

Appendix E

Compilation of Public and Agency Comments and Responses

DVRPC FY2011 - 2014
Transportation Improvement Program
for Pennsylvania



TIP

TRANSPORTATION IMPROVEMENT PROGRAM



Recommended Changes to the FY2011 – 2014 Draft TIP for Pennsylvania

DVRPC Highway Projects to be Added to the FY2011 TIP for PA

Chester	14351	Rudolph and Arthur Covered Bridge	Add project to the TIP with \$1.6 million National Historic Covered Bridge Preservation Program funds (additional funds to the region). \$310,000 PE (\$248,000 NHCB/\$46,500 State 183/\$15,500 State 179) in FY11. \$315,000 FD in (\$252,000 NHCB/\$47,250 State 183/\$15,750 State 179) in FY13. \$1,362,500 CON (\$1,090,000 NHCB/\$204,375 State 183/\$68,125 State 179) in FY15.
MontCo	89715	US 422 Sanatoga Interchange Ramp Improvements	Add project to TIP for \$400,00 Local funds for Preliminary Engineering in FY11. Phase appears in FY10 and FY11 of the FY2009 TIP.
Phila	84646	Roosevelt Boulevard Safety Improvements, Phase II	Add project to TIP with \$1,263,522 DEMO funds provided by SAFETEA LU PA ID #493. Additional \$1,040,000 to be drawn from the HSP Line Item for construction at the appropriate time. Include notation in MPMS #36927 to detail project. This project is a breakout of the Roosevelt Boulevard Safety Improvement MPMS #74839 which is in the FY2009 TIP.

DVRPC Highway Project Schedule Adjustments or Cost Restructuring

Bucks	88083	Stoopville Road Improvements - Phase 2	Adjust FY13 DEMO CON funding to reflect \$50,000 of FY2008 Appropriations funding and \$950,000 of PLHD (Public Lands Highway Discretionary) funds.
ChestCo	14251	Chandler Mill Bridge	Shift final design phase from FY11 to FY12 (\$255,000 BOF/\$48,000 State 183/\$16,000 Local match adjusted for Year of Expenditure).
ChesCo	14675	Chester Valley Trail	Shift funding for the Utility Phase (\$40,000 CMAQ/\$10,000 Local Match) from the FY13 Construction Phase and advance the Utility Phase to FY2011 (\$40,000 CMAQ/\$10,000 Local Match adjusted for Year of Expenditure).
DelCo	47986	Chester Creek Trail	Add \$150,000 CMAQ/Toll Credit Match for Final Design Phase in FY11.
MontCo	16334	PA/73/Church Road Intersection	Keep this project programmed as is, and it will be re-evaluated for the next TIP Update and Conformity run.
MontCo	57858	Lafayette St. Extension (MG1) (pre-con phases only)	Add the ROW phase to FY2011 (\$6,303,000 DEMO/\$1,576,000 Local). Phase appears in FY10 of FY2009 TIP but will not be obligated in time for FY10.
Various	17918	I-95 Transit Improvements FLEX - Cornwells Heights Shuttle	Switch funding source from CMAQ to STP.
Various	79927	Highway Reserve Line Item	Adjust for Recommended Changes
Various	79929	Bridge Reserve Line Item	Adjust for Recommended Changes
Various	84318	CMAQ Reserve Line Item	Adjust for Recommended Changes

DVRPC Highway Projects to be Removed from the TIP

ChesCo	72603	US 322 Main Street at PA 10 Intersection	Remove this project from the program as the project has been let for construction.
MontCo	72992	Glenside Streetscape & Traffic Calming HTSSRS	Remove this project from the program as the project has been completed and the Advance Construct funds have been converted
MontCo	77463	Glenside Streetscape/Traffic Calming (Phase II)	Remove this project from the program as the project has been completed and the Advance Construct funds have been converted.

DVRPC Transit Projects to be Added to the FY2011 TIP for PA

MontCo	90680	Ardmore Transit Center Line Item	Add this project as a placeholder. At this time there is \$250,000 county revitalization funds available for design (\$62,500) and construction (\$187,500).
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Add New Fully Funded Projects Using Special Discretionary Funds

Various	As needed		Add new projects to the TIP that received specially earmarked DEMO or other discretionary funds from SAFETEA LU or Annual Appropriations as long as the following requirements are met: Financial constraint is not impacted because the project is fully funded with the existing DEMO and local match funding, with no additional federal or state transportation dollars, except for Toll Credit Match; The region's air quality conformity finding is not impacted because the project is exempt from analysis or is a signal system which can be included in subsequent analysis per the current regulation; the project is consistent with the DVRPC long range plan; the project is consistent with the DVRPC Congestion Mitigation Process.
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Add Transportation Enhancement/Home Town Streets Safe Routes to School Projects

Various	As needed		Add the previously selected TE and HTSSRTS projects to the TIP as needed for drawing down from the TE line item at the appropriate time.
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Technical Corrections

Various	As needed		Make technical corrections to the program as necessary, including project descriptions, limit corrections, and title edits.
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NOTE: Changes highlighted in yellow have been made since recommendation by the RTC/PCC (Regional Transportation Committee) on July 6, 2010.

NOTE: Changes highlighted in orange have been made since this chart was mailed to the DVRPC Board on July 12.

TIP

TRANSPORTATION IMPROVEMENT PROGRAM



Summary of Public Comments on the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

Comments received during the
Public Comment Period
(June 1 – June 30)

Index of Comments on the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
Bucks County		
MPMS# 13248 - Walnut Street (Bridge #13)		
A.1	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Project should include 4' shoulders or bike lanes</i>
MPMS# 13727 - Bristol Road Intersection Improvements		
A.2	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Why are bicycle facilities not included in this project?</i>
MPMS# 50633 - PA 263/Old York Road Concrete Rehab and Overlay		
A.3	Warwick Township	<i>Expression of support for project</i>
A.4	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Potential bicycle improvements to include in project</i>
A.5	Joe Gable	<i>The eight (8) mile section from Bristol Road to Sugar Bottom Road should be moved to the highest priority</i>
A.6	Bill Carpenter	<i>The section of road on Rt. 263 from Bristol Rd to Sugar Bottom Rd. is a safety hazard</i>
A.7	Norman Goldenberg	<i>The section of road on Rt. 263 from Bristol Rd to Sugar Bottom Rd. is in very poor condition</i>
MPMS# 57639 - Newtown-Yardley Road		
A.8	Steve Santarsiero, State Representative	<i>Expression of support for project</i>
MPMS# 57641 - Bridgetown Pike		
A.9	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Expression of opposition to project</i>
MPMS# 64781 - Swamp Road Culvert at Penns Woods Road		
A.10	Steve Santarsiero, State Representative	<i>Expression of opposition to project</i>
MPMS# 72906 - Afton Avenue Streetscape HTSSRS		
A.11	Steve Santarsiero, State Representative	<i>Expression of support for project</i>
MPMS# 74827 - Delaware Canal Enhance		
A.12	Steve Santarsiero, State Representative	<i>Expression of support for project</i>
R8 Newtown Rail Line Re-activation		
A.13	Marian Teter	<i>There is no public transportation whatsoever within Northampton Township of Bucks County</i>
Chester County		
MPMS# 14515 - PA 100, Shoen Road to Gordon Drive (02L)		
A.14	Uwchlan Township	<i>Uwchlan Township is appreciative of the Route 100 Widening Project (SR 0100, Section 02L - MPMS # 14515) being placed back on the TIP</i>
MPMS# 14613 - PA 41, Gap Newport Road		
A.15	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Expression of support for project. Make sure bicycle traffic is accommodated at the roundabout.</i>
MPMS# 57664 - Newark Rd.		
A.16	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>General inquires concerning bicycle improvements as part of project</i>
MPMS# 70227 - PA 29 Phase III		
A.17	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Expression of opposition for right turn straight through lanes unless bicycle markings are included to guide bicyclists across intersections.</i>
MPMS# 77457 - Church Street Streetscape Project		
A.18	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Include bike racks in project</i>

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
Chester County		
MPMS# 77459 - Phoenixville Streetscape Project		
A.19	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Include bike racks in project</i>
MPMS# 77470 - Operation Safe Kids - Phoenixville		
A.20	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Expression of support for project</i>
MPMS# 83710 - Boot Road Extension Bridge		
A.21	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Project should include bike lanes</i>
MPMS# 86698 - Osborne Road Bridge (CB #30)		
A.22	Michael Brown	<i>This project should be limited to repairs of the bridge to keep it sufficient to 3 tons</i>
Railroad Bridge in Chester County		
A.23	Linda Boyer	<i>General inquiry regarding a specific railroad bridge</i>
Delaware County		
MPMS# 15345 - PA 252, Providence Rd.		
A.24	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Issues concerning bicycle/pedestrian improvements as part of project</i>
MPMS# 15468 - Concord Road (Bridge)		
A.25	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Shoulders should be included in this project to accommodate bicycles</i>
MPMS# 65127 - Chester Waterfront Development/ Streetscape		
A.26	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Include bike lanes or shoulders in project</i>
Montgomery County		
General highway improvements and concerns in Montgomery County		
A.27	Lower Merion Township	<i>Lower Merion Township is disappointed in the apparent lack of support for the projects sponsored by the Township</i>
General transit improvements and concerns in Montgomery County		
A.28	Christopher J. Blazic	<i>Expression of opposition to project</i>
A.29	Jon Frey, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>PA-TEC agrees that regional funding for capital projects for SEPTA is severely limited</i>
General transit improvements and concerns in Various Counties		
A.30	Scott Gillanders	<i>Expression of opposition to garages</i>
MPMS# 87938 - Bethlehem Pike Roadway Streetscape Improv. (TCSP)		
A.31	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Expression of support for project</i>
MPMS# 57864 - Cowpath Rd./Godshall Rd./Broad St.		
A.32	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Install a bike pocket to the left of right turn lanes</i>
MPMS# 73214 - Ardmore Transit Center		
A.33	Greater Valley Forge Transportation Management Association	<i>Request that the Ardmore Transportation Center (MPMS #73214) be added to DVRPC's FY 2011-2014 TIP</i>

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
Montgomery County		
MPMS# 84642 - Jenkintown Platform and Garage Project		
A.34	John Scott, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>A popular station pulling from a large area is a good thing, except under one condition - when it cannibalizes the other stations</i>
A.35	John Scott, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>Additional parking in Jenkintown won't accomplish the objective of increased new ridership</i>
A.37	Melanie Vallerio	<i>Concerns regarding the location of the parking garage</i>
A.87	Jason Donahue	<i>Conduct a new feasibility study on the viability of the Newtown Rail Corridor as an alternative to parking expansion at Jenkintown.</i>
A.129	Jim Muldoon, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>Conduct a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion at Jenkintown</i>
A.38	H. Lee Schwartzberg, Jr.	<i>Conduct a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion at Jenkintown</i>
A.39	Jason Donahue	<i>Conduct a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion at Jenkintown</i>
A.40	Jim Muldoon, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>Conduct a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion at Jenkintown</i>
A.41	Joseph Avon	<i>Conduct a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion at Jenkintown</i>
A.42	Lindsay Snyder	<i>Conduct a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion at Jenkintown</i>
A.36	Thomas K. McHugh	<i>Express opposition to the Jenkintown garage project; refute parking assumptions.</i>
A.67	Olga McHugh, President of Cheltenham Chamber of Citizens (CCC)	<i>Expression of opposition to Jenkintown Garage project and Glenside; poor investment</i>
A.46	Patricia Scorsone	<i>Expression of opposition to Jenkintown Garage project.</i>
A.50	Beverly Maisey	<i>Expression of opposition to Jenkintown Garage project.</i>
A.54	Olga S. McHugh	<i>Expression of opposition to Jenkintown garage project.</i>
A.55	Deb & Dave Conly	<i>Expression of opposition to Jenkintown Garage project.</i>
A.56	Beverly Levitsky	<i>Expression of opposition to Jenkintown Garage project.</i>
A.60	Nancy Zosa	<i>Expression of opposition to Jenkintown Garage project.</i>
A.68	Cathie	<i>Expression of opposition to Jenkintown Garage Project.</i>
A.69	Ed Tennyson, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>Expression of opposition to Jenkintown Garage Project.</i>
A.73	Stuart J. Rubin	<i>Expression of opposition to Jenkintown Garage project.</i>
A.74	Bonita Hay	<i>Expression of opposition to Jenkintown Garage project.</i>
A.82	Timothy Clifton	<i>Expression of opposition to Jenkintown Garage project; concerned with local traffic speeds.</i>
A.47	Steven Spadt	<i>Expression of opposition to Jenkintown Garage project; in favor of expansion elsewhere.</i>

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
Montgomery County		
A.48	John Goodman	<i>Expression of opposition to Jenkintown Garage project; in favor of expansion elsewhere.</i>
A.49	Paul Iverson, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>Expression of opposition to Jenkintown Garage project; in favor of expansion elsewhere.</i>
A.52	Olga McHugh, President of Cheltenham Chamber of Citizens (CCC)	<i>Expression of opposition to Jenkintown Garage project; in favor of expansion elsewhere.</i>
A.61	Janet Starwood	<i>Expression of opposition to Jenkintown Garage project; in favor of expansion elsewhere.</i>
A.65	Mark and Claudia Ainsworth	<i>Expression of opposition to Jenkintown Garage project; in favor of expansion elsewhere.</i>
A.70	Justine Gerety	<i>Expression of opposition to Jenkintown Garage project; in favor of expansion elsewhere.</i>
A.78	Susanne Whitehead	<i>Expression of opposition to Jenkintown Garage project; in favor of expansion elsewhere.</i>
A.79	Judith Gratz	<i>Expression of opposition to Jenkintown Garage project; in favor of expansion elsewhere.</i>
A.80	Richard DiDio	<i>Expression of opposition to Jenkintown Garage project; in favor of expansion elsewhere.</i>
A.81	Georgia Mcwhinney	<i>Expression of opposition to Jenkintown Garage project; in favor of expansion elsewhere.</i>
A.43	Hans Peters	<i>Expression of opposition to Jenkintown Garage project; in favor of Newtown expansion.</i>
A.44	Andrew D Hoffman	<i>Expression of opposition to Jenkintown Garage project; in favor of Newtown expansion.</i>
A.45	Cathy Lipshutz	<i>Expression of opposition to Jenkintown Garage project; in favor of Newtown expansion.</i>
A.53	Ed Tennyson, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>Expression of opposition to Jenkintown Garage project; in favor of Newtown expansion.</i>
A.63	Denise Jervis	<i>Expression of opposition to Jenkintown Garage project; in favor of Newtown expansion.</i>
A.64	Edward Joseph Green	<i>Expression of opposition to Jenkintown Garage project; in favor of Newtown expansion.</i>
A.71	Jon Frey, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>Expression of opposition to Jenkintown Garage project; in favor of Newtown expansion.</i>
A.72	Jack Craig, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>Expression of opposition to Jenkintown Garage project; investigate other means of transit expansion</i>
A.62	David R. Loeb	<i>Expression of opposition to Jenkintown Garage project; questions parking study results.</i>
A.66	Gail Post	<i>Expression of opposition to Jenkintown Garage project; questions parking study results.</i>
A.76	Diane Driban	<i>Expression of opposition to Jenkintown Garage project; questions parking study results.</i>
A.84	John Scott, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>Expression of opposition to Jenkintown Garage project; questions parking study results; in favor of Newtown expansion.</i>
A.51	Thomas K. McHugh	<i>Expression of opposition to Jenkintown Garage project; refutes parking study assumptions</i>

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
Montgomery County		
A.57	Emily Stine	<i>Expression of opposition to Jenkintown Garage project; suggests improvements.</i>
A.58	Suzanne Zak	<i>Expression of opposition to Jenkintown Garage project; suggests improvements.</i>
A.59	Wendy Comisar	<i>Expression of opposition to Jenkintown Garage project; suggests improvements.</i>
A.130	Thomas K. McHugh	<i>Expression of opposition to Jenkintown garage project; will not reduce VMT and green house gas emissions.</i>
A.75	Jacob Ketter	<i>Expression of opposition to Jenkintown Garage; poor investment</i>
A.77	Olga McHugh	<i>Expression of opposition to Jenkintown Garage; project will change character of neighborhood.</i>
A.83	Paul Iverson, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>General inquiry on the Jenkintown Garage and Platform Project</i>
A.85	John Scott, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>Questions parking study results; expand elsewhere.</i>
A.86	Henry D'Silva	<i>Restoration of an electrified R-8 Newtown line would be a far better choice and serve a larger number of the community than constructing a garage</i>
A.132	Ed Tennyson, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>Restore the Newtown Rail Corridor as an alternative to the Jenkintown-Wyncote parking garage project</i>
A.88	Louise H. Kidder	<i>This project will cause severe traffic congestion by drawing commuters from a wider region</i>
A.89	Deborah	<i>This project will cause severe traffic congestion by drawing commuters from all over the region</i>
MPMS# 89715 - Sanatoga Interchange Project		
A.90	Limerick Township	<i>Request for the reinstatement of the Sanatoga Interchange project (MPMS# 89715) on the FY 2011 TIP</i>
R8 Newtown Rail Line Re-activation		
A.91	Denise Jervis	<i>Conduct a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion at Jenkintown</i>
Philadelphia County		
General highway improvements and concerns in Philadelphia County		
A.94	M. F. Harris	<i>One problem related to promoting good traffic mobility in Philadelphia is the frequency with which the City does things that worsen the problem</i>
General transit improvements and concerns in Philadelphia County		
A.95	P. McNulty	<i>Northeast Philadelphia would really benefit from either an extension of the existing subway lines, or a completely new one</i>
MPMS# 17460 - 40th Street (Bridge)		
A.96	Aissia Richardson	<i>Recommendation to expedite project</i>
MPMS# 17697 - Island Ave. (Signals)		
A.97	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Include a bike box to accommodate straight and left turning bicyclists</i>

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
Philadelphia County		
MPMS# 17813 - North Broad St./Avenue of the Arts and MPMS# 87937 - Avenue of the Arts Revitalization & Stscape (TCSP)		
A.98	Aissia Richardson	<i>Expression of support for projects/recommendation of a comprehensive corridor study that examines how to link the diverse populations and institutions along the corridor</i>
MPMS# 46956 - North Delaware Ave. Extension		
A.99	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Expression of support for project</i>
MPMS# 56768 - 41st Street (Bridge)		
A.100	Aissia Richardson	<i>Recommendation to expedite project</i>
MPMS# 57893 - Lehigh Ave. East (Signals)		
A.101	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Include bike boxes at major intersections of project</i>
MPMS# 57898 - Lancaster Ave. (Signals)		
A.102	Aissia Richardson	<i>Expression of support for project</i>
MPMS# 61712 - N Del Riverfront Greenway/Heritage Trail/K&T - Line Item		
A.92	Sarah Clark Stuart, Bicycle Coalition of Greater Philadelphia	<i>General inquiry concerning TIGER funding as part of this project</i>
MPMS# 64844 - 30th Street Bridges - 6 Structures		
A.103	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Expression of support for project</i>
MPMS# 69913 - Grays Ferry Ave. (Bridge)		
A.104	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Include bicycle improvements in project</i>
MPMS# 87107 - Philadelphia School District's Safe Routes to School		
A.93	Aissia Richardson	<i>General inquires regarding project</i>
MPMS# 87937 - Avenue of the Arts Revitalization & Stscape (TCSP)		
A.105	Aissia Richardson	<i>Expression of support for project</i>
Wayne Junction Substation Replacement		
A.106	Paul Iverson, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>General inquiry on the Wayne Junction Substation Replacement</i>
Various Counties		
Comments on the FY2011 Draft TIP for Pennsylvania		
A.107	Paul Barton, Seneca-Cayuga Tribe of Oklahoma	<i>Location of FY2011 Draft TIP projects do not endanger known sites of interest to the Seneca Cayuga Tribe</i>
A.108	Jason Ross, The Delaware Nation	<i>The Delaware Nation cannot submit comments to your office by June 30th, 2010</i>
General bicycle and pedestrian improvements and concerns in Various Counties		
A.109	Bicycle Coalition of Greater Philadelphia	<i>Overall, we are disappointed that the TIP does do more to advance bicycle/pedestrian facilities and that it does not reflect an adherence to PA's Complete Streets check list</i>
General highway improvements and concerns in Various Counties		
A.110	Charles Bode, Tri-State Citizens' Council on Transportation	<i>Transportation plans must reduce the need for transportation</i>
A.111	Bridget Chadwick	<i>Whereas the region does not meet current Clean Air Standards; and whereas the Federal Office of Transportation is encouraging implementation of Complete Streets policy</i>

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
Various Counties		
General transit improvements and concerns in Various Counties		
A.114	William Shelton	<i>Expansion of the Broad Street Subway to South Jersey and Northeast Philadelphia. Also see# 118</i>
A.115	Jacob Ketter	<i>More funding being made available for improved mass transit and bicycle transit availability</i>
A.112	Georgia Mcwhinney	<i>Opposes Jenkintown Garage Project. Clean, efficient, reliable public transit is the only truly sensible transportation for the future.</i>
A.113	Judith Gratz	<i>Opposes Jenkintown Parking Garage; in favor of Newtown expansion. Expansion of SEPTA transit service and sustainability of our transit system</i>
A.116	Gail Slesinski	<i>Please carefully review how you use your funding for transportation services in the Delaware Valley Region</i>
A.117	John Pawson	<i>Priority must be given to those projects and elements within projects that maintain the operations of buses, trolleys, and trains; attract passenger miles; and reduce motor vehicle miles</i>
A.118	William Shelton	<i>Replace the Chestnut Hill Lines (R7&R8) with light rail or subway lines</i>
A.119	Judith Gratz	<i>Transit Oriented Development</i>
A.120	Olga McHugh	<i>We must stop wasting energy for the sake of our own National security and our environment</i>
A.121	Jim Gagne	<i>We need to move faster before it's too late</i>
Improving the TIP document and process		
A.122	Fritz	<i>Indicate what modes a project reflects</i>
MPMS# 14675 - Chester Valley Trail, Phase 2 (Sec 2/3)		
A.123	Michael Brown	<i>Expression of support for project</i>
MPMS# 59966 - Capital Asset Lease Program		
A.124	Delaware Valley Association of Rail Passengers (DVARP)	<i>Amount of funding SEPTA pays to lease Amtrak tracks. Also see# 133</i>
MPMS# 60255 - Regional Rail Signal Modernization Program		
A.125	Delaware Valley Association of Rail Passengers (DVARP)	<i>Concerns regarding SEPTA's recent rail signal projects. Also see# 133</i>
MPMS# 60286 - SEPTA Bus Purchase Program - 40 feet		
A.126	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Expression of support for project</i>
MPMS# 60574 - Paoli Transportation Center		
A.127	Delaware Valley Association of Rail Passengers (DVARP)	<i>Expression of support for project. Also see# 133</i>
MPMS# 60611 - Fare Collection System/New Payment Technologies		
A.128	Delaware Valley Association of Rail Passengers (DVARP)	<i>Support for advancing project. Also see# 133</i>
MPMS# 84642 - Jenkintown Platform and Garage Project		
A.131	Delaware Valley Association of Rail Passengers (DVARP)	<i>Expression of support for Jenkintown Garage Project. Also see# 133</i>

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
Various Counties		
MPMS#s 60286/90512 - SEPTA Bus Purchase Program - 40 & 60 foot		
A.133	Delaware Valley Association of Rail Passengers (DVARP)	<i>Expression of support for project</i>
R8 Newtown Rail Line Re-activation		
A.134	Alice Maxfield	<i>Conduct a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion at Jenkintown</i>
A.135	Kyle Coppola	<i>The reactivation of the Newtown Commuter Rail Corridor must be included in long-term planning</i>
SEPTA Substation Upgrades		
A.136	Bob Clearfield, SEPTA's Citizens Advisory Committee (CAC)	<i>Priority of RRD substation upgrades</i>
Comments Received from the Regional Citizens Committee		
Various Counties		
Improving the TIP document and process		
B.1	DVRPC's Regional Citizens Committee (RCC)	<i>The RCC seeks complete transparency at all stages of the planning process</i>
Comments Received from the DVRPC Planning Partners & Agencies		
Bucks County		
Technical Corrections		
C.1	Bucks County	<i>Various projects in Bucks County</i>
C.2	PennDOT, Central Office	<i>Various projects in the DVRPC Region</i>
Chester County		
Technical Corrections		
C.3	Chester County	<i>Chandler Mill Bridge (MPMS 14251)</i>
C.3	Chester County	<i>Chester Valley Trail, Phase 2 (MPMS 14675)</i>
C.3	Chester County	<i>Rudolph and Arthur Covered Bridge (MPMS 14351):</i>
C.3	Chester County	<i>US 322, Main Street at PA 10 Intersection Improvement (MPMS 72603)</i>
C.3	Chester County	<i>Various projects in Chester County</i>
Delaware County		
Technical Corrections		
C.4	Delaware County	<i>Chester Creek Bicycle/Pedestrian Trail (MPMS # 47986)</i>
C.4	Delaware County	<i>Various projects in Delaware County</i>
Montgomery County		
Technical Corrections		
C.5	Montgomery County	<i>PA-73/Church Rd. Intersection (MPMS# 16334)</i>
C.5	Montgomery County	<i>Various projects in Montgomery County</i>
C.5	Montgomery County	<i>Valley Forge Loop Trail (MPMS#87939)</i>

TIP

TRANSPORTATION IMPROVEMENT PROGRAM



Original Comments on the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

Comments received as part of the
Public Comment Period

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.1

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Bucks County

Project Title: Walnut Street (Bridge #13)

MPMS ID: 13248

Comment:

This project should include 4' shoulders or bike lanes.

Comment ID: 255

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.2

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Bucks County

Project Title: Bristol Road Intersection Improvements

MPMS ID: 13727

Comment:

Is the Bicycle and Pedestrian Checklist being used here. If so then we would like to know the reason that bicycle facilities are not being added to this road.

Comment ID: 242

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.3

Name: Warwick Township

County: Bucks County

Project Title: PA 263/Old York Road Concrete Rehab and Overlay

MPMS ID: 50633

Comment:

Cty/Operator: Bucks; MPMS#: 50633; Project: PA 263/Old York Road Concrete Rehab and Overlay
June 3, 2010 RE: DVRPC TIP comment The Board of Supervisors, on behalf of the residents of Warwick Township, would like the financial support for the Route 263 PADOT reconstruction project to remain in place. This project is in the final design and an earlier overlay TIP (2009) was delayed in anticipation of this project. While the details of the final plan have yet to be reviewed, the condition of this road is very poor and requires continuous filling of concrete holes and removal of concrete pieces of roadway. Route 263 is a main road linking Buckingham and Warminster. The improvement projects on Route 263 for the adjacent municipalities have been completed. It is imperative that the project be fully funded in the 2011-2014 TIP program.

Comment ID: 142

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.4

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Bucks County

Project Title: PA 263/Old York Road Concrete Rehab and Overlay

MPMS ID: 50633

Comment:

Is the Bicycle and Pedestrian checklist being used on this project? Although the corridor has 8' shoulder it is not consistent especially at conflict points. Some changes simply using paint such as carving out bike pockets to the left of right turn lanes could make this road bicycle friendly.

Comment ID: 245

Item ID# A.5

Anderson, Gastonia

From: TIP Plan Comments
Sent: Monday, June 07, 2010 1:52 PM
To: Schoonmaker, Elizabeth; Anderson, Gastonia
Subject: FW: DVRPC Comment for TIP -- Rt 263, Warwick Township

From: J GABLE [mailto:jjgable3@verizon.net]
Sent: Thursday, June 03, 2010 9:53 AM
To: TIP Plan Comments
Cc: Gail V. Weniger; Judith A. Algeo; Ned Thompson; John Cox; jjgable3@verizon.net; kathleengable@verizon.net
Subject: DVRPC Comment for TIP -- Rt 263, Warwick Township

At the outset I must admit that I do not fully understand TIP for Bucks County -- MPMS# 50633, AQ code S10 completely. The eight (8) mile section from Bristol Road to Sugar Bottom Road should be moved to the highest priority since this roadway is unsafe and is costing the taxpayers many dollars each month because PENNDOT is filling pot holes and putting in temporary repairs almost weekly. the condition of this road can only be compared to "dirt roads" in 3d world countries!

I believe the current plan calls for installing a number of "water retention ponds" -- it would be more beneficial in the long run, looking at future business expansion along this section, if a modern sewer system was used rather than retention ponds.

Based on my limited knowledge of the plan it looks like the road way will be the same with 4 lanes that are 12' and the shoulder will remain at 8 feet. There is concern that due to the 5 foot meridian being changed to an 11 foot continuous center turning lane that business properties may be adversely impacted.

It is very important that the current design (plan) is shared with the general public so all residents and business are fully aware of the design and its impact on the community.

**JOE GABLE
1125 Maxwell Manor
Warwick Twp., PA 18974-6119**

Item ID# A.6

Anderson, Gastonia

From: TIP Plan Comments
Sent: Friday, June 11, 2010 10:21 AM
To: Anderson, Gastonia
Subject: FW: Re paving York Rd. Rt 263 Jamison PA 18929

From: Bill.Carpenter@Microchip.com [mailto:Bill.Carpenter@Microchip.com]
Sent: Tuesday, June 08, 2010 8:51 AM
To: TIP Plan Comments
Subject: Re paving York Rd. Rt 263 Jamison PA 18929

Rt. 263 in Jamison PA is a safety hazard to all drivers because of all the pot holes and drivers swerving into other lanes to avoid them and jeopardizing other drivers. Please repave this section of RT.263 (York Rd.) between Sugar Bottom Rd and Bristol RD in Jamison PA ASAP.

Thank You,

Bill Carpenter
1428 Bayberry Drive
Jamison, PA 18929

Item ID# A.7

Anderson, Gastonia

From: TIP Plan Comments
Sent: Monday, June 07, 2010 1:52 PM
To: Schoonmaker, Elizabeth; Anderson, Gastonia
Subject: FW: rt263

From: norman goldenberg [mailto:norman.joan@verizon.net]
Sent: Friday, June 04, 2010 2:23 PM
To: TIP Plan Comments
Subject: rt263

The section of road on Rt 263 from Bristol Rd to Sugar Bottom rd is in very poor condition. It is unsafe and under repair very other day. It should get top priority for repaving.

Norman Goldenberg
4202 Knox Ct
Warwick, Pa

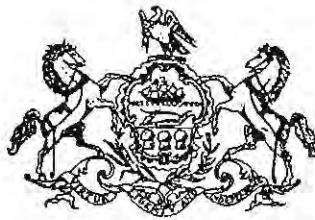
Item ID# A.8

STEVE SANTARSIERO, MEMBER
31ST LEGISLATIVE DISTRICT

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AMERICAN-ITALIAN

June 29, 2010

Plan/TIP/Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West
8th Floor
Philadelphia, PA 19106

To Whom It May Concern:

I would like to state my continued support for the Newtown-Yardley Road 2011-2014 TIP improvement project (MPMS #57639). Not only would these modifications improve the current road conditions but also the overall traffic situation in Newtown Township and the Borough. Access to and safety within the township will be enhanced for the traveling public as the route from the Newtown Bypass (SR 0332) and I-95 to the Newtown Business Commons, the Township's major commercial area, will be improved upon and expanded.

