assessment (DVRPC 01037, 2001), Congestion and Accident Mitigation (CAMP) Report (DVRPC, 2005), Chester City Amtrak Service (DVRPC, 2008), Revitalization Plan Area 1, 2, 3, 4, & 5 (Delaware County Planning Department, Update Underway), 420 CCIP (PennDOT - Jacobs, Edwards, & Kelcey), Darby Creek Greenway Study (Delaware County Planning Department, Currently Underway), Brookhaven, Parkside, and Upland Borough MultiMunicipal Comprehensive Plan; Marcus Hook TOD Master Plan (KSK, 2003), Highland Avenue TOD or Relocation (DVRPC/CH Planning, Currently Underway), Philadelphia Streets Department comments from e-mail, Charles Denny, 10/17/08.

| Subcorridor ID          | Subcorridor Name    | Subcorridor Notes  |
|-------------------------|---------------------|--|
| B                       | PA 291/Airport area | Airport industrial area and developed mixed use area around it. Subcorridor characteristics include: High Future VC, High Change in VC 2005-2035, Bus ridership is 6,000 or more per day, Transit usage approaching a lane of traffic. |
| <b>Subcorridor Type</b> |                     |  |
| 10. Industrial          |                     |  |

**Very Appropriate Strategies**

- Closed Loop Computerized Traffic Signals
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- Expanded Parking/Improved Access to Stations (all modes)
- Transit First Policy
- More Frequent Transit or More Hours of Service

**Secondary Strategies**

- Transit Signal Priority (TSP)
- Planning and Design for Nonmotorized Transportation
- Jughandles
- County and Local Road Connectivity
- Economic Development Oriented Transportation Policies
- Transit Oriented Development (TOD)

**PA CMP Corridor 6**

- Express Transit Routes
- Extensions or Changes in Bus Routes
- Frontage or Service Roads
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

Much of the area adjoins and mixes with dense residential development. Added IAT report re: enhancing nonmotorized access around Eastwick Station, While Signage and Marketing/Outreach for Transit and TDM Services are appropriate everywhere, they are specifically recommended in the Stadium Area Study. Improvements for Pedestrians and Bicyclists are specifically recommended in the Parkway Plan. While Growth Management and Smart Growth, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in this subcorridor likely to experience high growth in V/C ratios and high V/C ratios in the future.

**Adopted Corridor Studies Include (also see Bibliography)**

PA 291 Industrial Heritage Corridor Parkway Plan (Delaware County Planning Department), Increasing Intermodal Access to Transit, Phase III (DVRPC, 2006), Stadium Area Transit Study (Kise Straw & Kolodner, 2004), Revitalization Plan Area 3 (Delaware County Planning Department, Update Underway), 420 CCIP (PennDOT - Jacobs, Edwards, & Kelcey)

| Subcorridor ID          | Subcorridor Name              | Subcorridor Notes  |
|-------------------------|-------------------------------|--|
| C                       | Penrose Avenue - Broad Street | South Philadelphia residential area with some commercial/industrial development. Subcorridor characteristics include: High Future VC, Bus ridership is 6,000 or more per day, Transit usage approaching a lane of traffic, High concentrations of numerous transportation disadvantaged populations, Two or more times the average regional density of households or employment. Recommended for TOD in the Developing Around Transit Study. |
| <b>Subcorridor Type</b> |                               |  |
| 3. Dense Grid           |                               |  |

**Very Appropriate Strategies**

- Closed Loop Computerized Traffic Signals
- Transit Signal Priority (TSP)
- Parking Operations
- Economic Development Oriented Transportation Policies
- More Frequent Transit or More Hours of Service

**Secondary Strategies**

- Vehicle Use Limitations and Restrictions
- Street Circulation Patterns
- Traveler Information Services
- Making Transfers Easier for Passengers
- Maintenance Management
- Environmental Justice Outreach for Decision-Making
- Multilingual and Non-Traditional Communication
- Planning and Design for Nonmotorized Transportation
- Advanced Transit System Management
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- Local Delivery Service
- Context Sensitive Design
- Transit First Policy
- Transit Oriented Development (TOD)
- Shuttle Service to Stations

## PA CMP Corridor 6

- Transportation Services for Specific Populations
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

While Signage and Marketing/Outreach for Transit and TDM Services are appropriate everywhere, they are specifically recommended in the Stadium Area Study. Improvements for Pedestrians and Bicyclists and Revision of Existing Land Use/Transportation Regulations are recommended in the Developing Around Transit Study.

While Growth Management and Smart Growth, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in this subcorridor likely to experience high V/C ratios in the future based on regional travel modeling.

Walking and Bicycling are also appropriate everywhere and should be incorporated in this densely developed subcorridor.

A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice.

### **Adopted Corridor Studies Include (also see Bibliography)**

Stadium Area Transit Study (Kise Straw & Kolodner, 2004); Developing Around Transit (DVRPC 06034, 2006)

### **Strategies Appropriate Everywhere**

- \* Safety Improvements and Programs
- \* Signage
- \* Improvements for Pedestrians and Bicyclists as appropriate
- \* Basic Upgrading of Traffic Signals
- \* Signal Prioritization for Emergency Vehicles where needed
- \* Intersection Improvements of a Limited Scale
- \* Bottleneck Improvements of a Limited Scale, Vehicle or Rail
- \* Accessibility and Environmental Justice
- \* Access Management (both engineering and policy strategies)
- \* Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs)
- \* Revision of Existing Land Use/Transportation Regulations
- \* Growth Management and Smart Growth

Note that the CMP respects permanently protected open space and other policy commitments of the Long Range Plan and in no way replaces the EIS or other planning process. Due to the size of subcorridors, capacity additions may be appropriate for a subcorridor but not appropriate everywhere in them. Widenings are assumed to be considered on the most major facility first.

## DVRPC CMP Strategies by Subcorridor

See map for each corridor and its subcorridors

| Corridor ID | Corridor Name         | Corridor Notes        |
|-------------|-----------------------|-----------------------|
| 7           | US 30 to Philadelphia | Eastern part of US 30 |

### Subcorridor with Their Strategies

| Subcorridor ID          | Subcorridor Name     | Subcorridor Notes  |
|-------------------------|----------------------|--|
| A                       | US 30/Lancaster Ave. | US 30 between US 1 (City Ave.) and 30th Street Station/Schuylkill Expressway area. Subcorridor characteristics include: High Change in VC 2005-2035, Bus ridership is 6,000 or more per day, Rail Station with 500 or more passenger boardings per weekday, Transit usage approaching a lane of traffic, High concentrations of numerous transportation disadvantaged populations, Two or more times the average regional density of households or employment. |
| <b>Subcorridor Type</b> |                      |  |
| 3. Dense Grid           |                      |  |

#### Very Appropriate Strategies

- o Closed Loop Computerized Traffic Signals
- o Transit Signal Priority (TSP)
- o Parking Operations
- o Economic Development Oriented Transportation Policies
- o More Frequent Transit or More Hours of Service

#### Secondary Strategies

- o Vehicle Use Limitations and Restrictions
- o Street Circulation Patterns
- o Traveler Information Services
- o Making Transfers Easier for Passengers
- o Maintenance Management
- o Environmental Justice Outreach for Decision-Making
- o Multilingual and Non-Traditional Communication
- o Planning and Design for Nonmotorized Transportation
- o Advanced Transit System Management
- o Enhanced Transit Amenities and Safety
- o Channelization
- o Center Turn Lanes
- o Local Delivery Service
- o Context Sensitive Design
- o Transit First Policy
- o Transit Oriented Development (TOD)
- o Shuttle Service to Stations
- o Transportation Services for Specific Populations
- o Regional or Intercity Rail Service
- o Local Fixed Rail Service (New, Extensions, or Added Stations)
- o Also see strategies appropriate for all subcorridor types

While Bottleneck Improvements of a Limited Scale are appropriate everywhere, 63rd and City Avenue is a choke point on the Route 1 corridor (see Subcorridor 5F) and causes backups to the Route 30 corridor. (Denny, 10/17/08)

While Growth Management and Smart Growth strategies are appropriate everywhere, they are especially important in corridors with high change in V/C ratios considered likely based on the travel model.

While Marketing/Outreach for Transit and TDM strategies and Improvements for Walking and Bicycling are appropriate everywhere, they can build upon existing successes in high transit use, dense subcorridors like this one.

A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and

**Adopted Corridor Studies Include (also see Bibliography)**

Reference for note: e-mail from Philadelphia Streets Department, Charles Denny, 10/17/08.

| Subcorridor ID            | Subcorridor Name | Subcorridor Notes  |
|---------------------------|------------------|--|
| B                         | US 30 Main Line  | Ardmore, Radnor; west of US 1. This subcorridor includes many rail stations along the R5 and Norristown HSL. Subcorridor characteristics include: Bus ridership is 6,000 or more per day, Rail Station with 500 or more passenger boardings per weekday, Two or more times the average regional density of households or employment. |
| <b>Subcorridor Type</b>   |                  |  |
| 4. Dense Suburban Network |                  |  |

**Very Appropriate Strategies**

- o Closed Loop Computerized Traffic Signals
- o Transit Signal Priority (TSP)
- o Planning and Design for Nonmotorized Transportation
- o Expanded Parking/Improved Access to Stations (all modes)
- o Transit First Policy
- o Transit Oriented Development (TOD)

**Secondary Strategies**

- o Traffic Calming
- o Street Circulation Patterns
- o Making Transfers Easier for Passengers
- o Parking Operations
- o Safety Education and Enforcement (non-auto)
- o Enhanced Transit Amenities and Safety
- o Channelization
- o Center Turn Lanes
- o County and Local Road Connectivity
- o Local Delivery Service
- o Context Sensitive Design
- o Park-and-Ride Lots
- o More Frequent Transit or More Hours of Service
- o Flexible Routing/Route Deviation Service
- o Frontage or Service Roads
- o Demand Response Transit Services
- o Shuttle Service to Stations
- o Transportation Services for Specific Populations
- o Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- o Also see strategies appropriate for all subcorridor types

While Marketing/Outreach for Transit and TDM strategies and Improvements for Walking and Bicycling are appropriate everywhere, they can build upon existing successes in high transit use, dense subcorridors like this one.

**Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009**

See the TIP for more current and complete information at [www.dvrpc.org/transportation/capital/tip.htm](http://www.dvrpc.org/transportation/capital/tip.htm)

**TIP MPMS**

64795 Rock Hill Rd./Belmont Ave.

**Adopted Corridor Studies Include (also see Bibliography)**

Darby Creek Greenway Study (Delaware County Planning Department, Currently Underway)

**PA CMP Corridor 7**

| <b>Subcorridor ID</b>   | <b>Subcorridor Name</b>                  | <b>Subcorridor Notes</b>   |
|-------------------------|--|--|
| C                       | Berwyn, small community centers on US 30 | Centers around US 30 west of Radnor, east of Malvern. Subcorridor characteristics include: High Change in VC 2005-2035, Rail Station with 500 or more passenger boardings per weekday. |
| <b>Subcorridor Type</b> |  |  |
| 5. Main Street          |  |  |

**Very Appropriate Strategies**

- Closed Loop Computerized Traffic Signals
- Parking Operations
- County and Local Road Connectivity
- Passenger Intermodal Center or Garage for Transit Riders
- Transit Oriented Development (TOD)
- Transportation Services for Specific Populations

**Secondary Strategies**

- Traffic Calming
- Street Circulation Patterns
- Transit Signal Priority (TSP)
- Making Transfers Easier for Passengers
- Maintenance Management
- Planning and Design for Nonmotorized Transportation
- Enhanced Transit Amenities and Safety
- Expanded Parking/Improved Access to Stations (all modes)
- Context Sensitive Design
- Park-and-Ride Lots
- Transit First Policy
- More Frequent Transit or More Hours of Service
- Flexible Routing/Route Deviation Service
- Major Reconstruction with Minor Capacity
- New Bus Route
- Shuttle Service to Stations
- Also see strategies appropriate for all subcorridor types

While Growth Management and Smart Growth and Access Management are appropriate everywhere, they are especially important in this subcorridor likely to experience high growth in V/C ratios in the future based on regional travel modeling. Similarly, while Marketing/Outreach for Transit and TDM strategies are appropriate everywhere, they can build upon existing successes in high transit use subcorridors like this one.