The Newtown-Yardley Road Improvement project includes several necessary initiatives, including widening of the roadway, upgrading the existing traffic signal equipment and operations, in addition to the installation of a new traffic signal at the intersection of Newtown-Yardley Road and Friends Lane/Headley Drive and a closed loop system interconnecting traffic signals on Newtown- Yardley Road at Terry Drive/Lower Dolington Road, Friends Land and Penns Trail which would be connected to the closed loop system along the Newtown Bypass. The project creates pavement markings to provide one through lane in each direction along with protected left-turn lanes at the intersection of Newtown-Yardley Road and Terry Drive/Lower Dolington Road.

Thank you for your time and consideration. I welcome the opportunity to work with you and state officials to move this project forward so it can be included in PennDOT's construction schedule. Please feel free to contact me if you have any questions.

Very truly yours,

A handwritten signature in black ink, appearing to read "Steve Santarsiero".

Steve Santarsiero
State Representative

CC: Diane Marseglia
Joe Hoeffel
Lynne Bush

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.9

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Bucks County

Project Title: Bridgetown Pike

MPMS ID: 57641

Comment:

This project will negatively affect bicyclists and pedestrians. Widened intersections, and the addition of auxiliary lanes makes it more difficult for pedestrians to cross intersection despite the addition of sidewalks. The elimination of shoulders makes a road that is already difficult to bicycle along even more perilous.000a000a

Comment ID: 262

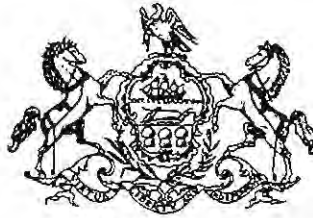
Item ID# A.10

STEVE SANTARSIERO, MEMBER
31ST LEGISLATIVE DISTRICT

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June 29, 2010

Plan/TIP/Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West
8th Floor
Philadelphia, PA 19106

To Whom It May Concern:

I respectfully requested the removal of the Swamp Road Culvert at Penns Wood Road *2011-2014 TIP* project (MPMS #64781) from the recently proposed draft for the Pennsylvania- Highway program. The construction plan to replace the bridge carrying Swamp Road (SR2036) includes 20 feet relocation to the south in addition to an expansion of the bridge and adjacent roadway through the acquisition of property from the Tyler Run State Park.

As previously stated in my Swamp Road corridor improvements letter dated April 22, 2009, I have grave concerns over any construction project that would encourage faster travel speeds. Therefore, I support the residents of the Swamp Road area in their opposition of any bridge and road expansion that does not include effective traffic calming measures and encourages lower travel speeds. Although future maintenance is necessary, the bridge itself is in good condition for transportation and does not require a hasty overhaul without the concern for community safety.

Thank you for your time and consideration. Please feel free to contact me if you have any questions.

Very truly yours,

A handwritten signature in black ink, appearing to read "Steve Santarsiero".

Steve Santarsiero
State Representative

CC: Diane Marseglia
Joe Hoeffel
Eleanor Lyons

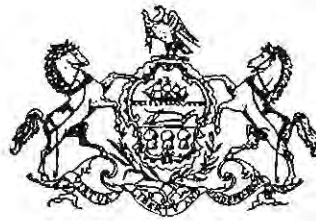
Item ID# A.11

STEVE SANTARSIERO, MEMBER
31ST LEGISLATIVE DISTRICT

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June 29, 2010

Plan/TIP/Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West
8th Floor
Philadelphia, PA 19106

To Whom It May Concern:

I would like to state my support for the Afton Avenue Streetscape HTSSRS 2011-2014 TIP project (MPMS #72906). The PennDOT Home Town Streets/Safe Routes to School (HTSSRS) program would enhance accessibility for the residents of Yardley Borough and allow them to fully appreciate all that the town and the scenic waterways have to offer. More importantly, the HTSSRS project would promote safe traveling routes for the children of Yardley.

The streetscape improvements project will benefit the local economy of the borough, as well, providing new sidewalks and proper safety measures for those traveling along the stretch of Afton Avenue, located in Yardley's Central Business District. Pedestrians will also be able to view the natural beauty of both the Delaware River and Lake Afton while traversing this walkway. Small towns like Yardley often have accessibility problems related to parking and pedestrian mobility, but with the implementation of the HTSSRS program I hope to promote increased safe visitation and travel within our borough.

Thank you for your time and consideration. I welcome the opportunity to work with you and state officials to move this project forward so it can be included in PennDOT's construction schedule. Please feel free to contact me if you have any questions or concerns.

Very truly yours,

A handwritten signature in black ink, appearing to read "Steve Santarsiero".

Steve Santarsiero
State Representative

CC: Diane Marseglia
Joe Hoeffel
Lynne Bush

STEVE SANTARSIERO, MEMBER
31ST LEGISLATIVE DISTRICT

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June 29, 2010

Plan/TIP/Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West
8th Floor
Philadelphia, PA 19106

To Whom It May Concern:

I would like to state my support for the Delaware Canal Enhance 2011-2014 TIP project (MPMS #74827). The proposed project includes the installation of a single span pre-stressed concrete adjacent box beam bridge for the Aqueduct and a pre-stressed concrete adjacent box beam bridge for the Tow Path.

While the canal contributes to the charm of Yardley borough, we have experienced flooding issues due to the buildup of debris reducing the hydraulic opening coupled with the low under clearance and short span of the current aqueduct system. The Delaware Canal requires some significant technical structural modifications to ensure the preservation of Main Street and the surrounding Yardley borough areas affected by the flood waters.

Thank you for your time and consideration. Please feel free to contact me if you have any questions.

Very truly yours,

Steve Santarsiero
State Representative

CC: Diane Marseglia
Joe Hoeffel
Joe Hunter
Bill Winslade

Item ID# A.13**Anderson, Gastonia**

From: TIP Plan Comments
Sent: Friday, June 11, 2010 10:20 AM
To: Anderson, Gastonia
Subject: FW: R8 Newtown Rail Line Re-activation

From: Rev. Marian Tetor [mailto:smart@snip.net]
Sent: Thursday, June 10, 2010 4:42 PM
To: TIP Plan Comments
Subject: R8 Newtown Rail Line Re-activation

TO: DVRPC

At the present time, there is no public transportation whatsoever within Northampton Township of Bucks County; although the population has grown dramatically within this area of Lower Bucks County over the past two decades. Housing developments have sprung up just about everywhere, and even in this downturn of economy, continue to go forward.

In Northampton Township, the population has grown to the point that a new high school has been built at a cost of \$80 million. This is the largest public high school building that I have ever seen. Expansions have been added to our library and other public facilities to accommodate growing needs.

It is my hope that DVRPC will take seriously the consideration of re-activation of the R8 Newtown Regional Rail Line, as we are in urgent need of relief from traffic congestion in this area of Lower Bucks County.

Also, I would like to ask for DVRPC's consideration of wasteful spending of SEPTA on electronic sign boards and undesirable parking garages. Expensive electronic sign boards are not necessary to efficiently move passengers. Elevated or below ground parking garages are not desirable for a number of reasons, including safety and security. In my opinion, SEPTA's funding would be better spent in expansion of rail service.

Marian Tetor
1050 Buck Road
Holland, PA 18966
Phone: 215-968-3890

Uwchlan Township

715 North Ship Road
Exton, PA 19341-1940

(610) 363-9450 FAX (610) 363-0518

Chester County, Pennsylvania

June 23, 2010

Plan/TIP/Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

To Whom It May Concern:

In regards to the current Draft TIP, Uwchlan Township acknowledges the inclusion and is appreciative of the Route 100 Widening Project (SR 0100, Section 02L – MPMS # 14515) being placed back on the TIP. We are thankful that this project has been recognized as a top priority for the County, the DVRPC and PennDOT, and we are working toward a PS&E Package submission by the end of this year. The Draft TIP reports that the Route 100 Project is programmed to begin payout for construction in FY2013 and continuing through FY2016, the total cost for construction being \$14,575,000.00.

Currently, we are in the process of obtaining the NPDES Permit while coordination is being made with utility companies in order to obtain the Utility Clearance. Final Design is underway for the noise barrier wall at the Aspenwood development and the retaining wall on Gordon Drive. Final Design is also underway for Pavement Markings and Signing as well as Traffic Signals.

As you are aware, in January of 1998, the DVRPC completed a report entitled “The PA 100 Corridor Study”. In this report, the DVRPC makes the recommendation that in order to accommodate the projected traffic volumes, Rt. 100 needed to be widened to three (3) lanes in both directions from the PA Turnpike to the Exton Bypass, and intersection improvements needed to be made to improve left turns movements. The sections to the north and south of this roadway section have already been widened to three lanes. This project is necessary to remove the bottle-neck that currently exists and to allow for a consistent roadway section.

Again, on behalf of Uwchlan Township, all the concerned taxpayers herein, and the more than 46,000 daily commuters utilizing this roadway, we want to thank you for putting the Route 100 Widening Project back on the TIP.

Sincerely,



Joseph E. Toner, III
Chairman
Uwchlan Township Board of Supervisors

cc: Lester C. Toaso, District Executive – PENNDOT Engineering District 6-0
Chester County Planning Commission - Natasha Manbeck
TMACC
State Senator Andrew Dinniman, 19th District
State Representative Curt Schroder, 155th District
Dean Kaiser, Orth-Rodgers & Associates, Inc.
Kristin Boldaz, Edward B. Walsh & Associates, Inc.

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.15

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Chester County

Project Title: PA 41, Gap Newport Road

MPMS ID: 14613

Comment:

We support the conversion of intersections to roundabouts. This project is part of the Old Baltimore Pike Bikeway and care should be given to accommodate bicycle traffic at the roundabout.

Comment ID: 263

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.16

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Chester County

Project Title: Newark Rd.

MPMS ID: 57664

Comment:

Is the bicycle and pedestrian checklist being used? If you are widening the intersection why not take the opportunity to provide space for bicyclists?

Comment ID: 246

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.17

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Chester County

Project Title: PA 29 Phase III

MPMS ID: 70227

Comment:

While we applaud the addition of 5 foot shoulders we fear that they will disappear at intersections especially at right turn lanes. Yellow Springs Road is a popular recreational bike route.000a000aWe suggest the left turn bike pockets at Yellow Springs and 29 and straight through bike pockets at all intersections to the left of right turn lanes. We oppose right turn straight through lanes unless bicycle markings are included to guide bicyclists across intersections.000a

Comment ID: 264

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.18

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Chester County

Project Title: Church Street Streetscape Project

MPMS ID: 77457

Comment:

This streetscape project should include inverted U or custom designed bike racks.

Comment ID: 258

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.19

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Chester County

Project Title: Phoenixville Streetscape Project

MPMS ID: 77459

Comment:

This project should include inverted U or custom designed bike racks.

Comment ID: 257

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.20

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Chester County

Project Title: Operation Safe Kids - Phoenixville

MPMS ID: 77470

Comment:

We strongly support this project.

Comment ID: 259

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.21

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Chester County

Project Title: Boot Road Extension Bridge

MPMS ID: 83710

Comment:

This new bridge which offers connections to Bicycle PA Route L should include bike lanes.

Comment ID: 253

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.22

Name: Michael Brown

County: Chester County

Project Title: Osborne Road Bridge (CB #30)

MPMS ID: 86698

Comment:

Cty/Operator: Chester; MPMS#: 86698; Project: Osborne Road Bridge (CB #30) The justification of this project is quite poor, and the project should be limited to repairs of the bridge to keep it sufficient to 3 tons. Yes, the bridge is in bad shape, but Osborne Road shouldn't be used by anything other than passenger cars anyway. The lower part of Osborne is steep, narrow and has houses very close to the cartway. There's no need to provide incentive for heavier traffic to traverse Osborne Road. The connection from PA 340 to US 322 can be made via the US 30 by-pass or via Bondsville Road (SR4015). The one lane aspect of the bridge serves a valuable function in reducing cross speeds for traffic entering Bondsville Road from the bridge. Because traffic entering Osborne from westbound Bondsville has to stop and let traffic off the bridge before it can proceed, it serves as a dam for other traffic, allowing those who exit the bridge to enter only having to worry about one direction, eastbound.

Comment ID: 181

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.23

Name: Linda Boyer

County: Chester County

Project Title: General Comment

Comment:

I'm not sure if your the right person to contact but I have concerns for the railroad bridge as you enter Coatesville from Parkesburg. Is this bridge safe or does it need reconstruction.

Comment ID: 341

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.24

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Delaware County

Project Title: PA 252, Providence Rd.

MPMS ID: 15345

Comment:

The Bicycle Coalition praises this project because there is an effort here to implement the County Bicycle Plan. However the accomodations some minimal accommodation for bicycles 3' offset to the curb? However wide outside lanes on a state highway only makes the most skilled bicyclists comfortable. 000a000aWe would much prefer that arterial roads at least have 5' bike lanes which can also provide a very minimum accommodation for pedestrians on roads without sidewalks.

Comment ID: 252

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.25

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Delaware County

Project Title: Concord Road (Bridge)

MPMS ID: 15468

Comment:

Since this is part of the Delaware County Bicycle Plan shoulders should be included to accommodate bicycles.

Comment ID: 251

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.26

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Delaware County

Project Title: Chester Waterfront Development/ Streetscape

MPMS ID: 65127

Comment:

This road segment is included in the Delaware County Bicycle Plan and if there is enough room include bicycle lanes. If there is insufficient width for bike lanes then sharrows should be added.

Comment ID: 256

**TOWNSHIP
OF
LOWER MERION**

MONTGOMERY COUNTY



OFFICE OF THE TOWNSHIP MANAGER

75 E. Lancaster Ave.
Ardmore, PA 19003-2376
Telephone: (610) 645-6100
FAX: (610) 649-0777

June 30, 2010

Mr. Barry Seymour
Executive Director
Delaware Valley Regional Planning Commission
190 N. Independence Mall West
Philadelphia, PA 19106

**RE: COMMENTS ON DRAFT DVRPC FISCAL YEAR 2011 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)
LOWER MERION TOWNSHIP, MONTGOMERY COUNTY**

Dear Mr. Seymour:

The Township of Lower Merion has reviewed the DVRPC's draft Fiscal Year 2011 Transportation Improvement Program (TIP), and is disappointed in the apparent lack of support for the projects sponsored by the Township. In addition, we would like to meet with you at your earliest convenience to better understand the quantitative and qualitative merits of the projects that were kept on the Draft 2011-2014 TIP for the region as compared to the merits of the projects that were removed from the TIP, and relocated to the "Illustrative List of Projects." We will contact you shortly to schedule a meeting.

By way of background, Lower Merion Township is a community of 60,000 residents and assorted businesses located northwest of the City of Philadelphia. The Township occupies a land area of 24 square miles with over 250 miles of public roads of which 84% are Township Roads. In addition, the Township is traversed by four (4) major rail lines. Included in this major transportation network are many of the Delaware Valley's most critical and heavily traveled transportation arteries including:

- Schuylkill Expressway (I-76)
- Mid-County Expressway (Blue Route, I-476)
- City Avenue (US Route 1)
- Lancaster Avenue (U.S. Route 30)
- Montgomery Avenue
- Conshohocken State Road (State Route 23)
- Haverford Avenue (State Route 3044)
- Belmont Avenue (State Route 3045)
- Spring Mill Road (State Route 320)
- AMTRAK's New York to Chicago Main Line
- SEPTA's Ivy Ridge Line and Paoli Commuter Rail Lines
- SEPTA's Philadelphia and Western Line – Red Arrow
- Norfolk Southern Railroad (formerly Conrail's Main Line)

Mr. Barry Seymour
-- page 2 --
June 30, 2010

Although certainly beneficial to the Township's residents, this extensive transportation network, in particular the major north/south and east/west arteries, provides significant benefit to the entire region. The costs to Township residents, however, extend far beyond the obvious financial burden and include the detrimental effects of air and noise pollution, increased stormwater runoff, traffic congestion and the associated police burden. Without the continued financial support of the state and federal governments in maintaining and upgrading the roads, bridges and mass transit facilities that are integral to this transportation network, the residents of Lower Merion Township will be subject to a disproportionate share of this burden. Given the present demands on tax revenues at all levels of government, any increase in burden at the Township level will most certainly be difficult to fund out of local taxes and may result in a deterioration of current conditions.

One of the primary responsibilities of our Board of Commissioners, who are elected by the public, is to oversee the responsible implementation of measures to maintain and improve the quality of life for Township residents, and to support similar improvements in adjacent municipalities throughout the region. In short, we, like many of the region's municipalities understand that:

1. The structurally deficient bridges within the Commonwealth must be addressed;
2. SEPTA continues to be a critical service that must be funded;
3. The failure to toll Interstate 80 and the subsequent reduction in Act 44 funds for highway and bridge projects, coupled with the lack of a replacement federal highway funding bill for the SAFETEA-LU legislation, has created a funding crisis resulting in the TIP being financially constrained.

However, even with this understanding, the fact remains that there must be a balance with regard to providing adequate infrastructure for all users, **and that past deferrals in the proper handling of bridge maintenance and rehabilitation should not now affect the safety, congestion reduction, economic development, and quality of life improvement that are the purpose of many of the projects on the TIP**, which are now proposed to be deferred or eliminated. Many local municipalities, Lower Merion Township in particular, have expended substantial funds to plan and design these projects in good faith, expecting the state and federal funding support that was previously committed. We would also point out that we have completely fulfilled our obligations on previous TIP projects to bring improvements to fruition for the public in the recent past, including:

- Church Road Bridge Replacement;
- Merion Avenue Bridge Replacement;
- Township-wide Wayfinding Signage Program;
- Montgomery Avenue Traffic Signal System.

We realize that this process is a difficult one, as it requires the distribution of limited resources to address seemingly limitless needs, but rather than just defer or eliminate projects as proposed in the current draft 2011-2014 TIP, we urge the Committee to seek innovative funding mechanisms now, as **the projects that are deferred will only become more expensive.**

We are especially concerned about the funding of two important projects which provide much needed safety and mobility improvements, and which will also enhance economic development

Mr. Barry Seymour

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opportunities—the Rock Hill Road/Belmont Avenue Improvement project, and the Ardmore Transit Center. The Rock Hill Road/Belmont Avenue project provides necessary improvements along a commercially developed corridor that also serves as the primary alternate route to the Schuylkill Expressway (I-76) for the region. Preliminary Engineering for the project, funded entirely by Lower Merion Township, has been substantially completed, and the Township has already acquired a critical portion of the right-of-way for the project in advance of a pending land development, thereby minimizing the expense of this facet of the project. The Ardmore Transit Center addresses parking and mass transit deficiencies in Ardmore, the municipal seat of Lower Merion Township and the location of the Township's primary SEPTA/Amtrak commuter rail station – and the only Amtrak stop in Montgomery County. Both of these projects are now shown on the "Illustrative List of Projects in the Pennsylvania Subregion," and are now completely unfunded for the FY11-FY14 TIP period. Both projects are critical to maintaining the adequacy of the Township's transportation network and would address acute and long-standing mobility issues. These projects would also contribute to stimulating economic revitalization. We have testified on behalf of these projects at the State Transportation Commission hearings, in person, in 2001, 2003, 2005, 2007, 2008 and 2009.

In addition, there are two existing structurally-deficient bridge replacement projects currently under design (Union Avenue over SEPTA and Pennswood Road over Amtrak) that are critical elements in the Township's road network and of special concern. Since the demise of the Penn Central Railroad in 1970, the financial responsibility for many infrastructure components has fallen to the taxpayer. The replacement of these bridges have higher than normal costs because of special railroad insurance and construction requirements, railway electrification modifications, restrictive working conditions, and right-of-way acquisition. Steady progress has been made on the design of these bridges, and your continued support of these projects as they progress toward construction is critical to avoid traffic limitations and/or closure of the bridges.

We request that the Commission reconsider their support for the following projects, and include them on the final 2011-2014 TIP with funding allocated in the first 4 years:

- Rock Hill Road/Belmont Avenue Corridor Improvements – Existing Project (MPMS 64795)
This project addresses existing traffic congestion resulting from high volume, restrictive geography, and the presence of an existing narrow Norfolk Southern (NS) Railroad overpass that negatively affects the safety and efficiency of traffic flow and restricts the potential for economic revitalization through redevelopment. This heavily traveled corridor serves as a major east-west route from the Schuylkill Expressway (I-76), the Manayunk section of Philadelphia and the Township. Additionally, Rock Hill Road and Belmont Avenue serve as a primary alternate diversion route for the region during incidents on the Schuylkill Expressway, and, as such, experience even further operational deficiencies during these conditions. This project will provide the improvements necessary to resolve current infrastructure deficiencies for several roadway segments and intersections in the project area that are classified as Level of Service "D" or worse, some of which are currently operating at level of Service "F." This project includes the design and construction of roadway, traffic signal, stormwater, landscape, and pedestrian and bicycle circulation improvements in the Rock Hill Road/Belmont Avenue corridor and two (2) new bridges over Belmont Avenue. It will also provide necessary operational improvements to the current system to facilitate and

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support future commercial development and economic revitalization in this corridor. The project is currently on the PENNDOT Transportation Improvement Plan (TIP), listed as MPMS# 64795.

The Township has demonstrated a substantial funding commitment to the completion of the project by creating a Transportation Service Area for the corridor via the Act 209 Transportation Impact Fee process; funding 100% of the project's design costs (\$1,700,000); funding appraisals for the property acquisitions required for the project; and pro-actively purchasing a critical portion of the project's required Right-of-Way (the corner property at Rock Hill Road & Belmont Avenue, at a cost of \$1.6 million). The Township pre-emptively acquired this parcel, which was planned to be developed, in order to facilitate the project at the most advantageous and minimum cost, avoiding an increased acquisition cost later in the process once the site was developed. The Township has substantially completed the Preliminary Engineering phase of design of these improvements, and has been actively coordinating with PENNDOT and Norfolk Southern regarding project details for the past four (4) years.

As part of Preliminary Engineering, required Right-of-Way areas have been defined, and preliminary cost estimates for the acquisition of the parcels necessary for the project are in excess of \$5,000,000. The current funding sources for design and Right-of-Way acquisition are 100% local. Construction is currently funded at an 80% Federal, 20% State participation level. Because of the significant increase in Right-of-Way costs, and the fact that the project's improvements will provide benefits to not only the Township, but will provide regional benefits to the thousands of commuters who travel the corridor on a daily basis, the Township previously requested participation from PennDOT for the remaining portion of the Right-of-Way funding, up to an 80% maximum share. This request was approved in December 2007 pending agreement from Montgomery County. The project was previously on the TIP, but has been removed from the FY2011-2014 Draft, and we request that this project be placed back on the TIP. We request that State/Federal sources fund \$3,500,000 of the total \$5,500,000 Right-of-Way phase in the first four (4) years of the program and that the anticipated construction funding of \$16,000,000 also be included in the first 4 years of the TIP.

- Pennswood Road Bridge over AMTRAK's Main Line – Existing Project

This approximately 70-year old structurally deficient bridge carries 3,500 vehicles per day across Amtrak's main line in the Haverford area of the Township. It serves as a link between Lancaster Avenue (U.S. Route 30) and Montgomery Avenue, both major arterials in the Haverford/Bryn Mawr area. The design phase of this project is underway with construction contract letting anticipated in 2011. The funding source for design is 80% state and 20% local, and 80% federal, 15% state, and 5% local for Right-of-Way and construction. The Township requests funding for the construction of the project in the amount of \$6,400,000 be allocated in the first four (4) years of the TIP, in order to maintain the project schedule. The Township has budgeted its proportional share in its Capital Improvement Program. The project is still shown on the TIP, but has not been shown in the first four years, and due to the

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pending completion of design and right-of-way acquisition, we request that this project be placed back on the first four years of the TIP, listed as MPMS# 16216.

- Union Avenue Bridge over SEPTA's Ivy Ridge Line – Existing Project

This approximately 85-year old structurally deficient bridge has deteriorated to the point where a weight restriction of 5 tons is required. Union Avenue is located near and parallel to the heavily congested City Avenue (U.S. Route 1) corridor. It is often used as an alternate route at peak rush hours. The project was previously on the TIP, but has been removed from the FY2011-2014 Draft as it was scheduled to have been started during FY2010. Due to a common delay associated with acquiring right-of-way, the final design phase of this project is nearing completion with construction contract letting anticipated in 2011. The Township requests that this project be placed back on the TIP (listed as MPMS# 16248) with construction funding of \$6,000,000 during the first four (4) years, at a contribution level of 80% federal, 15% state, and 5% local. The Township has budgeted its proportional share in its Capital Improvement Program.

- Ardmore Transit Center – Proposed Project (MPMS 73214)

Significant parking and mass transit facility deficiencies have been identified in Ardmore, the municipal seat of Lower Merion Township. These deficiencies include the need for parking and new facilities for the SEPTA/Amtrak train station, commuter parking, the municipal complex and the business district. In 2002, the Township received a grant from the Delaware Valley Regional Planning Commission (DVRPC) to undertake master planning for the development of an Ardmore Transit Center. This grant was matched with Community Development Block Grant Funds provided to the Township for planning. Since that time, the Township and Montgomery County have approved the Ardmore Redevelopment Area Plan that includes the revitalization of the train station area, commuter parking lots and pedestrian and bus linkages.

In 2005, the Township received notification that funding of \$518,880 for improvements to the Anderson Avenue underpass was approved in the State's Home Town/Safe Streets budget. The Township also received a matching grant of \$300,000 from the Montgomery County Community Revitalization Program for this project. Engineering design work has been completed and the project will be bid through the PennDOT system.

With the assistance of a \$300,000 grant from the County Revitalization program, the Township is now under construction with the realignment of the Lancaster Avenue and Ardmore Avenue intersection and the installation of streetscape improvements. All required Right-of-Way has been secured and transferred to PennDOT. These two related improvements were proposed in the Ardmore Transit Center Master Plan.

The Township has been successful in its efforts to secure federal and state funding for a number of the proposed transportation projects. In December of 2004, SEPTA and the Township received notification of a \$5,800,000 appropriation in the Federal Transportation Administration budget in the Omnibus Appropriation Bill for the transit improvements. The Ardmore Transit Center will be a mixed-use inter-modal transit facility incorporating a new

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train station, platforms, pedestrian connections with bus routes, parking garage, mixed-use facilities (retail, commercial, residential, etc.) and associated public infrastructure improvements. The Center will have the added benefit of stimulating economic revitalization in the Ardmore Business District and improving the existing pedestrian, traffic, parking, and environmental conditions in Lower Merion.

In 2006, SEPTA and the Township entered into a Master Agreement obligating the \$5,800,000 appropriation in the Federal Transportation Administration budget from 2006 Omnibus Appropriation Bill for the improvements. These funds are matched on an 80%/20% basis by the Township. In April 2009, the Township, as sub-recipient to SEPTA entered into an agreement with Urban Engineers to provide design and engineering services for the Ardmore Transit Center. Engineering is now progressing to the 45% design phase with completion expected in 2011. In addition to engineering, other work completed to date to advance the project include the NEPA requirements of Environmental Assessment, Determination of Effect report, Phase One and Two Environmental reports, Phase 1 Archeological report and geotechnical testing of the track, platform and parking areas. A "No Adverse Impact" finding has been issued by the Pennsylvania Historical and Museum Commission.

The Ardmore Transit Center will be a mixed-use inter-modal transit facility incorporating a new train station, ADA accessible high-level platforms, pedestrian connections with bus route connections, parking garage, mixed-use facilities (retail, commercial, residential, etc.) and associated streetscape and public infrastructure improvements. The Ardmore Transit Center will have the added benefit of stimulating economic revitalization in the Ardmore Business District and improving the existing pedestrian, traffic, parking, and environmental conditions in Lower Merion. The Township selected Philadelphia-based Dranoff Properties to be the developer of the private mixed-use project. In 2008, the Township entered into a Development Agreement with Dranoff Properties who will also be responsible for construction of the entire project.

The federally required Environmental Assessment including Section 106 and Section 4(f) reviews are completed. Currently, this project is not shown at all on the draft 2011-2014 TIP, and the Township requests the reinstatement of the project and that the TIP include funding of \$3,240,000 for final engineering, planning and design and \$28,000,000 for construction, at a funding source of 80% federal, 15% state and 5% local. The Township has budgeted and is spending its proportional share in its Capital Improvement Program and is working in partnership with both SEPTA and Amtrak. SEPTA has included the Ardmore Transit Center in their Capital Budget and also reimburses the Township for its proportional share under the Master Funding Agreement that has been extended to December 2013.

The Township, through the Montgomery County Redevelopment Authority, has entered into a contract with the state of Pennsylvania that obligates a \$6,000,000 Redevelopment Assistance Capital Project grant for construction of the Ardmore Transit Center. The state Department of Community and Economic Development has also provided \$75,000 in grant

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June 30, 2010

funds for pre-development design costs. In addition, the Montgomery County Redevelopment Authority has committed \$250,000 in grant funds for streetscape improvements for the project. The Township is in the process of submitting a grant application for \$500,000 from the Growing Greener program for construction of a portion of the public improvements. In addition, SEPTA has submitted a request for an additional \$10,000,000 federal appropriation in 2011 for construction of the public and transit improvements. These grants and other funding efforts could be imperiled by the removal of the Ardmore Transit Center from the TIP and therefore we request that it be reinstated.

The Ardmore Transit Center project is consistent with the Pennsylvania Transportation Policy Plan since it meets the goal for enhanced inter-modal connections between inner-city and regional rail lines. The project will significantly encourage the use of mass transit, thus reducing congestion on local, regional and interstate roadways and further supporting and expanding improved transit accessibility for commuters. Since the Ardmore station is the only Amtrak stop in Montgomery County, it will encourage the use of rail for both inter-state and intra-state passenger transportation. This will be a significant enhancement for riders regularly using the Northeast Corridor Amtrak system. The improvement of public transit infrastructure will contribute to increased economic development and meet State urban revitalization goals. A discreetly functional complex of pedestrian, mass transit, parking, shopping, retail, services and businesses, the Ardmore Transit Center project will enhance the community and establish growth in an organized and desirable approach significantly contributing to the revitalization of the commercial center of this major first tier suburb, thus reducing pressure for suburban sprawl in the outlying areas.

- Conshohocken State Road/Mill Creek Road Reconstruction – Proposed Project

This project consists of the repair and reconstruction of Conshohocken State Road, (State Route 23) from Mill Creek Road to Hollow Road and of Mill Creek Road south of Conshohocken State Road to River Road. Conshohocken State Road is a key alternate route and feeder to the Schuylkill Expressway (I-76) which is heavily used when severe congestion occurs on the Expressway. Mill Creek Road feeds Conshohocken State Road and serves as a connection to River Road another alternative to the Expressway, although limited to automobile traffic due to overhead clearance restrictions. Both roadways are exhibiting signs of severe distress requiring major repairs and/or reconstruction to prevent further deterioration including possible embankment failure that would severely limit or prevent their continued use. A preliminary engineering analysis identified signs of pavement and subgrade failure, pavement sliding and dipping, roadway embankment failure, retaining wall movement and inadequate drainage facilities. Design can be completed in late 2010. The Township again requests that the TIP include funding of \$150,000 for design and \$750,000 for construction of this project, at a funding source of 100% Local for design and 100% State and Federal for construction in the first four (4) years of the draft TIP. The Township has budgeted its proportional share in its Capital Improvement Program.

All of the aforementioned projects provide significant benefits that transcend the boundaries of Lower Merion Township. Furthermore, the Township's projects meet a number of identified criteria for funding, including: repair of structurally deficient bridges (Union Avenue and Pennswood Road);

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regional congestion reduction and safety improvement measures (Rock Hill Road/Belmont Avenue); economic development and community revitalization (Rock Hill Road/Belmont Avenue and Ardmore Transit Center); and increased transit utilization (Ardmore Transit Center). Additionally, several of these projects were identified on previous TIPs, and the Township has more than fulfilled their part of the locally-sponsored transportation funding process by fully funding design and partial right-of-way costs, and has successfully advanced the project designs independent of PennDOT oversight. In the case of the Rock Hill Road and Belmont Avenue project, I would like to point to the fact that the Township has already committed almost \$3 million of our own funds to the project before a single dollar of state or federal funds have been committed to the project as proof of our dedication to the completion of TIP projects for the benefit of the region.

The Township has in the past and will continue to actively support the Twelve Year Program and its goals to improve safety, enhance mobility and the movement of goods, and the preservation of the transportation system by providing worthy candidates that provide regional as well as local benefits, and by providing the local required funding. The financial support of the Delaware Valley Regional Transportation Commission is essential to the success of the above initiatives. Therefore, we respectfully request your support.

As previously noted, we request a meeting with you at your earliest convenience to discuss the quantitative and qualitative merits of the projects that were kept on the Draft 2011-2014 TIP for the region as compared to the merits of the projects that were removed from the TIP and relocated to the "Illustrative List of Projects."

Sincerely,



Douglas S. Cleland
Township Manager

cc: Elizabeth Schoonmaker, DVRPC
President and Members of the Board of Commissioners

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.28

Name: Christopher J. Blazic

County: Montgomery County

Project Title: General Comment

Comment:

i do not understand the reason SEPTA wants to spend so much money on a parking garage in Jenkintown. At a cost of \$100,000 dollars a spot, SEPTA's, money would be better spent fixing the bottleneck of transit lines at Wayne Junction. A garage at Jenkintown encourages folks to drive from outlying districts instead of taking the train from their home station. The roads in the Jenkintown-Wyncote area are two lane residential roads, not commuter roads. As a nation we are moving away from fossil fuels, why encourage more driving. Doesn't make sense to use the money to increase ttrain service to outer stations such as Doylestown or Lansdale and keep all the traffic out of an established residential neighborhood. I just don't see the logic of the parking garage. If service is increased to outer suburbs ridership increases, and driving decreases. Thank you.

Comment ID: 286

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.29

Name: Jon Frey, Pennsylvania Transit Expansion Coalition (PA-TEC)

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

PA-TEC agrees that regional funding for capital projects for SEPTA is severely limited. PA-TEC recognizes that SEPTA's financial strategy is to minimize operating costs because funding formulas require strict adherence to a financially conservative operation. PA-TEC is concerned that the projects SEPTA has chosen and DVARP has rubber-stamped will make degrade the performance, operation and fundability of the system worse. Building a parking garage that recovers less of its operating costs and serves few, if any, new passengers is the wrong strategy. Pretending that only rail projects increase SEPTA's operating shortfall is intellectually dishonest - garages, fiber optic networks, smart stations and non-standard custom rail cars all make their own contributions to SEPTA's increased operating costs. There's probably only one project that would break even, and that's automated fare collection. Strangely, SEPTA has chosen to sideline the fare collection upgrade project in favor of other projects that do not improve revenue collection or efficiency. In the meantime, extending the Newtown Commuter Rail Corridor, which would recover more of its operating costs and serve thousands of new passengers is a much better choice than anything that's being seriously discussed, most notably the Jenkintown-Wyncote Parking Garage project, and the future Glenside Parking Garage project. Let's stop saying that SEPTA can't afford to do expansions but they can afford to waste money on garages and unnecessary "enhancements".

Comment ID: 333

Item ID# A.30

Anderson, Gastonia

From: TIP Plan Comments
Sent: Friday, June 11, 2010 10:20 AM
To: Anderson, Gastonia
Subject: FW: TIP comments-Transit-Garages for Jenkintown / Glenside

From: Scott Gillanders [mailto:sgillanders@44businesscapital.com]
Sent: Thursday, June 10, 2010 12:17 PM
To: TIP Plan Comments
Subject: TIP comments-Transit-Garages for Jenkintown / Glenside

I am not in support of garages for parking at either SEPTA station, Jenkintown or Glenside. These stations should be supported by more frequent rail service and feeder busses from business and neighborhood centers to encourage ridership. Care should be taken to support other stations along the R2/R3/R5 to increase feeder bus and TOD at these stations to increase ridership.

The creation of garages at Jenkintown & Glenside do not provide an adequate return on investment for SEPTA, when the funds could be allocated to transit improvements along the entire corridor, including extension of service to Quakertown.

Therefore I respectfully comment the TIP inclusion of these garage projects is not in the best interest of the neighborhoods or the rail system.

Regards,

Scott Gillanders
VP-Credit Manager
44 Business Capital LLC
1787 Sentry Parkway West
Building 16, Suite 210
Blue Bell, PA 19422
267.434.2364
267.434.2365 f

sgillanders@44businesscapital.com

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6/11/2010

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.31

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Montgomery County

Project Title: Bethlehem Pike Roadway Streetscape Improv. (TCSP)

MPMS ID: 87938

Comment:

We strongly support this project. We think that share the road signs are inadequate for bicyclists. Shared Lane Markings or Sharrows should be included, especially on the parking side of the project to encourage cyclists to ride outside the door zone and to make motorists aware that they should expect bicyclists in the travel lane.

Comment ID: 261

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.32

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Montgomery County

Project Title: Cowpath Rd./Godshall Rd./Broad St.

MPMS ID: 57864

Comment:

We support the 4 foot minimum shoulder width, we also hope that a bike pocket be installed to the left of right turn lanes.

Comment ID: 250



June 30, 2010

Elizabeth Schoonmaker
Manager, Office of Capital Programs
DVRPC
190 N. Independence Mall West
Philadelphia, PA 19106

Re: Ardmore Transportation Center and FY 2011-2014 TIP

Dear Elizabeth:

GVF, a 501(c)(4) not-for-profit Transportation Management Association, requests that the Ardmore Transportation Center (MPMS #73214) be added to DVRPC's FY 2011-2014 TIP. This project, which previously appeared in the DVRPC's FY 2007 TIP and SEPTA requested to be added to DVRPC's FY 2009 TIP, is advancing rapidly through the design phase, has funding for the project obligated from various sources, and has a construction deadline set that falls within the timeframe of this TIP cycle. Moreover, removing the Ardmore Transportation Center from the TIP could endanger the project's eligibility for funding that has already been obligated and may be pursued in the future.

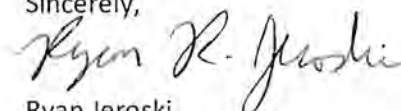
While GVF understands the fiscally constrained nature of the TIP, and transit-related project in particular due to the FHWA's rejection of the Commonwealth's I-80 tolling application, we believe that several elements of the Ardmore Transportation Center qualify it for placement on the TIP. Though the project has been deferred in SEPTA's capital budget, SEPTA will continue to fund the project through design, which will continue into 2011. The funding for design comes from a roughly \$6 million FTA grant secured by Congressman Jim Gerlach's office in FY 2005. While this funding has been obligated, it has not been fully spent. Recent issues with right-of-way for Amtrak's electrical transmission wires, which delayed the design process for six to nine months, have been resolved. The engineering is now nearing the 45% design phase, and the final environmental review has been submitted to the FTA.

Funding for the project has already been obligated from several sources, and a deadline for construction has been set. In addition to the FY 2005 appropriation from Congressman Gerlach, Pennsylvania's Redevelopment Capital Assistance Grant Program and Montgomery County have committed \$6 million and \$250,000 respectively for the project. These two funding obligations could potentially be compromised if the project is removed from the TIP. SEPTA also submitted FY 2010-2011 appropriation requests to US Senators Arlen Specter and Robert Casey in the amount of \$10 million for the Ardmore Transportation Center. Dranoff Properties, Lower Merion's private development partner, has also committed to contributing funding for the private sector portion of the project. Dranoff Properties is contractually required to begin construction of the Ardmore Transportation Center by December 31, 2013, well within the boundary of this TIP cycle.

As mentioned previously, GVF understands the current fiscal realities of the TIP and SEPTA's Capital Budget. We believe that the Ardmore Transportation Center should be placed on the FY 2011-2014 TIP

due to the fact that it currently has enough funding obligated, in the form of the \$6 million FTA grant, to complete the design process. GVF believes this strongly differentiates the Ardmore Transportation Center from other projects, which lack the funding to complete their design. We would request that the Ardmore Transportation Center be added to the FY 2011-2014 TIP until the project has completed design, at which point there can be a re-evaluation of the project's TIP status given the availability of funding for construction. We appreciate your attention to this matter.

Sincerely,



Ryan Jeroski

Project Manager, GVF

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.34

Name: John Scott, Pennsylvania Transit Expansion Coalition (PA-TEC)

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project A popular station pulling from a large area is a good thing, except under one condition - when it cannibalizes the other stations. Cannibalizing riders from other stations causes a problem because it ultimately reduces ridership at those stations. That, in turn, leads to reduced service, because service is scheduled based on ridership. Reduced service causes more riders to seek stations with more frequent service. The system is in a situation they call a positive feedback loop, otherwise known as vicious cycle. The May 2009 SEPTA Parking Preferences Survey for the Jenkintown Station project confirmed that this case exists as riders from Melrose Park are reverse commuting to Jenkintown because their station lacks the same service level as Jenkintown. To remedy this situation and demagnetize Jenkintown for Melrose Park riders, service at Melrose Park should be increased to draw riders from that area back to Melrose Park Station.

Comment ID: 326

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.35

Name: John Scott, Pennsylvania Transit Expansion Coalition (PA-TEC)

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project The 280 additional spots in Jenkintown are not likely to be filled by new riders, and hence they don't accomplish the objective of increased net new ridership. Jenkintown is currently experiencing near zero population growth, and is not likely to change as there is no room for new development. Therefore, in order for the 280 new parking spots at the proposed Jenkintown-Wyncote Transportation Center to translate to new riders, the riders have to come from outside the community. The proposed Jenkintown-Wyncote parking garage either produces no new riders or no new local riders. This indicates that the proposed placement of SEPTA's parking garage should be located near the demand for service instead of drawing the demand to the service. Current and potential commuters would be more likely to utilize commuter rail if the garage was located closer to where they live instead of commuting to the garage. Placing the parking garage further from current and projected future population growth will act as a deterrent for use of the commuter rail system.

Comment ID: 327

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.36

Name: Thomas K. McHugh

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project The project description incorrectly states that the existing parking lot "cannot be expanded further due to physical constraints of the site." In fact many designs by professional architects for significant additional surface parking have been submitted to SEPTA for review. The latest SEPTA 30% design plans include additional surface parking for 31 cars. If some of the 403 non-local train riders that drive to and park at Jenkintown-Wyncote Station every work day were provided with better service and more parking at their home station, there would be no need for additional parking at J-W Station. The non-local train riders that drive to and park at J-W made it crystal clear in the May 2009 rider survey that they need and want better train service and more parking at their home station.

Comment ID: 314

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.37

Name: Melanie Vallerio

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project I would like to know if anyone is looking into moving the parking garage closer to or adding access from Washington Lane to lessen the impact on the small streets and Historic Neighborhood. If not WHY ?

Comment ID: 307

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.38

Name: H. Lee Schwartzberg, Jr.

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project Presently drive at least 7 miles to the R3 or more to the R7 line, but I live within a mile of the old Newtown rail line. It is mind boggling that we keep that line closed as waves of oil wash up on the Gulf coast. I request that the DVRPC conduct a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion and as a means to reduce vehicle miles travelled, carbon emissions, and its potential for expanding transit use in this region. This study must evaluate conditions on all ex-Reading commuter rail lines, identify current deficiencies in terms of service and access, the effect of these deficiencies, and a list of remedies that increases the use of commuter rail, reduces vehicle miles travelled (VMT), and improves local economies. Studies show that the reinstatement of Newtown rail service will be the best solution for driving long term sustainability, reduced VMT, and creating new transit riders on all regional rail lines in the study area. Because of our severely limited funding for capital projects, this region cannot afford to squander what little funding that is available on projects that do not effectively increase rider miles on mass transit. \$27 million dollars for 280 additional riders, many of which will not be new riders, is an immoral use of public money. The Jenkintown Garage goes against all directives as outlined in the DVRPC's Long Range plan. The garage will increase carbon emissions, oil consumption, maintain current dependencies on automobile ownership, and have people drive even closer to the city. DVRPC's sanctioning of this project indicates a lack of commitment to the goals set forth in the long range plan, and endorses the continual contraction of our regional rail system. We cannot afford this waste in any economy.

Comment ID: 328

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Item ID# A.39

Name: Jason Donahue

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project I request that the DVRPC conducts a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion and as a means to reduce vehicle miles travelled, carbon emissions, and its potential for expanding transit use in this region. This study must evaluate conditions on all ex-Reading commuter rail lines, identify current deficiencies in terms of service and access, the effect of these deficiencies, and a list of remedies that increases the use of commuter rail, reduces vehicle miles travelled (VMT), and improves local economies. Studies show that the reinstatement of Newtown rail service will be the best solution for driving long term sustainability, reduced VMT, and creating new transit riders on all regional rail lines in the study area. Because of our severely limited funding for capital projects, this region cannot afford to squander what little funding that is available on projects that do not effectively increase rider miles on mass transit. \$27 million dollars for 280 additional riders, many of which will not be new riders, is an immoral use of public money. The Jenkintown Garage goes against all directives as outlined in the DVRPC's Long Range plan. The garage will increase carbon emissions, oil consumption and maintain current dependencies on automobile ownership. DVRPC's sanctioning of this project indicates a lack of commitment to the goals set forth in the long range plan, and endorses the continual contraction of our regional rail system. We cannot afford this waste in any economy. Thank you, Jason Donahue 267-481-2875 jaybie@gmail.com

Comment ID: 287

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Item ID# A.40

Name: Jim Muldoon, Pennsylvania Transit Expansion Coalition (PA-TEC)

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project I request that the DVRPC conducts a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion and as a means to reduce vehicle miles travelled, carbon emissions, and its potential for expanding transit use in this region. This study must evaluate conditions on all ex-Reading commuter rail lines, identify current deficiencies in terms of service and access, the effect of these deficiencies, and a list of remedies that increases the use of commuter rail, reduces vehicle miles travelled (VMT), and improves local economies. Studies show that the reinstatement of Newtown rail service will be the best solution for driving long term sustainability, reduced VMT, and creating new transit riders on all regional rail lines in the study area. Because of our severely limited funding for capital projects, this region cannot afford to squander what little funding that is available on projects that do not effectively increase rider miles on mass transit. \$27 million dollars for 280 additional riders, many of which will not be new riders, is an immoral use of public money. The Jenkintown Garage goes against all directives as outlined in the DVRPC's Long Range plan. The garage will increase carbon emissions, oil consumption and maintain current dependencies on automobile ownership. DVRPC's sanctioning of this project indicates a lack of commitment to the goals set forth in the long range plan, and endorses the continual contraction of our regional rail system. We cannot afford this waste in any economy. Thank you for your time and consideration.

Comment ID: 180

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Item ID# A.41

Name: Joseph Avon

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project. I request that the DVRPC conduct a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion and as a means to reduce vehicle miles traveled, carbon emissions, and its potential for expanding transit use in this region. This study must evaluate conditions on all ex-Reading commuter rail lines, identify current deficiencies in terms of service and access, the effect of these deficiencies, and a list of remedies that increases the use of commuter rail, reduces vehicle miles traveled (VMT), and improves local economies. Studies show that the reinstatement of Newtown rail service will be the best solution for driving long term sustainability, reduced VMT, and creating new transit riders on all regional rail lines in the study area. Because of our severely limited funding for capital projects, this region cannot afford to squander what little funding that is available on projects that do not effectively increase rider miles on mass transit. \$27 million dollars for 280 additional riders, many of which will not be new riders, is an immoral use of public money. The Jenkintown Garage goes against all directives as outlined in the DVRPC's Long Range plan. The garage will increase carbon emissions, oil consumption and maintain current dependencies on automobile ownership. DVRPC's sanctioning of this project indicates a lack of commitment to the goals set forth in the long range plan, and endorses the continual contraction of our regional rail system. We cannot afford this waste in any economy.

Comment ID: 171

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Item ID# A.42

Name: Lindsay Snyder

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project I request that the DVRPC conducts a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion and as a means to reduce vehicle miles travelled, carbon emissions, and its potential for expanding transit use in this region. This study must evaluate conditions on all ex-Reading commuter rail lines, identify current deficiencies in terms of service and access, the effect of these deficiencies, and a list of remedies that increases the use of commuter rail, reduces vehicle miles travelled (VMT), and improves local economies. Studies show that the reinstatement of Newtown rail service will be the best solution for driving long term sustainability, reduced VMT, and creating new transit riders on all regional rail lines in the study area. Because of our severely limited funding for capital projects, this region cannot afford to squander what little funding that is available on projects that do not effectively increase rider miles on mass transit. \$27 million dollars for 280 additional riders, many of which will not be new riders, is an immoral use of public money. The Jenkintown Garage goes against all directives as outlined in the DVRPC's Long Range plan. The garage will increase carbon emissions, oil consumption and maintain current dependencies on automobile ownership. DVRPC's sanctioning of this project indicates a lack of commitment to the goals set forth in the long range plan, and endorses the continual contraction of our regional rail system. We cannot afford this waste in any economy.

Comment ID: 166

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Item ID# A.43

Name: Hans Peters

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project I am very concerned that this project will cause severe traffic congestion by drawing commuters from a wider region. Rather than adding a large number of parking spaces at one location, expansion of service such as re-opening the extension of the R-8 line, allowing bicycles on trains during peak times, and improving parking at all stations, is a better approach. Thank you.

Comment ID: 172

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Item ID# A.44

Name: Andrew D Hoffman

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project. I believe this project is in line with the seeming policy of neglect of service on warminster, doylestown, and especially west trenton regional rail lines. These lines need proper parking at the existing stations, vs attempting to draw riders in at a station farther in from the endpoint terminals. While this one project may have short term benefits, which include employment for contractors, the long term needs of the region call for proper management of the lines from their respective terminals, proper parking at west trenton, doylestown, and safer parking with more pronounced signage at warminster will result in increased ridership, and will allow possible re-activation of the R8 line to newtown to handle this increased interest in regional rail service. The goal of SEPTA and DVRPC should be the expansion of rail lines and service, not the consolidation that will only lead to even fewer people taking an interest in becoming regular passengers. There is every reason to believe that SEPTA truly wishes to abandon its regional rail operations, based on its schedules, station conditions, lack of investment in modern rolling stock, and little or no advertising of its rail services. If this happened, the region would be far worse for it. I truly believe that if stations were repaired, given high platforms where possible, service increased, and parking expanded at outlying stations, people would flock to regional rail. - Andy H.

Comment ID: 173

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Item ID# A.45

Name: Cathy Lipshutz

County: Montgomery County

Project Title: General Comment

Comment:

Please take this opportunity to submit a comment on their website, asking them to suspend MPMS#84642 which is the Jenkintown Commuter Parking Garage. This project, if built as proposed, will draw riders further away from their home station, and will starve the Warminster, West Trenton and Doylestown Branch lines from future investment and service improvements, and will guarantee that the R8 Newtown line remains closed! PA-TEC has asked the DVRPC to put a moratorium on this project until a comprehensive study can be completed that analyzes the current deficiencies on all commuter rail lines around the Newtown Line 2019s rider shed, which includes the R2 Warminster, R3 West Trenton, R5 Doylestown and R7 Trenton Lines. Without looking at the big picture, our region will waste \$31 million dollars for only 280 new parking spots at Jenkintown. The balance of the study for the Jenkintown Garage is \$4.1 million dollars and has been earmarked by Congresswoman Allyson K. Schwartz. In order to redirect this funding for a more comprehensive study, that may or may not include the Newtown Line, Congresswoman Schwartz must approve the change in legislation which authorized this funding. You may also consider contacting your Congressional representative, and ask them to have Congress change the scope for the use of this funding.

Comment ID: 167

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Item ID# A.46

Name: Patricia Scorsone

County: Montgomery County

Project Title: General Comment

Comment:

Please do not build a parking garage at the Jenkintown station. It's a waste of taxpayer's money and it makes people drive more, not less.

Comment ID: 176

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Item ID# A.47

Name: Steven Spadt

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage

Project000a000aAs a local resident and commuter by foot + train, my concern is primarily for the well-being of my community. It is my understanding that due to the number of trains that stop in the Jenkintown station, it is already a popular location for commuters traveling by car from other areas, far and wide. Adding even more parking only compounds the problem by inviting ever more drivers to make Jenkintown their commuter station when there are much closer local options. 000a000aInstead of encouraging more drivers to come to our community, which is already congested with many more vehicles than our local, small-road community can reasonably and safely handle, it seems to me that public money should be invested in increasing service at the stations that are truly these commuters' "home stations." What really matters is getting commuters on SEPTA's regional rail system as far out as possible, so the goal should be to increase rider miles, not parking spots at a station that is so close to Philadelphia, itself. SEPTA should be taking service to the communities in which commuters live, not forcing people to drive from their communities to a parking garage in my town.000a

Comment ID: 288

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Item ID# A.48

Name: John Goodman

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project As a supporter of reinstated commuter rail service on SEPTA's R8 Fox Chase-Newtown Line, I am requesting that the feasibility study and alternatives analysis as part of the process for restoration of service on this corridor be included in the Delaware Valley Regional Planning Commission's proposed Transportation Improvement Plan (TIP), which is currently under consideration. I wish for my comments and support for this project to be included as a matter of public record as part of the process for the consideration of this important project in the proposed TIP. The Newtown line meets the goals and objectives of the DVRPC, which is to improve transit connections, reduce vehicle miles travelled, air pollution and road congestion. Additionally, restoration of service on this corridor will increase the number of residents that use transit. The Jenkintown parking garage does not. To date, neither SEPTA nor the DVRPC has considered any alternatives to building parking garages and more parking lots on other SEPTA rail lines in the region. Please strike this project from the TIP. It will not add new riders to SEPTA and cost us millions of dollars that could otherwise be used to reinstate R8 Newtown rail service which will add riders and remove cars from the road.

Comment ID: 203



Statement on Newtown Line Feasibility Study in DVRPC 2011-2014 Proposed Transportation Improvement Program

The Pennsylvania Transit Expansion Coalition calls on the DVRPC to suspend MPMS#84642, the Jenkintown-Wyncote Parking Garage project in favor of a new comprehensive study that evaluates performance and deficiencies of existing SEPTA rail stations on the R2/R3/R5 and R7 regional rail lines, as well as traffic patterns along the corridors that intersect these lines, and the R8 Newtown line.

PA-TEC requests that the DVRPC conducts a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion and as a means to reduce vehicle miles travelled, carbon emissions, and its potential for expanding transit use in this region. This study must evaluate conditions on all ex-Reading commuter rail lines, identify current deficiencies in terms of service and access, the effect of these deficiencies, and a list of remedies that increases the use of commuter rail, reduces vehicle miles travelled (VMT), and improves local economies. Studies show that the reinstatement of Newtown rail service will be the best solution for driving long term sustainability, reduced VMT, and creating new transit riders on all regional rail lines in the study area.

Because of our severely limited funding for capital projects, this region cannot afford to squander what little funding that is available on projects that do not effectively increase rider miles on mass transit. \$27 million dollars for 280 additional riders, many of which will not be new riders, is an immoral use of public money. The Jenkintown Garage goes against all directives as outlined in the DVRPC's Long Range plan. The garage will increase carbon emissions, oil consumption and maintain current dependencies on automobile ownership. DVRPC's sanctioning of this project indicates a lack of commitment to the goals set forth in the long range plan, and endorses the continual contraction of our regional rail system. We cannot afford this waste in any economy.

Please remove MPMS#84642, the Jenkintown-Wyncote Parking garage from the proposed 2011-2014 Transportation Improvement Program.

Thank You.

Paul Iverson
Vice-President
Pennsylvania Transit Expansion Coalition
www.R8Newtown.com

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Transportation Improvement Program



Item ID# A.50

Name: Beverly Maisey

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project This is an incredibly wasteful and ill thought out project. The concerned citizens have proven time and again how expensive and unnecessary the parking garage is. As oft repeated, the money needs to be better spent on making more stops in more areas rather than continually curtailing stops to the outer suburbs. The DVRCP and SEPTA should be looking at having people DRIVE LESS by offering them the option of taking a train from a station closer to their own home, rather than having them drive more. I am frustrated with the DVRCP and SEPTA's lack of vision and planning and with their total unconcern about the additional pollution from automobiles this lack is and will continue to cause if they continue down this unsustainable path. And I also feel it is highly offensive of them to go for a LEED rating and as a LEED AP myself, I have every intention of letting the USGBC know what an oxymoron it is and that other things needed to be evaluated such as the overall impact this parking garage will cause.

Comment ID: 296

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Item ID# A.51

Name: Thomas K. McHugh

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project The feasibility study sited in the project description had as its foundation a year 2000 (revised 2004) rider parking preference study which was found by experts in survey design and survey data analysis, to be seriously flawed to the point of being worthless. SEPTA representatives at public meetings in both Jenkintown Borough and Cheltenham Township agreed in front of large groups of interested citizens that the 2000/2004 survey and analysis was invalid and an entirely new survey needed to be designed, administered and analyzed. A new rider survey was designed by a SEPTA consultant with significant input from members of the community surrounding the Station who are expert in survey design and analysis. The new survey was conducted in May 2009. The results of the new survey clearly show that 76.5% of the riders that park at Jenkintown-Wyncote Station do not consider J-W to be their local station. 57% of those non-local parkers drive 3 or more miles through congested rush hour streets to park at J-W. 28% of those non-local parkers drive 5 or more miles through congested rush hour streets to park at J-W. For a better understanding of the data please review the Cheltenham Chamber of Citizens presentation of January 13, 2010 which can be viewed at the following link: <http://www.cheltenhamtownship.com/SEPTA/CCC%20Presentation%2031%20Jan%202010%20Ver%201.4%20Revised.pdf> Because the undisputed facts reveal that there is not a parking problem at J-W Station, but rather a driving problem caused by riders that need and want better service and more parking at their home station, planning for a parking garage at J-W Station should be stopped and those funds should be used to enhance service and parking throughout the commuter rail system in a way that will better reduce VMT and GHG emissions.

Comment ID: 311

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Item ID# A.52

Name: Olga McHugh, President of Cheltenham Chamber of Citizens (CCC)

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cheltenham Chamber of Citizens, a community organization made up of members from both Jenkintown Borough and Cheltenham Township (Wyncote is located in Cheltenham Township) is supportive of DVRPC's RCC's Statement, which was adopted on May 18, 2010. For your convenience, the statement is copied below: The RCC is the Regional Citizens' Committee for the Delaware Valley Regional Planning Commission (DVRPC) STATEMENT/RESOLUTION ADOPTED ON 5/18/10 We believe that the DVRPC Board should seek to avoid concentration of capital expenditures, facilities, service levels, and station-area automobile traffic at a few locations. A larger number of much-lower-cost, interrelated infrastructure and service improvements at diverse locations will sooner bring us a more capable and efficient transportation system. In the meantime, we urge a moratorium on construction of regional rail parking garages in favor of return to just-in-time incremental and economical expansion of the current parking stock. RCC welcomes DVRPC's participation in the Jenkintown-Wyncote Region Commute Preferences and Parking Needs Study. Beginning in that neighborhood, discussions have expanded concerning how our rail system and its parking should best develop and expand to meet our needs at a time of difficult energy and environmental issues. Data from that study in conjunction with other data show that: 1. Jenkintown and Glenside stations, which have much higher service levels than surrounding stations, have diverted some 400 passengers from those other "home stations". 2. The largest diversion is from stations of the Warminster line, about 134. Since 1976, Warminster line service levels have been reduced from 50 weekday trains to only 43, despite large increases in tributary population. This reduction matches the 14% average cut on all regional rail lines which were operated then and now. As we know, only one line (to the Airport) has been added while five others have been partly or completely discontinued. 3. Peak service levels in several cases do not meet the minimal requirements of SEPTA's service standards, every 30 minutes in the peak traffic direction during peak travel hours. 4. A projected parking garage near the present Jenkintown-Wyncote station would increase the parking supply there to further divert passengers from nearby stations. The cost would approximate \$100,000 per added parking space. Currently, extensions of existing parking lots can cost about \$5000 per space. In fact, some surrounding stations with low service levels have a total of 200 vacant paved spaces which are now available for use. 5. The average number of parking spaces added yearly on four nearby lines has declined, according to a map from the Montgomery County Planning Commission. In the 1993-2009 period, an average of 163 spaces was added annually. Over the last four years, that average has declined to 44 new spaces yearly.

Comment ID: 312

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Item ID# A.53

Name: Ed Tennyson, Pennsylvania Transit Expansion Coalition (PA-TEC)

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project THE GARAGE IS ILLEGAL We have laws demanding we clean the air and cut energy waste. The garage in Jenkintown will foul the air and increase energy consumption. It is therefore illegal de facto, if not de juris. People farther north driving to Jenkintown will increase road congestion and contribute more to air pollution. It will also reduce SEPTA fare revenue on the R2, R3 AND R5 requiring more subsidy for for SEPTA. Garages do not pay for themselves, especially at the artificially low rates that SEPTA will charge. The garages will not qualify for additional operating subsidy under Section 9 of SAFETEA-LU. That means the operating shortfall will come from reduced service on the railroad. Increasing parking as a means of expanding ridership very bad planning. Some people walk to the station if there is one. Some people are one-car families and need that car for another family member mid-day. Then there is energy conservation. We send hundreds of BILLIONS of dollars out of the country every year to enemy nations to use against us. We must stop that. Cities with good rail transit save about 270 gallons of motor fuel every year per capita. If 35,000 people live along the Newtown Line beyond the R-2 or R-3, that will save \$28 million worth of gasoline a year. It will shorten the drive to the station for sure and keep more autos out of the most congested areas where slow speeds waste fuel. Ed Tennyson, Registered Professional Engineer Former Deputy Secretary of Transportation, Commonwealth of Pennsylvania

Comment ID: 319

Item ID# A.54**Name:** Olga S. McHugh**County:** Montgomery County**Project Title:** Jenkintown Platform and Garage Project**MPMS ID:** 84642**Comment:**

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project I do not oppose compliance with ADA regulations. I do oppose the spending of millions of dollars for the building of a parking garage to produce a net gain of approximately 250 spaces at a cost of \$108,000 per added parking space. This is a waste of my tax dollars and is immoral. SEPTA and DVRPC have not thoroughly explored alternatives to increase ridership, such as described in a letter written by Mr. John Pawson, a member of DVRPC's RCC. Please read Mr. Pawson's letter, copied below, it is a viable alternative to increase ridership, reduce traffic and greenhouse gases, all without spending \$27 Million dollars for a parking garage. Olga S. McHugh Resident in Wyncote, Montgomery County From: JohnPawson Pawson Subject: Better than Parking Garages: Improve Parking and Train Service All Around To: "RCC" , "DVARP" , "SEPTA Citizen Advisory Committee" Cc: "Candace Snyder" , "Jane Meconi" , "Joseph Hacker" , cheltenhamchamberofcitizens@gmail.com Date: Wednesday, May 12, 2010, 10:02 AM The Cheltenham Chamber of Citizens has done northern suburbanites a favor by opposing the construction of an aerial garage at Jenkintown-Wyncote train station. They have shown us that concentration of commuters and parking to "magnet" locations with energy-intensive parking garages is neither cost-effective nor environmentally responsible. It would increase energy use and vehicle miles traveled and reduce passenger miles on public transportation. While some commuters may be persuaded to live within walking distance of a station, many will need to drive there. This drive should be as short as possible; so passengers should get on a train as close to home as possible. Incremental amounts of new parking and added train service should be added inexpensively and environmentally responsibly where and when needed. There are a number of important factors in optimizing the existing train services to attract passengers at "home" stations:

- (1) Parking at each station should be kept adequate to the demands of its natural catchment area.
- (2) Numbers of trains during the 2-1/2-hour traffic peaks (6:30-9 am inbound and 3:30-6 pm outbound) should be at least five in order to meet SEPTA's Service Standards which call for peak service at least every 30 minutes at all stations,
- (3) The stopping times should be spread evenly with minimum spread occurring at the demand peak.
- (4) Because inner stations and their catchment areas are the easiest places to begin a drive to center city, consideration should be given to somewhat more frequent stops there.
- (5) The few persons who transfer among the three rail lines need a common transfer point. Fern Rock Transportation Center best meets that need because it also is the terminus of SEPTA's Broad Street subway line. Most trains should stop there. These principles need to be better observed in practice on the Doylestown, Warminster, and West Trenton rail lines. The 40 stations of the northern three rail lines may be geographically divided into 11 groups. Given first below are the number of inbound morning peak trains now stopping at each station or group of stations. Next are the ranges of intervals between trains (measured at Suburban Station), which can be seen to vary widely. An asterisk indicates an interval which exceeds the Service Standards.