## PA CMP Corridor 7

### Strategies Appropriate Everywhere

- \* Safety Improvements and Programs
- \* Signage
- \* Improvements for Pedestrians and Bicyclists as appropriate
- \* Basic Upgrading of Traffic Signals
- \* Signal Prioritization for Emergency Vehicles where needed
- \* Intersection Improvements of a Limited Scale
- \* Bottleneck Improvements of a Limited Scale, Vehicle or Rail
- \* Accessibility and Environmental Justice
- \* Access Management (both engineering and policy strategies)
- \* Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs)
- \* Revision of Existing Land Use/Transportation Regulations
- \* Growth Management and Smart Growth

Note that the CMP respects permanently protected open space and other policy commitments of the Long Range Plan and in no way replaces the EIS or other planning process. Due to the size of subcorridors, capacity additions may be appropriate for a subcorridor but not appropriate everywhere in them. Widenings are assumed to be considered on the most major facility first.

**DVRPC CMP Strategies by Subcorridor**

*See map for each corridor and its subcorridors*

| Corridor ID | Corridor Name                 | Corridor Notes   |
|-------------|-------------------------------|--|
| 8           | US 202, US 322, US 30, PA 100 | The focus is US 202. Other related, generally similar corridors extending from it were included such as US 322, the western part of US 30, and PA 100, |

**Subcorridor with Their Strategies**

| Subcorridor ID          | Subcorridor Name  | Subcorridor Notes  |
|-------------------------|---|--|
| A                       | US 202 Section 100 (Delaware to Matlack Street) and US 322 broad corridor | From the State of Delaware through Delaware County to Matlock Street in the vicinity of West Chester (Chester County) US 202 is generally 4 lanes, signalized, with uncontrolled access (US202.com). This subcorridor also includes the intersection with US 1, and US 322 between US 1 and the interchange with I-95. Subcorridor characteristics include: High Future VC, High Change in VC 2005-2035. |
| <b>Subcorridor Type</b> | 7. Developing Arterial  |  |

**Very Appropriate Strategies**

- o Closed Loop Computerized Traffic Signals
- o Intelligent Transportation Systems (ITS)/Integrated Corridor Management for Freeways
- o Planning and Design for Nonmotorized Transportation
- o Channelization
- o County and Local Road Connectivity
- o Extensions or Changes in Bus Routes

**Secondary Strategies**

- o Transit Signal Priority (TSP)
- o Maintenance Management
- o Safety Education and Enforcement (non-auto)
- o Enhanced Transit Amenities and Safety
- o At-Grade Rail Crossing Safety Improvements
- o Center Turn Lanes
- o Jughandles
- o Roundabouts
- o Expanded Parking/Improved Access to Stations (all modes)
- o Trip Reduction Ordinances (TRO)
- o Railroad Right-of-Way Preservation
- o Environmentally Friendly Transportation Policies
- o Context Sensitive Design
- o Interregional Transportation Coordination
- o Park-and-Ride Lots
- o Transit First Policy
- o Transit Oriented Development (TOD)
- o Express Transit Routes
- o Flexible Routing/Route Deviation Service
- o General Purpose Lanes
- o Major Reconstruction with Minor Capacity
- o New Bus Route
- o Shuttle Service to Stations
- o Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- o Local Fixed Rail Service (New, Extensions, or Added Stations)
- o Interchange with Related Road Segments
- o Arterial or Collector Road
- o Also see strategies appropriate for all subcorridor types

|   |
|---|
| While Access Management (both engineering and policy strategies) and Improvements for |
|---|

**PA CMP Corridor 8**

Pedestrians and Bicyclists are appropriate everywhere, they are specifically recommended in the US 202 Section 100 Land Use Implementation Study. While Growth Management and Smart Growth, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in this subcorridor likely to experience high growth in V/C ratios and high V/C ratios in the future. There are currently five capacity adding projects planned for this sub-corridor. Along with the levels of future congestion, General Purpose Lanes and Transit Capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity.

**Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009**

See the TIP for more current and complete information at [www.dvrpc.org/transportation/capital/tip.htm](http://www.dvrpc.org/transportation/capital/tip.htm)

**TIP MPMS**

- 15385 US 202 (Section 100 Design)(ES1)
- 57780 Rt. 322/Comm Barry Bridge/I-95 2nd St. Interchange
- 69816 US 322, US 1 to Featherbed Lane
- 69817 US 322, Featherbed Lane to I-95 (Cherry Tree Road
- 79329 Bridgewater Road Extension

**Adopted Corridor Studies Include (also see Bibliography)**

PA 100 Corridor Study (DVRPC 98002, 1998), Route 322 Land Use Strategies Study (DVRPC Report 02022, 2002) and Route 202 Section 100 Land Use Strategies Study (DVRPC Report 01024, 2001), I-95/US 322 Interchange Traffic Study (DVRPC 08024, 2008), US Route 202 Section 100 Land Use Implementation and Coordination (DVRPC 08004, 2008), Revitalization Plan Area I (Delaware County Planning Department, Update Underway), Revitalization Plan Area 2 (Delaware County Planning Department, Update Underway), Marcus Hook TOD Master Plan (KSK, 2003)

| Subcorridor ID            | Subcorridor Name   | Subcorridor Notes  |
|---------------------------|--|--|
| B                         | US 202 Section 200 (Matlack Street - US 30) and West Chester area. | US 202 is generally a 4-lane, limited access expressway with close Interchanges in this section (us202.com). This subcorridor includes the broad developed area including West Chester, PA 3, PA 352, and US 322 areas. In an effort to simplify, former 8K was combined with 8B in October, 2008 per Chester County. This brings in the additional centers along US 30, including Malvern and Paoli R5 stations. Subcorridor characteristics include: High Change in VC 2005-2035, Two or more times the regional average of people in poverty, Two or more times the regional average of elderly people (over age 75), Two or more times the regional average of Hispanic people, Two or more times the regional average of limited English proficiency, Two or more times the average regional density of households or employment. Characteristics of former 8K are Rail station with 500 or more passenger boardings per weekday, Two or more times the average regional density of households or employment. |
| <b>Subcorridor Type</b>   | Includes former subcorridor 8K: Borough of Malvern, US 30          |  |
| 4. Dense Suburban Network |  |  |

**Very Appropriate Strategies**

- o Closed Loop Computerized Traffic Signals
- o Intelligent Transportation Systems (ITS)/Integrated Corridor Management for Freeways
- o Incident Management
- o Planning and Design for Nonmotorized Transportation
- o Expanded Parking/Improved Access to Stations (all modes)
- o Park-and-Ride Lots

**Secondary Strategies**

- o Street Circulation Patterns
- o Transit Signal Priority (TSP)
- o Making Transfers Easier for Passengers
- o Maintenance Management
- o Parking Operations
- o Environmental Justice Outreach for Decision-Making
- o Multilingual and Non-Traditional Communication

**PA CMP Corridor 8**

- Enhanced Transit Amenities and Safety
- Channelization
- County and Local Road Connectivity
- Local Delivery Service
- Context Sensitive Design
- Transit First Policy
- Transit Oriented Development (TOD)
- More Frequent Transit or More Hours of Service
- Flexible Routing/Route Deviation Service
- Frontage or Service Roads
- Major Reconstruction with Minor Capacity
- New Bus Route
- Demand Response Transit Services
- Shuttle Service to Stations
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

While Growth Management and Smart Growth and Access Management are appropriate everywhere, they are especially important in this subcorridor likely to experience high growth in V/C ratios in the future.

While Marketing/Outreach for Transit and TDM strategies and Improvements for Walking and Bicycling are appropriate everywhere, they can build upon existing successes in high transit use, dense subcorridors like this one.

A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice.

**Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009**

See the TIP for more current and complete information at [www.dvrpc.org/transportation/capital/tip.htm](http://www.dvrpc.org/transportation/capital/tip.htm)

**TIP MPMS**

13945 US 202, PA 252 to US 30 (Sec. 300 Design)

**Adopted Corridor Studies Include (also see Bibliography)**

US 322/202 Interchange Completion Study (DVRPC 08009, 2008)

| Subcorridor ID          | Subcorridor Name   | Subcorridor Notes   |
|-------------------------|--|---|
| C                       | US 202 Section 300 (US 30 to North Valley Road) area north to Turnpike.                                  | US 202 is generally a 4 lane limited access expressway (us202.com) with extensive development. This subcorridor includes the area north of US 202 including PA 29 up to the PA Turnpike, the Great Valley area. In an effort to simplify, former 8D was combined with 8C in October, 2008 per Chester County. Former 8D was the section of US 202 between North Valley Road and Gulph Road with the I-76 and US 422 interchanges. It is the highest volume section of US 202 (us202.com). Subcorridor characteristics include: High Change in VC 2005-2035. Characteristics of former 8D additionally include High Current VC and High Future VC. |
| <b>Subcorridor Type</b> | This includes former subcorridor 8D: US 202 Section 400 (King of Prussia/Valley Forge area) except Paoli |   |
| 1. Freeway              |  |   |

**Very Appropriate Strategies**

- Intelligent Transportation Systems (ITS)/Integrated Corridor Management for Freeways
- Incident Management
- Traveler Information Services
- Expanded Parking/Improved Access to Stations (all modes)
- Passenger Intermodal Center or Garage for Transit Riders
- Park-and-Ride Lots
- Major Reconstruction with Minor Capacity

**Secondary Strategies**

**PA CMP Corridor 8**

- Closed Loop Computerized Traffic Signals
- Automated Toll Collection Improvements
- Transit Signal Priority (TSP)
- Maintenance Management
- Planning and Design for Nonmotorized Transportation
- Channelization
- County and Local Road Connectivity
- Tolls/Congestion Pricing
- Interregional Transportation Coordination
- Express Transit Routes
- More Frequent Transit or More Hours of Service
- HOV Treatments
- General Purpose Lanes
- Frontage or Service Roads
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Freight Rail (new or expanded)
- Interchange with Related Road Segments
- Also see strategies appropriate for all subcorridor types

Includes strategies from Section 300 CMS Coordination Project and PA CMS: PA 100 Study segment 1.  
 While Marketing/Outreach for Transit and TDM Services and Improvements for Bicyclists are appropriate everywhere, they are specifically recommended in the Phoenixville Intermodal Study. While Growth Management and Smart Growth, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in this subcorridor with high VC ratios now and in the 2035 regional travel modeling.  
 Given the levels of current and future congestion, General Purpose Lanes and transit capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity.

**Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009**

See the TIP for more current and complete information at [www.dvrpc.org/transportation/capital/tip.htm](http://www.dvrpc.org/transportation/capital/tip.htm)

**TIP MPMS**

- 13945 US 202, PA 252 to US 30 (Sec. 300 Design)
- 64494 US 202, Swedesford Rd. - Rt. 29 (Sec. 320 MainIn)
- 64498 US 202, Exton Bypass to Rt. 29 (Sec. 330- MainIn)

**Adopted Corridor Studies Include (also see Bibliography)**

US 202 Section 300 CMS Coordination Project (PennDOT, Chester County, 1999), also covered in PA 100 Corridor Study (DVRPC 98002, 1998), Phoenixville Area Intermodal Transportation Study (DVRPC 03001, 2003), US 202 Section 400 documents (PennDOT), Schuylkill Crossing Traffic Study (DVRPC 07040, 2008).

| Subcorridor ID          | Subcorridor Name   | Subcorridor Notes   |
|-------------------------|--|---|
| D                       | US 202 Section 500-Highway (Gulph Road -PA 23) except Norristown area. | In this section, US 202 is primarily a 4-lane arterial highway (us202.com). PennDOT's section 500 is broken in two parts for the CMP Section 500 continues past PA 23 through Norristown to Johnson Highway. In an effort to simplify, some subcorridors were combined working with Chester County leading to relettering; this subcorridor was changed from 8E to 8D in October, 2008. |
| <b>Subcorridor Type</b> | This was formerly subcorridor 8E.                                      |   |
| 6. Developed Arterial   |  |   |

**Very Appropriate Strategies**

- Closed Loop Computerized Traffic Signals
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- Expanded Parking/Improved Access to Stations (all modes)

**PA CMP Corridor 8**

- o Transit First Policy
- o More Frequent Transit or More Hours of Service

**Secondary Strategies**

- o Transit Signal Priority (TSP)
- o Planning and Design for Nonmotorized Transportation
- o Jughandles
- o County and Local Road Connectivity
- o Economic Development Oriented Transportation Policies
- o Transit Oriented Development (TOD)
- o Express Transit Routes
- o Extensions or Changes in Bus Routes
- o Frontage or Service Roads
- o Transportation Services for Specific Populations
- o Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- o Regional or Intercity Rail Service
- o Local Fixed Rail Service (New, Extensions, or Added Stations)
- o Also see strategies appropriate for all subcorridor types