- (1) Fern Rock Transportation Center: 13 station stops, intervals vary.
- (2) Melrose Park: 8 stops, intervals 15-31* minutes.
- (3) Elkins Park: 7 stops, 15-31* minutes.
- (4) Jenkintown: 14 stops, 3-22 minutes.
- (5) Glenside: 14 stops, 3-25 minutes.
- (6) North Hills, Oreland, Penllyn: 5 stops, 27-30 minutes.
- (7) Six other stations Fort Washington-Lansdale: 7 stops, 10-30 minutes.
- (8) Seven stations beyond Lansdale to Doylestown: 4 stops, 26-83* minutes (the last is at the end of the morning peak).
- (9) Six stations on the branch to Warminster: 5 stops, 28-35* minutes (only one of the intervals is less than 30 minutes).
- (10) Noble, Rydal, Meadowbrook on line to West Trenton: 5 stops, 18-42* minutes.
- (11) Other stations of West Trenton branch: 8 stops, 11-23 minutes.

Similar data can be found for the 2-1/2-hour 4-6:30 pm afternoon peak, leading to similar issues. Areas around the nearby low-service stations generate most of the non-neighborhood patrons who drive to Jenkintown and Glenside stations, according to Jenkintown-Wyncote Station Region Commuter Preferences and Parking Needs Study. A total of about 398 persons drive from other neighborhoods to the two stations, dividing approximately as follows:

- (1) Among some 61 from the inner Lansdale line, 30 live near North Hills and 4 near Oreland. These could easily be accommodated in existing spaces.
- (2) Among some 134 from the Warminster line, 23 live near Ardsley, 35 near Roslyn, 40 near Willow Grove, and 22 near Warminster. Sufficient vacant spaces and SEPTA-owned or other vacant land exists among these locations to accommodate present and future parking demand.
- (3) Among some 90 from the inner West Trenton line, 23 live near Noble, 41 near Rydal or Meadowbrook, and 14 near Bethayres. Here too, more-than-sufficient paved or unpaved space exists near the stations.
- (4) About 30 drive outward from Elkins Park or Melrose Park. Sufficient unused parking spaces exist at Melrose Park

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Item ID# A.55

Name: Deb & Dave Conly

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project SEPTA's proposed project for the Jenkintown-Wyncote Station is not a good use of my tax dollars. I support public transportation and our Pennsylvania tax dollars need to be spent on projects to benefit thousands of transit riders - not only a mere 250. A \$27M parking garage to gain 250 additional spaces is robbery, a waste of our tax dollars and is immoral. SEPTA needs oversight of their spending, planning and the daily operation of our public transportation system here in South Eastern Pennsylvania.

Comment ID: 298

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Item ID# A.56

Name: Beverly Levitsky

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project My concern is that this project will have a negative impact on the Jenkintown/Wyncote residential community, causing increased traffic congestion on narrow residential streets, by commuters rushing to catch their train, jeopardizing the safety of our children walking to school bus stops, and for the elderly residents, who have lived in these neighborhoods for many years. There are already major safety concerns at the intersections of Heacock Lane, Webster Ave. and Glenside Ave., where commuters routinely speed around narrow curved portions of Glenside Ave. Another concern is a decrease in property values. Families residing in this community are currently planning to relocate due to the anticipated detrimental impact of this project, on the safety of our children and the quality of life in this neighborhood. I find it difficult to understand why the quality of life in Jenkintown/Wyncote areas is being sacrificed for the benefit of the residents of Warminster, West Trenton, Lansdale and Doylestown, when parking expansion projects within their own communities would be a more sensible solution.

Comment ID: 299

Item ID# A.57**Name:** Emily Stine**County:** Montgomery County**Project Title:** Jenkintown Platform and Garage Project**MPMS ID:** 84642**Comment:**

I am writing to ask that this parking garage project be removed from the TIP. I am also writing in support of the positions laid out in the following two documents (copied here for convenience): The RCC statement from 5/19/2010 calling on SEPTA to suspend their pursuit of parking garages and the 5/12/2010 email from John Pawson to RCC, DVARP and SEPTA CAC. 1) DCRPC RCC Statement At their 5/19/2010 meeting, the Delaware Valley Regional Planning Commission's Regional Citizens Committee adopted a statement calling on SEPTA to suspend their pursuit of parking garages across the regional rail system. The statement: We believe that the DVRPC Board should seek to avoid concentration of capital expenditures, facilities, service levels, and station-area automobile traffic at a few locations. A larger number of much-lower-cost, interrelated infrastructure and service improvements at diverse locations will sooner bring us a more capable and efficient transportation system. In the meantime, we urge a moratorium on construction of regional rail parking garages in favor of return to just-in-time incremental and economical expansion of the current parking stock. Data from that study in conjunction with other data show that: 1. Jenkintown and Glenside stations, which have much higher service levels than surrounding stations, have diverted some 400 passengers from those other "home stations". 2. The largest diversion is from stations of the Warminster line, about 134. Since 1976, Warminster line service levels have been reduced from 50 weekday trains to only 43, despite large increases in tributary population. This reduction matches the 14% average cut on all regional rail lines which were operated then and now. As we know, only one line (to the Airport) has been added while five others have been partly or completely discontinued. 3. Peak service levels in several cases do not meet the minimal requirements of SEPTA's service standards, every 30 minutes in the peak traffic direction during peak travel hours. 4. A projected parking garage near the present Jenkintown-Wyncote station would increase the parking supply there to further divert passengers from nearby stations. The cost would approximate \$100,000 per added parking space. Currently, extensions of existing parking lots can cost about \$5000 per space. In fact, some surrounding stations with low service levels have a total of 200 vacant paved spaces which are now available for use. 5. The average number of parking spaces added yearly on four nearby lines has declined, according to a map from the Montgomery County Planning Commission. In the 1993-2009 period, an average of 163 spaces was added annually. Over the last four years, that average has declined to 44 new spaces yearly. 2) Email from John Pawson to RCC, DVARP, SEPTA CAC From: JohnPawson Pawson [mailto:dvrails@yahoo.com] Sent:Wednesday, May 12, 2010 4:34 PM Subject: Better than Parking Garages: Improve Parking and Train Service All Around From: JohnPawson Pawson Subject: Better than Parking Garages: Improve Parking and Train Service All Around To: "RCC" , "DVARP" , "SEPTA Citizen Advisory Committee" Cc: "Candace Snyder" , "Jane Meconi" , "Joseph Hacker" , cheltenhamchamberofcitizens@gmail.com Date: Wednesday, May 12, 2010, 10:02 AM The Cheltenham Chamber of Citizens has done northern suburbanites a favor by opposing the construction of an aerial garage at Jenkintown-Wyncote train station. They have shown us that concentration of commuters and parking to "magnet" locations with energy-intensive parking garages is neither cost-effective nor environmentally responsible. It would increase energy use and vehicle miles traveled and reduce passenger miles on public transportation. While some commuters may be persuaded to live within walking distance of a station, many will need to drive there. This drive should be as short as possible; so passengers should get on a train as close to home as possible. Incremental amounts of new parking and added train service should be added inexpensively and environmentally responsibly where and when needed. There are a number of important factors in optimizing the existing train services to attract passengers at "home" stations: (1) Parking at each station should be kept adequate to the demands of its natural catchment area. (2) Numbers of trains during the 2-1/2-hour traffic peaks (6:30-9 am inbound and 3:30-6 pm outbound) should be at least five in order to meet SEPTA's Service Standards which call for peak service at least every 30 minutes at all stations, (3) The stopping times should be spread evenly with minimum spread occurring at the demand peak. (4) Because inner stations and their catchment areas are the easiest places to begin a drive to center city, consideration should be given to somewhat more frequent stops there. (5) The few persons who transfer among the three rail lines need a common transfer point. Fern Rock Transportation Center best meets that need because it also is the terminus of SEPTA's Broad Street subway line. Most trains should stop there. These principles need to be better observed in practice on the Doylestown, Warminster, and West Trenton rail lines. The 40 stations of the northern three rail lines may be geographically divided into 11 groups. Given first below are the number of inbound morning peak trains now

Item ID# A.58**Name:** Suzanne Zak**County:** Montgomery County**Project Title:** General Comment**Comment:**

Representative Markosek: I understand that the State Transportation Committee is not aware of the calls by several civic groups and township governments requesting that SEPTA and the DVRPC re-evaluate its current plans for parking expansion at the Jenkintown and Glenside regional rail stations. I have emailed your office more than once about various aspects of this issue, as I know many others have done. So I hope the person who intercepts your emails is put on the red carpet for not alerting you to these. And I hope you will give this matter your undivided attention right now because the DVRPC's TIP is under scrutiny by the public and comments are being made about it in the thousands. I favor an impartial new regional study that evaluates · the reactivation of service on SEPTA's Newtown Commuter Rail Corridor[1][1], · the need for more frequent service to train stations in the outer suburbs (the suburb in which I live is the first one out from the city of Phila. and has plenty of service)2, · the need for more buses to take people from the outer suburban neighborhoods to their local train stations, · the need for more parking at the outer suburban train stations, · and the need to have rails that have been removed, which have resulted in curtailment of service, be replaced3. We need a comprehensive study that evaluates other alternatives that would be more beneficial and cost effective, including route expansion on existing SEPTA owned lines. Many of us believe SEPTA is not being forthright in its current evaluation of the Newtown corridor a the need for constructing a parking complex at Jenkintown and Glenside stations. To clarify: · Past studies for reactivated rail service were favorable in terms of cost and ridership · SEPTA's parking garage proposals will cost more per rider, yield few new riders, compound current traffic problems and magnify environmental issues such as greenhouse gas and fine particulate emissions: A parking garage at the Jenkintown station would accommodate just 250-270 additional cars at a cost of about \$100,000 per parking space, an outrageous expenditure of tax dollars that makes no sense economically, and goes in the opposite direction of the way the rest of the world is moving in terms of reducing car traffic and vehicle miles traveled (VMTs). · SEPTA's proposed Jenkintown parking garage complex will attract riders from as far away as 19 miles because closer stations lack service, parking, or are closed. Over 50% of all riders who park at the Jenkintown station come from distances greater than a few miles because of poor service and parking at their local stations, and because trains stop too frequently at the Jenkintown station (the neighbors are willing to have the trains stop less frequently in order to equalize service to the outer stations!) · SEPTA has stated (it's in writing) that the additional parking would be needed just 3 days a week: Tuesday, Wednesday, and Thursday. In fact it would not be needed at all if the outer stations received the service they need. · Most of SEPTA's existing rail stations that are near the dormant Newtown line are at capacity, and the rail lines themselves are incapable of running more service because of track constraints · The areas that would benefit from reactivated Newtown service have grown at rates as high as 500% since the line was closed in 1983. · Several municipalities in the area have unanimously passed resolutions calling for the reinstatement of Newtown rail service. · In the long run, reactivating Newtown train service will cost less than expanding parking at all of the currently constrained stations, and will add at least 4 times as many new riders. · Recently built parking garages by SEPTA have failed to rectify the problems they sought to address, such as on-street parking, leaving the garages underutilized We believe that SEPTA's parking expansion programs will have long term damaging ramifications to the Regional Rail system, the environment, the economy and the quality of life for residents in this region. We are asking for a moratorium on the Jenkintown parking garage until a comprehensive analysis is completed which weighs the cost/benefit4 of restoring Newtown rail service from a regional perspective. This study must identify current deficiencies in terms of service and capacity on all lines in Philadelphia, Bucks, Chester and Montgomery Counties, the effect of these deficiencies, and a list of remedies, including restored Newtown service, which will reduce automobile traffic and increase rider miles on SEPTA trains. This study MUST be done by an outside, totally unbiased entity that has no ties to SEPTA, DVRPC, its subsidiaries, allies, and detractors alike. Finally - SEPTA has no official body overseeing their work and controlling them so they do what they please, wasting money and harming the environment5 with impunity. And now SEPTA wants FEMA to realign the floodplain, as if it were a gameboard and you can move the pieces wherever you wish!! I am not alone in saying that we want to see close scrutiny of SEPTA's actions and proposals to rein in their poor policies and waste of hard-to-come-by public money. Even better would be to have SEPTA replaced by a governmental agency that has a budget with dedicated funding for all aspects of a public transit's needs. Thank you for your consideration.

Suzanne Zak

Comment ID: 202

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Transportation Improvement Program



Item ID# A.59

Name: Wendy Comisar

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project A recent independent study conducted by Univ. of Pennsylvania indicated there was likely no need for increased parking at this station. Instead, increasing the price of parking and making improvements focused on walkability and access are preferable. Specifically, a bike path from station along Glenside Ave. to Church Rd. and improving pedestrian safety at surrounding intersections are warranted. Conversion of station to useful commercial property (e.g. convenience store, coffee shop, sandwich shop, produce stand) would be wonderful for surrounding neighborhood. In addition, significant improvements to current parking lot--which itself is an eyesore and environmental problem for the watershed--are warranted. And even if one were to assume that a parking garage is necessary, which I don't, the cost of the project per parking space is outrageous. My tax dollars would be better invested in many, many other ways.

Comment ID: 303

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Item ID# A.60

Name: Nancy Zosa

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project
To DVRPC, I am a resident of Wyncote, PA, who strongly objects to the building of a proposed SEPTA 700 car garage on a 75,000 square foot piece of land. The sole purpose being easy and increasing access to automobiles. The use of our tax dollars to build garages is unacceptable. In Cheltenham township we already pay high local taxes. If the garage is built the cost of security (studies have shown parking garages are a sight for increased criminal activity), upkeep and repair of roads will obviously go up. Money should be spent on providing better services and expanding rail lines. As a country we should be more creative in our thinking about mass transportation, cutting down on greenhouse gases and the stress of dealing with traffic. We as a nation are spoiled. We want to jump in our cars all too much, while the rest of the developed world already has better mass transit systems. Instead of pushing cars as a major mode of transportation, we should be taking the lead in innovation of alternate forms of transportation. SEPTA already has a network of rail lines and stations with which they can work. Imagine how great our rail system could be if they dared to actually listen and enact some of our citizens' ideas. Where are their priorities? Sincerely, Nancy Zosa

Comment ID: 304

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Item ID# A.61

Name: Janet Starwood

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

I have lived in this neighborhood and used this facility for more than twenty years. Over the last two years, while commuting to work in Center City, I never wanted to use the parking lot - I always walked to the station. The studies submitted that report unmet neighborhood demand for parking are grossly inaccurate. Constructing a large parking garage in this built-out inner suburb that is already suffering from heavy traffic through narrow streets will result in more vehicle miles traveled throughout the region, increased demand for oil, and increased levels of greenhouse gas emissions. I urge you to use our tax dollars be used for projects that will expand rail lines and increase commuter rail service at local stations in the outer suburbs. I enjoy taking the train out to Ambler or Doylestown to enjoy restaurants, theaters and museums. Service to stations outside of the inner suburbs should be increased. This is the kind of development that will benefit our region in the long-term.

Comment ID: 305

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Item ID# A.62

Name: David R. Loeb

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project Hello, my name is David Loeb and I reside on Summit Avenue, Jenkintown. I appreciate the chance to comment on the Septa Jenkintown Station Garage Project. I wish to express my opposition to the construction of a garage at the site of what is now a parking lot on the grounds of cost, necessity and the environmental impact on the immediate community as well as the role the garage construction plays in the renovation of the transit system. I have no objection to necessary repairs and upgrades to the station such as the replacement of the bridge carrying Greenwood Avenue over the train line but the construction of a five story garage encourages trends that I find to be negative, both for our community and the transit system. I understand that the estimated cost of the garage is approximately \$27,000,000. That amounts to an amazing amount per parking space-I think the amount averages out to \$200,000 per space, an amount that would be difficult to recover. I have visited other Septa stations in the system such as Wayne Junction or Cheltenham Avenue on the R8 line, and feel that these facilities are in a state of serious disrepair and there are serious safety issues confronting patrons at these stations among others. Would it not be a better investment of public funds to bring these stations up to a more reasonable state of repair and safety in order to encourage more people to use them? Septa contends that passengers using the Jenkintown station are going begging for parking but I feel that an equally compelling argument can be made that if service was more frequent at outlying stations, more of those passengers might park and ride to and from them. Over the years, the system has gradually cut back and closed many stations, forcing people to drive further to a few transportation centers and larger stations like Jenkintown, Norristown or Paoli. This may save the system a little money in terms of station staff or operating staff on trains but actually adds to traffic congestion and the overall environmental impact on the community. There are questions about the need for more parking; the study commissioned by Septa assumed that people who currently walk or cycle to the Jenkintown station will want to park at the Garage. I for one walk or cycle to the station with a few exceptions and do not need or want parking at the Garage. There are a growing number of cyclists currently using the inexpensive and simple inverted "u" shaped stands at the station now. More space could be allotted to those stands. It would take us more time and trouble to park at a garage. I value the exercise that I get from walking to and from the station and don't wish to drive and park at the proposed garage. There are many people walking to and from the station who reside nearby and don't insist on being able to drive and park there. My impression is that most of the demand for additional parking will come from people who live at a much greater distance from the station. Why can't there be more service closer to where they live? The analysis commissioned by the Cheltenham Chamber of Citizens found that additional parking spaces could be found in areas adjacent to the station and current parking lots and the additional number of spaces needed is much less than 200. A study done by a University of Pennsylvania professor who specializes in transit parking issues found that no further parking spaces are needed and fewer spaces might be desirable in terms of encouraging the use of outlying stations, shared transportation to and from the station and people walking to and from it. Speaking as a pedestrian and cyclist, I feel that if anything, the same number or fewer motorists would be preferable and make my travel to and from the station safer than adding to the number of motorists accessing it. I do share the goal of encouraging people in our region to use public transit more. I do support necessary repairs and improvements of the Jenkintown and other stations of the Regional Rail System but oppose the Septa Garage at Jenkintown train station.

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Item ID# A.63

Name: Denise Jervis

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project I request that MPMS#84642, the Jenkintown Parking Garage be removed from the DVRPC's TIP, and that funding be redirected towards a real study that looks at where the deficiencies are in SEPTA's service, and where expansion and remedies are needed. MPMS#84642 is a gross waste of tax money which we cannot afford. Projects such as the Newtown commuter line should be a priority for this region to meet the population growth along this line. There is zero growth in Jenkintown and Wyncote. A more suitable location would be the Newtown Bypass park-and-ride station which is situated on a major highway, and less than 3 miles from interstate 95. Please retool this project for a broader study on the Newtown line.

Comment ID: 282

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Item ID# A.64

Name: Edward Joseph Green

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project As a regular commuter on the R8 Fox Chase Line, I support the efforts of PA-TECH to restore commuter rail service to Newtown and oppose the construction of the proposed parking garage in Jenkintown which will not reduce traffic congestion. Please consider supporting resolutions that will restore rail service in areas that are in need of rail services. Thank You.

Comment ID: 283

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Item ID# A.65

Name: Mark and Claudia Ainsworth

County: Montgomery County

Project Title: General Comment

Comment:

Re: Proposed SEPTA Garage at Jenkintown-Wyncote Station Funding public transportation is imperative for the sustainability of our region, State and Nation. However, money must be spent wisely for projects which will benefit the most citizens and not be wasted on projects which will benefit a narrow and limited group of riders. Our community has been in opposition to a proposed SEPTA project to spend \$27M for a parking garage at our regional rail station which will produce a net gain of approximately 250 parking spaces. If you do some simple math, the expenditure equals approximately \$108,000 per newly created parking space. This is a lot of money to be spent on a privileged few and will increase vehicle miles traveled and greenhouse gas emissions in our region. There is no common sense being used for a project that does so little for the public good. Just a few miles North and South of our community are rail stations that have empty parking spaces which go unused because service has been curtailed; the trains just do not stop enough for riders to avail themselves of the empty parking spaces. SEPTA's funding should be pulled unless they are willing to prioritize projects by ensuring that safety and maintenance issues are tackled first. Meeting the needs of the riders with dependable and equitable service should be a second priority. Additionally, money must be spent to expand the system for the future, adding parking where the population is growing by making use of already existing underutilized private paved parking areas or adding pervious surface spaces, restoring the R8 from Fox Chase to Newtown, putting back the 3rd rail line from Melrose Park to center city, or hiring a rail scheduling expert to equalize the service so that more riders can use the stations closest to their homes.

Comment ID: 289

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Item ID# A.66

Name: Gail Post

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project Please discontinue support for this unnecessary and costly project. The original "study" that served as the basis for this proposal was seriously flawed. SEPTA's recent passenger preference survey indicated that drivers travel from a 19 mile radius to come to the J-W station due to less frequent service at their local stations. Rather than waste taxpayer money on a garage that is not needed, particularly when funding is scarce, money can be spent more appropriately to reduce vehicle miles traveled by increasing frequency of service at outlying stations. More frequent service would not only eliminate the need for more parking at the J-W station, but would be reduce greenhouse gases since riders could use their local stations.

Comment ID: 309

Item ID# A.67

Name: Olga McHugh, President of Cheltenham Chamber of Citizens (CCC)

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project SEPTA's Regional Rail Policy is Bad Policy for Our Region (Learn more at <http://www.cheltenhamchamberofcitizens.com>) Cheltenham Chamber of Citizens (CCC), a nonprofit member-based organization, supports national energy and environmental policies for commuter transit with the goal of reducing greenhouse gas emissions. Therefore, we strongly oppose SEPTA's plans for multi-story parking garages at the Jenkintown-Wyncote (J-W) and Glenside commuter rail stations. The essence of sound regional rail policy is to promote increased passenger miles, thereby reducing vehicle miles traveled (VMT). SEPTA's policy, however, does the opposite. Constructing large parking garages in mature, built-out inner suburbs, to house vehicles away from their home stations, results in more VMT throughout the region, increased levels of greenhouse gas emissions, and is not consistent with progressive public transportation, environmental and energy goals. Such a policy, of which the proposed garages at J-W and Glenside stations are a part, is a misappropriation of our tax revenue and will only further encourage rail riders to drive away from their local stations. It is imperative that our tax dollars be used for projects that will increase use of public transit – expanding rail lines and increasing commuter rail service at local stations. The proposed parking expansion at J-W currently consists of a multi-story garage/station complex; however, there are plans to construct the facility to accommodate additional parking decks. At a minimum, 300-350 additional vehicles are expected to be driven to the J-W station by riders, who, instead of being offered the opportunity to commute or perhaps walk a much shorter distance to a station close to home, are forced to drive even further to a new J-W "hub." SEPTA has budgeted approximately \$53 million for the project: \$6M for planning; \$25-27M for the parking garage; and the remainder for access reconfiguration, including two 600 foot long, high-level platforms. Eighty percent of the budget will be funded through federal tax revenue, the remainder from state and local sources. This elaborate plan will net approximately 250 additional parking spaces – at a cost of \$108,000 per new space added. The J-W station community is built-out and has not experienced growth for many years. We believe the \$53 million could and should be spent to expand the rail lines and improve access and service at all local stations, especially where the population has been growing: the outer suburbs. Some important facts to consider: • Regional population and rail ridership growth in the last 15 to 20 years has been concentrated in the distant suburbs. • SEPTA has not sufficiently expanded parking and improved service at outlying stations serving this growth. • SEPTA has closed many stations where riders could park or walk, forcing them to drive farther. • To transport distant riders to the city a few minutes faster, many SEPTA rush hour trains now bypass several stations where there are empty parking spaces, again forcing more people to drive elsewhere. • SEPTA claims the garage is needed to support high-level platforms; however, CCC has shown SEPTA how ADA-compliant platforms can be incorporated into the existing J-W station without a parking garage. Currently, many rail riders drive from the far suburbs, such as Lansdale and Warminster, to the J-W Station through miles of dense, polluting, rush-hour traffic. The latest data show that nearly 80% of those currently parking at J-W drive away from their local stations because trains no longer stop frequently enough, the station has been closed, or there isn't enough local parking. SEPTA's present policy limits choices. If there were adequate parking and better service closer to home, those riders, as well as new riders, would be able to use a local station. Instead, SEPTA chooses to build a large parking garage, forcing even more people to funnel through very old two-lane roads that wind through historical residential areas. The CCC supports regional rail as a way to take cars off ever-crowded streets, reduce air pollution and greenhouse gases, and lessen our dependence on imported non-renewable oil. However, each of these concerns will be exacerbated by SEPTA's current policy. New markets of ridership are not being captured, rather, SEPTA's outdated policy results in shifting existing riders from one ridershed to another. Using tens of millions of tax dollars to facilitate such is not a good use of our nation's infrastructure investments. SEPTA's policy is bad for our community and region and is being enabled by a flood of federal money. It is critical that those dollars be service-focused and in keeping with our national goals of reducing greenhouse gas emissions. June 30, 2010

Comment ID: 310

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Item ID# A.68

Name: Cathie

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project I support efforts to provide more public transportation opportunities from the Southeastern Pennsylvania Transit Authority. I can not support projects that, once again, provide more opportunities for car use. Why take up more space for more cars when we could be using precious funding to create more transportation for the public that does not private cars? Please do not build yet, one more, parking lot.

Comment ID: 334

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Item ID# A.69

Name: Ed Tennyson, Pennsylvania Transit Expansion Coalition (PA-TEC)

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project The Jenkintown parking garage will redistribute fare revenue unfavorably by encouraging shorter rides. That will also burn more motor fuel and make more congestion. SEPTA is not being thoughtful about this at all. Newtown Rail service will help with major objectives of our national policy. A Jenkintown-Wyncote parking garage short hauls the R-2, R-3 AND R-5 lines, reducing revenue from stations farther out to get lower fares at Jenkintown. Not good. DVRPC should drop this project.

Comment ID: 336

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Item ID# A.70

Name: Justine Gerety

County: Montgomery County

Project Title: General Comment

Comment:

I am opposed to inclusion in the TIP of some \$27 million in funding for a planned parking garage at the SEPTA's Jenkintown-Wyncote regional rail station. This large expenditure is unneeded and unwise. Quite the contrary to overall policy goals, it will increase vehicle miles traveled in the region, rather than helping reduce pollution in any way. There is no need for a new garage to increase parking in an area where there is little population growth. Instead, there is a need to improve service up and down the line so that people can catch the train near where they live. Already too many people are driving too far to catch the train at Jenkintown-Wyncote because schedules are arranged so that very frequent service at J-W contrasts with less-frequent service at riders' local stations farther up the line. Rather than spend tens of millions in taxpayer dollars on an unneeded parking structure in a residential area, SEPTA should even out schedules up the line to encourage riders to use local stations and reduce vehicle miles traveled. Parking could be increased in small increments, as needed, up and down the line. Accessibility at stations, including Jenkintown-Wyncote, could be achieved without building a huge parking structure, and at considerably less cost. A new train station is included in the garage structure, and that is unneeded and unwanted, too. We have a lovely, historic train station that fits in with the scale of the neighborhood, and is desirable to keep as a station.

Comment ID: 337

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Item ID# A.71

Name: Jon Frey, Pennsylvania Transit Expansion Coalition (PA-TEC)

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

The region's 130 year old commuter rail system has not been expanded for rider needs of the 21st century. SEPTA's interest in parking garages is an acknowledgement that there are gaps in the current regional system in both capacity and coverage: Either it doesn't extend far enough, it doesn't have enough stations, or it doesn't have lines or stations in the right places. This is supported by the results of the May 2009 SEPTA rider survey which showed that 67% of Jenkintown-Wyncote resident riders walked to, or were dropped off to the station. 83% of those who drive to Jenkintown bypass their home station because it lacks frequency of service and available parking. In the ideal situation, all passengers would be walk-ups and parking would be unnecessary. Adding parking spaces takes us FURTHER away from this ideal situation. Adding or extending lines and opening stations on existing lines brings us CLOSER to the ideal situation. SEPTA's proposed placement of new garages in such close proximity to the dormant Newtown Corridor is a further acknowledgement of its failure to satisfy rider demand for local service that was once met by the Newtown line itself. The 'master' here should be VMT reduction, quite simply. This is the only reliable measure of SEPTA's benefit. Ridership is not a good measure of benefit because creating large park and rides like Cornwells Heights or Jenkintown-Wyncote distort these figures by forcing riders to drive greater distances to access transit. The Newtown corridor will meet the goals of VMT reduction and increase transit ridership. Additionally, property values will rise, which will help counties fund the transit service, and keep more residents' money in the state instead of sending it to foreign oil companies, such as BP. DVRPC needs to refocus on expansion of existing rail routes, such as Newtown, Quakertown and Reading. Simply stating that the organization is 'Green', is not a quantifiable goal, similar to customer service projects.

Comment ID: 338

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Item ID# A.72

Name: Jack Craig, Pennsylvania Transit Expansion Coalition (PA-TEC)

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project The Jenkintown-Wyncote parking garage project should be suspended immediately pending the following actions and alternatives: 1. Parking rate adjustments. SEPTA's study has not indicated what garage demand would be at post-construction prices, and none of the garages built have exceeded 70% utilization, suggesting SEPTA has little data on true demand. We would like SEPTA to raise parking rates at constrained stations to determine the TRUE demand at that location, before commencing construction. We would also like SEPTA to incentivize parking at under-utilized stations by lowering rates to align demand with supply. 2. Service/Schedule adjustments: Several stations below Jenkintown-Wyncote on the trunk carry the same trains that go through Jenkintown-Wyncote but are not scheduled as stops. Some have available parking. Other stations above Jenkintown-Wyncote could support slightly improved frequency, off-peak scheduling, or parking with little or minor investment. We would like options studied at all points above Wayne Junction, in a holistic manner, before investments are made in any one location. There are more convenient locations such as Noble that may be able to satisfy much of the parking demand with little additional service or infrastructure. 3. Off-site parking: There are an abundance of empty parking lots in the vicinity of the R2/R3/R5 lines. We would like SEPTA to attempt to utilize these, for the benefit of the riders, the SEPTA taxpayers, and the local communities, before building parking capacity in the area. We would like SEPTA and local townships to coordinate all parking needs before construction. 4. Coverage expansion: The Newtown Commuter Rail Corridor runs through several areas contributing to the Jenkintown-Wyncote parking demand, directly or indirectly. The Newtown Commuter Rail Corridor will cost less per passenger served than the garage projects. PA-TEC would like these options studied. The former Felwick station sits near the junction of 309 and the turnpike and would work better as a collector point than Jenkintown-Wyncote or Glenside. We would like this option studied. 5. Infrastructure improvements. SEPTA has routinely stated that existing infrastructure and rolling stock limits their ability to increase service beyond Jenkintown-Wyncote. We would like alternatives to parking garages studied. We would like garage demand studied after possible infrastructure changes are considered. We would like demand adjusted for new rolling stock which may improve bottleneck conditions.

Comment ID: 339

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.73

Name: Stuart J. Rubin

County: Montgomery County

Project Title: General Comment

Comment:

Please do not move the Wyncote Station from its historic building. Septa's May 2009 survey shows that there is no need for additional parking spaces at the Jenkintown-Wyncote Station. Both Jenkintown and Wyncote have little room for additional growth. There is no reason to spend money on a parking facility to encourage out of the area drivers to park at this station. It is better to spend the money where new population growth is occurring. We need to encourage people to take the train from their existing stations. Replacing outdated track and switching equipment is a priority. It is old and the safety of riders depends on our keeping the system sound. Most of the infrastructure is reaching the century mark. Do not encourage more car traffic - make it easy for people to use the rails in a rational way.

Comment ID: 340

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.74

Name: Bonita Hay

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project I am a Wyncote resident. I feel funds would be much better spent improving parking and train and bus service in newer, more distant (from Philly) suburbs rather than building a large garage in Wyncote/Jenkintown where the extra parking is really not needed by residents in the area. Wyncote and Jenkintown are old suburbs and not experiencing the growth of outlying areas which may need more attention. Increasing train service to some of the outlying suburbs would be a better solution. In order to best fit with a regional goal of less dependance on fossil fuels ideally people should try to reach train stations by other means than a 20 to 30 minute car ride...walkable and bikeable stations should be a goal. Also, plans for this station and "improvements" may also exacerbate the flooding problem in this area. As a frequent walker in the area I worry about how increased car traffic will effect my safety and the safety of others. As to the ADA platform, I understand that the Jenkintown station could be brought into compliance and serve the handicapped just as effectively with a pre formed platforms as is used in Landsdale and Doylestown. I think this money be spent to improve access and parking and to expand rail lines in the outer suburbs rather than to build a structure which is not in keeping with the historic nature of the area and is really not needed by residents of this community.

Comment ID: 344

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.75

Name: Jacob Ketter

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage

The main part is an overall objection to this project as a colossal waste of funds. There are underserved areas and there are existing locations that would be better suited for large numbers of park and ride type commuters (stations on streets that can actually handle increased traffic). I am not fundamentally opposed to changes to the Wyncote/Jenkintown station, even including a parking garage, but SEPTA's own studies have shown no real value in creating such. The fact remains that there are simple things they could do to prove the worth of such an investment that they refuse to do (like increase the price of parking to what it would be expected to be with the garage) does not indicate that SEPTA has any confidence that this project is worthwhile. Fare reduction would do more to increase ridership on a cost per rider basis. Improvement of stations further out, or better suited to park and riders would promote more riders. Improvement in the service/scheduling would do more to improve ridership. The Wyncote/Jenkintown parking garage project is a waste of taxpayer dollars that will have a minimal affect on the number of people riding SEPTA. Sincerely,
Dr. Jacob Ketter

Comment ID: 345

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.76

Name: Diane Driban

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage
Project000a000aSEPTA's May 2009 survey does not show a need for additional parking spaces at the Jenkintown-Wyncote Station. The survey does show riders want better service and more parking at their local stations.000a000aDon't build a parking garage at the Jenkintown-Wyncote Station. Remove this project from the TIP. Adjust the schedule to make service more equitable thereby allowing riders to use stations closest to their homes. 000a

Comment ID: 346

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.77

Name: Olga McHugh

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project DVRPC has a publication entitled Classic Towns. On the cover you have the following description: *** Throughout the region, there are communities that have preserved their history, their character, and their main street charm. Each is unique, yet all are wonderful places to live, work, and play. ***** In the section entitled About Classic Towns is the following: ***** These are timeless communities where everyone can feel at home. Places where every day necessities are all easily accessible; where neighbors know and look out for each other; and most important where community is a way of life, not simply a place to live. Close to Philadelphia, and accessible to New York and Washington, DC via public transportation, The Classic Towns of Greater Philadelphia are communities with rich histories where everyone can build a promising future. ***** DVRPC description of Classic Towns is what both Jenkintown and Wyncote are – rich with history since our land was part of William Penn's original holdings. Many books have been written about the local history and we take care to preserve our historic assets. Revolutionary skirmishes were fought here and troops marched through here to and from battles in Germantown and Trenton, and then to camp for the winter in Valley Forge. Many homes are on the National Historic Register as is our local Jenkintown-Wyncote train station. We can walk to do shopping to get to schools and to our rail stations. We are community centered with a great deal of resident involvement in our local government and civic organizations. We help each other and look out for each other. We do not consider this area as a "housing development", but, rather a walkable/bikeable community with a diverse population linked together through common interests and goals. SEPTA conducted a rider survey in May 2009. The data from the survey does not show a need for additional parking spaces at the Jenkintown-Wyncote Station. The survey does show riders want better service and more parking at their local stations. To build this multi-million dollar parking garage and transportation project in the midst of our historic residential area, when the data shows there is no need, is a travesty and will forever change the character of this community and waste our tax dollars. Building a large multi-level parking garage in a mature, built-out inner suburb with narrow winding roads in order to entice hundreds of riders, from the outer suburbs, to drive away from their communities and home stations is bad planning policy and just plain wrong. Furthermore, it is immoral and a misappropriation of my tax funds to spend approximately \$108,000 per added parking space. This project will result in more than just the destruction of a community's character. It will result in more Vehicle Miles Traveled (VMT) throughout the region and increased levels of greenhouse gas emissions. This type of outdated "planning policy" is not consistent with progressive thinking about public transportation, environmental and energy goals. It is imperative that our tax dollars be used for projects that will increase the use of public transit – expanding rail lines and increasing commuter rail service at local stations. While I fully support compliance with ADA regulations, other less expensive ways must be found to meet ADA requirements for "level boarding", which does not necessarily mean installing high platforms, such as at the Roslyn, Doylestown and Lansdale stations. Many transportation projects have been deferred because of the Pennsylvania transportation funding crisis. I believe that federal funding will be curtailed in future years due to the large national deficit. Both SEPTA and DVRPC must seek out alternatives to the building of massive parking garages in order to increase ridership. Olga McHugh Wyncote Resident

Comment ID: 348

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.78

Name: Susanne Whitehead

County: Montgomery County

Project Title: General Comment

Comment:

Attention to whom it may concern: DVRPC comments regarding SEPTA planned garage at Jenkintown-Wyncote. SEPTA's May 2009 survey does not show a need for additional parking spaces at the Jenkintown-Wyncote Station. The survey does show riders want better service and more parking at their local stations. Both Jenkintown and Wyncote are mature suburbs with very little to no growth in population. Do not spend millions of dollars to build a parking garage when it is not needed. Spend the money to expand the parking and public transportation in the outer suburbs where the population is growing. Do not move the "station" from the current historic Jenkintown-Wyncote Station building into a parking garage. Save the money! ADA compliance can be met with a pre-formed platform as used at the Roslyn, Lansdale and Doylestown Stations. ADA compliance can also be met by utilizing the existing platform areas in front of the current station building. Save the millions of dollars by NOT building a parking garage. Use the money to expand the rail lines to the outer suburbs. Don't build a parking garage at the Jenkintown-Wyncote Station. Remove this project from the TIP. Adjust the schedule to make service more equitable thereby allowing riders to use stations closest to their homes. Most elected officials realize that we, as a Nation, must lessen our dependency on oil. We must stop wasting energy for the sake of our own National security and our environment. A parking garage will encourage more miles driven by those who are not being adequately served by SEPTA. Instead of using stations closer to their homes, riders will use more gas driving more miles, add to congested roads and create more greenhouse gases. Additionally, riders who do not use their local stations in the outer suburbs will spend money on a lower fare price at Jenkintown-Wyncote, thereby reducing potential revenues for SEPTA. Reduced revenues will necessitate an increase in subsidies from government to maintain the existing rail lines. Thank You, S. Whitehead 219 Summit Avenue Jenkintown, PA 19046 email #1 srwis@aol.com email #2 susanne.whitehead@monitordata.com

Comment ID: 351

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.79

Name: Judith Gratz

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project 1. Don't build a parking garage at the Jenkintown-Wyncote Station. Remove this project from the TIP. Adjust the schedule to make service more equitable for people living in the outer suburbs so the riders will use stations closest to their homes. Parking garages are a thing of the past and a waste of money. We need better bus, jitney and van service to the outer suburbs so residents can get to their local train stations without using their cars. 2. SEPTA's May 2009 survey does not show a need for additional parking spaces at the Jenkintown-Wyncote Station. The survey does show riders want better service and parking at their local stations in the outer suburbs. To add the proposed (unneded) 250 to 270 spaces at Jenkintown-Wyncote Station, the cost would come to at least \$100,000 per parking space, a poor use of money. SEPTA said that these additional spaces would be needed 3 days a week, Tuesday, Wednesday, Thursday. Get rid of permit parking to increase available spaces in the current lots. 3. Do not move the "station" from the current historic Jenkintown-Wyncote Station building into a parking garage. SEPTA brags that it has saved the "historic" ticket office at the N. Wales station; it's a crummy little building. The building at the Jenkintown station is a historic Horace Trumbauer structure. He's the architect who designed Arcadia University's Grey Towers, the family court and main library, is one of the designers of the Phila. Art Museum, architect of the Elms in Newport Rhode Island, and many others. On the other hand, the platform arrangement at the N. Wales station would work for the Jenkintown-Wyncote Station in that you exit the ticket building and can walk up the steps or a ramp to the platform. The historic station building at the Jenkintown-Wyncote Station is amenable to this configuration. 4. Have SEPTA use the Ft. Washington train station underground passage connecting both sides as a model for the Jenkintown-Wyncote Station. The proposed towers for the Jenkintown-Wyncote Station are a colossal waste of money, and we know from many years of experience that SEPTA's elevators will be out of service and unavailable many days, thus making it impossible for handicapped people to use it, whereas a tunnel with a ramp will always be reliable. 5. Save tens of millions of dollars by NOT building a parking garage. Use the money to expand the rail lines to the outer suburbs. 6. Most elected officials realize that we, as a Nation, must lesson our dependency on oil. We must stop wasting energy for the sake of our own National security and our environment. A parking garage encourages more miles driven by those who are not being adequately served by SEPTA. Instead of using stations closer to their homes, riders use more gas driving more miles, add to congested roads and create more greenhouse gases & fine particulate pollution. Garages do not increase the number of riders. 7. The DVRPC must scrutinize schedules and see that service once an hour from the outer suburbs is forcing people to drive many more miles than benefits anyone. (Miss the 7:03 a.m. from Doylestown and wait until 8:19 for the next train, or drive 17 miles straight down Rt. 611 to the Jenkintown station. Guess which choice these commuters make? 8. Trains stop too often at the Jenkintown station. Reduce this inequity in order to add more service to outer stations. 9. Express trains have no place (in most instances) to pass local trains until they get to Phila. because SEPTA has removed tracks. Tracks need to be returned to make the rail lines run properly. 10. Finally - GET RID OF SEPTA. SEPTA HAS POOR POLICIES AND NO ONE TO REIN THEM IN!!!!!!!!!!!!!! REPLACE IT WITH A RESPONSIBLE, SENSIBLE, LEANER TRANSIT ORGANIZATION THAT HAS AN EXTERNAL, IMPARTIAL, UNPAID BOARD TO PROVIDE OVERSIGHT.

Comment ID: 322

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.80

Name: Richard DiDio

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project My property extends along Township Line, near the intersection of Greenwood and Summit. Obviously, construction at the station, and the Greenwood ave, Bridge by PennDot, will present an immediate inconvenience for my family and neighbors. However, while I am fine with the bridge project, because of the bridge's clear need for renovation, I am dismayed at the Septa garage project. I have attended many local meetings, read as many reports available, and served as a memeber in a Jenkintown-Wyncote focus group that was organized by a consultant hired by SEPTA. To me, a scientist, the non acceptance of what appears to me to be clear data showing the LACK of need for a 700-car garage in Jenkintown-Wyncote, along with the convincing evidence for the more economical/effective/environment-friendly improvements in facilities and service at other stops along the lines running through Jenkintown-Wyncote, is inexplicable. I urge you to make the right choice for this community, and all communities served by the SEPTA lines impacted. Not only is taxpayer money at stake. It would be tragic to not use the funds to make a more significant positive impact on the entire set of communities through which these train lines run. There is a chance to make a dramatic statement about rail use for public transportation in all of our communities, a forward-thinking plan that could be a national model of how to enhance and encourage the use of public transportation - rather than a simplistic, very expensive, and community-degrading plan to focus efforts on a transportation hub in Jenkintown-Wyncote Thank you for your willingness to listen to our concerns and suggestions. Again, I urge that you consider the invaluable contribution you can make to so many communities by removing the focus from Jenkintown-Wyncote and building up the transportation for all within their own communities

Comment ID: 323

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.81

Name: Georgia Mcwhinney

County: Montgomery County

Project Title: General Comment

Comment:

SEPTA is our public transportation modality in this area and Jenkintown/Wyncote is our local stop. Our neighborhood is an older, settled and charming close-in suburb of Philadelphia. SEPTA has announced plans to build a new station and garage here to accommodate 620 cars. We already have adequate parking for about 400 cars but SEPTA wants to attract new riders from the far-out suburbs. One far-out suburb, Newtown, has been begging SEPTA to extend tracks out to Newtown which has a quickly growing population and once had a station there. SEPTA says it does not have the funds to accommodate Newtown, yet it insists upon building an unwanted and unneeded station here at Jenkintown/Wyncote. This new monstrosity will be primarily funded by taxpayer state and federal monies and will cost a ridiculous \$100,000 per parking space. SEPTA has curtailed stops at other towns along our R lines, which still have adequate parking, in order to encourage people to drive to Jenkintown/Wyncote. How can SEPTA justify this? Clean, efficient, reliable public transportation is SEPTA's stated goal. Yet they deny riders the ability to take the train from their own localities where free parking now exists. This is senseless.

Comment ID: 324

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.82

Name: Timothy Clifton

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project Hello, my name is Timothy Clifton. I live at 431 Greenwood Avenue in Wyncote, approximately a 10-minute walk from the train station. My wife and I recently moved to this area in the hopes of settling here after our military careers, but we have been seriously reconsidering our choice due to the inordinate amount of dangerous traffic directly in front of our home. We've made several complaints to our local police department, and they performed a study to determine if traffic truly is an issue at our location. It is. There are thousands of vehicles that travel this road each day, and the vast majority of them do so at speeds greatly in excess of the posted 25 MPH limit. This explains why we have had several vehicles depart the road at our corner and come into our yard, and why my neighbor across the street is nervous to pull into or out of his driveway since he has been almost t-boned many times (I've witnessed several instances in the past few weeks where a vehicle slammed on their brakes and screeched towards him as he was pulling in). Now, SEPTA wants to dramatically increase the rush-hour traffic flow of people outside our community by building a parking garage. These people have demonstrated a reckless disregard for the safety of our neighborhood, and increasing their numbers travelling from 309, down Greenwood Avenue, to the train station will only serve to exacerbate an already unsafe situation. In addition, there are several times a day when the traffic backs up from the light at Church and Greenwood past my home, making it exceptionally difficult for those of us who live here to use our neighborhood roads and streets. Frankly, I didn't care about this project for some time after moving into this neighborhood. It seemed to be a non-issue. I was wrong. Having lived here for a year now, I see that this is going to make our neighborhood less livable. I strongly suspect there will be a severe accident of some sort in our neighborhood if we continue to overuse our roads at unsafe speeds, and if this happens, the culpability will be shared by both the unsafe driver and also the SEPTA and county commissioners who are pushing this project without regard for the local community. I strongly suspect there will be a lawsuit alleging criminal negligence on the part of the planners if a severe accident occurs, and I hope for the sake of my family that we are not plaintiffs in that suit. I trust you will take these issues into consideration. I would be happy to speak with anyone who may have further questions. My email address is tim.clifton@gmail.com, and my phone number is 267-536-9851.

Comment ID: 331



Question on Jenkintown Garage and Platform Project in DVRPC 2011-2014 Proposed Transportation Improvement Program MPMS#84642

The Jenkintown-Wyncote parking garage will cost roughly \$100,000 per parking spot, and according to SEPTA's May 2009 parking preference survey, will not add new riders to regional rail. The study stated that riders who currently walk will be converted to parkers, and riders who are dropped off will now drive.

As most stations along the R2 and R3 lines are operating at capacity, it would appear that the Jenkintown parking garage will not adequately satisfy the unmet demand for access to commuter rail, and will cause an increase in vehicle miles travelled and carbon emissions, which counter the goals of the DVRPC long range plan.

1. Has the DVRPC or SEPTA evaluated alternatives to parking expansion at Jenkintown Station and ranked them according to VMT reduction per dollar of investment?
2. (If they haven't ranked by that) What yardstick was then used to rank the priority of the Jenkintown Parking garage as a means of improving accessibility to regional rail, and at this location verses other constrained stations such as Warminster?
3. How will the Jenkintown Parking garage project solve the problem of Single Occupancy Vehicles?
4. What are the cost-benefit measurements on the Jenkintown-Wyncote garage project?

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.84

Name: John Scott, Pennsylvania Transit Expansion Coalition (PA-TEC)

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project According to SEPTA's study, the overall demand at The overall demand at Jenkintown-Wyncote is 940 parkers. This includes: 1. All current parkers (approx 540) 2. A portion of all walkers, bikers, and drop offs. 3. ANYBODY at any of the other 7 stations studied that said they WANTED to park at Jenkintown-Wyncote. 4. A portion of the wait-listed parkers, who may or may not be already parking at Jenkintown-Wyncote. 5. All of the permit parkers, some of whom are clearly NOT parking at JW. For future demand and garage efficiency, they added the following: 6. A growth rate multiplier based on the riders above. 7. A capacity multiplier so that the garage had a spare 5%. EVERY SINGLE PARKER included in their existing demand estimate is already using the train, and a good portion of the estimate is questionable, because we don't really know if the walkers would drive if there were spots or how many wait-list were actually already parking. SEPTA's study has not located the source of the demand, let alone building at or closer to that source. For these reasons, this study must be reconstituted as a broader study that analyzes current deficiencies in terms of capacity and service across the region, and a list of remedies for these deficiencies, which could include parking or service expansion at Warminster, service changes along the R3 West Trenton Line, and reactivation of the R8 Newtown Line. It appears that SEPTA's garage, as proposed, will generate few, if any new riders, and would only enhance or improve access for existing riders. On these grounds, this study should be terminated.

Comment ID: 330

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.85

Name: John Scott, Pennsylvania Transit Expansion Coalition (PA-TEC)

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project
Jenkintown is NOT overflowing in terms of parking capacity, because Jenkintown and Wyncote residents do not park there, nor do Bucks County residents. If it was, we would see Jenkintown residents at Elkins or Melrose Park. Warminster Station IS overflowing and has become the park-and-ride for central Bucks County. This overflow travels down the R2 and 611. All of it is absorbed by Jenkintown-Wyncote. Finally, considerably more of the 3+ milers at Jenkintown-Wyncote are R2 Warminster/R5Doylestown riders, with fewer coming from the R3 West Trenton or the R5 Lansdale, partly dispelling the myth that Jenkintown-Wyncote demand is all based on frequency of service. This data suggests that the proposed parking garage is in the wrong place - it should be somewhere on the R2 Warminster line, not the trunk. Jenkintown does NOT have the parking problem, but SEPTA does have a driving problem. If Jenkintown-Wyncote did, nobody would go. Nobody would cite "bad parking at home stations" and then go to Jenkintown-Wyncote where it's supposedly worse.

Comment ID: 329

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.86

Name: Henry D'Silva

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project I believe the proposed construction of a garage is a poor idea. Restoration of an electrified R-8 Newtown line would be a far better choice and serve a larger number of the community. As gas prices rise, persons will drive less and as long as efficient and safe rail transport is available along the currently closed R-8 route, this choice would be far more rewarding than a garage that only promotes more automobile traffic and further congestion in the already congested Jenkintown area.

Comment ID: 186

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.87

Name: Jason Donahue

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project As a supporter of reinstated commuter rail service on SEPTA's R8 Fox Chase-Newtown Line, I am requesting that the feasibility study and alternatives analysis as part of the process for restoration of service on this corridor be included in the Delaware Valley Regional Planning Commission's proposed Transportation Improvement Plan (TIP), which is currently under consideration and that project MPMS#84642 be suspended until this study is completed. I wish for my comments and support for this project to be included as a matter of public record as part of the process for the consideration of this important project in the proposed TIP. The Newtown line meets the goals and objectives of the DVRPC, which is to improve transit connections, reduce vehicle miles travelled, air pollution and road congestion. Project MPMS#84642 does not meet these requirements as is, and must be removed from the TIP.

Comment ID: 202

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.88

Name: Louise H. Kidder

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project. I am very concerned that this project will cause severe traffic congestion by drawing commuters from a wider region. Rather than adding a large number of parking spaces at one location, expansion of service such as re-opening the extension of the R-8 line, allowing bicycles on trains during peak times, and improving parking at all stations, is a better approach. Thank you.

Comment ID: 178

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.89

Name: Deborah

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project000a I feel strongly that this project will cause severe traffic congestion by drawing commuters from all over the region. Rather than adding a large number of parking spaces at one location, leading to traffic jams and commuter backlogs, why not consider re-opening the extension of the R-8 lines and let people bring bikes on trains to encourage bicycling? I strongly feel that we should work on improving parking at all the stations we already have. It's a better approach for less impact on the environment, and the stress levels of commuters too!

Comment ID: 177



LIMERICK TOWNSHIP

646 WEST RIDGE PIKE
LIMERICK, PENNSYLVANIA 19468

ADMINISTRATION OFFICES

(610) 495-6432
FAX (610) 495-0353
FAX (610) 495-0952

POLICE DEPARTMENT

(610) 495-7909
FAX (610) 495-5702

June 7, 2010

Candace Snyder, Director
DVRPC Communications and Public Affairs Office
190 N. Independence Mall West, 8th Floor
Philadelphia, Pennsylvania 19106

RE: Draft TIP Comment Period: Sanatoga Interchange – MPMS #89715

Dear Ms. Snyder:

On behalf of the residents of Limerick Township, I am writing during the DVRPC's public comment period to request the reinstatement of the Sanatoga Interchange project (MPMS# 89715) on the FY 2011 TIP. This project was recently added to the current TIP in January, yet does not appear on the recently released Draft FY 2011 TIP. The scope of the project includes improvements to the existing ramps of the Sanatoga Interchange at the intersection of U.S. 422 and Evergreen Road in Limerick Township, Montgomery County.

The current TIP includes local funding in the amounts of \$150,000 in FY 2010 and \$250,000 in FY 2011 for preliminary engineering. A Point-of-Access study that is locally funded is currently underway and is being completed by the Township's Traffic Engineer in coordination with PennDOT District 6-0 staff.

This project is Limerick Township's highest transportation infrastructure priority, and we are committed to completing these improvements to improve traffic circulation and create new and meaningful employment opportunities in Limerick Township and Montgomery County.

The Township respectfully requests the reinstatement of MPMS #89715 onto the FY 2011 TIP. The Commission's assistance in this regard would be greatly appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read "Daniel K. Kerr".

Daniel K. Kerr
Township Manager

DKK/mlb

cc: James D. Ritzman, P.E.
Les Taoso, District Executive
Barry Seymour, Executive Director
Leo Bagley, Montgomery County Planning Commission

Item ID# A.91

Anderson, Gastonia

From: Meconi, Jane
Sent: Monday, June 28, 2010 10:46 AM
To: Anderson, Gastonia; Schoonmaker, Elizabeth; TIP Plan Comments
Cc: Snyder, Candy
Subject: FW: SEPTA Newtown Line Reactivation Study

Importance: High

-----Original Message-----

From: Denise Jervis [mailto:zazuey@verizon.net]
Sent: Sunday, June 27, 2010 9:46 PM
Subject: SEPTA Newtown Line Reactivation Study
Importance: High

Denise Jervis has e-mailed you a request to re-activate SEPTA's Newtown Commuter Rail Corridor

Sender's Address:
Denise Jervis
1850 Hillside Road
Southampton,PA,18966

Please contact me by phone at 267-884-626

E-mail address: zazuey@verizon.net
Follow up by Phone or Email:

Message to regional legislators & policymakers:

As a supporter of reinstated commuter rail service on SEPTA's R8 Fox Chase-Newtown Line, I am requesting that the feasibility study and alternatives analysis as part of the process for restoration of service on this corridor be included in the Delaware Valley Regional Planning Commission's proposed Transportation Improvement Plan (TIP), which is currently under consideration.

I wish for my comments and support for this project to be included as a matter of public record as part of the process for the consideration of this important project in the proposed TIP.

The Newtown line meets the goals and objectives of the DVRPC, which is to improve transit connections, reduce vehicle miles travelled, air pollution and road congestion. Additionally, restoration of service on this corridor will increase the number of residents that use transit. This is sound, long term planning.

To that end, I request that MPMS#84642, the Jenkintown Parking Garage be removed from the DVRPC's TIP, and that funding be redirected towards a real study that looks at where the deficiencies are in SEPTA's service, and where expansion and remedies are needed. MPMS#84642 is a gross waste of tax money which we cannot afford.

Item ID# A.91

I ask that my elected officials contact the DVRPC and request the inclusion of the Newtown project on the DVRPC TIP as part of a broad comprehensive study of ways to fix our transportation and congestion problems. To date, neither SEPTA nor the DVRPC has considered any alternatives to building parking garages and more parking lots on other SEPTA rail lines in the region.

I also ask that my elected officials, and their staff, inform us as to their plan to address the Newtown/Jenkintown problem, and when we can expect action on the Newtown corridor.

Please do not blindly fund bad projects without having considered alternatives first that meet the DVRPC goals in the 2035 Connections plan. Newtown rail service meets these goals, the Jenkintown and Glenside garage plans do not.

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.92

Name: Sarah Clark Stuart, Bicycle Coalition of Greater Philadelphia

County: Philadelphia County

Project Title: N Del Riverfront Greenway/Heritage Trail/K&T - Line Item

MPMS ID: 61712

Comment:

I don't understand why this description lists \$8 million TIGER funding. There is only \$1.5 million of TIGER money for this project. Where is the source of the \$6.5 million?

Comment ID: 266

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.93

Name: Aissia Richardson

County: Philadelphia County

Project Title: School District of Philadelphia Improvement (SRTS)

MPMS ID: 87107

Comment:

Since project was funded in May of 2009. What's the status of the project? Has it been started and if not, when is the start date? Will funding expire if the project hasn't started and will funding be returned to PENNDOT if project doesn't move forward or be reprogrammed?

Comment ID: 193

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.94

Name: M. F. Harris

County: Philadelphia County

Project Title: General Comment

Comment:

One problem related to promoting good traffic mobility in Philadelphia is the frequency with which the City does things that worsen the problem. Examples: closing streets to favor developers by removing alternative routes for traffic, like was done for Liberty Place, failing to add lanes for expected increased traffic, like they did in front of the new Target at City Line and Monument, and failing to widen a main thoroughfare in conjunction with putting up a shopping center, like happened on 52nd Street at West Park. These are not the DVRPC's doings, but a requirement that the city consider the impact on traffic of development and be forced to work to mitigate it would be helpful.

Comment ID: 164

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.95

Name: P. McNulty

County: Philadelphia County

Project Title: General Comment

Comment:

I feel like Northeast Philadelphia would really benefit from either an extension of the existing subway lines, or a completely new one. Frankford Ave, Bustleton Ave, Roosevelt Boulevard- wherever it would be placed, I think the area needs more than buses. I personally would rather drive places than spend an equal amount of time on a bus or two, but if there was a subway, I'd take that over driving any day.

Comment ID: 141

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.96

Name: Aissia Richardson

County: Philadelphia County

Project Title: 40th Street (Bridge)

MPMS ID: 17460

Comment:

Cty/Operator: Philadelphia; MPMS#: 17460; Project: 40th Street (Bridge). As a long time resident of Belmont, I am dismayed at how long it has taken to repair this bridge. I would strongly recommend expediting this project to improve emergency response from fire and police, allow residents to access amenities in Fairmount Park, reduce congestion on Girard Avenue, reduce congestion on exits from I-76 and speed up SEPTA's Route 15 trolley.

Comment ID: 189

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.97

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Philadelphia County

Project Title: Island Ave. (Signals)

MPMS ID: 17697

Comment:

Island Avenue is not bike friendly as it approaches the intersection with the multiple turn lanes at Bartram Ave. There needs to be a bike box to accommodate straight and left turning bicyclists.

Comment ID: 243

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.98

Name: Aissia Richardson

County: Philadelphia County

Project Title: North Broad St./Avenue of the Arts

MPMS ID: 17813

Comment:

Cty/Operator: Philadelphia; MPMS#: 17813; Project: North Broad St./Avenue of the Arts000a000aCty/Operator: Philadelphia; MPMS#: 87937; Project: Avenue of the Arts Revitalization & Stscape (TCSP). I am in support of streetscape improvements along the Avenue of the Arts, however, would like to recommend a comprehensive corridor study that examines how to link the diverse populations and institutions along the corridor. The corridor along N. Broad between Kennedy Blvd. and Somerset is linked by location but not identity. There is no business association for the corridor; there are no coordinated activities in the entire corridor or programs that provide services to advocate for corridor improvements. A planning process will help identify strengths in the corridor and create recommendations to build on those strengths, like a business association or corridor district that can provide existing businesses with services and create marketing and outreach plans to encourage new businesses to locate on the corridor. Once the corridor is strengthened, linkages can be made to bordering corridors like Temple University Main Campus, on the south, as well as Temple University Health Sciences Campus, Germantown, Mount Airy and West Oaklane, in the north, to help create corridor identities through murals on regional rail and Amtrak bridges that link the City to the Northeast Corridor...Washington, DC, Baltimore, New York and Boston. Corridor planning will create development projects for the target area that can be included in citywide comprehensive planning for Philadelphia 2035 that is driven by stakeholders who have a vested interest in improving the corridor, will encourage sustainable community development and take into account smart growth for the target area and region.

Comment ID: 192

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.99

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Philadelphia County

Project Title: North Delaware Ave. Extension

MPMS ID: 46956

Comment:

We support this project.

Comment ID: 244

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.100

Name: Aissia Richardson

County: Philadelphia County

Project Title: 40th Street (Bridge)

MPMS ID: 17460

Comment:

Cty/Operator: Philadelphia; MPMS#: 17460; Project: 40th Street (Bridge); Cty/Operator: Philadelphia; MPMS#: 56768; Project: 41st Street Bridge. As a long time resident of Belmont, I am dismayed at how long it has taken to repair this bridge. I would strongly recommend expediting this project to improve emergency response from fire and police, allow residents to allow to access amenities in Fairmount Park, reduce congestion on Girard Avenue, reduce congestion on exits from I-76 and speed up SEPTA's Route 15 trolley.