**Adopted Corridor Studies Include (also see Bibliography)**

Schuylkill Crossings Traffic Study (DVRPC 07040, 2008)

| <b>Subcorridor ID</b>                     | <b>Subcorridor Name</b>  | <b>Subcorridor Notes</b>  |
|---|--|---|
| E   | Norristown part of US 202 Section 500. This was formerly subcorridor 8F. | US 202 in the Borough is Dekalb Street (US 202 N) and Markley St (US 202 S). This subcorridor includes the local street grid of Norristown. Subcorridor characteristics include: High Change in VC 2005-2035, Rail Station with 500 or more passenger boardings per weekday, High concentrations of numerous transportation disadvantaged populations, Two or more times the average regional density of households or employment. In an effort to simplify, some subcorridors were combined working with Chester County leading to relettering; this subcorridor was changed from 8F to 8E in October, 2008. |
| <b>Subcorridor Type</b><br>5. Main Street |  |   |

**Very Appropriate Strategies**

- o Closed Loop Computerized Traffic Signals
- o Parking Operations
- o County and Local Road Connectivity
- o Transit Oriented Development (TOD)
- o Transportation Services for Specific Populations

**Secondary Strategies**

- o Street Circulation Patterns
- o Transit Signal Priority (TSP)
- o Making Transfers Easier for Passengers
- o Maintenance Management
- o Environmental Justice Outreach for Decision-Making
- o Multilingual and Non-Traditional Communication
- o Planning and Design for Nonmotorized Transportation
- o Enhanced Transit Amenities and Safety
- o Channelization
- o Center Turn Lanes
- o Expanded Parking/Improved Access to Stations (all modes)
- o Local Delivery Service
- o Context Sensitive Design
- o Park-and-Ride Lots
- o Transit First Policy

**PA CMP Corridor 8**

- More Frequent Transit or More Hours of Service
- Flexible Routing/Route Deviation Service
- General Purpose Lanes
- Major Reconstruction with Minor Capacity
- New Bus Route
- Shuttle Service to Stations
- Interchange with Related Road Segments
- Also see strategies appropriate for all subcorridor types

While Growth Management and Smart Growth and Access Management are appropriate everywhere, they are especially important in this subcorridor likely to experience high growth in V/C ratios in the future based on regional travel modeling. Similarly, while Marketing/Outreach for Transit and TDM strategies, and Improvements for Walking and Bicycling are appropriate everywhere, they can build upon existing successes in high transit use, dense subcorridors like this one.

A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice.

There are currently more than five capacity adding projects planned for this sub-corridor. Given the levels of current and future congestion, General Purpose Lanes and transit capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity.

**Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009**

See the TIP for more current and complete information at [www.dvrpc.org/transportation/capital/tip.htm](http://www.dvrpc.org/transportation/capital/tip.htm)

**TIP MPMS**

- 16665 US 202 South Bound (Section 500), Markley St.
- 48172 PA 23 Relocation at Allendale Rd. and Beidler Rd.
- 57858 Lafayette St. Extension
- 79863 Lafayette St- Ford Street to Conshohocken Rd.
- 79864 Lafayette St - Barbados St. to Ford St.
- 79928 Lafayette St./US 202 Dannehower Bridge Interchange
- 80021 US 202 - Markley St Improvements (Section 510 )
- 80022 US 202 - Markley St. Improvements (Section 520 )

**Adopted Corridor Studies Include (also see Bibliography)**

US202.com, Schuylkill Crossings Traffic Study (DVRPC 07040, 2008)

| Subcorridor ID          | Subcorridor Name  | Subcorridor Notes   |
|-------------------------|---|---|
| F                       | US 202 Section 600 (Johnson Highway - Hancock Road) area. This was formerly subcorridor 8G. | US 202 in this subcorridor is largely 2 lanes medium/high density with commercial uses (US202.com). The subcorridor extends slightly east to PA 63. PA 73, Sumneytown Pike, and the SEPTA R5 rail line cross US 202 in this subcorridor. It includes surrounding developed areas. Subcorridor characteristics include: High Change in VC 2005-2035, Rail Station with 500 or more passenger boardings per weekday. In an effort to simplify, some subcorridors were combined working with Chester County leading to relettering; this subcorridor was changed from 8G to 8F in October, 2008. |
| <b>Subcorridor Type</b> | 7. Developing Arterial  |   |

**Very Appropriate Strategies**

- Closed Loop Computerized Traffic Signals
- Channelization
- Center Turn Lanes
- County and Local Road Connectivity
- Extensions or Changes in Bus Routes

**Secondary Strategies**

- Transit Signal Priority (TSP)
- Planning and Design for Nonmotorized Transportation
- Enhanced Transit Amenities and Safety

**PA CMP Corridor 8**

- Jughandles
- Expanded Parking/Improved Access to Stations (all modes)
- Trip Reduction Ordinances (TRO)
- Economic Development Oriented Transportation Policies
- Environmentally Friendly Transportation Policies
- Park-and-Ride Lots
- Transit First Policy
- Transit Oriented Development (TOD)
- Flexible Routing/Route Deviation Service
- General Purpose Lanes
- Major Reconstruction with Minor Capacity
- New Bus Route
- Shuttle Service to Stations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Interchange with Related Road Segments
- Also see strategies appropriate for all subcorridor types

Additional capacity is recommended in US 202 Section 600 CMS report. While Improvements for Pedestrians and Bicyclists and Revision of Existing Land Use/Transportation Regulations are appropriate everywhere, they are specifically recommended in the Developing Around Transit Study. While Growth Management and Smart Growth and Access Management are appropriate everywhere, they are especially important in this subcorridor likely to experience high growth in V/C ratios in the future based on regional travel modeling. There are currently greater than five Major SOV capacity-adding projects planned for this subcorridor in the TIP. Given the levels of current and future congestion, General Purpose Lanes and transit capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity.

**Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009**

See the TIP for more current and complete information at [www.dvrpc.org/transportation/capital/tip.htm](http://www.dvrpc.org/transportation/capital/tip.htm)

**TIP MPMS**

- 16477 PA 309, Welsh Rd. to Highland Ave.
- 16731 US 202 Parkway, PA 63 to 463 (Section 701)
- 47396 US 202 Parkway, PA 463 to Pickertown Rd (Sec. 711)
- 50364 US 202, Dekalb Pike, Section 610
- 63486 US 202, Johnson Hwy. to Twp. Line Rd. (61S)
- 63490 US 202, Twp. Line Rd. to Morris Rd. (Sec 61N)
- 63491 US 202, Morris Rd. to PA 63 (Sec 65S)
- 63492 US 202, Swedesford Rd. to PA 309 (Section 65N)
- 64017 Sumneytown Pike

**Adopted Corridor Studies Include (also see Bibliography)**

US 202 Section 600 Congestion Management System Program (DVRPC, 1995), Schuylkill Crossings Traffic Study (DVRPC 07040, 2008), Developing Around Transit (DVRPC 06034, 2006)

| Subcorridor ID          | Subcorridor Name   | Subcorridor Notes   |
|-------------------------|--|---|
| G                       | US 202 Section 700 area (PA 63 to PA 611). This was formerly subcorridor 8H. | US 202 from Hancock Road and PA 63 to PA 611 is generally 2 lanes wide, with medium density development. It connects Montgomeryville and Doylestown (Bucks County) ( <a href="http://us202.com">us202.com</a> ). Subcorridor characteristics include: Two or more times the regional average of people with physical disabilities, Two or more times the regional average of elderly people (over age 75), Two or more times the average regional density of households or employment. In an effort to simplify, some subcorridors were combined working with Chester County leading to relettering; this subcorridor was changed from 8H to 8G in October, 2008. |
| <b>Subcorridor Type</b> | 7. Developing Arterial   |   |

**Very Appropriate Strategies**

- Closed Loop Computerized Traffic Signals
- Channelization
- Center Turn Lanes
- County and Local Road Connectivity
- Extensions or Changes in Bus Routes

**Secondary Strategies**

- Transit Signal Priority (TSP)
- Planning and Design for Nonmotorized Transportation
- Enhanced Transit Amenities and Safety
- Jughandles
- Expanded Parking/Improved Access to Stations (all modes)
- Local Delivery Service
- Trip Reduction Ordinances (TRO)
- Environmentally Friendly Transportation Policies
- Park-and-Ride Lots
- Transit First Policy
- Transit Oriented Development (TOD)
- Flexible Routing/Route Deviation Service
- General Purpose Lanes
- Major Reconstruction with Minor Capacity
- New Bus Route
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Interchange with Related Road Segments
- Arterial or Collector Road
- Also see strategies appropriate for all subcorridor types

Additional capacity is recommended in US 202 Section 700 CMS report. Walking and Bicycling are appropriate everywhere and should be incorporated in this densely developed subcorridor. There are currently greater than five capacity adding projects planned in the TIP for this subcorridor. Given the CMS Study and number of projects approved, General Purpose Lanes and Transit Capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity.

**Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009**

See the TIP for more current and complete information at [www.dvrpc.org/transportation/capital/tip.htm](http://www.dvrpc.org/transportation/capital/tip.htm)

**TIP MPMS**

|       |  |
|-------|--|
| 12923 | Bristol Road Extension                             |
| 16477 | PA 309, Welsh Rd. to Highland Ave.                 |
| 16731 | US 202 Parkway, PA 63 to 463 (Section 701)         |
| 47395 | US 202 Parkway, Pickertown Rd to PA 611 (Sec. 721) |
| 47396 | US 202 Parkway, PA 463 to Pickertown Rd (Sec. 711) |
| 57623 | County Line Rd. Widening                           |
| 64779 | County Line Road Widening                          |
| 64811 | PA 463 Horsham Rd.                                 |

**Adopted Corridor Studies Include (also see Bibliography)**

US 202 Section 700 Community Task Force Report (September, 2005), US 202 Section 700 Congestion Management System Program (DVRPC, 1995), Bristol Road Extension Traffic Study (DVRPC 08032, 2008), US 202 Section 700 Traffic Study (DVRPC 07009, 2007)

**PA CMP Corridor 8**

| <b>Subcorridor ID</b>   | <b>Subcorridor Name</b>   | <b>Subcorridor Notes</b>  |
|-------------------------|---|---|
| H                       | US 202 north of Section 700 (PA 611 - PA 413) area. This was formerly subcorridor 8I. | This subcorridor is crossed by PA 313 and PA 413. East of PA 413 it becomes an emerging/regionally significant corridor. It is the section closest to the New Jersey border. In an effort to simplify, some subcorridors were combined working with Chester County leading to relettering; this subcorridor was changed from 8I to 8H in October, 2008. |
| <b>Subcorridor Type</b> |   |   |
| 7. Developing Arterial  |   |   |

**Very Appropriate Strategies**

- o Closed Loop Computerized Traffic Signals
- o Channelization
- o Center Turn Lanes
- o County and Local Road Connectivity
- o Extensions or Changes in Bus Routes

**Secondary Strategies**

- o Transit Signal Priority (TSP)
- o Planning and Design for Nonmotorized Transportation
- o Enhanced Transit Amenities and Safety
- o Jughandles
- o Roundabouts
- o Expanded Parking/Improved Access to Stations (all modes)
- o Trip Reduction Ordinances (TRO)
- o Environmentally Friendly Transportation Policies
- o Park-and-Ride Lots
- o Transit First Policy
- o Transit Oriented Development (TOD)
- o Flexible Routing/Route Deviation Service
- o Major Reconstruction with Minor Capacity
- o New Bus Route
- o Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- o Regional or Intercity Rail Service
- o Local Fixed Rail Service (New, Extensions, or Added Stations)
- o Interchange with Related Road Segments
- o Also see strategies appropriate for all subcorridor types

While Safety Improvements and Programs, Signage, Intersection Improvements of a Limited Scale, and Improvements for Pedestrians and Bicyclists are appropriate everywhere, they are specifically recommended in the US 202/PA 179 Study.

**Adopted Corridor Studies Include (also see Bibliography)**

Pennsylvania Congestion Management System - PA 413 Corridor (DVRPC 03016, 2003), US 202/PA 179 Corridor Study (DVRPC 07033, 2007)

| <b>Subcorridor ID</b>   | <b>Subcorridor Name</b>                                       | <b>Subcorridor Notes</b>  |
|-------------------------|---|---|
| I                       | PA 100 north of US 30 area. This was formerly subcorridor 8L. | Intersection of US 202 and PA 100, to Exton Bypass, to just north of PA 401. Subcorridor characteristics include: Rail Station with 500 or more passenger boardings per weekday. In an effort to simplify, some subcorridors were combined working with Chester County leading to relettering; this subcorridor was changed from 8L to 8I in October, 2008. |
| <b>Subcorridor Type</b> |   |   |
| 7. Developing Arterial  |   |   |

**Very Appropriate Strategies**

- o Closed Loop Computerized Traffic Signals
- o Planning and Design for Nonmotorized Transportation
- o Channelization
- o County and Local Road Connectivity
- o Extensions or Changes in Bus Routes

**Secondary Strategies**

**PA CMP Corridor 8**

- Transit Signal Priority (TSP)
- Enhanced Transit Amenities and Safety
- Center Turn Lanes
- Jughandles
- Expanded Parking/Improved Access to Stations (all modes)
- Trip Reduction Ordinances (TRO)
- Environmentally Friendly Transportation Policies
- Park-and-Ride Lots
- Transit First Policy
- Transit Oriented Development (TOD)
- Flexible Routing/Route Deviation Service
- Major Reconstruction with Minor Capacity
- New Bus Route
- Shuttle Service to Stations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Interchange with Related Road Segments
- Also see strategies appropriate for all subcorridor types

PA CMS: PA 100 Corridor Study segments 3,4,5,6,8,10. PA 100 CMS Study recommends capacity additions in areas of MPMS 14515 and MPMS 62863. General Purpose Lanes were an appropriate strategy in 2006 CMP. MPMS 70240 remains consistent with the CMP for continuity. While Marketing/Outreach for Transit and TDM strategies are appropriate everywhere, they can build upon existing successes in high transit use subcorridors like this one.

**Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009**

See the TIP for more current and complete information at [www.dvrpc.org/transportation/capital/tip.htm](http://www.dvrpc.org/transportation/capital/tip.htm)

**TIP MPMS**

- 14515 PA 100
- 62863 PA 100 Vanguard Improvement
- 70240 US 30 Business

**Adopted Corridor Studies Include (also see Bibliography)**

Pennsylvania Congestion Management System: PA 100 Corridor Study (DVRPC Publication 02009, 2002), PA 100 Corridor Study (DVRPC Publication 98002, 1998)

| Subcorridor ID          | Subcorridor Name  | Subcorridor Notes  |
|-------------------------|---|--|
| J                       | US 30 communities west of PA 100. This was formerly subcorridor 8M. | Downingtown, Coatesville; area west of intersection of PA 100, US 30, and US 30 Business. Subcorridor characteristics include: Multiple rail stations with SEPTA R5 and Amtrak service, Two or more times the regional average of non-hispanic minorities, Two or more times the regional average of female head of household with child, Two or more times the regional average of Hispanic people, Two or more times the regional average of limited English proficiency. In an effort to simplify, some subcorridors were combined working with Chester County leading to relettering; this subcorridor was changed from 8M to 8J in October, 2008. |
| <b>Subcorridor Type</b> | 5. Main Street  |  |

**Very Appropriate Strategies**

- Closed Loop Computerized Traffic Signals
- County and Local Road Connectivity
- Park-and-Ride Lots
- Transit Oriented Development (TOD)
- Transportation Services for Specific Populations

**Secondary Strategies**

- Traffic Calming

## PA CMP Corridor 8

- Street Circulation Patterns
- Transit Signal Priority (TSP)
- Making Transfers Easier for Passengers
- Maintenance Management
- Environmental Justice Outreach for Decision-Making
- Multilingual and Non-Traditional Communication
- Planning and Design for Nonmotorized Transportation
- Enhanced Transit Amenities and Safety
- Expanded Parking/Improved Access to Stations (all modes)
- Local Delivery Service
- Economic Development Oriented Transportation Policies
- Context Sensitive Design
- Transit First Policy
- More Frequent Transit or More Hours of Service
- Flexible Routing/Route Deviation Service
- General Purpose Lanes
- Major Reconstruction with Minor Capacity
- New Bus Route
- Shuttle Service to Stations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Interchange with Related Road Segments
- Arterial or Collector Road
- Also see strategies appropriate for all subcorridor types

TOD is specifically recommended for the Thorndale station in the Implementing TOD study. While Bottleneck Improvements of a Limited Scale are appropriate everywhere, they are specifically recommended in the PA 100 CMS.

While Improvements for Pedestrians and Bicyclists are appropriate everywhere, they are specifically recommended in the Implementing TOD study.

Revision of Existing Land Use/Transportation Regulations is specifically recommended in the R5 Extension study.

While Marketing/Outreach for Transit and TDM strategies are appropriate everywhere, they can build upon existing successes in high transit use subcorridors like this one.

A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice.

### **Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009**

See the TIP for more current and complete information at [www.dvrpc.org/transportation/capital/tip.htm](http://www.dvrpc.org/transportation/capital/tip.htm)

#### **TIP MPMS**

- |       |                                       |
|-------|---------------------------------------|
| 14572 | US 30 Bypass at PA 113 (Uwchlan Ave.) |
| 83710 | Boot Road Extension Bridge            |

### **Adopted Corridor Studies Include (also see Bibliography)**

PA 100 Corridor Study (DVRPC 98002, 1998), Pennsylvania Congestion Management System: PA 100 Corridor Study (DVRPC Publication 02009, 2002), Implementing Transit-Oriented Development (DVRPC 04044, 2004), US 30 Coatesville-Downingtown Bypass Traffic Study (DVRPC 08099, 2008), Needs and Opportunities Study for the R5 Extension West of Thorndale (DVRPC 07021, 2007)

## PA CMP Corridor 8

### Strategies Appropriate Everywhere

- \* Safety Improvements and Programs
- \* Signage
- \* Improvements for Pedestrians and Bicyclists as appropriate
- \* Basic Upgrading of Traffic Signals
- \* Signal Prioritization for Emergency Vehicles where needed
- \* Intersection Improvements of a Limited Scale
- \* Bottleneck Improvements of a Limited Scale, Vehicle or Rail
- \* Accessibility and Environmental Justice
- \* Access Management (both engineering and policy strategies)
- \* Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs)
- \* Revision of Existing Land Use/Transportation Regulations
- \* Growth Management and Smart Growth

Note that the CMP respects permanently protected open space and other policy commitments of the Long Range Plan and in no way replaces the EIS or other planning process. Due to the size of subcorridors, capacity additions may be appropriate for a subcorridor but not appropriate everywhere in them. Widenings are assumed to be considered on the most major facility first.

**DVRPC CMP Strategies by Subcorridor**

*See map for each corridor and its subcorridors*

| Corridor ID | Corridor Name | Corridor Notes   |
|-------------|---------------|--|
| 9           | US 422        | North-South broader corridor to King of Prussia and Turnpike |

**Subcorridor with Their Strategies**

| Subcorridor ID          | Subcorridor Name       | Subcorridor Notes   |
|-------------------------|------------------------|---|
| A                       | Oaks - Pottstown area  | This subcorridor starts just north of Egypt Road. US 422 itself is a freeway but the predominant character of this subcorridor is people driving to each destination often on roads designed for through traffic that have experienced extensive commercial development and this is reflected in the strategies. Subcorridor characteristics include: High Change in VC 2005-2035, High concentrations of numerous transportation disadvantaged populations, 50% or more of the subcorridor is environmentally sensitive or protected land, Two or more times the average regional density of households or employment. |
| <b>Subcorridor Type</b> |                        |   |
|                         | 7. Developing Arterial |   |

**Very Appropriate Strategies**

- o Closed Loop Computerized Traffic Signals
- o Channelization
- o County and Local Road Connectivity
- o Transit First Policy
- o Extensions or Changes in Bus Routes
- o Local Fixed Rail Service (New, Extensions, or Added Stations)

**Secondary Strategies**

- o Automated Toll Collection Improvements
- o Transit Signal Priority (TSP)
- o Environmental Justice Outreach for Decision-Making
- o Multilingual and Non-Traditional Communication
- o Planning and Design for Nonmotorized Transportation
- o Enhanced Transit Amenities and Safety
- o Center Turn Lanes
- o Jughandles
- o Expanded Parking/Improved Access to Stations (all modes)
- o Tolls/Congestion Pricing
- o Local Delivery Service
- o Trip Reduction Ordinances (TRO)
- o Environmentally Friendly Transportation Policies
- o Context Sensitive Design
- o Park-and-Ride Lots
- o Transit Oriented Development (TOD)
- o More Frequent Transit or More Hours of Service
- o Flexible Routing/Route Deviation Service
- o Major Reconstruction with Minor Capacity
- o New Bus Route
- o Transportation Services for Specific Populations
- o Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- o Regional or Intercity Rail Service
- o Interchange with Related Road Segments
- o Arterial or Collector Road
- o Also see strategies appropriate for all subcorridor types

**PA CMP Corridor 9**

While Access Management Projects, Signage, and Safety Improvements and Programs, and Intersection Improvements of a Limited Scale are appropriate everywhere, they are specifically recommended in the PA 724 Study.

Access Management Policies and Improvements for Bicyclists are specifically recommended in the Phoenixville Intermodal Study and are also important in densely developed areas as can be found in this subcorridor.

While Growth Management and Smart Growth and Access Management are appropriate everywhere, they are especially important in this subcorridor likely to experience high growth in V/C ratios in the future based on regional travel modeling.

A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice.

This is an area with a high density of households and jobs where Improvments for Walking and Bicycling, though appropriate everywhere, should be especially considered.

Any future consideration of adding road capacity should be carefully examined as 50% or more of this subcorridor is in sensitive environmental areas.

**Adopted Corridor Studies Include (also see Bibliography)**

InterCounty Relief Route: Schuylkill, East Pikeland, Phoenixville, Upper Providence (DVRPC 06024, 2006), PA 724 Corridor Study (DVRPC 04021, 2004), Phoenixville Area Intermodal Transportation Study (DVRPC 03001, 2003), Pottstown Bypass (US 422) Reconstruction Traffic Study (DVRPC 02043, 2002)

| Subcorridor ID          | Subcorridor Name      | Subcorridor Notes   |
|-------------------------|-----------------------|---|
| B                       | US 202 - Oaks         | This subcorridor includes part of Lower Merion Township, US 202, and the Schuylkill River crossings. The northern boundary is the Egypt Road/Oaks area. US 422 itself is a freeway but the predominant character of this subcorridor is people driving to each destination often on roads designed for through traffic that have experienced extensive commercial development and this is reflected in the strategies. Subcorridor characteristics include: High Current VC, High Future VC and High Growth in VC, Rail Station with 500 or more passenger boardings per weekday, High concentrations of numerous transportation disadvantaged populations, Two or more times the average regional density of households or employment. |
| <b>Subcorridor Type</b> | 6. Developed Arterial |   |

**Very Appropriate Strategies**

- o Closed Loop Computerized Traffic Signals
- o Enhanced Transit Amenities and Safety
- o Channelization
- o Center Turn Lanes
- o Expanded Parking/Improved Access to Stations (all modes)
- o More Frequent Transit or More Hours of Service
- o Local Fixed Rail Service (New, Extensions, or Added Stations)

**Secondary Strategies**

- o Automated Toll Collection Improvements
- o Transit Signal Priority (TSP)
- o Environmental Justice Outreach for Decision-Making
- o Multilingual and Non-Traditional Communication
- o Planning and Design for Nonmotorized Transportation
- o Jughandles
- o County and Local Road Connectivity
- o Tolls/Congestion Pricing
- o Local Delivery Service
- o Economic Development Oriented Transportation Policies
- o Environmentally Friendly Transportation Policies
- o Context Sensitive Design
- o Park-and-Ride Lots
- o Transit First Policy
- o Transit Oriented Development (TOD)

## PA CMP Corridor 9

- Express Transit Routes
- Extensions or Changes in Bus Routes
- General Purpose Lanes
- Frontage or Service Roads
- Major Reconstruction with Minor Capacity
- Shuttle Service to Stations
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Interchange with Related Road Segments
- Also see strategies appropriate for all subcorridor types

While Access Management Policies and Improvements for Bicyclists are appropriate everywhere, they are specifically recommended in the Phoenixville Intermodal Study.

While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios now and in the 2035 travel model.

Marketing/Outreach for Transit and TDM strategies, and Improvements for Walking and Bicycling are appropriate everywhere, but they can build upon existing successes in high transit use, dense subcorridors like this one.

A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice.

There are currently greater than five capacity adding projects planned for this subcorridor. Given the levels of current and future congestion, General Purpose Lanes, Interchange with Related Road Segments and Transit Capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity.