Comment ID: 188

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.101

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Philadelphia County

Project Title: Lehigh Ave. East (Signals)

MPMS ID: 57893

Comment:

Since Lehigh has bike lanes intersection improvements should include bike boxes at the major intersections such as Broad, Frankford and Aramingo Ave.

Comment ID: 247

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.102

Name: Aissia Richardson

County: Philadelphia County

Project Title: Lancaster Ave. (Signals)

MPMS ID: 57898

Comment:

Cty/Operator: Philadelphia; MPMS#: 57898; Project: Lancaster Ave. (Signals). I am in support of signal improvements in this corridor and would like to recommend additional streetscape improvements between 52nd and 39th on Lancaster Avenue. This corridor is badly in need of sidewalk repairs at intersections along the corridor. In many intersections sidewalks are missing or so badly cracked residents are forced to walk in the street (41st and Lancaster on the Northeast corner in particular).

Comment ID: 191

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.103

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Philadelphia County

Project Title: 30th Street Bridges - 6 Structures

MPMS ID: 64844

Comment:

We support this project.

Comment ID: 248

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.104

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Philadelphia County

Project Title: Grays Ferry Ave. (Bridge)

MPMS ID: 69913

Comment:

This bridge is heavily used by bicyclists, additionally it is the best way to access Bartrams Garden and may be the final choice for alignment of the East Coast Greenway. The current bicycle facilities are in poor condition. Debris gathers at the drains and cars routinely travel well over the speed limit. This creates a very uncomfortable bicycling environment. The Bicycle Coalition would like to see a physically separated bike lanes or a multi-use path on this bridge.

Comment ID: 249

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.105

Name: Aissia Richardson

County: Philadelphia County

Project Title: Avenue of the Arts Revitalization & Stscape (TCSP)

MPMS ID: 87937

Comment:

Cty/Operator: Philadelphia; MPMS#: 87937; Project: Avenue of the Arts Revitalization & Stscape (TCSP). I am in support of streetscape improvements along the Avenue of the Arts, however, as streetscape improvements have already been done closer to Center City, I would like to recommend that the project be phased by starting at Glenwood Avenue and move south toward City Hall. I am concerned that funding constraints will delay or defer this project and installation of new lighting and greening will occur in Center City only and not reach North Philadelphia where improvements are needed most.

Comment ID: 190

NAME
AD ID
ORC



Question on Wayne Junction Substation Replacement in DVRPC 2011-2014 Proposed Transportation Improvement Program

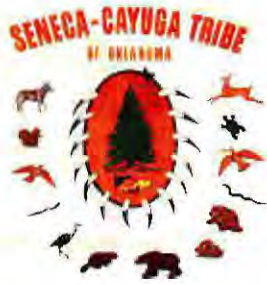
SEPTA General Manager Joe Casey testified on 6/4/10 that the Wayne Jct substation was in danger of imminent failure due to its age. We have found that this project is not included on the proposed TIP.

Why was this critical piece of infrastructure not included on the proposed TIP?

If NO MONEY: How much will the replacement substation cost?

Is every single TIP item more important for continued reliable operation and State of Good Repair than the Wayne Junction Substation?

Examples we found in the current TIP are:
\$58 million for station facility improvements
\$98 million - new 60' articulated buses
\$23 million - fiber optics & PA modernization



SENECA-CAYUGA TRIBE OF OKLAHOMA

23701 South 655 Road
(866) 787-5452 * (918) 787-5452 * FAX (918) 787-5713
GROVE, OKLAHOMA 74344

June 14, 2010

Gastonia L. Anderson
190 N Independence Mall West
8th Floor
Philadelphia, PA 19106-1520

RE: DVRPC Draft FY2011-2014 TIP for Pennsylvania

Ms Anderson-Ogoe:

The Seneca Cayuga Tribe received a letter regarding the above referenced Transportation Improvement program for Pennsylvania. The Seneca Cayuga Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore the Tribe is particularly concerned with historical sites that may contain but not limited to the burial(s) of human remains and associated funerary objects.

As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the location of the project does not endanger known sites of interest to the Seneca Cayuga Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Seneca Cayuga Tribe of Oklahoma, as well as the appropriate state agencies (within 24 hours). We also ask that all construction and ground disturbing activity stop until the Tribe and State agencies are consulted.

Thank you, for contacting the Seneca Cayuga Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact myself, Paul Barton; Culture/Historical Preservation Officer.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul Barton".

Paul Barton, Culture/Historic Preservation Officer (CHPO)
Culture/Historic Preservation Program
Seneca Cayuga Tribe of Oklahoma
23701 South 655 Rd
Grove, OK 74344
(918) 533-0664
pbarton@sctribe.com

Item ID# A.108

Anderson, Gastonia

From: Jason Ross [JRoss@delawarenation.com]**Sent:** Tuesday, June 15, 2010 12:59 PM**To:** Anderson, Gastonia**Subject:** re: DVRPC Draft FY2011 Transportation Improvement Program (TIP) for Pennsylvania

Hello Ms. Anderson-Ogoe,

The Delaware Nation has received correspondence on June 11th, 2010 regarding the DVRPC Draft FY2011 Transportation Improvement Program (TIP) for Pennsylvania. *The information was not received in a timely manner to submit comments on the project within the 30 day period and the Cultural Preservation Office has 15 to 18 other projects that are under review ahead of the DVRPC project* . So the Delaware Nation cannot submit comments to your office by June 30th, 2010. The packet would have to be submitted a month prior in order to submit within 30 days. *Should be able to submit by July 11th, 2010.*

If you have any questions, please feel free to contact our office at your convenience,

Tamara Francis

Cultural Preservation Director

The Delaware Nation

31064 State Highway 281

P.O. Box 825

Anadarko, OK 73005

(405)247-2448 x1180 phone

(405)247-8905 fax

Jason Ross

Museum/Section 106 Assistant

Cultural Preservation Department

The Delaware Nation

7/6/2010



Monday, June 28, 2010

Plan/TIP/Conformity Comments
Delaware Valley Regional Planning Commission (DVRPC)
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

On behalf of the 1.5 million persons who ride bicycles in the Delaware Valley Region, we submit these comments on the 2011-2014 Pennsylvania Transportation Improvement Program (heretofore called, the TIP).

Overall, we are disappointed that the TIP does do more to advance bicycle/pedestrian facilities and that it does not reflect an adherence to PA's Complete Streets check list. We urge the DVRPC to address these two deficiencies in its final draft.

1. The 2011-2014 TIP does not adequately reflecting comprehensive compliance with federal and state Complete Streets policies.

a. Several projects unnecessarily negatively impact bicycle/pedestrian transportation

13727 - Bristol Road - This is both a lost opportunity and a negative impact project. Two foot shoulders are totally inadequate. New turn lanes will squeeze out bicyclists and right turn lanes encourage drivers to not yield to pedestrians. This project needs pedestrian refuges, a stop phase for right turning vehicles when the pedestrian signal button is pushed for pedestrians and four foot shoulders plus bike pockets at intersections to the left of the right turn lane.

57641 - Bridgetown Pike – A shoulder will be eliminated for an auxiliary lane, we disapprove of marked right turn-straight through lanes as they force cyclists to make difficult choices for proper lane position, less experienced cyclists will opt to stay to the far right, leaving them vulnerable to a right hook crash.

70227 – Route 29 Improvements - While we applaud the addition of 5 foot shoulders, we are concerned that they will disappear at intersections with channelized turn lanes. Yellow Springs Road is a popular recreational bike route. We suggest the left turn bike pockets on southbound 29 at Yellow Springs straight through bike pockets at all intersections with right turn lanes.



17821 -- I-95 – Shackomaxon Street to Ann Street.

- There appears to be excess width on Delaware Avenue south of Girard. We recommend that more space be allocated to the bike lane to provide a buffer for cyclists.
 - The intersection at Girard is very tricky, especially turning left from Delaware to Girard. We recommend a left turn pocket or bike box.
 - There appears to be room for bike lanes on Girard from Delaware Ave over to the near Fletcher St and can be achieved by added bike lane markings in the shoulder and a bike left turn pocket at the Delaware Ave intersection and a green crossover bike lane at Ramp D.
 - Where the I-95 goes over Richmond Street, there needs to be adequate lighting and other measures to make the Richmond St. sidewalk safe and attractive.
- b. Numerous projects do not incorporate bicycle/pedestrian facilities and are “missed opportunities”
- Montgomery and Delaware Counties have TIP projects that have road segments that are included in their respective bicycle plans but do not include any bicycle/pedestrian facilities. Some Delaware County road projects refer to the bicycle plan, but don’t include any facilities that would implement the plan. If road construction is not the right time to implement a bike plan, when is? Each road project should have been evaluated with the PennDOT check list and the County Bicycle Plan and the project description should indicate the results of that evaluation.
 - Most of the streetscape projects in the TIP do not include provisions for bicycle parking.
- c. The TIP should more clearly describe how well the projects meet the requirements of the Pennsylvania’s Bicycle and Pedestrian Checklist.

Although not a full blown Complete Streets policy, Pennsylvania’s bicycle and pedestrian checklist serves in its place and was issued by PennDOT almost ten years ago. The effectiveness of the checklist is impossible to measure on a project by project basis because the outcomes are not evaluated or listed in the project description. DVRPC should play a more pro-active role in ensuring that the check list was used to ensure that each project is “passed” the checklist as much as possible.

We believe that DVRPC should have a Complete Streets policy itself, or some kind of set of principles that it uses to evaluate projects. For example, the Metropolitan Transportation Commission of California adopted Resolution 3765 in 2006, which is essentially a check list to determine if local jurisdictions considered complete streets principles.



While DVRPC has good bicycle-pedestrian goals in its 2035 Connections Plan (p. 87-90), it is not a policy. We urge DVRPC to take the next step and adopt an enforceable and transparent complete streets policy that generates measurable results to track how transportation funding in the TIP is meeting the goals laid out in its plan.

The TIP should reflect DVRPC's implementation of FHWA's March 2010 Policy Statement (<http://www.dot.gov/affairs/2010/bicycle-ped.html>): "The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes." The USDOT goes on to recommend to state agencies, MPO's etc, that they adopt similar policies on bike/ped accommodation and take the following actions:

Recommended Actions:

- Treat walking and bicycling as equals with other transportation modes.
- Ensure convenient access for people of all ages and abilities.
- Go beyond minimum design standards.
- Collect data on walking and biking trips.
- Set a mode share target for walking and bicycling.
- Protect sidewalks and shared-use paths the same way roadways are protected (for example, snow removal)
- Improve nonmotorized facilities during maintenance projects."



2. The 2011-2014 TIP should allocate a greater percentage of funding to bicycle/pedestrian facilities.

Table 1

2011-2014 TIP (\$000)

Bucks County Subtotal	2257
Chester County Subtotal	25190
Delaware County Subtotal	6115
Montgomery County Subtotal	22390
Philadelphia Subtotal	33919
Total County bike/ped projects	89871
Total TIGER	16940
Total Other	13400
Total TIP	1652000
% of TIP dedicated to bike/ped by counties	5.44%
% of TIP dedicated to bike/ped from TIGER	1.03%
% of TIP dedicated to bike/ped from other	0.81%
Total % of TIP dedicated to bike/peds	7.28%

- a.** By our calculation, 7.28% of the TIP is devoted to bicycle/pedestrian projects. While this percentage is good in comparison to the national average (2%), it does not reflect the true nature of how DVRPC's Board prioritizes bike/ped projects.

Of the 7.28%, nearly \$17 million is from federal TIGER grant, which reflects a local initiative to apply for a competitive federal grant, and \$13.4 million in funds that are available from MPMS# 64984 (the "other" row) but not yet allocated to a specific year. It also includes many earmarks, which reflects Congressional priorities, not county priorities. For example, the North Delaware Riverfront Greenway/Heritage Trail/K&T project has \$9.931 million from several earmarks.

We estimate that the DVRPC counties have only directed 5.44% or less of its transportation funds toward bike/ped projects.



In particular, Bucks and Delaware County stand out as having allocated the least amount of funds to bike/ped projects (\$2 million and \$6 million respectively), as compared to Montgomery and Chester, which directed in the range of \$22-25 million and Philadelphia, which has directed nearly \$34 million over a three year period.

- b. We believe that the counties and DVRPC should allocate more transportation dollars for bicycle/pedestrian projects to increase safety for bicyclists and pedestrians. Based on information provided by DVRPC staff to the Bicycle Coalition (see attached Table 2), 15% of region's traffic crashes that result in injuries involve bikes and peds and 23% of all traffic fatalities are pedestrians and bicyclists. Our interpretation of these data is that although bicyclists and pedestrians are involved in 15% of the traffic crashes and account for over 20% of the fatalities, the counties are only allocating 5.44% of their transportation dollars to facilities that will directly improve bike/ped safety. This is an inequity that should be directly addressed by DVRPC.
- c. DVRPC's suburban counties compare well against the national walking mode share, but have to do more to catch up to the national bicycle mode share average. While higher population density in Philadelphia helps generate more bicycle trips to work, the other counties should invest more to improve its roads (especially by adding shoulders) so that its bicycle mode shares could rise and be comparable to the rest of the nation.

This table shows American Community Survey 2006-2008 Means of Transportation to Work for each of the DVRPC counties in PA.

Table 3

Counties	Bike	Walk
Philadelphia	1.32%	8.17%
Chester	0.15%	2.33%
Bucks	0.16%	1.81%
Montgomery	0.27%	3.11%
Delaware	0.30%	3.97%
National Average	.49%	2.85%

- d. A number of projects in the TIP that are considered a bike or ped project are so old that they should be reallocated to make room for new projects. We found 4 projects that have been allocated funds since before 2002. These projects (MPMS#61712, 61695, 50520, 61690) are tying up funding and should be re-assigned to other projects so that new projects can apply for TE funding. Overall, a new TE round is needed and we urge DVRPC to aggressively reallocate the bike/ped projects that are eight years old or older and make more funding



available for TE projects so that the bike/ped component of the TIP can increase. We strongly urge DVRPC to open a new TE round as soon as possible during 2010.

3. We continue to support DVRPC's initiatives that are helping build our regional trail network, and have already submitted comments separately on those projects. Not everyone lives or works near a rail trail and the recently completed bike routes on Old Baltimore Pike, Susquehanna Rd and Bicyclists Baltimore Pike are great examples of creating relative low cost ways to improve bicycle mobility and to bring together a true regional network. We also support innovative projects such as the roundabout at Old Baltimore Pike and PA 41 which is on the newly finished Old Baltimore Pike bike route.

Sincerely yours,

John Boyle

John Boyle
Advocacy Director

Sarah Clark Stuart

Sarah Clark Stuart
Campaign Director

Table 2 - BCGP June 28 TIP Comment letter
2007-2009 Crash Data provided by DVRPC

COUNTY	total crashes	Fatal Crashes	Fatality	Injury Crashes	Ped Crashes	Ped Count	Ped Death Count	Ped Maj inj count	BIKE Crashes	BICYCLE Count	BICYCLE DEATH COUNT	BICYCLE MAJ INJ COUNT
09 Bucks	19505	172	178	9683	350	375	33	38	175	176	2	15
15 Chester	13903	115	126	5750	183	194	11	19	69	71	1	6
23 Delaware	13496	61	63	6977	548	574	11	47	161	161	0	4
46 Montgomery	25904	136	143	12562	649	692	22	54	276	279	2	13
67 Philadelphia	32489	290	312	25515	5495	5688	99	229	1396	1405	10	52
Total across all 5 PA Counties			822	60487	7225		176		2077		15	

% of fatalities that are pedestrian 21%

% of fatalities that are bicyclists 2%

% of fatalities that are pedestrian & bicyclists **23%**

% of injury crashes that involve peds 12%

% of injuries crashes that involve bikes 3%

% of injuries crashes that involve both **15%**

Tri-State Citizens' Council on Transportation
4315 Baltimore Avenue, Philadelphia, Pa. 19104

Charles Bode, Chairman

Comments on Draft DVRPC Pennsylvania FY 2011 TIP, June 10, 2010

Transportation in both this region and throughout the country suffers from two major issues. The first is dependence on fossil fuel, especially oil. Among the problems of oil use are air pollution and, now, ocean pollution. Perhaps even more serious is the devaluation of the dollar as the country continually imports oil without sufficient exports of value to other countries. The second major transportation issue is a lack of funds to sustain the infrastructure already in place.

To address these two issues, transportation planning must concentrate on reducing fossil fuel use. To do this plans must try to reduce the need for transportation. This is a fundamental change from the past where plans sought to induce and then to provide for ever increasing automobile use.

For decades the typical daily work trip commute time has remained similar. This suggests that people are willing to devote limited time to that effort. At first the time was spent walking to work nearby. Then street railways extended the distance that could be traveled. Next automobiles, then superhighways further extended the distance within the allotted time. The difficulty is that increasing distance requires increasing fuel consumption, and increasing the infrastructure that must be maintained. Now is the time to begin to reverse the trend. Now is the time to begin to reduce the infrastructure to that which can be afforded.

To begin, no new roads should be constructed. This includes both arterial and local roads. No more new green field development. Instead, build again on former sites, both industrial and residential. The list of public transportation service that has been abandoned in this region is long. It includes Pottsville, Bethlehem, Newtown, West Chester, Ivy Ridge, Jenkintown to Newark, and several rail lines in New Jersey. Much research would be required to list all the abandoned bus routes. What about the list of abandoned highways? Because funds are insufficient, we need a similar list of major highway abandonments.

Public transportation is evaluated every year for cost effectiveness. The ratio of fares to cost is calculated for every line. Those at the bottom of the list are discontinued. A similar process is needed for roads. Each road segment should have a gas tax to cost ratio. And, as in transit, those at the bottom of the list should be closed.

A related issue is the need to confine transportation funding to actual transportation projects. Trees, benches, main street redevelopments, and other such items may be nice, but they contribute nothing to the capability of the transportation system, for either people or goods. They need to be removed from the transportation program.

While the TIP includes several projects intended to revitalize older centers, it contains others to destroy them. This is highly counterproductive, because in the future they will then require funds for revitalization. Prominent among these projects are parking garages in Paoli, Jenkintown, and Ardmore. Paoli already suffers from traffic congestion at peak times. Buses intended to carry commuters from the station are blocked for several minutes by the unending traffic. Adding 1200 more cars is not a solution. To the east, there is a station about every mile. Therefore, traffic to this

garage is likely to come from the west. Instead of bringing all the traffic into Paoli, move the garage to the west. With Cornwells Heights as an example, the garage could be built at highway 202 with direct access. Then none of the garage traffic would impact a local community. In Paoli, the land should be used for transit oriented residential development. The residents could walk both to Paoli station and to patronize the local businesses. Jenkintown, with service in four directions to West Trenton, Center City, Warminster, and Doylestown, is ideally suited for transit oriented development instead of a parking garage.

Another issue to be addressed is the differences in planning and funding requirements for transit and highway projects. The TIP contains numerous projects to fund the repairs necessary to reopen closed bridges. Some of these bridges have been closed for years. There appears to be no requirement for any studies, environmental impact evaluations, or competition for limited new facility funds. In contrast, restoration of a closed transit facility is treated as an entirely new facility. It is required to undergo scrutiny as if nothing had ever existed, discarding perhaps a century of use.

Finally, non-automobile transportation is missing from many projects that could easily incorporate such transportation. Sidewalks are deliberately not included on Hulmeville Avenue because policy only includes them where adjacent sidewalks exist. Such a self-defeating policy is unlikely to produce any sidewalks. Instead all projects should include sidewalks in order to encourage development of adjacent sidewalks, and to provide for a fuel-short future. Several traffic signal projects on roads with public transit fail to include signal priority for transit vehicles. This oversight should be corrected.

We recognize that some of the policy issues may be outside the direct scope of this TIP or of the DVRPC. However, with its official interaction with other agencies and departments, the DVRPC is the logical body to carry these issues to the higher level authorities.

To summarize we list some representative projects that can be removed from the TIP to alleviate problems discussed above. Removing these, and other similar projects, frees funds for projects that at present remain unfunded.

Additional roads:

16438 (\$3,986,000, p190), 57858 (\$8,744,000, p200), 79863 (\$10,960,000, p224), 79864 (\$0 in 2011-2014, p225), 87392 (\$3,478,000, p231), 46956 (\$17,061,000, p241)

Expansion of capacity:

13347 (\$1,189,000,000; p85), 13440 (\$2,737,000; p86), 13576 (\$14,276,000, p87), 13635 (\$5,528,000, p90), 13727 (\$7,012,000, p92), 50633 (\$23,251,000, p95) 57624 (\$2,814,000, p97), 64779 (\$4,350,000, p 102), 14484 (\$3,385,000, p117), 14515 (\$6,293,000, p118), 14532 (\$2,490,000, p119), 14541 (\$4,985,000, p119), 15385 (\$1,093,000, p122), 64494 (\$109,989,000, p129), 64498 (\$56,506,000, p130), 70227 (\$5,430,000, p134), 15345 (\$4,110,000, p156), 69815 (\$7,699,000, p169), 69816 (\$5,793,000, p170), 69817 (\$11,380,000, p171), 16688 (\$6,365,000, p194), 16703 (\$7,997,000, p195 - 1 of several for this work), 16755 (\$1,250,000, p196), 57864 (\$6,896,000, p201), 63486 (\$2,122,000, p203), 63490 (\$940,000, p204), 63491 (\$319,000, p205), 80222 (\$6,753,000, p226), 17821 (\$25,220,000, p240),

Non-transportation:

77468 (p109), 77459 (p141), 77460 (p177), 65910 (p209), 74817 (p220), 61714 (p251), 70243 (p260), 77452 (p267), 84649 (p276), 85059 (p276), 87124 (p277), 87937 (p278)

Harmful to established centers:

47979 (\$3,000,000, p123), 85062 (\$1,500,000, p147), 60574 (\$1,311,000, p315), 73214 (in unfunded list)

Omission of provision for non-automobile transportation:

13606 (p88), 13727 (p92), 47994 (p160), 48168 (p160), 57750 (p161), 64790 (p165), 57893 (p246), 57897 (p247), 57898 (p247)

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.111

Name: Bridget Chadwick

County: Various Counties

Project Title: General Comment

Comment:

Whereas the region does not meet current Clean Air Standards; and whereas the Federal Office of Transportation is encouraging implementation of Complete Streets policy, the Delaware Valley Regional Planning Commission should do the following: Delete all TIP projects that have not assessed transit service, bike/ped facilities and bike/ped access to transit stops/stations. Delete all TIP projects that do not meet a Transit LOS, Bicycle LOS and Pedestrian LOS = A before considering widening or any parking expansion including parking expansion and parking garages at Regional Rail stations. TIP projects should demonstrate that they are increasing safe and comfortable bike/ped/wheelchair access to transit stops/stations; increasing frequency of transit service; improving transit connections; improving routes (start/end at RR stations) ; add new routes or extend; add feeder bus service to RR stations and improve transit facilities (bus shelters, benches and bus stop areas with lighting) and improve complete, extensive accessible transit travel information across communities. Tip projects should meet the recommendations given in DVRPC corridor studies. EG the following MPMS # 84642, 17928, 17900, 48199, 77463, 74817, 16197, 16214, 72992, 16334, 72994, 72992, 74808 s;ould meet the recommendations in the corridor study of Routes 263/611 conducted by DVRPC.

Comment ID: 354

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.112

Name: Georgia Mcwhinney

County: Various Counties

Project Title: General Comment

Comment:

It is increasingly apparent that clean, efficient, reliable public transit is the only truly sensible transportation for the future. The future begins today. SEPTA is our public transportation modality in this area. Specifically, Jenkintown/Wyncote is my local stop. SEPTA plans to spend hundreds of millions of dollars of state and federal monies to build a huge parking garage here to accommodate cars from areas fifteen miles away. Yet they will not spend any money to eliminate the "bottleneck" that prevents trains from making additional stops further down the track. Substantial parking is available at those stops, but SEPTA riders must drive to Jenkintown/Wyncote to take their trains. This stubbornness and blindness of SEPTA to continue with this costly and unnecessary spending of millions to fund this unwanted garage is a criminal. Other outlying suburbs, specifically Newtown, are begging SEPTA to provide service to their areas. That is where potential riders are, in newly built towns with populations that increase daily. The close-in suburbs are not growing. We have adequate parking. The monies encumbered from the federal and state governments would be much better spent providing ridership for SEPTA in the far-lying suburbs.

Comment ID: 321

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.113

Name: Judith Gratz

County: Various Counties

Project Title: General Comment

Comment:

DVRPC needs to ENCOURAGE people to drive much less than they are by demanding that SEPTA expand its service, not contract it as they have been doing since they took over Conrail. They closed 62 stations and removed track just when the further out suburbs began to be developed. Here are a few ways to get our region to be more sustainable and off the oil addiction. Tell SEPTA they must: 1. increase service to the outer suburban rail stations and reduce the number of times trains stop at the Jenkintown station to once every 15 or 20 minutes. 2. make it easier for commuters to use their local stations so they don't drive beyond them; rail commuters will want to use their local stations when there is service to them more than once an hour or once every 45 minutes as it is now; they will also need adequate parking at their local stations. 3. remove the plan for the reckless expenditure of tax payer money and environmentally backwards proposal for a parking garage at the Jenkintown station; \$108,000 per parking space to add 250 spaces is an obscene waste of money and WILL NOT INCREASE RIDERSHIP. Unless there is adequate parking and service to the outer suburbs, there will never be enough parking at the Jenkintown station. And over 50% of the people who park there are not from nearby, but have bypassed their station and several others to drive 5, 10, 20 miles for the frequent service they don't get at their home station. More frequent trains and better parking in the outer suburbs WILL INCREASE RIDERSHIP. "Provide the trains and they will come." 4. reinstate the R8 train line from Fox Chase to Newtown!!! There are plenty of tracks still in place, and other tracks in storage near Wayne Junction, so the steel is not the big expense. 5. stop using cost/benefit analysis as their answer to every project. They have not factored in the cost to the environment and the benefit to the commuters. DVRPC needs to work with the state government to get dedicated funding for public transit. Thank you.

Comment ID: 265

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.115

Name: Jacob Ketter

County: Various Counties

Project Title: General Comment

Comment:

I would much appreciate funding be made available for improved mass transit (more SEPTA trains/stations, improved park and ride, particularly in the further suburbs lessening congestion, more trolley lines, like the one in Chestnut Hill that has been dead for a while). I would also like funding available for improving bicycle transit availability. I would like to be able to bike to work (~9.5 mi) but the roads are dangerous and in poor condition. I do not expect that this will change, but any improvement, even if it does not directly affect me, is good. I am also opposed to the funding of the Wyncote/Jenkintown parking garage, but that's another comment. Sincerely,
Dr. Jacob Ketter

Comment ID: 347

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.116

Name: Gail Slesinski

County: Various Counties

Project Title: General Comment

Comment:

Please carefully review how you use your funding for transportation services in the Delaware Valley Region. In particular, SEPTA refuses to consider reinstating the R8 Newtown Line, which would expand availability of rail travel to outlying Philadelphia suburbs, reducing the reliance on cars for travel. Instead, SEPTA is proposing to build an unnecessary garage at the Jenkintown Train Station. Instead of using stations closer to their homes, SEPTA is actually encouraging riders to drive more miles, add to congested roads and create more greenhouse gases. Please stop this environmentally and fiscally wasteful use of funding immediately. Review the recent data from the Rider Preference Study conducted by Septa, indicating that 97% of drivers who come to the J-W station who bypass their local station would prefer to drive to their local station if there were more available service. Do not take the biased and flawed conclusions of the study proposed by their hired consultant as fact. Review the data yourselves. Or read the outside review from Rachel Weinberger, Ph.D. from U. of Penn, who was hired to review the data by the Board of Commissioners from Cheltenham Township. Consider the enormous taxpayer burden, the wasteful use of resources, and the fact that other transportation centers that SEPTA has constructed recently at Norristown and Frankford are often half empty. It is fiscally, regionally and environmentally responsible to expand service to outlying suburbs and bring ridership to commuters who need it.

Comment ID: 325

Item ID# A.117

Anderson, Gastonia

From: TIP Plan Comments
Sent: Monday, June 28, 2010 10:32 AM
To: Anderson, Gastonia
Subject: FW: Comments for FY2011 PA TIP

From: JohnPawson Pawson [mailto:dvrails@yahoo.com]
Sent: Friday, June 25, 2010 2:57 PM
To: TIP Plan Comments
Cc: RCC
Subject: Comments for FY2011 PA TIP

While the Regional Citizens Committee is not providing its own input to the TIP this year, its members such as myself are doing so individually.

My Comments:

Many projects already have been deferred because of the Pennsylvania transportation funding crisis. More important, I think, is the likelihood that federal funding, which provides the bulk of the money for public and road transportation, will in future years also be somewhat reduced because of the effects of nation's on-going balance-of-payments and debt crises.

This means that priority must be given to those projects and elements within projects that maintain the operations of buses, trolleys, and trains; attract passenger miles; and reduce motor vehicle miles. The state-of-good-repair, renewal, and similar projects would seem to fall most obviously in this category. However, the minimal detail given for these projects and the possibility that more urgent and less urgent items may be mixed makes judgment next to impossible. The average reader will be tempted to give a blank check.

However, that is not so much the case in station projects. As far as I have seen lately, most RRD train stations at least are functionally adequate and after many years of upgrades seem in good condition.

The main productivity questions can be raised about the high-cost new-station projects (apparently including 20130 (Paoli), 50655 (Levittown), 84642 (Jenkintown), and 90509 (East Falls, Roslyn, and Secane). These projects do not in a *critical* way preserve or improve operations or attract new passengers.

RCC has stated its opposition to parking garages, in particular the Jenkintown project, while favoring just-in-time incremental parking expansion at outlying stations. These principles also may be applied elsewhere where new customers can be attracted at much lower unit cost than with the mega-station projects proposed.

A common thread in these new stations projects is replacement of existing station platforms and station buildings, which usually are in good condition. with high station platforms (i.e., 48" above the rails), elevators, and skywalks connecting the platforms. It has been claimed that ADA regulations will require all these things.

However if one does the math by multiplying the average stated cost of these projects by the number of station platforms yet to be raised (about 238 throughout the system), the eventual cost will total over one billion dollars. That is simply unaffordable. Moreover, it is highly non-productive in the practical sense of producing *ipso facto* no train-miles for passengers, regular or handicapped, to ride.

Other less expensive ways must be found to meet ADA requirements for "level boarding", which does not necessarily mean installing high platforms. Chicago and the new commuter rail systems in the West and the South appear to have no plans to replace their present stations with high platforms to meet ADA requirements. Their rolling stock has either lift

6/30/2010

Item ID# A.117

devices (Chicago's METRA diesel lines) or is designed with partial low floors with low-level access doors which handicap passengers can enter and leave easily.

Adaptation of these ideas to the Regional Rail system can obviate that one billion dollar expenditure. Construction of new stations with high platforms, etc. should be suspended while system standards for compatible station platform design and railcar design are developed.

Otherwise we will be essentially unable to afford to develop the present RRD system and to expand it.