### **Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009**

See the TIP for more current and complete information at [www.dvrpc.org/transportation/capital/tip.htm](http://www.dvrpc.org/transportation/capital/tip.htm)

#### **TIP MPMS**

|       |  |
|-------|--|
| 16211 | I-76 Ramps Phase 3, Henderson/Gulph Rds. Widening  |
| 16665 | US 202 South Bound (Section 500), Markley St.      |
| 48172 | PA 23 Relocation at Allendale Rd. and Beidler Rd.  |
| 48187 | I-76 Ramps Phase 2 - Henderson/Gulph Road Widen    |
| 50364 | US 202, Dekalb Pike, Section 610                   |
| 57659 | French Creek Parkway                               |
| 57858 | Lafayette St. Extension                            |
| 63486 | US 202, Johnson Hwy. to Twp. Line Rd. (61S)        |
| 64796 | US 422 / PA 363 Interchange                        |
| 68064 | I-76 West Ramps Phase1- Henderson/Gulph Road Widen |
| 70197 | US 422 (New) Exwy Bridge Over Schuylkill River     |
| 79863 | Lafayette St- Ford Street to Conshohocken Rd.      |
| 79864 | Lafayette St - Barbados St. to Ford St.            |
| 79928 | Lafayette St./US 202 Dannehower Bridge Interchange |
| 80021 | US 202 - Markley St Improvements (Section 510 )    |
| 80022 | US 202 - Markley St. Improvements (Section 520 )   |

### **Adopted Corridor Studies Include (also see Bibliography)**

Interim Improvements to Help Relieve US 422 Westbound Evening Traffic Problems (2005), Montgomery County Transportation Plan (2005); InterCounty Relief Route: Schuylkill, East Pikeland, Phoenixville, Upper Providence (DVRPC 06024, 2006), Phoenixville Area Intermodal Transportation Study (DVRPC 03001, 2003), Schuylkill Crossings Traffic Study (DVRPC 07040, 2008)

**Strategies Appropriate Everywhere**

- \* Safety Improvements and Programs
- \* Signage
- \* Improvements for Pedestrians and Bicyclists as appropriate
- \* Basic Upgrading of Traffic Signals
- \* Signal Prioritization for Emergency Vehicles where needed
- \* Intersection Improvements of a Limited Scale
- \* Bottleneck Improvements of a Limited Scale, Vehicle or Rail
- \* Accessibility and Environmental Justice
- \* Access Management (both engineering and policy strategies)
- \* Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs)
- \* Revision of Existing Land Use/Transportation Regulations
- \* Growth Management and Smart Growth

Note that the CMP respects permanently protected open space and other policy commitments of the Long Range Plan and in no way replaces the EIS or other planning process. Due to the size of subcorridors, capacity additions may be appropriate for a subcorridor but not appropriate everywhere in them. Widenings are assumed to be considered on the most major facility first.

**PA CMP Corridor 10**

**DVRPC CMP Strategies by Subcorridor**

*See map for each corridor and its subcorridors*

| Corridor ID | Corridor Name      | Corridor Notes   |
|-------------|--------------------|--|
| 10          | PA 3 & Center City | Penns Landing to west through Center City, south of I-676, extended to vicinity of PA 3 and US 1 |

**Subcorridor with Their Strategies**

| Subcorridor ID          | Subcorridor Name             | Subcorridor Notes   |
|-------------------------|------------------------------|---|
| A                       | Center City, University City | Penns Landing west to Cobbs Creek Expressway; from Callowhill Street south including large, densely developed part of south Philadelphia to vicinity of Woodland Ave and 58th St. Subcorridor characteristics include: High Current VC, High Future VC and High Growth in VC, Bus ridership is 6,000 or more per day, Rail Station with 500 or more passenger boardings per weekday, Transit usage approaching a lane of traffic, High concentrations of numerous transportation disadvantaged populations, Two or more times the average regional density of households or employment. |
| <b>Subcorridor Type</b> |                              |   |
| 3. Dense Grid           |                              |   |

**Very Appropriate Strategies**

- o Closed Loop Computerized Traffic Signals
- o Transit Signal Priority (TSP)
- o Enhanced Transit Amenities and Safety
- o Expanded Parking/Improved Access to Stations (all modes)
- o Economic Development Oriented Transportation Policies
- o More Frequent Transit or More Hours of Service

**Secondary Strategies**

- o Vehicle Use Limitations and Restrictions
- o Traffic Calming
- o Street Circulation Patterns
- o Traveler Information Services
- o Making Transfers Easier for Passengers
- o Maintenance Management
- o Parking Operations
- o Environmental Justice Outreach for Decision-Making
- o Multilingual and Non-Traditional Communication
- o Safety Education and Enforcement (non-auto)
- o Planning and Design for Nonmotorized Transportation
- o Advanced Transit System Management
- o Channelization
- o Center Turn Lanes
- o Passenger Intermodal Center or Garage for Transit Riders
- o Parking Supply and Demand Management (such as by transportation allowances)
- o Local Delivery Service
- o Context Sensitive Design
- o Transit First Policy
- o Transit Oriented Development (TOD)
- o Express Transit Routes
- o Extensions or Changes in Bus Routes
- o General Purpose Lanes
- o Shuttle Service to Stations
- o Transportation Services for Special Events
- o Transportation Services for Specific Populations
- o Regional or Intercity Rail Service

**PA CMP Corridor 10**

- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

Philadelphia Streets Department states: Chestnut and Walnut Streets do not have electronic controllers with fiber optic interconnect and are not compatible to ITS. There is a need for parking areas on the parallel rail lines (trolley and EI). People are parking in neighborhoods and using trains." (Denny, 10/17/08)

Includes South St Bridge Reconstruction project, 2005 CAMP focus area at 34th Street and Grays Ferry Rd, East Coast Greenway

While Improvements for Pedestrians and Bicyclists, Basic Upgrading of Traffic Signals, and Access Management (both engineering and policy strategies) are appropriate everywhere, they are specifically recommended in the Baltimore Avenue study. While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios now and in the 2035 travel model.

While Bottleneck Removal for Passenger Rail is appropriate everywhere it has been discussed as a significant issue for the region in this area.

A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice.

While Marketing/Outreach for Transit and TDM strategies, and Improvements for Walking and Bicycling are appropriate everywhere, they can build upon existing successes in high transit use, dense subcorridors like this one.

Given the levels of current and future congestion, General Purpose Lanes and Transit Capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity.

The Seamless Regional Transit Access Study recommends extending some NJ Transit bus lines to 30th Street station.

**Adopted Corridor Studies Include (also see Bibliography)**

Congestion and Accident Mitigation (CAMP) Program Report (DVRPC, 2005); PA CMS US 1/Baltimore Pike (DVRPC, 2000), Baltimore Avenue Corridor Revitalization Plan (DVRPC 07051B, 2007), Seamless Regional Transit Access (DVRPC 08069, 2008), Revitalization Plan Area 5 (Delaware County Planning Department, Update Underway), Darby Creek Greenway Study (Delaware County Planning Department, Currently Underway),  
 Source of Philadelphia Streets Department comments is e-mail from Charles Denny (10/17/08)

| Subcorridor ID          | Subcorridor Name              | Subcorridor Notes   |
|-------------------------|-------------------------------|---|
| B                       | PA 3 from Cobbs Creek to US 1 | Includes vicinity of 69th Street Boulevard. Subcorridor characteristics include: Bus ridership is 6,000 or more per day, Transit usage approaching a lane of traffic. |
| <b>Subcorridor Type</b> |                               |   |
| 5. Main Street          |                               |   |

**Very Appropriate Strategies**

- Closed Loop Computerized Traffic Signals
- Transit Signal Priority (TSP)
- Parking Operations
- County and Local Road Connectivity
- Transit Oriented Development (TOD)
- Transportation Services for Specific Populations

**Secondary Strategies**

- Vehicle Use Limitations and Restrictions
- Traffic Calming
- Street Circulation Patterns
- Making Transfers Easier for Passengers
- Maintenance Management
- Safety Education and Enforcement (non-auto)
- Planning and Design for Nonmotorized Transportation
- Advanced Transit System Management
- Enhanced Transit Amenities and Safety
- Expanded Parking/Improved Access to Stations (all modes)

**PA CMP Corridor 10**

- Passenger Intermodal Center or Garage for Transit Riders
- Parking Supply and Demand Management (such as by transportation allowances)
- Local Delivery Service
- Context Sensitive Design
- Park-and-Ride Lots
- Transit First Policy
- Express Transit Routes
- Extensions or Changes in Bus Routes
- More Frequent Transit or More Hours of Service
- Flexible Routing/Route Deviation Service
- Major Reconstruction with Minor Capacity
- New Bus Route
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Also see strategies appropriate for all subcorridor types

While Marketing/Outreach for Transit and TDM strategies are appropriate everywhere, they can build upon existing successes in high transit use subcorridors like this one.

**Adopted Corridor Studies Include (also see Bibliography)**

Feasibility Analysis of West Chester Busway 69th Street Terminal to I-476 (DVRPC 07001, 2007), Pennsylvania Congestion Management System - US 1 / Baltimore Pike Corridor (DVRPC 00009, 2000), Revitalization Plan Area 5 (Delaware County Planning Department, Update Underway), Darby Creek Greenway Study (Delaware County Planning Department, Currently Underway), Transit Advantage: Transit Signal Priority on PA Route 3 (Chester County TMA, June 2007)

| Subcorridor ID          | Subcorridor Name        | Subcorridor Notes  |
|-------------------------|-------------------------|--|
| C                       | PA 3 (PA 476 to US 202) | US 1 to just west of PA 252 (Newtown Road). Subcorridor characteristics include: Bus ridership is 6,000 or more per day. |
| <b>Subcorridor Type</b> |                         |  |
| 6. Developed Arterial   |                         |  |

**Very Appropriate Strategies**

- Closed Loop Computerized Traffic Signals
- Transit Signal Priority (TSP)
- Enhanced Transit Amenities and Safety
- Channelization
- Center Turn Lanes
- County and Local Road Connectivity
- More Frequent Transit or More Hours of Service

**Secondary Strategies**

- Traffic Calming
- Street Circulation Patterns
- Making Transfers Easier for Passengers
- Parking Operations
- Planning and Design for Nonmotorized Transportation
- Advanced Transit System Management
- Jughandles
- Roundabouts
- Expanded Parking/Improved Access to Stations (all modes)
- Parking Supply and Demand Management (such as by transportation allowances)
- Local Delivery Service
- Environmentally Friendly Transportation Policies
- Context Sensitive Design
- Park-and-Ride Lots
- Transit First Policy

## PA CMP Corridor 10

- Transit Oriented Development (TOD)
- Express Transit Routes
- Extensions or Changes in Bus Routes
- Frontage or Service Roads
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Also see strategies appropriate for all subcorridor types

While Access Management (both engineering and policy strategies), and Growth Management and Smart Growth are appropriate everywhere, they are specifically recommended in the Route 3 Study.

Similarly, while Marketing/Outreach for Transit and TDM strategies are appropriate everywhere, they can build upon existing successes in high transit use subcorridors like this one.

### **Adopted Corridor Studies Include (also see Bibliography)**

Pennsylvania Congestion Management System - US 1 / Baltimore Pike Corridor (DVRPC 00009, 2000), Route 3 West Chester Pike Land Use and Access Management Strategies, Phase 1 (DVRPC 05029, 2006), Feasibility Analysis of West Chester Busway 69th Street Terminal to I-476 (DVRPC 07001, 2007), Darby Creek Greenway Study (Delaware County Planning Department, Currently Underway), Transit Advantage: Transit Signal Priority on PA Route 3 (Chester County TMA, June 2007)

### **Strategies Appropriate Everywhere**

- \* Safety Improvements and Programs
- \* Signage
- \* Improvements for Pedestrians and Bicyclists as appropriate
- \* Basic Upgrading of Traffic Signals
- \* Signal Prioritization for Emergency Vehicles where needed
- \* Intersection Improvements of a Limited Scale
- \* Bottleneck Improvements of a Limited Scale, Vehicle or Rail
- \* Accessibility and Environmental Justice
- \* Access Management (both engineering and policy strategies)
- \* Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs)
- \* Revision of Existing Land Use/Transportation Regulations
- \* Growth Management and Smart Growth

Note that the CMP respects permanently protected open space and other policy commitments of the Long Range Plan and in no way replaces the EIS or other planning process. Due to the size of subcorridors, capacity additions may be appropriate for a subcorridor but not appropriate everywhere in them. Widening is assumed to be considered on the most major facility first.

**PA CMP Corridor 11**

**DVRPC CMP Strategies by Subcorridor**

*See map for each corridor and its subcorridors*

| Corridor ID | Corridor Name | Corridor Notes   |
|-------------|---------------|--|
| 11          | PA 113 area   | This corridor was developed based mainly on TIP projects and secondarily on analysis indicating east-west congestion |

**Subcorridor with Their Strategies**

| Subcorridor ID          | Subcorridor Name  | Subcorridor Notes  |
|-------------------------|---|--|
| A                       | PA 113 (Souderton-Harleysville Pike) area, between US 422 and PA 309/vicinity of Montgomery/Bucks county line | Focus of transportation issues seems to be commuters. Hatfield Meat Packing plant generates a lot of truck traffic and also commuters cut through going between PA 309 & NE Extension. This area includes intersections with PA 29, PA 73, PA 63, intersection of Sumneytown Pike and I-476, PA 463, and County Line Road. Subcorridor characteristics include: Two or more times the regional average of elderly people (over age 75), Two or more times the regional average of limited English proficiency. |
| <b>Subcorridor Type</b> | 9. Lightly Developed  |  |

**Very Appropriate Strategies**

- o Channelization
- o County and Local Road Connectivity
- o Park-and-Ride Lots
- o Demand Response Transit Services
- o Transportation Services for Specific Populations

**Secondary Strategies**

- o Closed Loop Computerized Traffic Signals
- o Traffic Calming
- o Multilingual and Non-Traditional Communication
- o Planning and Design for Nonmotorized Transportation
- o Enhanced Transit Amenities and Safety
- o Center Turn Lanes
- o Roundabouts
- o Economic Development Oriented Transportation Policies
- o Environmentally Friendly Transportation Policies
- o Context Sensitive Design
- o Flexible Routing/Route Deviation Service
- o Also see strategies appropriate for all subcorridor types

While Growth Management and Smart Growth and Intersection Improvements of a Limited Scale are appropriate everywhere, these strategies were specifically recommended in the PA 113 Study. General Purpose Lanes were appropriate strategies in the the 2006 CMP for this sub-corridor. MPMS 71174 and 16438 remain consistent with the CMP.

**Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009**

See the TIP for more current and complete information at [www.dvrpc.org/transportation/capital/tip.htm](http://www.dvrpc.org/transportation/capital/tip.htm)

**TIP MPMS**

16438 PA 309 Connector Project-Phase I

**Adopted Corridor Studies Include (also see Bibliography)**

PA 113 Heritage Corridor Transportation and Land Use Study (McMahon Associates, 2005)

## PA CMP Corridor 11

### Strategies Appropriate Everywhere

- \* Safety Improvements and Programs
- \* Signage
- \* Improvements for Pedestrians and Bicyclists as appropriate
- \* Basic Upgrading of Traffic Signals
- \* Signal Prioritization for Emergency Vehicles where needed
- \* Intersection Improvements of a Limited Scale
- \* Bottleneck Improvements of a Limited Scale, Vehicle or Rail
- \* Accessibility and Environmental Justice
- \* Access Management (both engineering and policy strategies)
- \* Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs)
- \* Revision of Existing Land Use/Transportation Regulations
- \* Growth Management and Smart Growth

Note that the CMP respects permanently protected open space and other policy commitments of the Long Range Plan and in no way replaces the EIS or other planning process. Due to the size of subcorridors, capacity additions may be appropriate for a subcorridor but not appropriate everywhere in them. Widenings are assumed to be considered on the most major facility first.

## PA CMP Corridor 12

### DVRPC CMP Strategies by Subcorridor

See map for each corridor and its subcorridors

| Corridor ID | Corridor Name                                     | Corridor Notes  |
|-------------|---|---|
| 12          | PA 132, PA 63, County Line Road interrelated area | This is more of an area than a corridor. It includes the parallel roads north of the Turnpike, following Street Rd (PA 132) and Woodhaven (PA 63) to I-95 |

### Subcorridor with Their Strategies

| Subcorridor ID          | Subcorridor Name   | Subcorridor Notes  |
|-------------------------|--|--|
| A                       | PA 132, PA 63, County Line Road developed area straddling Bucks, Montgomery, and Philadelphia counties | This subcorridor includes major office parks, an air base, and bedroom (commuter) development. Subcorridor characteristics include: High Current VC, High Future VC and High Growth in VC, Bus ridership is 6,000 or more per day, Rail Station with 500 or more passenger boardings per weekday, Transit usage approaching a lane of traffic, High concentrations of numerous transportation disadvantaged populations, Two or more times the average regional density of households or employment. |
| <b>Subcorridor Type</b> | 8. Suburban Secondary  |  |

#### Very Appropriate Strategies

- o Closed Loop Computerized Traffic Signals
- o Transit Signal Priority (TSP)
- o County and Local Road Connectivity
- o Expanded Parking/Improved Access to Stations (all modes)
- o Parking Supply and Demand Management (such as by transportation allowances)
- o Shuttle Service to Stations

#### Secondary Strategies

- o Traffic Calming
- o Making Transfers Easier for Passengers
- o Environmental Justice Outreach for Decision-Making
- o Multilingual and Non-Traditional Communication
- o Planning and Design for Nonmotorized Transportation
- o Enhanced Transit Amenities and Safety
- o Channelization
- o Center Turn Lanes
- o Jughandles
- o Roundabouts
- o Passenger Intermodal Center or Garage for Transit Riders
- o Local Delivery Service
- o Trip Reduction Ordinances (TRO)
- o Environmentally Friendly Transportation Policies
- o Context Sensitive Design
- o Park-and-Ride Lots
- o Transit Oriented Development (TOD)
- o Extensions or Changes in Bus Routes
- o More Frequent Transit or More Hours of Service
- o General Purpose Lanes
- o New Bus Route
- o Demand Response Transit Services
- o Transportation Services for Specific Populations
- o Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- o Local Fixed Rail Service (New, Extensions, or Added Stations)
- o Also see strategies appropriate for all subcorridor types

While Improvements for Pedestrians and Bicyclists and Access Management (both engineering and policy strategies) are appropriate everywhere, they are specifically recommended in the Developing Around Transit Study. While Growth Management and Smart Growth strategies, Access

## PA CMP Corridor 12

Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios now and in the 2035 travel model.

Similarly, while Marketing/Outreach for Transit and TDM strategies, and Improvements for Walking and Bicycling are appropriate everywhere, they can build upon existing successes in high transit use, dense subcorridors like this one.

A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice.

Given the levels of current and future congestion, General Purpose Lanes and Transit Capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity.

### **Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009**

See the TIP for more current and complete information at [www.dvrpc.org/transportation/capital/tip.htm](http://www.dvrpc.org/transportation/capital/tip.htm)

#### **TIP MPMS**

|       |                                |
|-------|--------------------------------|
| 13347 | I-95 / PA Turnpike Interchange |
| 13549 | US 1 (Bridges)                 |
| 57629 | County Line Road Extension     |

### **Adopted Corridor Studies Include (also see Bibliography)**

Congestion Management System Analysis: The Woodhaven Road Project (McCormick, Taylor & Assoc., 1997), Assessment of Land Use and Transportation Solutions for the Route 413/513 Corridor (DVRPC Publication 04014, 2004), Pennsylvania Congestion Management System - PA 413 Corridor (DVRPC 03016, 2003), Developing Around Transit (DVRPC 06034, 2006)

#### **Strategies Appropriate Everywhere**

- \* Safety Improvements and Programs
- \* Signage
- \* Improvements for Pedestrians and Bicyclists as appropriate
- \* Basic Upgrading of Traffic Signals
- \* Signal Prioritization for Emergency Vehicles where needed
- \* Intersection Improvements of a Limited Scale
- \* Bottleneck Improvements of a Limited Scale, Vehicle or Rail
- \* Accessibility and Environmental Justice
- \* Access Management (both engineering and policy strategies)
- \* Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs)
- \* Revision of Existing Land Use/Transportation Regulations
- \* Growth Management and Smart Growth

Note that the CMP respects permanently protected open space and other policy commitments of the Long Range Plan and in no way replaces the EIS or other planning process. Due to the size of subcorridors, capacity additions may be appropriate for a subcorridor but not appropriate everywhere in them. Widening are assumed to be considered on the most major facility first.

PA CMP Corridor 13

DVRPC CMP Strategies by Subcorridor

See map for each corridor and its subcorridors

| Corridor ID | Corridor Name                | Corridor Notes   |
|-------------|------------------------------|--|
| 13          | PA 332 (Newtown Bypass) Area | Movement to and from I-95; May be less important when I-276 & I-95 interchange opens |

Subcorridor with Their Strategies

| Subcorridor ID          | Subcorridor Name  | Subcorridor Notes   |
|-------------------------|---|---|
| A                       | PA 332 area between Bucks/Montgomery county line and the I-95 interchange | This subcorridor includes several big office parks. Subcorridor characteristics include: Rail Station with 500 or more passenger boardings per weekday, High concentrations of numerous transportation disadvantaged populations. |
| <b>Subcorridor Type</b> |   |   |
| 8. Suburban Secondary   |   |   |

Very Appropriate Strategies

- o Closed Loop Computerized Traffic Signals
- o Channelization
- o County and Local Road Connectivity
- o Expanded Parking/Improved Access to Stations (all modes)
- o Parking Supply and Demand Management (such as by transportation allowances)
- o Shuttle Service to Stations

Secondary Strategies

- o Traffic Calming
- o Transit Signal Priority (TSP)
- o Environmental Justice Outreach for Decision-Making
- o Multilingual and Non-Traditional Communication
- o Planning and Design for Nonmotorized Transportation
- o Enhanced Transit Amenities and Safety
- o Center Turn Lanes
- o Jughandles
- o Roundabouts
- o Local Delivery Service
- o Trip Reduction Ordinances (TRO)
- o Environmentally Friendly Transportation Policies
- o Context Sensitive Design
- o Park-and-Ride Lots
- o Transit Oriented Development (TOD)
- o Extensions or Changes in Bus Routes
- o More Frequent Transit or More Hours of Service
- o Demand Response Transit Services
- o Transportation Services for Specific Populations
- o Also see strategies appropriate for all subcorridor types

In the Route 413/513 Study, recommendation area 9 focused on where PA 413 connects to the Newtown Bypass. The PA 413 Access Management Case Study reviews the intersection of PA 413 and 332. While Improvements for Pedestrians and Bicyclists and Access Management (both engineering and policy strategies) are appropriate everywhere, they are specifically recommended in the Developing Around Transit Study. Access Management (both engineering and policy strategies) is also recommended in the PA 413 Access Management Case Study. While Marketing/Outreach for Transit and TDM strategies are appropriate everywhere, they can build upon existing successes in high use of rail stations in subcorridors like this one. A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice.

Adopted Corridor Studies Include (also see Bibliography)

## PA CMP Corridor 13

Assessment of Land Use and Transportation Solutions for the Route 413/513 Corridor (DVRPC 04014, 2004), Pennsylvania Congestion Management System - PA 413 Corridor (DVRPC 03016, 2003), Developing Around Transit (DVRPC 06034, 2006), Highway Access Management Case Study Corridor: Durham Road PA 413 (DVRPC 08098, 2008)

### Strategies Appropriate Everywhere

- \* Safety Improvements and Programs
- \* Signage
- \* Improvements for Pedestrians and Bicyclists as appropriate
- \* Basic Upgrading of Traffic Signals
- \* Signal Prioritization for Emergency Vehicles where needed
- \* Intersection Improvements of a Limited Scale
- \* Bottleneck Improvements of a Limited Scale, Vehicle or Rail
- \* Accessibility and Environmental Justice
- \* Access Management (both engineering and policy strategies)
- \* Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs)
- \* Revision of Existing Land Use/Transportation Regulations
- \* Growth Management and Smart Growth

Note that the CMP respects permanently protected open space and other policy commitments of the Long Range Plan and in no way replaces the EIS or other planning process. Due to the size of subcorridors, capacity additions may be appropriate for a subcorridor but not appropriate everywhere in them. Widening are assumed to be considered on the most major facility first.