Sincerely yours,

John R. Pawson,
RCC member

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.114, A.118

Name: William Shelton

County: Various Counties

Project Title: General Comment

Comment:

SEPTA and the City of Philadelphia has been planning to expand the Broad Street Subway Line to the Navy Yard, which is a good idea. But they should think about expanding it farther into New Jersey. The Navy Yard is about 7 miles away from Gloucester City, NJ. This extension would benefit both the citizens of Southeastern Pennsylvania and Southern New Jersey. This would allow citizens of Southern New Jersey to have better access to the Sports Complex and Center City Philadelphia without driving. The citizens of Southern New Jersey has been demanding better transportation to Philadelphia and this is a good answer. New Jersey can transform Gloucester City into a transportation hub, that will create multiple transfers between other New Jersey bus routes that travels through the state. This extension can also help New Jersey with its plan to create a Glassboro-Camden Light Rail Line, which will also have a stop in Gloucester City. This can be the answer to solving the Broad Street Line's declining ridership. This extension would improve SEPTA chances of gaining a federal grant for the project since it involves more than one state. Another good idea is to expand the Broad Street Subway Line through Northeast Philadelphia. Thousands of people, including myself travel through the Northeast daily by bus, which takes along time. A subway line on the Theodore Roosevelt Blvd, with stops at the Franklin Mills Mall and terminating at the Parx Casino in Bensalem, Pa. The Boulevard is one of the most dangerous streets in America. A subway line would help reduce traffic and can save lives. Philadelphia can create a special tax zone along the Boulevard to help generate jobs and economic development to help cover the cost. Finally I think SEPTA should replace the Chestnut Hill Lines (R7&R8) with light rail or subway lines. It is a hassle trying to get to Germantown or Chestnut Hill by the 23 bus route. A subway line or light rail line replacing the R7 and R8 would save SEPTA money in the long-term and increase ridership. SEPTA can create a spur from the Broad Street Subway Line at the North Philadelphia Station. This transformation can create the opportunity for SEPTA to expand the new route(s) to Plymouth Meeting and other Montgomery County areas. Thank you for giving me the opportunity to express my vision of a better transportation for the Delaware Valley.

Comment ID: 121

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Item ID# A.119

Name: Judith Gratz

County: Various Counties

Project Title: General Comment

Comment:

Transit Oriented Development is a brilliant concept. Communities built near rail lines are already TODs. So why is SEPTA closing stations? Why are they selling railway right-of-ways for walking trails when the lines clearly go to heavily developed areas. SEPTA has closed 62 stations since it took over. Most of them were in existing TOD locations and in areas in which development was happening the fastest. The DVRPC needs to either tightly oversee/regulate SEPTA or get out of the way. SEPTA has consistently acted in ways contrary to what the public needs when it comes to its railroad. The train schedules for the outer suburbs are a great example. Trains run so infrequently that people are driving to distant stations, leaping over others along the way. This is TOTALLY CONTRARY to what the DVRPC says it wants for our region. An example: Miss the 7:02 train from Doylestown and you have to wait until 8:19 for the next train. There are many, many fixes that would take little money as compared with building garages that serve as magnets for cars. Pay attention to your own ideas that you have put on paper and how they say one thing but support the opposite when it comes to SEPTA. I am requesting a response to this letter so that I know someone in the decision-making level has read it. It's time to stop brushing off the concerned citizens who have excellent ideas based on their observations and research. Judith Gratz

Comment ID: 175

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.120

Name: Olga McHugh

County: Various Counties

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Most elected officials realize that we, as a Nation, must lesson our dependency on oil. We must stop wasting energy for the sake of our own National security and our environment. Parking garages will encourage more miles driven by those who are not being adequately served by SEPTA. Instead of using stations closer to their homes, riders will use more gas driving more miles, add to congested roads and create more greenhouse gases. Additionally, riders who do not use their local stations in the outer suburbs will spend less money for their tickets by purchasing them at stations closer to their destination, thereby reducing potential revenues for SEPTA. Reduced revenues will necessitate an increase in subsidies from government to maintain the existing rail lines.

Comment ID: 350

Public Comment Form

Draft FY2011 TIP for PA

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Item ID# A.121

Name: Jim Gagne

County: Various Counties

Project Title: General Comment

Comment:

We need to move faster before it's too late. Specifically, we need to complete commuter bike trails ASAP and start new ones. We need to have a commuter train line from King of Prussia area to Reading.

Comment ID: 102

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.122

Name: Fritz

County: Various Counties

Project Title: General Comment

Comment:

Please provide icons which indicate what modes a project reflects. Take the Wilmapco TIP (http://www.wilmapco.org/tip/fy2011/FY2011-14%20TIP_NCC.pdf) Next to each project it has icons of the modes the project is working on. Having that here would make the document infinitely more readable and would be very helpful. Thanks

Comment ID: 122

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Item ID# A.123

Name: Michael Brown

County: Various Counties

Project Title: Chester Valley Trail, Phase 2 (Sec 2/3)

MPMS ID: 14675

Comment:

Cty/Operator: Chester; MPMS#: 14675; Project: Chester Valley Trail, Phase 2 (Sec 2/3) Completely in favor of this project.

Comment ID: 179

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.126

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Various Counties

Project Title: SEPTA Bus Purchase Program - 40'

MPMS ID: 60286

Comment:

The Bicycle Coalition supports this project.

Comment ID: 254

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.129

Name: Jim Muldoon, Pennsylvania Transit Expansion Coalition (PA-TEC)

County: Various Counties

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project I request that the DVRPC conducts a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion and as a means to reduce vehicle miles travelled, carbon emissions, and its potential for expanding transit use in this region. This study must evaluate conditions on all ex-Reading commuter rail lines, identify current deficiencies in terms of service and access, the effect of these deficiencies, and a list of remedies that increases the use of commuter rail, reduces vehicle miles travelled (VMT), and improves local economies. Studies show that the reinstatement of Newtown rail service will be the best solution for driving long term sustainability, reduced VMT, and creating new transit riders on all regional rail lines in the study area. Because of our severely limited funding for capital projects, this region cannot afford to squander what little funding that is available on projects that do not effectively increase rider miles on mass transit. \$27 million dollars for 280 additional riders, many of which will not be new riders, is an immoral use of public money. The Jenkintown Garage goes against all directives as outlined in the DVRPC's Long Range plan. The garage will increase carbon emissions, oil consumption and maintain current dependencies on automobile ownership. DVRPC's sanctioning of this project indicates a lack of commitment to the goals set forth in the long range plan, and endorses the continual contraction of our regional rail system. We cannot afford this waste in any economy. Thank you for your time. Jim Muldoon

Comment ID: 285

Public Comment Form
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Transportation Improvement Program



Item ID# A.130

Name: Thomas K. McHugh

County: Various Counties

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project I just viewed once again the "CONNECTIONS: Toward a More Sustainable Future" PowerPoint presentation that was shown in Wayne, PA on the evening of June 9, 2010. It is chock full of reasons why a large parking garage is a terrible project for the Jenkintown-Wyncote Station, and make it clear why a parking garage is inconsistent with developing and achieving a vision for the future. Statements in the presentation include: "Decrease Vehicle Miles of Travel" "Decrease Vehicle Hours of Delay" "More Jobs and Households with Transit Access" "More Walking and Biking Trips" "Decrease CO2 Emissions" "Modernize the Transportation System" "Build an Energy-Efficient Economy" Many concerned citizens of our region want to be sure that when money is spent on public transit, it be spent on projects that provide the greatest reduction of VMT and GHG emissions. Large parking garages, leading toward reduced use of commuter rail, are exactly the wrong direction for SEPTA to be taking. Garages are not green!

Comment ID: 353

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.132

Name: Ed Tennyson, Pennsylvania Transit Expansion Coalition (PA-TEC)

County: Various Counties

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

The Newtown Rail Corridor must be restored to the TIP in place of the Jenkintown-Wyncote parking garage project. This project is cost effective and will save SEPTA money. INVESTMENT REQUIRED FOR NEWTOWN RAIL RESTORATION Having electrified Fox Chase Line in 1966 I suggest it should not require a \$ 300 million investment to restore Newtown Service as R-4. Lay new continuous welded rail, salvage old rail = \$ 36,000,000 Hang catenary 24,000,000 Passing siding where needed 1,500,000 Two substantial stations 6,000,000 Six bus stop type stations 3,000,000 Parking for 800 autos 3,200,000 Engineering and project management: \$9,000,000 Contingencies: \$12,000,000 Safe overnight layover protection \$300,000 Crossing signals: \$4,000,000 T O T A L \$ 99,000,000

Comment ID: 335

Item ID# A.124, A.125, A.127, A.128, A.131, A.133**Name:** Delaware Valley Association of Rail Passengers (DVARP)**County:** Various Counties**Project Title:** General Comment**Comment:**

We have had concerns over SEPTA's recent rail signal projects: both on transit lines and on the commuter rail lines (MPMS 60255). From what we can tell, systems have been designed in an overly cautious manner, resulting in serious reductions in capacity and in service speeds. For example, the Wayne Junction-Glenside cab signal system enforces a northward speed reduction much farther in advance of Jenkintown station than is necessary under normal circumstances, in order to ensure that a train can stop short of the interlocking under adverse conditions. Trains creep the last quarter mile into Jenkintown. Expanding this signaling philosophy to the rest of the system will increase running times, making train service less efficient and less attractive to commuters. From a system perspective, that lessens the safety benefits of the new signal system. We support the bus purchase program, including both 40- and 60-foot vehicles, though we would like for SEPTA to develop and publish a fleet management program for buses of all types and for all its vehicle fleets (MPMS 60286 and 111111). We continue to encourage SEPTA to consider overhauling buses and extending their service lives instead of replacing them with new buses if the condition of the vehicles is suitable. Conversely, if improved fuel economy or reduced maintenance costs can justify early replacement of older buses, SEPTA should do so. The 12-year service life is an artificial economic construct unrelated to the actual mechanical state of the vehicles. We agree with the decision to purchase hybrid buses. As SEPTA gains more experience with these vehicles and expands the fleet, overhead costs of maintaining them should decrease. We join other advocacy and community groups in asking SEPTA to apply some of the funds in this project to purchase new trackless trolleys for South Philadelphia. We support the redevelopment of the Paoli station area and encourage Chester County and its townships to expedite permitting (MPMS 60574). The train station and commuter parking component of the project should move forward even if the private commercial development must be delayed due to difficulty in finding tenants or bank credit for construction. The parking facility should include spaces for Amtrak riders as well as SEPTA commuters. While we recognize the funding problems, we urge SEPTA to find a way to advance the New Payment Technologies project sooner than the present schedule, where much of the project is deferred to 2015 and beyond (MPMS 60611). One way to reduce capital costs would be to avoid the use of faregates in the Center City stations. Installing gates would add costs not only for the gates themselves but also for installing communications and power wiring in the stations. The latter may actually cost more than the former, and the necessary construction will certainly cause a lot of disruption for riders. Meanwhile, the gates do not fit into a viable long range plan for fully self-service fare collection on SEPTA's railroad. We continue to believe that a properly-managed 'proof of payment' fare collection system would be most cost-effective in the long run. DVRPC should ensure that no final decisions are made on this system or funds released until a long-range fare collection plan (time horizon 15-30 years) is completed and made available for public comment. We continue to support the proposed park/ride facility and station reconstruction at Jenkintown (MPMS 84642). Ridership at this station has stagnated for close to a decade because the existing parking lot is at capacity, which also causes passengers driving to the station after about 8:30 am to cruise residential streets looking for parking. Some project opponents have argued the garage is not necessary. SEPTA and Montgomery County have gone to great lengths to try and address the opponents' concerns, but ultimately, the opponents simply want area commuters sent to somebody else's neighborhood, not theirs, and no amount of reasoning will change their minds. We do agree that the Fox Chase-Newtown line should be restored to service and will divert some riders away from Jenkintown, but it won't eliminate the need for the garage, either in the short term or the long term. The bottom line is that if the facility is not built, the primary losers are the residents of Jenkintown, Cheltenham, and Abington for whom the station will be less and less useful to them as parking fills up sooner and sooner in the morning. Finally, we would appreciate a better understanding of the amount of money that SEPTA pays to lease Amtrak tracks (MPMS 59966). We want to ensure that Amtrak is not overcharging SEPTA for the lines. With SEPTA having to pinch pennies as much as it does, the authority does not need to be overcharged. Thank you for the opportunity to comment, and we look forward to continuing to be a part of the TIP process.

Comment ID: 294

Public Comment Form

Draft FY2011 TIP for PA

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Item ID# A.134

Name: Alice Maxfield

County: Various Counties

Project Title: General Comment

Comment:

I request that the DVRPC conducts a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion at Jenkintown. This study must evaluate conditions on all ex-Reading commuter rail lines, identify current deficiencies in terms of service and access, the effect of these deficiencies, and a list of remedies that increases the use of commuter rail, reduces vehicle miles travelled (VMT), and improves local economies. Studies show that the reinstatement of Newtown rail service will be the best solution for driving long term sustainability, reduced VMT, and creating new transit riders on all regional rail lines in the study area. It's important to bring rail service to the expanding suburbs. Bring back the R-8 Newtown line or at least consider improving conditions and service on the current lines in the greater Newtown corridor. Because of our severely limited funding for capital projects, this region cannot afford to squander what little funding that is available on projects that do not effectively increase rider miles on mass transit. \$27 million dollars for 280 additional riders, many of which will not be new riders, is an immoral use of public money. The Jenkintown Garage goes against all directives as outlined in the DVRPC's Long Range plan. The garage will increase carbon emissions, oil consumption and maintain current dependencies on automobile ownership. DVRPC's sanctioning of this project indicates a lack of commitment to the goals set forth in the long range plan, and endorses the continual contraction of our regional rail system. We cannot afford this waste in any economy.

Comment ID: 174

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.135

Name: Kyle Coppola

County: Various Counties

Project Title: General Comment

Comment:

The DVRPC must add the Newtown Commuter rail corridor back to the region's TIP. The Newtown line meets the goals and objectives of the DVRPC, which is to improve transit connections, reduce vehicle miles travelled, air pollution and road congestion. Additionally, restoration of service on this corridor will increase the number of residents that use transit. The Newtown Commuter Rail Corridor would produce the second highest passenger-mile per car per year of any SEPTA line. R-5 to North Penn is the highest. SEPTA's 316 scheduled cars average 1,544,214 passenger-miles per car-year, the Newtown line average of 1,883,260, which would be 22 % more efficient. SEPTA nor the DVRPC have studied this corridor with recent data. The most recent data is 1995, before the housing boom in Bucks County. Currently, most SEPTA stations along the Newtown corridor are maxed out and have no room for growth, except for up. This corridor must be included in the long term plan for the region. SEPTA's own studies indicate the line would operate with an acceptable ratio, and add new riders to all lines. Eliminating wasteful and non-essential projects will help fund this line. Examples include: replacement of the Callowhill bus facility, restoration of trolley Routes 23 and 56, which SEPTA has no intention of restoring, and reprioritizing funding to projects that increase ridership and revenue, instead of enhancements.

Comment ID: 308

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.136

Name: Bob Clearfield, SEPTA's Citizens Advisory Committee (CAC)

County: Various Counties

Project Title: General Comment

Comment:

I'm very concerned about the lower priority for the RRD substation upgrades and the delay in building a redundant SFC to supplement the single point of failure at Wayne Jct. In the mid-80's the old rotary converters failed and the Reading side was down for nearly a month. I view the second SFC as a piece of critical non-redundant infrastructure.

Comment ID: 222

Item ID# B.1**Anderson, Gastonia**

From: Meconi, Jane
Sent: Friday, June 25, 2010 4:07 PM
To: rcc_transportation@yahoogroups.com; TIP Plan Comments; Anderson, Gastonia
Subject: RE: RCC Comment for FY2011 PA TIP

All,

Just to confirm, I am submitting the comment that was developed at the June 15 RCC meeting (which is copied below and was distributed at Thursday's Board meeting). Anyone is free to submit comments on the TIP in general or specific projects within. Please note—deadline for comments is June 30.

Jane M. Meconi, AICP

Public Involvement Manager
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106
p 215-238-2871 * f 215-592-9125

www.dvrpc.org

The DVRPC Regional Citizens Committee submits the comment below as part of the public comment period for the Draft DVRPC FY 2011 TIP for PA:

The RCC seeks complete transparency at all stages of the planning process. The first phase is the submission of a project for the TIP by an interested party. Each project should therefore identify that party and include the supporting political entities. Every TIP project should also include an "audit" of public input and project advocates by name and organization. In addition, TIP project descriptions should include a more complete summary of data from planning studies including:

Item ID# B.1

- Multi-modal level of service (LOS);
- Transit frequency and hours of service;
- Bicycle LOS and pedestrian LOS;
- Condition of transit facilities;
- Average people counts on transit vehicles;
- Percentage of impervious service around a transportation project; and
- References to relevant GIS data, such as topographical maps, FEMA maps and census/DVRPC Degrees of Disadvantage maps.

Transportation projects can then be discussed in a comprehensive manner, with highway and transit components together, and with the sustainable goals of DVRPC's "Implementing *Connections*: A Guide for Municipalities" in mind.

Bucks County draft TIP Comments
June 29, 2010

MPMS# 13240
AQ Code S19
MGR: P/CNV
Not SOV Capacity
Adding

Old Bethlehem Road (Bridge)
LIMITS Over Kimples Creek
MUNICIPALITIES: Haycock Township

The project consists of replacing 16' wide weight restricted 13 ton posted bridge over Kimples Cree w ith a 28' wide bridge with two 11' lanes and 3' shoulders on new alignment. Due to the impacts on emergency services a temporary roadway and bridge would be required and due to the impacts of the temporary facilities on the wetlands constructing the bridge on a new alignment is the most feasible alternative. As part of the project a wetlands mitigation site will be constructed to mitigate the impacts to the existing wetlands.

The existing bridge is posted for 13 tons, shows signs of rapid deterioration, is only 1 lane wide, and has only 111 feet of stopping sight distance. Additionally the horizontal alignment of Old Bethlehem Road north and south of the bridge consists of a series of sharp horizontal curves with substandard sight distance and radii. There is evidence of utility poles being struck.

Comment [RGB1]: 1st line "Creek" not spelled correctly and "with" has an extra space.

MPMS# 13342
AQ Code S19
MGR: HNTB/NV
Not SOV Capacity
Adding

Delaware Rd. over Delaware Canal (Bridge)
LIMITS over Delaware Canal
MUNICIPALITIES: Riegelsville Borough

The project involves the replacement of the narrow, structurally deficient bridge carrying SR 1016 (Delaware Rd.) over the Delaware Canal. The bridge will be replaced on the same horizontal and vertical alignments with minimal approach work. The proposed bridge will have two travel lanes (1 EB & 1 WB), provide a sidewalk for pedestrians, and maintain adequate vertical clearance above the canal towpath. A temporary bridge and roadway will also be constructed as part of the project. This temporary structure will likely be located approximately 300 feet south of the existing structure on alignment with the bridge that carries Delaware Rd. over the Delaware River. Refer to the attached site location map. The project involves the replacement of the bridge carrying SR 1016 (Delaware Rd.) over the Delaware Canal. The bridge will be replaced on the same horizontal and vertical alignments with minimal approach work. The proposed bridge will have two travel lanes (1 EB & 1 WB), provide a sidewalk for pedestrians, and maintain adequate vertical clearance above the canal towpath. A temporary bridge and roadway will also be constructed as part of the project. This temporary structure will likely be located approximately 300 feet south of the existing structure on alignment with the bridge that carries Delaware Rd. over the Delaware River.

Comment [RGB2]: "horizontal" and "alignments" are misspelled throughout Project Description.

MPMS# 13347
AQ Code 2030M
MGR: DMJM/MG
Major SOV Capacity
Adding Subcorr(s):
1A, 4A, 12A

I-95 / PA Turnpike Interchange (TPK)
LIMITS From Exit 28 to 29 and parts of I-95
MUNICIPALITIES: Bristol Township

This interstate completion project will connect I-95 and PA and NJ. Stage 1 of the project involves the const

Comment [RGB3]: Add Bensalem Township and Middletown Township to "Municipalities"

MPMS# 13576
AQ Code 2020M
MGR: HNTB/JA
Minor SOV Capacity

PA 413, New Rodgers Road (Turn Lane)
LIMITS Old Lincoln Highway to Bath Road
MUNICIPALITIES: Middletown Township; Bristol Borough

Comment [RGB4]: Should be Bristol Township, not Borough

MPMS# 13607
AQ Code S19
MGR: P/CNV
Not SOV Capacity
Adding

Upper Ridge Rd. (Bridge)
LIMITS Over Unami Creek
MUNICIPALITIES: Milford Township

This project involves reconstructing the bridge that carries Upper Ridge Road over Unami Creek in Milford Township. The bridge will be reconstructed along the existing alignment. The Unami Creek Bridge on the Upper Ridge Road is vital to the west Milford Township. Providing a modern structure is essential for emergency services, as well as for meeting potential future demand.

Comment [RGB5]: Remove third sentence which begins with "The Unami Creek..." Sentence is confusing.

Item ID# C.1

MPMS# 57624
AQ Code 2020M
MGR: TSS/SPF
Minor SOV Capacity
Adding Subcorr(s):
4A, 5I

Woodbourne Road and Lincoln Highway
LIMITS Woodburn/East Lincoln/Old Lincoln
MUNICIPALITIES: Middletown Township

The proposed roadway improvements will provide right turn lanes and left turn lanes a intersection along Woodbourne Road from Terrace Road to First Street. The improvements will include traffic signal modifications for the intersections of Old Lincoln Highway and Lincoln Highway with Woodbourne Road. The improvements on Lincoln Highway and Old Lincoln Highway will include additional right turn lanes and lengthening of existing left turn lanes.

Comment [RGB6]: First sentence is confusing. Rewrite

MPMS# 57641
AQ Code 2020M
MGR: Gannett/SAN
Minor SOV Capacity
Adding Subcorr(s):
5I, 12A

Bridgetown Pike
LIMITS County Line Road to Old Bristol Road
MUNICIPALITIES: Lower Southampton Township

The project consists of the interconnection of a total of ten (10) intersections (nine existing, one proposed) along Bustleton Pike (S.R. 0532) and Bridgetown Pike (S.R. 0213) to relieve congestion and improve traffic flow through the project corridor. In conjunction with the signal interconnection two intersections warrant the construction of additional lanes in order to further relieve congestion. The first is to widen the westbound direction of Bridgetown Pike (S.R. 0213) at Buck Road/Jay Street to provide a 14'-0" shared thru/right turn lane in addition to the existing 11'-0" thru lane. The second is to add a 14'-0" right turn lane with 5'-0" sidewalk to the northbound direction of Bristol Road (S.R. 2025) at its intersection with Bridgetown Pike (S.R. 0213). This section is 2,088 feet in length and is located in Lower Southampton Township (District 18), Buck County. This project is currently listed on the TIP.

Comment [RGB7]: Project description is verbose and includes redundant statements such as "This project is currently listed on the TIP".

MPMS# 64781
AQ Code S19
MGR: EE/JMD
Not SOV Capacity
Adding

Swamp Road Culvert at Penns Woods Road
LIMITS
MUNICIPALITIES: Newtown Township; Wrightstown Township

Structure replacement. Being progress concomitantly with the Swamp Rd Corridor

Comment [RGB8]: Remove "Wrightstown Township" from "Municipalities". Second word in description is misspelled.

MPMS# 74827
AQ Code X12
MGR: EE/DVRPC/JB
Not SOV Capacity

Delaware Canal Enhance
LIMITS Yardley and Bristol Boroughs
MUNICIPALITIES:

Comment [RGB9]: Doesn't appear to be in Bristol Borough. Remove

MPMS# 77449
AQ Code A2
MGR: EE/DVRPC/JB
Not SOV Capacity
Adding
Adding Subcorr(s): 5I

Route 13 Pedestrian Bridge-Tullytown Bucks County
LIMITS
MUNICIPALITIES: Tullytown Borough

Comment [RGB10]: This project is same as 71159 and 65922. Tullytown Borough misspelled in Title.

MPMS# 80056
AQ Code S19
MGR: TSS/GANNETT
Not SOV Capacity
Adding

Mill Road Bridge over Neshimany Creek
LIMITS
MUNICIPALITIES: Hilltown Township

Comment [RGB11]: Neshaminy misspelled in Title

MPMS# 86923
AQ Code S10
MGR:
Not SOV Capacity
Adding

SR 309, Sellersville Bypass, Resurfacing (PM1)
LIMITS
MUNICIPALITIES: Various

Comment [RGB12]: Municipalities are West Rockhill Township and Hilltown Township. Also need limits.

Item ID# C.1

MPMS# 87088

AQ Code A2

MGR:
Not SOV Capacity
Adding

Chalfont Pedestrian Facilities (SRTS)

LIMITS

MUNICIPALITIES: Chalfont Borough

This project will install crosswalks, curbing, and sidewalks along Route 202, spanning two municipalities and benefiting one elementary school and one middle school.

Proposed improvements include completion of any missing areas of curbing, sidewalk, curbcuts for ADA access, planted concrete islands, painted pedestrian crosswalks, signalized pedestrian railroad crossing, utility adjustments, and replacement of hedges in the way of the proposed sidewalk. The project also includes removal of guiderail on the sides of a bridge to be replaced with sidewalks and a post-rail fence.

This project was awarded \$710,704 in Safe Routes to School (SRTS) funding in May of 2009.

Comment [RGB13]: Project description mentions 2 municipalities. Only Chalfont Borough listed.

MPMS# 90197

AQ Code S19

MGR:

Tyburn Rd Bridges (1)

LIMITS Tyburn Rd

MUNICIPALITIES:

Comment [RGB14]: Municipality is Falls Township.

Item ID# C.2**Anderson, Gastonia**

From: Mosca, James [JMOSCA@state.pa.us]
Sent: Thursday, July 01, 2010 9:40 AM
To: Schoonmaker, Elizabeth
Cc: Anderson, Gastonia; Guarini, Linda; Popp-Mcdonough, Cath
Subject: FFY 2011-2014 TIP Public Comment - PennDOT (MPMS# 17918)

Elizabeth,

Please note that as a result of a recent interpretation by FHWA on the eligibility of CAQ (Congestion Mitigation/Air Quality) funding for the I-95: Transportation Improvement/Flex (Cornwells Heights Shuttle) project (MPMS# 17918), the Department recommends changing the federal funding source of the project on the Draft FFY 2011-2014 TIP from CAQ to STP (Surface Transportation Program - Flexible). The source of funding for the change would be the STP Reserve Line Item (MPMS# 79927). The CAQ funding currently programmed on the draft would be moved to the CAQ Line Item (MPMS# 84318). Please contact me with any questions.

Thanks!

James F. Mosca | Transportation Planning Manager
PA Department of Transportation
Center for Program Development and Management
Transportation Program Development Division
400 North Street - 6th Floor | Harrisburg PA 17120
Phone: 717.787.1250 | Fax: 717.787.5247
jmosca@state.pa.us
www.dot.state.pa.us

7/1/2010



THE COUNTY OF CHESTER



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RONALD T. BAILEY, AICP
Executive Director

June 30, 2010

Elizabeth Schoonmaker
DVRPC
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

TRANSMITTED ELECTONICALLY

Re: DVRPC Draft FY2011 TIP – Comments from the Chester County Planning Commission

Dear Ms. Schoonmaker:

Thank you for the opportunity to review and provide comments on DVRPC's Draft FY2011 Transportation Improvement Program (TIP). Below are comments from the Chester County Planning Commission regarding several projects in Chester County.

- **Add the Rudolph and Arthur Covered Bridge (MPMS 14351):** The project was recently selected to receive \$1.6 million in federal funds through the FY2009 National Historic Covered Bridge Preservation Program. The project includes rehabilitation of a historic covered bridge in Elk and New London Townships, as shown on the attached map. The attached programming request provides the project description and cost estimates by phase. The required matching state funds are available from the Bridge Reserve Line Item (MPMS 79929) and from the requested programming change for Chandler Mill Bridge (MPMS 14251) that is listed below.
- **Shift programming for Final Design for Chandler Mill Bridge (MPMS 14251) to FY12:** Final Design is currently programmed in FY11 for \$319,000. Due to the project status and schedule, Final Design can be shifted and re-programmed in FY12.
- **Add Utility phase for Chester Valley Trail, Phase 2 (MPMS 14675):** Add \$50,000 for UTL in FY11. \$40,000 in CMAQ funds is available from the CMAQ Reserve Line Item (MPMS 84318) and Chester County will provide the required \$10,000 local match.
- **Remove US 322, Main Street at PA 10 Intersection Improvement (MPMS 72603):** This project was let for construction and can be removed from the TIP.
- **Technical comments:** Various corrections to project titles, locations, and descriptions are provided in the attached list of technical comments.

Please let me know if you have any questions or concerns regarding these comments on the Draft FY2011 TIP.

Sincerely,

Natasha Manbeck
Director of Transportation Services

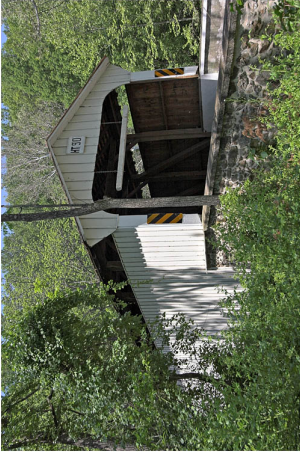
Enclosures:





Rudolph and Arthur Covered Bridge Location Map
Rudolph and Arthur Covered Bridge Programming Request
Technical Comments

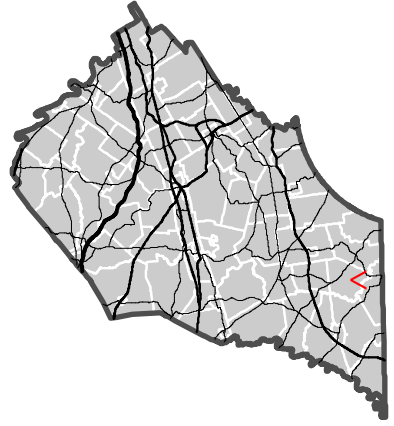
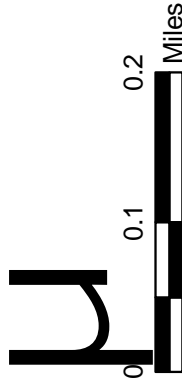
cc: Linda Guarini, PennDOT
Jim Mosca, PennDOT

Rudolph and Arthur Covered Bridge

BMS# 15701503070026, Chester County Bridge# 26



-  Covered Bridge
-  FEMA Flood Risk
-  Wetlands
-  Home Owners Association Open Space



14351
 Rudolph and Arthur Covered Bridge
 (CB #26)

Draft FY2011 TIP

Rehabilitate the Rudolph and Arthur Covered Bridge on Camp Bonsul Rd. over Big Elk Creek. Built in 1880, the bridge retains its original Burr arch truss construction and is listed on the National Register of Historic Places. The rehabilitation will strengthen the bridge for continued vehicular use and original timber trusses, decking, and boards will be re-used and restored in-kind where necessary to maintain the original appearance of the covered bridge. This Chester County owned bridge (#26) is structurally deficient and has sufficiency rating of 16.9. It is posted for 3 tons.

The project was selected to receive \$1.6 million in federal funds through the FY2009 National Historic Covered Bridge Preservation Program.

BMS 15701503070026
 Municipalities Elk Township and New
 London Township

Phase	Fund	FY11	FY12	FY13	FY14	LFY	FY11 - FY14 Total
PE	HCB	\$ 248,000					
PE	183	\$ 46,500					
PE	179	\$ 15,500					
FD	HCB			\$ 252,000			
FD	183			\$ 47,250			
FD	179			\$ 15,750			
CON	HCB					\$ 1,090,000	
CON	183					\$ 204,375	
CON	179					\$ 68,125	
		\$ 310,000	\$ -	\$ 315,000	\$ -	\$ 1,362,500	\$ 625,000

DVRPC Draft FY2011 TIP Technical Comments from the Chester County Planning Commission

Project titles and locations edits

MPMS 84961 Yellow Springs Parking & Street Enhancement (TCSP)

Municipality is West Pikeland Township

MPMS 86698 Osborne Rd. Bridge (CB #30)

Delete "(CB #30)" from the title of the project. This is not a Chester County owned bridge and does not have a County Bridge number.