PA CMP Corridor 14

DVRPC CMP Strategies by Subcorridor

See map for each corridor and its subcorridors

| Corridor ID | Corridor Name   | Corridor Notes   |
|-------------|-----------------|--|
| 14          | PA 611 & PA 309 | Broad Street in Center City extending north to follow PA 309 to Lansdale Borough |

Subcorridor with Their Strategies

| Subcorridor ID          | Subcorridor Name   | Subcorridor Notes  |
|-------------------------|--|--|
| A                       | PA 611/309 from Center City to vicinity of Philadelphia/Montgomery county line | Washington Avenue (south Philadelphia) to where PA 309 splits from being Cheltenham Avenue just north of the Philadelphia/Montgomery line. Subcorridor characteristics include: High Change in VC 2005-2035, Bus ridership is 6,000 or more per day, Rail Station with 500 or more passenger boardings per weekday, Transit usage approaching a lane of traffic, High concentrations of numerous transportation disadvantaged populations, Two or more times the average regional density of households or employment. |
| <b>Subcorridor Type</b> |  |  |
| 3. Dense Grid           |  |  |

Very Appropriate Strategies

- o Closed Loop Computerized Traffic Signals
- o Transit Signal Priority (TSP)
- o Expanded Parking/Improved Access to Stations (all modes)
- o Economic Development Oriented Transportation Policies
- o Transit Oriented Development (TOD)
- o More Frequent Transit or More Hours of Service

Secondary Strategies

- o Vehicle Use Limitations and Restrictions
- o Street Circulation Patterns
- o Traveler Information Services
- o Making Transfers Easier for Passengers
- o Maintenance Management
- o Parking Operations
- o Environmental Justice Outreach for Decision-Making
- o Multilingual and Non-Traditional Communication
- o Planning and Design for Nonmotorized Transportation
- o Advanced Transit System Management
- o Enhanced Transit Amenities and Safety
- o Channelization
- o Center Turn Lanes
- o Local Delivery Service
- o Context Sensitive Design
- o Transit First Policy
- o Shuttle Service to Stations
- o Transportation Services for Special Events
- o Transportation Services for Specific Populations
- o Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- o Regional or Intercity Rail Service
- o Local Fixed Rail Service (New, Extensions, or Added Stations)
- o Also see strategies appropriate for all subcorridor types

Philadelphia Streets Departments states: Broad Street north of Grange & Old York Road does not have electronic controllers with fiber optic interconnect and are not compatible to ITS. Electronic controllers would allow the system to be responsive to traffic volumes. Cheltenham Avenue has some electronic controllers but does not have fiber optic interconnect and therefore can not be responsive to changes in traffic volumes. Many Bus routes use Cheltenham Ave, Broad St. and Old York Road. Electronic controllers can provide transit priority. Broad and Olney is a major transfer

**PA CMP Corridor 14**

point from bus routes to the subway system. Parallel regional rail lines to both 611 and 309 need more parking to allow diversion onto rails. The Fern Rock subway station needs additional parking for diversion onto the Subway. (Denny, 10/17/08)

57874: I-95/Vine St Interchange doesn't add major new capacity but is a big project. While Signage and Marketing/Outreach for Transit and TDM Services are appropriate everywhere, they are specifically recommended in the Implementing TOD Study. Improvements for Pedestrians and Bicyclists, and Revision of Existing Land Use/Transportation Regulations are specifically recommended in the 611 & 263 Corridor study. While Growth Management and Smart Growth and Access Management are appropriate everywhere, they are especially important in this subcorridor likely to experience high growth in V/C ratios in the future based on regional travel modeling. Similarly, while Marketing/Outreach for Transit and TDM and Improvements for Walking and Bicycling strategies are appropriate everywhere, they can build upon existing successes in high transit use dense subcorridors like this one.

A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice.

**Adopted Corridor Studies Include (also see Bibliography)**

Implementing Transit-Oriented Development (DVRPC 04044, 2004), Routes 611 & 263 Corridor Study - Phase 1 Report (DVRPC 08045B, 2008)  
 Philadelphia Streets Department comments from e-mail from Charles Denny of 10/17/08

| <b>Subcorridor ID</b>     | <b>Subcorridor Name</b>                     | <b>Subcorridor Notes</b>   |
|---------------------------|---|--|
| B                         | PA 309 north of turn from Cheltenham Avenue | This subcorridor is approximately half the area it was in the 2006 CMP, with the PA 611 part broken into a new subcorridor 14E.  |
| <b>Subcorridor Type</b>   |   | Subcorridor characteristics include: High Current VC, High Future VC and High Growth in VC, Bus ridership is 6,000 or more per day, Rail Station with 500 or more passenger boardings per weekday. |
| 4. Dense Suburban Network |   |  |

**Very Appropriate Strategies**

- o Closed Loop Computerized Traffic Signals
- o Transit Signal Priority (TSP)
- o Planning and Design for Nonmotorized Transportation
- o Expanded Parking/Improved Access to Stations (all modes)
- o Park-and-Ride Lots
- o Transit Oriented Development (TOD)

**Secondary Strategies**

- o Making Transfers Easier for Passengers
- o Enhanced Transit Amenities and Safety
- o Channelization
- o Center Turn Lanes
- o County and Local Road Connectivity
- o Context Sensitive Design
- o Transit First Policy
- o Express Transit Routes
- o More Frequent Transit or More Hours of Service
- o Flexible Routing/Route Deviation Service
- o General Purpose Lanes
- o Frontage or Service Roads
- o New Bus Route
- o Demand Response Transit Services
- o Shuttle Service to Stations
- o Transportation Services for Specific Populations
- o Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- o Local Fixed Rail Service (New, Extensions, or Added Stations)
- o Also see strategies appropriate for all subcorridor types

While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios now and in

**PA CMP Corridor 14**

the 2035 travel model. Similarly, while Marketing/Outreach for Transit and TDM strategies are appropriate everywhere, they can build upon existing successes in high transit use subcorridors like this one. Given the levels of current and future congestion, General Purpose Lanes and Transit Capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity.

**Adopted Corridor Studies Include (also see Bibliography)**

Increasing Intermodal Access to Transit, Phase III (DVRPC, 2006)

| Subcorridor ID          | Subcorridor Name   | Subcorridor Notes  |
|-------------------------|--|--|
| C                       | PA 309 northern suburbs, vicinity of Butler Pike and Lower Gwynedd Township (Montgomery) north to vicinity of PA 313 and Quakertown Borough (Bucks County) | North of Ambler/Fort Washington. This subcorridor does not include Lansdale borough (see 14D). Subcorridor characteristics include: Rail Station with 500 or more passenger boardings per weekday, Two or more times the regional average of elderly people (over age 75), Two or more times the regional average of limited English proficiency. Recommended for TOD in the Developing Around Transit Study (North Wales station on SEPTA's R5 line). |
| <b>Subcorridor Type</b> |  |  |
| 7. Developing Arterial  |  |  |

**Very Appropriate Strategies**

- o Closed Loop Computerized Traffic Signals
- o Channelization
- o Center Turn Lanes
- o County and Local Road Connectivity
- o Transit Oriented Development (TOD)
- o Extensions or Changes in Bus Routes

**Secondary Strategies**

- o Making Transfers Easier for Passengers
- o Planning and Design for Nonmotorized Transportation
- o Enhanced Transit Amenities and Safety
- o Jughandles
- o Expanded Parking/Improved Access to Stations (all modes)
- o Trip Reduction Ordinances (TRO)
- o Economic Development Oriented Transportation Policies
- o Environmentally Friendly Transportation Policies
- o Park-and-Ride Lots
- o Transit First Policy
- o Flexible Routing/Route Deviation Service
- o General Purpose Lanes
- o Frontage or Service Roads
- o Major Reconstruction with Minor Capacity
- o New Bus Route
- o Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- o Regional or Intercity Rail Service
- o Local Fixed Rail Service (New, Extensions, or Added Stations)
- o Interchange with Related Road Segments
- o Also see strategies appropriate for all subcorridor types

MPMS 16731 part of US 202 Section 700  
 While Intersection Improvements of a Limited Scale are appropriate everywhere, they are specifically recommended in the Route 3 Study.  
 Improvements for Pedestrians and Bicyclists and Revision of Existing Land Use/Transportation Regulations are specifically recommended in the Developing Around Transit Study.  
 While Marketing/Outreach for Transit and TDM strategies are appropriate everywhere, they can build upon existing successes in high transit use (especially at rail stations) in subcorridors like this one.  
 There are currently greater than five capacity adding projects planned in this sub-corridor supporting the need for capacity additions as a strategy. Given the levels of current and future congestion, General Purpose Lanes and Transit Capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing

**PA CMP Corridor 14**

in new capacity.

**Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009**

See the TIP for more current and complete information at [www.dvrpc.org/transportation/capital/tip.htm](http://www.dvrpc.org/transportation/capital/tip.htm)

**TIP MPMS**

- 16438 PA 309 Connector Project-Phase I
- 16477 PA 309, Welsh Rd. to Highland Ave.
- 16731 US 202 Parkway, PA 63 to 463 (Section 701)
- 47396 US 202 Parkway, PA 463 to Pickertown Rd (Sec. 711)
- 49315 Portzer Road Connector
- 63491 US 202, Morris Rd. to PA 63 (Sec 65S)
- 63492 US 202, Swedesford Rd. to PA 309 (Section 65N)
- 64017 Sumneytown Pike
- 64811 PA 463 Horsham Rd.

**Adopted Corridor Studies Include (also see Bibliography)**

Access Management Along County Line Road / PA 309 (DVRPC 05020, 2005), Developing Around Transit (DVRPC 06034, 2006)

| Subcorridor ID          | Subcorridor Name | Subcorridor Notes   |
|-------------------------|------------------|---|
| D                       | Lansdale Borough | Lansdale is separated out as appropriate strategies are different than for the surrounding area. Subcorridor characteristics include: Rail Station with 500 or more passenger boardings per weekday, Two or more times the average regional density of households or employment. Recommended for TOD in the Implementing TOD study. |
| <b>Subcorridor Type</b> |                  |   |
| 5. Main Street          |                  |   |

**Very Appropriate Strategies**

- o Closed Loop Computerized Traffic Signals
- o Parking Operations
- o County and Local Road Connectivity
- o Transit Oriented Development (TOD)
- o Transportation Services for Specific Populations

**Secondary Strategies**

- o Street Circulation Patterns
- o Transit Signal Priority (TSP)
- o Making Transfers Easier for Passengers
- o Maintenance Management
- o Planning and Design for Nonmotorized Transportation
- o Enhanced Transit Amenities and Safety
- o Channelization
- o Center Turn Lanes
- o Expanded Parking/Improved Access to Stations (all modes)
- o Context Sensitive Design
- o Park-and-Ride Lots
- o Transit First Policy
- o More Frequent Transit or More Hours of Service
- o Flexible Routing/Route Deviation Service
- o Major Reconstruction with Minor Capacity
- o New Bus Route
- o Also see strategies appropriate for all subcorridor types

While Revision of Existing Land Use/Transportation Guidelines is appropriate everywhere, it is specifically recommended in the Implementing TOD study. While Marketing/Outreach for Transit and TDM and Improvements for Walking and Bicycling strategies are appropriate everywhere, they can build upon existing successes in high transit use (especially rail) dense subcorridors like this one.

## PA CMP Corridor 14

### Adopted Corridor Studies Include (also see Bibliography)

Implementing Transit-Oriented Development (DVRPC 04044, 2004)

| Subcorridor ID            | Subcorridor Name                            | Subcorridor Notes   |
|---------------------------|---|---|
| E                         | PA 611 north of turn from Cheltenham Avenue | This new subcorridor is approximately half of what was subcorridor 14B in the 2006 CMP, now focusing just on the PA 611 part. Subcorridor characteristics include: Bus ridership is 6,000 or more per day, Rail Station with 500 or more passenger boardings per weekday, Two or more times the regional average of elderly people (over age 75), Two or more times the average regional density of households or employment. |
| <b>Subcorridor Type</b>   |   |   |
| 4. Dense Suburban Network |   |   |

#### Very Appropriate Strategies

- o Closed Loop Computerized Traffic Signals
- o Planning and Design for Nonmotorized Transportation
- o Expanded Parking/Improved Access to Stations (all modes)
- o Park-and-Ride Lots
- o Transit Oriented Development (TOD)

#### Secondary Strategies

- o Traffic Calming
- o Transit Signal Priority (TSP)
- o Making Transfers Easier for Passengers
- o Enhanced Transit Amenities and Safety
- o Channelization
- o Center Turn Lanes
- o County and Local Road Connectivity
- o Parking Supply and Demand Management (such as by transportation allowances)
- o Context Sensitive Design
- o Transit First Policy
- o More Frequent Transit or More Hours of Service
- o Flexible Routing/Route Deviation Service
- o Frontage or Service Roads
- o Demand Response Transit Services
- o Shuttle Service to Stations
- o Transportation Services for Specific Populations
- o Also see strategies appropriate for all subcorridor types

While Improvements for Pedestrians and Bicyclists, and Revision of Existing Land Use/Transportation Regulations are appropriate everywhere, they are specifically recommended in the 611 & 263 Corridor study.  
 While Marketing/Outreach for Transit and TDM strategies are appropriate everywhere, they can build upon existing successes in high transit use subcorridors like this one. Similarly, improvements for Pedestrians and Bicyclists are especially important in high densities of residences and employment as can be found in this subcorridor.  
 Noble and Willow Grove station areas recommended for TOD in the 611 & 263 Corridor study.

### Adopted Corridor Studies Include (also see Bibliography)

Routes 611 & 263 Corridor Study - Phase 1 Report (DVRPC 08045B, 2008)

| Subcorridor ID          | Subcorridor Name      | Subcorridor Notes   |
|-------------------------|-----------------------|---|
| F                       | PA 611 north of I-276 | New subcorridor based on analysis of CMP criteria since 2006 CMP. Subcorridor characteristics include: High Current VC, High Future VC and High Growth in VC, Rail Station with 500 or more passenger boardings per weekday, Two or more times the regional average of female head of household with child, Two or more times the regional average of Hispanic people, Two or more times the regional average of limited English proficiency. Recommended for TOD in the Developing Around Transit Study (Warminster Station on SEPTA's R2 line). |
| <b>Subcorridor Type</b> |                       |   |
| 7. Developing Arterial  |                       |   |

## PA CMP Corridor 14

### Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Channelization
- Center Turn Lanes
- County and Local Road Connectivity
- Transit Oriented Development (TOD)
- Extensions or Changes in Bus Routes

### Secondary Strategies

- Traffic Calming
- Transit Signal Priority (TSP)
- Making Transfers Easier for Passengers
- Environmental Justice Outreach for Decision-Making
- Multilingual and Non-Traditional Communication
- Planning and Design for Nonmotorized Transportation
- Enhanced Transit Amenities and Safety
- Jughandles
- Expanded Parking/Improved Access to Stations (all modes)
- Parking Supply and Demand Management (such as by transportation allowances)
- Local Delivery Service
- Trip Reduction Ordinances (TRO)
- Environmentally Friendly Transportation Policies
- Context Sensitive Design
- Park-and-Ride Lots
- Transit First Policy
- More Frequent Transit or More Hours of Service
- Flexible Routing/Route Deviation Service
- General Purpose Lanes
- Major Reconstruction with Minor Capacity
- New Bus Route
- Transportation Services for Specific Populations
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Interchange with Related Road Segments
- Also see strategies appropriate for all subcorridor types

While Improvements for Pedestrians and Bicyclists and Access Management (both engineering and policy strategies) are appropriate everywhere, they are specifically recommended in the Developing Around Transit Study.

Improvements for Pedestrians and Bicyclists, and Revision of Existing Land Use/Transportation Regulations are specifically recommended in the 611 & 263 Corridor study.

While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios now and in the 2035 travel model.

Similarly, while Marketing/Outreach for Transit and TDM strategies are appropriate everywhere, they can build upon existing successes in high transit use (especially at rail stations) in subcorridors like this one.

A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice.

Given the levels of current and future congestion, General Purpose Lanes and Transit Capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity.

### Adopted Corridor Studies Include (also see Bibliography)

Developing Around Transit (DVRPC 06034, 2006), Routes 611 & 263 Corridor Study - Phase 1 Report (DVRPC 08045B, 2008)

## PA CMP Corridor 14

| Subcorridor ID          | Subcorridor Name   | Subcorridor Notes   |
|-------------------------|--|---|
| G                       | PA 309 north of the Montgomery/Bucks county line to Quakertown | The character of the PA 309 corridor changes north of the Montgomery/Bucks line. PA 309 becomes a divided limited access highway. As PA 309 enters Quakertown, it is a busy commercial area. This subcorridor also contains PA 313 (Broad Street) and PA 663 in Quakertown. |
| <b>Subcorridor Type</b> |  |   |
| 7. Developing Arterial  |  |   |

### Very Appropriate Strategies

- Closed Loop Computerized Traffic Signals
- Channelization
- Center Turn Lanes
- County and Local Road Connectivity
- Extensions or Changes in Bus Routes

### Secondary Strategies

- Planning and Design for Nonmotorized Transportation
- Enhanced Transit Amenities and Safety
- Jughandles
- Expanded Parking/Improved Access to Stations (all modes)
- Trip Reduction Ordinances (TRO)
- Environmentally Friendly Transportation Policies
- Park-and-Ride Lots
- Transit First Policy
- Transit Oriented Development (TOD)
- Flexible Routing/Route Deviation Service
- Major Reconstruction with Minor Capacity
- New Bus Route
- Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- Regional or Intercity Rail Service
- Local Fixed Rail Service (New, Extensions, or Added Stations)
- Interchange with Related Road Segments
- Also see strategies appropriate for all subcorridor types

### Strategies Appropriate Everywhere

- \* Safety Improvements and Programs
- \* Signage
- \* Improvements for Pedestrians and Bicyclists as appropriate
- \* Basic Upgrading of Traffic Signals
- \* Signal Prioritization for Emergency Vehicles where needed
- \* Intersection Improvements of a Limited Scale
- \* Bottleneck Improvements of a Limited Scale, Vehicle or Rail
- \* Accessibility and Environmental Justice
- \* Access Management (both engineering and policy strategies)
- \* Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs)
- \* Revision of Existing Land Use/Transportation Regulations
- \* Growth Management and Smart Growth

Note that the CMP respects permanently protected open space and other policy commitments of the Long Range Plan and in no way replaces the EIS or other planning process. Due to the size of subcorridors, capacity additions may be appropriate for a subcorridor but not appropriate everywhere in them. Widening are assumed to be considered on the most major facility first.

**DVRPC CMP Strategies by Subcorridor**

*See map for each corridor and its subcorridors*

| Corridor ID | Corridor Name                 | Corridor Notes   |
|-------------|-------------------------------|--|
| 15          | Ridge-Lincoln-Cheltenham Area | Pie-shaped area of generally similar land use from Ridge Ave, across Lincoln Dr, Cheltenham Ave, up toward I-276 |

**Subcorridor with Their Strategies**

| Subcorridor ID          | Subcorridor Name  | Subcorridor Notes  |
|-------------------------|---|--|
| A                       | Philadelphia residential communities around Ridge Road, Lincoln Drive, and Cheltenham area. | This subcorridor includes Mount. Airy and Chestnut Hill communities. These are dense, older communities. Subcorridor characteristics include: High Current VC, High Future VC and High Growth in VC, Bus ridership is 6,000 or more per day, Rail Station with 500 or more passenger boardings per weekday, Transit usage approaching a lane of traffic, High concentrations of numerous transportation disadvantaged populations, Two or more times the average regional density of households or employment. |
| <b>Subcorridor Type</b> |   |  |
| 3. Dense Grid           |   |  |

**Very Appropriate Strategies**

- o Closed Loop Computerized Traffic Signals
- o Transit Signal Priority (TSP)
- o Enhanced Transit Amenities and Safety
- o Expanded Parking/Improved Access to Stations (all modes)
- o Economic Development Oriented Transportation Policies
- o More Frequent Transit or More Hours of Service

**Secondary Strategies**

- o Vehicle Use Limitations and Restrictions
- o Street Circulation Patterns
- o Traveler Information Services
- o Making Transfers Easier for Passengers
- o Maintenance Management
- o Parking Operations
- o Environmental Justice Outreach for Decision-Making
- o Multilingual and Non-Traditional Communication
- o Planning and Design for Nonmotorized Transportation
- o Advanced Transit System Management
- o Channelization
- o Center Turn Lanes
- o Local Delivery Service
- o Context Sensitive Design
- o Transit First Policy
- o Transit Oriented Development (TOD)
- o General Purpose Lanes
- o Shuttle Service to Stations
- o Transportation Services for Special Events
- o Transportation Services for Specific Populations
- o Regional or Intercity Rail Service
- o Local Fixed Rail Service (New, Extensions, or Added Stations)
- o Also see strategies appropriate for all subcorridor types

Philadelphia Streets Department states: "Many of the parallel streets in this area do not have electronic controllers with fiber optic interconnect and are not compatible to ITS. Regional rail stations in this area need more parking to allow diversion from to rails." (Denny, 10/15/08). Philadelphia City Planning Commission also addressed safety of vehicles left when people take trains; this emphasizes an element of Enhanced Transit Amenities and Safety (Schaaf, 10/20/08).

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While Growth Management and Smart Growth strategies, Access Management, Bottleneck Improvements of a Limited Scale, and keeping Land Use/Transportation Regulations up-to-date are appropriate everywhere, they are especially important in corridors with high V/C ratios now and in the 2035 travel model.

Similarly, while Marketing/Outreach for Transit and TDM strategies, and Improvements for Walking and Bicycling are appropriate everywhere, they can build upon existing successes in high transit use, dense subcorridors like this one.

A variety of strategies should be used in order to meet the needs of the people in the many high concentrations of transportation disadvantaged populations, including Accessibility and Environmental Justice.

Given the levels of current and future congestion, General Purpose Lanes and Transit Capacity are appropriate strategies in this subcorridor if strategies further up the list can not adequately address problems without also mixing in new capacity.

### Adopted Corridor Studies Include (also see Bibliography)

Notes from Philadelphia Streets Department come from e-mail, Charles Denny, 10/17/08 and from Philadelphia City Planning Commission from e-mail, Debbie Scheef, 10/20/08.

| Subcorridor ID          | Subcorridor Name   | Subcorridor Notes  |
|-------------------------|--|--|
| B                       | Montgomery County side of Ridge Road, Lincoln Drive, and Cheltenham Avenue, including Springfield and Whitemarsh Townships | Less dense but developing; through traffic is reported to be an issue. This area includes Ridge Pike, Stenton Avenue, Willow Grove Avenue. Subcorridor characteristics include: Two or more times the regional average of elderly people (over age 75), 50% or more of the subcorridor is environmentally sensitive or protected land. |
| <b>Subcorridor Type</b> | 4. Dense Suburban Network  |  |

### Very Appropriate Strategies

- o Closed Loop Computerized Traffic Signals
- o Planning and Design for Nonmotorized Transportation
- o Expanded Parking/Improved Access to Stations (all modes)
- o Park-and-Ride Lots
- o Transit Oriented Development (TOD)

### Secondary Strategies

- o Transit Signal Priority (TSP)
- o Making Transfers Easier for Passengers
- o Enhanced Transit Amenities and Safety
- o Channelization
- o Center Turn Lanes
- o County and Local Road Connectivity
- o Environmentally Friendly Transportation Policies
- o Context Sensitive Design
- o Transit First Policy
- o More Frequent Transit or More Hours of Service
- o Flexible Routing/Route Deviation Service
- o Frontage or Service Roads
- o Demand Response Transit Services
- o Shuttle Service to Stations
- o Transportation Services for Specific Populations
- o Also see strategies appropriate for all subcorridor types

MPMS 16577: Ridge Pike, Butler Pike to Phila Line Reconstruction with added capacity was not reviewed as Major SOV Capacity due to project description issues but is under review to be included by specific reference.  
Any future consideration of adding road capacity should be carefully examined as 50% or more of this subcorridor is in sensitive environmental areas.

### Major Single Occupancy Vehicles Capacity-adding TIP Projects as of October, 2009

See the TIP for more current and complete information at [www.dvrpc.org/transportation/capital/tip.htm](http://www.dvrpc.org/transportation/capital/tip.htm)  
TIP MPMS

## PA CMP Corridor 15

16577 Ridge Pike, Butler Pike to Phila Line

### **Adopted Corridor Studies Include (also see Bibliography)**

Schuylkill Crossings Traffic Study (DVRPC 07040, 2008)

#### **Strategies Appropriate Everywhere**

- \* Safety Improvements and Programs
- \* Signage
- \* Improvements for Pedestrians and Bicyclists as appropriate
- \* Basic Upgrading of Traffic Signals
- \* Signal Prioritization for Emergency Vehicles where needed
- \* Intersection Improvements of a Limited Scale
- \* Bottleneck Improvements of a Limited Scale, Vehicle or Rail
- \* Accessibility and Environmental Justice
- \* Access Management (both engineering and policy strategies)
- \* Marketing/Outreach for Transit and TDM Services where applicable (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, guaranteed ride home, TransitChek, carsharing and one-less-car programs)
- \* Revision of Existing Land Use/Transportation Regulations
- \* Growth Management and Smart Growth

Note that the CMP respects permanently protected open space and other policy commitments of the Long Range Plan and in no way replaces the EIS or other planning process. Due to the size of subcorridors, capacity additions may be appropriate for a subcorridor but not appropriate everywhere in them. Widenings are assumed to be considered on the most major facility first.