Project description edits

MPMS 14663 Chester Valley Trail – Phase 1

Municipalities: East Whiteland, West Whiteland

Construction of a 3.9 mile multi-use regional trail from Valley Creek Blvd in West Whiteland Township to the intersection of PA 29 and Matthews Rd in East Whiteland Township. This project will rehabilitate an abandoned rail line and create a 12 ft wide paved asphalt trail with 2 ft wide shoulders. The project includes a new bridge over Church Rd. and repair/replacement of several culverts. The project is a CMS commitment for US 202 – Section 300 (#64494 and #64498) and will provide a safe route for bicyclists and pedestrians traveling in the corridor. This is a segment of a larger regional trail that will connect central Chester County with Norristown, Valley Forge National Park, and the Schuylkill River Trail. See #14675 and #16705 for other segments of the regional trail project.

MPMS 14675 Chester Valley Trail – Phase 2

Municipalities: East Whiteland, Tredyffrin, Upper Merion

Construction of a 7.6 mile multi-use regional trail from PA 29 and Matthews Rd in East Whiteland Township to King of Prussia in Upper Merion, Montgomery County. This project will rehabilitate an abandoned rail line and create a 12 ft wide paved asphalt trail with 2 ft wide shoulders. The project includes an underpass for Warner Rd. and repair/replacement of several culverts. The project is a CMS commitment for US 202 – Section 300 (#64494 and #64498) and will provide a safe route for bicyclists and pedestrians traveling in the corridor. The project is also a segment of a larger regional trail that will connect central Chester County with Valley Forge National Park and the Schuylkill River Trail. See #14663 and #16705 for other segments of the regional trail project.

MPMS 59434 Schuylkill River Trail

Municipalities: East Pikeland, East Vincent, Spring City, East Coventry, North Coventry

Construction of a 9.8 mile trail from Township Line Rd. in East Pikeland Township to US 422 over the Schuylkill River in North Coventry Township. The trail will be located within existing railroad and PECO Energy corridors, railroad and utility rights-of-way, existing bridges, canal towpaths, and public and private open space. This project will connect several parks and open space preserves and will provide a safe route for bicyclists and pedestrians traveling in along the US 422 and Schuylkill River corridor. Local funds will be used for environmental studies, preliminary engineering, final design, and right-of-way. This is a critical segment of a 130-mile multi-use regional trail connecting Philadelphia to Schuylkill County and other projects related to completing the trail include #61885.

Item ID# C.3

MPMS 61885 Schuylkill River Trail

Construction of the last mile of trail to connect the southern and northern Schuylkill River Trail segments as they meet at the Borough of Phoenixville

MPMS 64494 US 202 Section 320

Roadway widening and reconstruction of US 202 on existing alignment for approximately 4.2 miles of limited access highway between Valley Creek Bridge (between Route 29 and Route 401 interchanges) and North Valley Road. Two additional travel lanes will be constructed in the existing median to provide a total of three 12' travel lanes in each direction and wider shoulders to improve safety. The project also includes ramp modifications to the Route 29 Interchange. Improvements will also help to accommodate pedestrians and bicyclists using the future Chester Valley Trail and other municipal trails. Also included is the widening and rehabilitation of the Valley Creek and North Valley Road bridges, construction of SWM basins and installation of sound barrier walls.

This project is coordinated with MPMS 64498 (Section 330 construction), MPMS 84410 (Section 300 CMP Commitments), and MPMS 14675 (Chester Valley Trail).

CMP commitments include transit, ITS, and bicycle improvements. See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details. See MPMS #84410 for the CMP package of transit services for this project.

MPMS 64498 US 202 Section 330

This project involves widening and reconstruction of approximately 2.5 miles of Limited Access Highway from the SR 0030 (Exton Bypass) to the Valley Creek Bridge. In addition, improvements will be made at the SR 401 interchange area, which include widening SR 401 between the ramp interchanges, along with the installation of traffic signals at the ramps. An additional lane and shoulder in each direction will be added within the existing grass median along the mainline. Widening of SR 401 will occur between ramps. Additional left and right turn lanes will be added along SR 401 to accommodate ramp turning movements. There will be no bike/ped facilities along the Limited Access Highway portion, however Chester County's future Chester Valley Trail will cross beneath the highway approximately one-half mile south of the SR202/SR401 Interchange through a proposed culvert. To accommodate pedestrians and bicyclists using the future Chester Valley Trail, the existing 3-span bridge crossing over the trail will be replaced with a continuous pre-cast arch culvert approximately 250' in length and will be paved within the states right-of-way. Also included is the construction of SWM basins and installation of sound barrier walls. Additional, improvements along SR 401 within the interchange area includes striping, signing and signal indications and the ramp interchanges.

This project is coordinated with MPMS 64494 (Section 320 construction), MPMS 84410 (Section 300 CMP Commitments), and MPMS 14675 (Chester Valley Trail).

CMP commitments include transit, ITS, and bicycle improvements. (Many CMP commitments are also relevant for US 202 Section 400.) See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details. See MPMS #84410 for the CMP package of transit services for this project.

MPMS 69911 Harmonyville Rd. (Bridge)

Replace Harmonyville Road Bridge (SR4018) over Pine Creek in Warwick Township, located west of Bethesda Road. This 22 foot, state-owned bridge is structurally deficient (sufficiency rating of 32), posted at 19 tons/35 tons combination, and originally constructed in 1937.

Item ID# C.3

MPMS 80049 Thompson's Bridge on Walker Road

Replace Thompson's Bridge on Walker Road over Trout Run Creek in Tredyffrin Township. This County owned bridge (#301) is structurally deficient (sufficiency rating of 4), functionally obsolete, and posted for 15 tons.

MPMS 72910 Coatesville Third Avenue Train Station

The Home Town Streets/Safe Routes to School (HTSSRS) programs are intended to improve the quality of life in our communities. Projects aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school where feasible.

This project will provide for pedestrian improvements along 3rd Avenue between the Coatesville Train Station and Lincoln Highway. The project includes sidewalk widening and replacement, street trees, street furniture, crosswalks, and **lighting**.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$977,500 funding will be drawn down at the appropriate time.

MPMS 84410 US 202 Section 300 CMP Commitments (Transit)

This project includes bus transit services and select regional rail (SEPTA Paoli-Thorndale) trips that are Congestion Management System (CMS) commitments for the US 202 Section 300 project. The transit services are provided to help reduce the number of peak-hour, single occupancy vehicle trips through the US 202 Section 300 Corridor during construction. The bus routes include SEPTA 204, SEPTA 205, SEPTA 306, Beeline and Cruiseline East.

This project is coordinated with MPMS 64494 (Section 320 construction), MPMS 64498 (Section 330 construction), and MPMS 14675 (Chester Valley Trail, Phase 2).

Item ID# C.4

Anderson, Gastonia

From: Shaffer, Thomas P. [shaffert@co.delaware.pa.us]
Sent: Wednesday, June 23, 2010 3:04 PM
To: Schoonmaker, Elizabeth; Anderson, Gastonia
Subject: 1 editorial comment on TIP

Elizabeth/Gastonia,

I forgot to mention, there was one project description, MPMS 75800, where the 2nd paragraph should be deleted because it applied to another project.

Tom

Thomas P. Shaffer

Manager, Transportation Planning
Delaware County Planning Department
shaffert@co.delaware.pa.us
Phone: 610-891-5217
Fax: 610-891-5203
www.co.delaware.pa.us/planning/transportation.html

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MONTGOMERY COUNTY PLANNING COMMISSION

box 311 • norristown • pennsylvania • 19404-0311 • 610-278-3722
office location: suite 201 • one montgomery plaza • swede & airy streets • norristown pa
FAX 610-278-3941 • Website www.planning.montcopa.org

June 28, 2010

Ms. Elizabeth Schoonmaker
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

Dear Elizabeth:

Montgomery County has the following comments on the draft 2011 Transportation Improvement Program:

1. MPMS#87939 Valley Forge Loop Trail – This project should be listed under Chester County as the project is in Tredyffrin Township.
2. MPMS#16334 PA-73/Church Rd. Intersection - This project is currently listed in the FY19-22 time period using CMAQ funding. The final draft version of the TIP contains a CMAQ Reserve Line Item of \$190 million in the FY15-18 time period. If this is correct, then rather having this intersection deferred to the last TIP time period, we recommend it be moved to FY15 for construction utilizing a small amount of this Reserve Line Item.
3. MPMS#16741 PA-663/Swamp Rd. Intersection, and MPMS#48181 PA-63/Fitzwatertown Rd. Intersection – We recommend that these two intersections, not currently in the final draft TIP, be likewise evaluated using CMAQ funding from the Reserve Line Item and moved into the FY15-18 time period.
4. It was discussed in the final TIP conference call of the counties/city that “companion” projects of the same family be shown in the TIP for completeness. We suggest that the remaining four of the six US-422 3R projects around Pottstown be shown. The first two, MPMS#64222 and #66986 are shown in the first and second time periods, but we should also show #84308, #16738, #14698 and #64220 even though they have funding in the third period.
5. Similar to comment #4, we recommend that for completeness MPMS#77211 phase 2 of the PA-309 Connector project be shown in the third period. Phase 1 is currently under construction and will be completed in 2012.

Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Leo Bagley".

Leo Bagley
Assistant Director



The Delaware Nation
Cultural Preservation Office

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Phone: 405/247-2448 ~ Fax: 405/247-8905

Library ext. 1196
Museum ext. 1180
NAGPRA ext. 1182
Section 106 ext. 1180

July 13, 2010

DVRPC Public Affairs Office
190 N. Independence Mall West
Philadelphia, PA 19106

RE: DVRPC Draft FY2011 TIP for Pennsylvania

Dear Ms. Anderson-Ogoe,

Our office recently received a letter from you about the above referenced project in which you invited our comments or questions. After review by the Cultural Preservation office, the Delaware Nation feels that this is a good plan of action. However, the Delaware Nation will still be consulting on each individual project as they occur.

Please feel free to contact our office with any questions or comments. Thank you for your time.

Sincerely,

Ivy Smith (Ivy Smith)

FOR
Tamara Francis
Director
Cultural Preservation

TM

TIP

TRANSPORTATION IMPROVEMENT PROGRAM



Responses to Public Comments on the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

MPMS# 13248 - Walnut Street (Bridge #13)

Response to A.1

Agency Response by PennDOT:

Designated shoulders do not exist at either approach, and the bridge width meets the curbed roadway at each approach. Therefore, shoulders are not proposed for the bridge and were not required as part of the Safety Submission process. Bike lanes do not exist at either approach. In addition, the project was presented to Perkasio Borough at public meeting and the lack of bike lanes were discussed, and the Borough Council took no exception to the lack of bike lanes across the bridge. Based on this, bike lanes are not proposed across the bridge, and were not required as part of the Safety Submission process.

Agency Response by Bucks County:

The County Bridge Engineering consultant is providing comments directly to Mr. Boyle.

MPMS# 13727 - Bristol Road Intersection Improvements

Response to A.2

Agency Response by PennDOT:

The bicycle checklist is being used and indicates there is a limited number of existing sidewalks and shoulders within in the project area, which would impede pedestrian/bicycle use. In addition, it was decided to reduce the shoulders to reduce the ROW to the adjacent property owners at the Executive Design Review Meeting held on February 20, 2007. This was done at the request of the residents who attended the public meeting.

Agency Response by Bucks County:

The County is currently coordinating with PennDOT to ensure that appropriate bicycle and pedestrian facilities are incorporated into the project.

MPMS# 50633 - PA 263/Old York Road Concrete Rehab and Overlay

Response to A.3, A.4, A.5, A.6, A.7

Agency Response by DVRPC:

The AQ Code included in TIP descriptions refers to the project's status as it relates to Air Quality Conformity. The Clean Air Act and Transportation Conformity Final Rule identify a number of project types that are exempt from regional air quality emissions analysis (exempt projects). DVRPC has assigned alphanumeric codes to these project types so that exempt projects may be easily identified when reviewing a TIP description of the project.

The AQ Code S10 identifies this project as a project that is exempt from regional air quality analysis. The S10 is assigned to pavement resurfacing and rehabilitation projects.

The complete list of exempt codes and their descriptions can be found on page 47 of the current Draft TIP.

Agency Response by PennDOT:

This project will provide full depth reconstruction of the existing deteriorated pavement. This will remedy the poor pavement conditions and the need for continuous maintenance as well as improve safety.

Agency Response by Bucks County:

We agree that the Route 263 rehabilitation project is an extremely important regional project and we will advance construction funds when they become available.

The County is currently coordinating with PennDOT to ensure that appropriate bicycle and pedestrian facilities are incorporated into the project.

MPMS# 57639 - Newtown-Yardley Road

Response to A.8

Agency Response by Bucks County:

We agree that the Newtown Yardley Road project is an extremely important project and we will advance construction funds when they become available.

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

MPMS# 57641 - Bridgetown Pike

Response to A.9

Agency Response by DVRPC:

At this time, DVRPC is not planning to undertake another feasibility study for the viability of reinstating the R8/Newtown Rail corridor. DVRPC previously conducted a study which concluded that ridership would be limited, would compete with existing services, and would require extensive parking expansions: the service restoration would require a high capital investment for a low projected ridership. Viable ridership could only be achieved through significantly higher levels of development and density in the community through which the lines run, which has not been supported by those communities. A second study completed in 2006 also indicated a low projected ridership, and SEPTA has confirmed that the project would require a significant level of capital investment to bring the inactive line up to an acceptable condition for operating a modern passenger rail service. Given the limited financial resources available for regional transit expansion, there is a need to establish a strong benefit ratio before proceeding with an expansion project. Further, neither Bucks nor Montgomery counties have identified this project as a high priority (both counties have other higher priority transit projects which they are actively pursuing), and DVRPC would not undertake yet another feasibility study on this corridor as part of the DVRPC Work Program without both of their support. The construction of the Jenkintown parking garage is a completely separate issue and is in no way linked to the R8/Newtown expansion; this is not an either/or situation.

While the Jenkintown Parking Garage has been planned for many years and has appeared in the public TIP document since 2007 as a component of the Rail Stations and Parking Program (MPMS #60540), construction funding is not currently available in the four year TIP. A small amount of funding (\$1.411 million) is shown merely to account for funds received for the project as part of a congressional earmark, and by law these funds cannot be used on any other project other than what it was earmarked for. SEPTA is working to advance the design of the project working with local stakeholders throughout the process.

DVRPC's long range plan supports policies that first ensure that the existing transit system be in a state of good repair, to provide more options for commuters such as the improved coverage and operation of transit, rail station rehabilitation/expansion, and that large station parking facilities be context sensitive. Further, investments should serve areas that are already developed or designated for future growth. DVRPC's long range plan recognizes parking as a key ingredient to a successful transit system. The Jenkintown Station is a key station and a hub that connects to several lines. The proposed garage is an efficient and minimally land-consuming way to accommodate more parking space with less impact than the equivalent surface parking would cause. Also, SEPTA has historically had fewer parking spaces on its Regional Rail lines which were inherited from predecessor railroads and which were developed before the automobile became dominant. Some commuters even have to "reverse commute" to an outlying station that is not near their residence to find a parking space. SEPTA has been playing catch-up to expand parking where opportunities exist or can be created, even with enhanced regional, county and local efforts to promote TOD and multi-modal transportation options (like bicycling and walking) to access stations.

Regarding pollution from automobiles, a land-use such as a parking garage would tend to produce less emissions than a convenience store or other commercial use since cars are likely to make one trip in and one trip out and remain in place most of the day, with no engines running and little turnover of the cars using the lot. Also, it is a far better situation for cars to drive to a parking lot and park, than give up in frustration and commute all the way to Center City by auto. The area/roads benefit from vehicles that are already removed from the roads due to the presence of the station. An additional 300 spaces in a garage would not have a regional impact on air quality.

DVRPC supports SEPTA's efforts to develop a project and select a parking garage location that addresses both regional and community needs.

Agency Response by PennDOT:

The project scope has been reduced and only the westbound approach of Bridgetown Pike at Buck Road is being widened. No other changes to the existing pavement markings are planned.

Agency Response by Bucks County:

The County is currently coordinating with PennDOT to ensure that appropriate bicycle and pedestrian facilities are incorporated into the project.

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

MPMS# 64781 - Swamp Road Culvert at Penns Woods Road

Response to A.10

Agency Response by PennDOT:

It is agreed that the bridge condition is sufficient to carry traffic loads. It is unclear as to how reconstruction of the bridge will contribute to faster travel speeds. The current project is not eligible for traffic calming and existing conditions do not meet the warrants outlined by the Pennsylvania Traffic Calming Handbook Publication 382.

Maintenance efforts for the bridge will steadily increase; the superstructure was replaced in 2004, but the masonry abutments from the 1930's remain in place.

The project Final Design phase funds are in 2011 of the 2011-2014 Draft TIP, and Utility and ROW phases funding are in 2012.

Agency Response by Bucks County:

This project will replace a rapidly deteriorating culvert which has been posted to not allow heavier vehicles. The goal of the project is to replace the bridge and not necessarily encourage travel speeds.

MPMS# 72906 - Afton Avenue Streetscape HTSSRS

Response to A.11

Agency Response by Bucks County:

We agree that the Afton Avenue Streetscape project is an extremely important project and we will advance construction funds when they become available.

MPMS# 74827 - Delaware Canal Enhance

Response to A.12

Agency Response by Bucks County:

We agree that the Delaware Canal Enhancement project is an extremely important project and we will advance construction funds when they become available.

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

MPMS# 84642 - Jenkintown Platform and Garage Project

Response to A.34, A.35, A.36, A.37, A.38, A.39, A.40, A.41, A.42, A.43, A.44, A.45, A.46, A.47, A.48, A.49, A.50, A.51, A.52, A.53, A.54, A.55, A.56, A.57, A.58, A.59, A.60, A.61, A.62, A.63, A.64, A.65, A.66, A.67, A.68, A.69, A.70, A.71, A.72, A.73, A.74, A.75, A.76, A.77, A.78, A.79, A.80, A.81, A.82, A.83, A.84, A.85, A.86, A.87, A.88, A.89, A.129, A.130, A.131, A.132

Agency Response by DVRPC:

While the Jenkintown Parking Garage has been planned for many years and has appeared in the public TIP document since 2007 as a component of the Rail Stations and Parking Program (MPMS #60540), construction funding is not currently available in the four year TIP. A small amount of funding (\$1.411 million) is shown merely to account for funds received for the project as part of a congressional earmark, and by law these funds cannot be used on any other project other than what it was earmarked for. Were it not for the desire to provide "transparency" in funding, this project would have appeared on SEPTA's Illustrative Unfunded list. It does not have funding to advance to construction at this time. SEPTA is working to advance the design of the project working with local stakeholders throughout the process.

DVRPC's long range plan supports policies that first ensure that the existing transit system be in a state of good repair, to provide more options for commuters such as the improved coverage and operation of transit, rail station rehabilitation/expansion, and that large station parking facilities be context sensitive. Further, investments should serve areas that are already developed or designated for future growth. DVRPC's long range plan recognizes parking as a key ingredient to a successful transit system. The Jenkintown Station is a key station and a hub that connects to several lines. The proposed garage is an efficient and minimally land-consuming way to accommodate more parking space with less impact than the equivalent surface parking would cause. Also, SEPTA has historically had fewer parking spaces on its Regional Rail lines which were inherited from predecessor railroads and which were developed before the automobile became dominant. Some commuters even have to "reverse commute" to an outlying station that is not near their residence to find a parking space. SEPTA has been playing catch-up to expand parking where opportunities exist or can be created, even with enhanced regional, county and local efforts to promote TOD and multi-modal transportation options (like bicycling and walking) to access stations.

Regarding pollution from automobiles, a land-use such as a parking garage would tend to produce less emissions than a convenience store or other commercial use since cars are likely to make one trip in and one trip out and remain in place most of the day, with no engines running and little turnover of the cars using the lot. Also, it is a far better situation for cars to drive to a parking lot and park, than give up in frustration and commute all the way to Center City by auto. The area/roads benefit from vehicles that are already removed from the roads due to the presence of the station. An additional 300 spaces in a garage would not have a regional impact on air quality.

DVRPC did not perform an alternative analysis evaluating multiple alternatives, with VMT reduction per dollar as a variable. There is no requirement to evaluate parking in this manner nor is it viewed as a relevant measure for this type of project.

DVRPC supports SEPTA's efforts to develop a project and select a parking garage location that addresses both regional and community needs.

The construction of the Jenkintown parking garage is a completely separate issue and is in no way linked to the R8/Newtown expansion; this is not an either/or situation.

At this time, DVRPC is not planning to undertake another feasibility study for the viability of reinstating the R8/Newtown Rail corridor. DVRPC previously conducted a study which concluded that ridership would be limited, would compete with existing services, and would require extensive parking expansions: the service restoration would require a high capital investment for a low projected ridership. Viable ridership could only be achieved through significantly higher levels of development and density in the community through which the lines run, which has not been supported by those communities. A second study completed in 2006 also indicated a low projected ridership, and SEPTA has confirmed that the project would require a significant level of capital investment to bring the inactive line up to an acceptable condition for operating a modern passenger rail service. Given the limited financial resources available for regional transit expansion, there is a need to establish a strong benefit ratio before proceeding with an expansion project. Further, neither Bucks nor Montgomery counties have identified this project as a high priority (both counties have other higher priority transit projects which they are actively pursuing), and DVRPC would not undertake yet another feasibility study on this corridor as part of the DVRPC Work Program without both of their support. (Also, see response to: A.34, A.35, A.36, A.37, A.38, A.39, A.40, A.41, A.42, A.43, A.44, A.45, A.46, A.47, A.48, A.49, A.50, A.51, A.52, A.53, A.54, A.55, A.56, A.57, A.58, A.59, A.60, A.61, A.62, A.63, A.64, A.65, A.66, A.67, A.68, A.69, A.70, A.71, A.72, A.73, A.74, A.75, A.76, A.77, A.78, A.79, A.80, A.81, A.82, A.83, A.84, A.85, A.86, A.87, A.88, A.89, A.129, A.130, A.131, A.132; in Montgomery County)

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

MPMS# 84642 - Jenkintown Platform and Garage Project

Response to A.34, A.35, A.36, A.37, A.38, A.39, A.40, A.41, A.42, A.43, A.44, A.45, A.46, A.47, A.48, A.49, A.50, A.51, A.52, A.53, A.54, A.55, A.56, A.57, A.58, A.59, A.60, A.61, A.62, A.63, A.64, A.65, A.66, A.67, A.68, A.69, A.70, A.71, A.72, A.73, A.74, A.75, A.76, A.77, A.78, A.79, A.80, A.81, A.82, A.83, A.84, A.85, A.86, A.87, A.88, A.89, A.129, A.130, A.131, A.132

Agency Response by SEPTA:

The goal of the Jenkintown-Wyncote Station Improvements Project has always been to facilitate the use of public transportation. The project is a continuation of several long-term planning initiatives. The Montgomery County Planning Commission and the Delaware Valley Regional Planning Commission recognize the importance of public transportation to a viable community, and as such, made recommendations to SEPTA for improvements to two "regionally significant" stations. These improvements included the addition of ADA accessibility, passenger conveniences and a modest increase in parking at the stations. The planning agencies developed conceptual designs for station improvements at Jenkintown-Wyncote and Glenside stations with input from Township and Borough officials, SEPTA, and the public.

The parking expansion program is only part of a multi-faceted approach SEPTA is engaged in to achieve ridership growth. Analyses have shown that lack of parking supply at regional rail stations is a common impediment to ridership growth. SEPTA continues to pursue a regional approach for increasing parking capacity at transit stations. The rising environmental awareness and the fluctuation of gasoline prices have contributed to an increase in SEPTA's ridership, especially at stations near the ends of the lines. Since 1993, SEPTA has added approximately 2,772 parking spaces served by Regional Rail lines north of Jenkintown. (Also, see response to: A.34, A.35, A.36, A.37, A.38, A.39, A.40, A.41, A.42, A.43, A.44, A.45, A.46, A.47, A.48, A.49, A.50, A.51, A.52, A.53, A.54, A.55, A.56, A.57, A.58, A.59, A.60, A.61, A.62, A.63, A.64, A.65, A.66, A.67, A.68, A.69, A.70, A.71, A.72, A.73, A.74, A.75, A.76, A.77, A.78, A.79, A.80, A.81, A.82, A.83, A.84, A.85, A.86, A.87, A.88, A.89, A.129, A.130, A.131, A.132; in Montgomery County)

Agency Response by Montgomery County:

Montgomery County supports the garage, which is now under design by SEPTA and has been in planning since 2000. It is consistent with Cheltenham Township's and the county's comprehensive plans. Passengers driving to the station cannot find a place to park after 8am, which discourages riders or forces them to park on residential streets. As the revised 2009 parking demand study pointed out, 70% of riders come from within 3 miles and 85% from within 5 miles. A new garage will attract more commuters from Cheltenham, Jenkintown, and Abington to the SEPTA network who would otherwise drive to Center City. (Also, see response to: A.34, A.35, A.36, A.37, A.38, A.39, A.40, A.41, A.42, A.43, A.44, A.45, A.46, A.47, A.48, A.49, A.50, A.51, A.52, A.53, A.54, A.55, A.56, A.57, A.58, A.59, A.60, A.61, A.62, A.63, A.64, A.65, A.66, A.67, A.68, A.69, A.70, A.71, A.72, A.73, A.74, A.75, A.76, A.77, A.78, A.79, A.80, A.81, A.82, A.83, A.84, A.85, A.86, A.87, A.88, A.89, A.129, A.130, A.131, A.132; in Bucks County)

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

R8 Newtown Rail Line Re-activation

Response to A.13, A.91, A.134, A.135

Agency Response by DVRPC:

At this time, DVRPC is not planning to undertake another feasibility study for the viability of reinstating the R8/Newtown Rail corridor. DVRPC previously conducted a study which concluded that ridership would be limited, would compete with existing services, and would require extensive parking expansions: the service restoration would require a high capital investment for a low projected ridership. Viable ridership could only be achieved through significantly higher levels of development and density in the community through which the lines run, which has not been supported by those communities. A second study completed in 2006 also indicated a low projected ridership, and SEPTA has confirmed that the project would require a significant level of capital investment to bring the inactive line up to an acceptable condition for operating a modern passenger rail service. Given the limited financial resources available for regional transit expansion, there is a need to establish a strong benefit ratio before proceeding with an expansion project. Further, neither Bucks nor Montgomery counties have identified this project as a high priority (both counties have other higher priority transit projects which they are actively pursuing), and DVRPC would not undertake yet another feasibility study on this corridor as part of the DVRPC Work Program without both of their support. The construction of the Jenkintown parking garage is a completely separate issue and is in no way linked to the R8/Newtown expansion; this is not an either/or situation.

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Regarding pollution from automobiles, a land-use such as a parking garage would tend to produce less emissions than a convenience store or other commercial use since cars are likely to make one trip in and one trip out and remain in place most of the day, with no engines running and little turnover of the cars using the lot. Also, it is a far better situation for cars to drive to a parking lot and park, than give up in frustration and commute all the way to Center City by auto. The area/roads benefit from vehicles that are already removed from the roads due to the presence of the station. An additional 300 spaces in a garage would not have a regional impact on air quality.

DVRPC supports SEPTA's efforts to develop a project and select a parking garage location that addresses both regional and community needs. (Also, see response to: A.13, A.91, A.134, A.135 in Montgomery County)

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

R8 Newtown Rail Line Re-activation

Response to A.13, A.91, A.134, A.135

Agency Response by DVRPC:

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DVRPC supports SEPTA's efforts to develop a project and select a parking garage location that addresses both regional and community needs. (Also, see response to: A.13, A.91, A.134, A.135 in Montgomery County)

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

R8 Newtown Rail Line Re-activation

Response to A.13, A.91, A.134, A.135

Agency Response by SEPTA:

The decision to reinstate service on the Fox Chase-Newtown Branch is a separate and distinct project. SEPTA is not planning to reinstate regional rail service on the Fox Chase-Newtown branch for the foreseeable future. There are several other rail corridor expansion plans underway that are being considered, by the region, to have more transit potential. Therefore this project is not included in the Delaware Valley Regional Planning Commission's FY 2011-2014 TIP, or Regional Long Range Plan, nor is it included in SEPTA's FY 2011 Capital Budget and FY 2011-2022 Year Capital Program.

Studies analyzing the potential of restoring service on the Fox Chase-Newtown branch have been produced periodically since service was discontinued. None of these efforts have determined conclusively that a restoration is feasible from a cost / benefit perspective. A principal reason for this is that the Fox Chase-Newtown branch intersects through the natural catchment areas of two existing regional rail lines – the Warminster Line to the northwest and the West Trenton Line to the southeast. A restoration of rail service would result in a redistribution of regional rail ridership rather than a net increase.

It should be noted that the decision on whether to initiate a further feasibility study remains with Bucks and Montgomery Counties as this line extends through both counties. These two counties would need to be in agreement, and act as joint sponsors of any future planning efforts intended to explore restoring rail service on the Fox Chase-Newtown branch. A joint funding request would need to be made to the DVRPC for inclusion of a project in the annual planning program. (Also, see response to: A.13, A.91, A.134, A.135 in Montgomery County)

Agency Response by SEPTA:

SEPTA states first and foremost that the Jenkintown-Wyncote Station Improvements Project and the Newtown Service Restoration project are two separate and independent projects. The funding programmed in the Fiscal Year 2011-2014 Transportation Improvement Program (TIP) for the Jenkintown-Wyncote Station Improvements Project is earmarked funding which cannot be utilized for projects other than the Jenkintown-Wyncote Station Improvement Project. The decision to reinstate service on the Fox Chase-Newtown Branch is a separate and distinct project. SEPTA is not planning to reinstate regional rail service on the Fox Chase-Newtown branch for the foreseeable future. There are several other rail corridor expansion plans underway that are being considered, by the region, to have more transit potential. Therefore this project is not included in the Delaware Valley Regional Planning Commission's FY 2011-2014 TIP, or Regional Long Range Plan, nor is it included in SEPTA's FY 2011 Capital Budget and FY 2011-2022 Year Capital Program.

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Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

R8 Newtown Rail Line Re-activation

Response to A.13, A.91, A.134, A.135

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Agency Response by Bucks County:

The County has in the past and continues to support reactivation of the rail line when sufficient capital funding is available. (Also, see response to: A.13, A.91, A.134, A.135 in Montgomery County)

Agency Response by Bucks County:

The County has in the past and continues to support reactivation of the rail line when sufficient capital funding is available. (Also, see response to: A.13, A.91, A.134, A.135 in Montgomery County)

Technical Corrections

Response to C.1, C.2, C.3, C.4, C.5

Agency Response by DVRPC:

Thank you for your comment. We will make corrections as appropriate. (Also, see response to C.1, C.2, C.3, C.4, C.5 in Chester, Delaware, and Montgomery Counties)

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

MPMS# 14515 - PA 100, Shoen Road to Gordon Drive (02L)

Response to A.14

Agency Response by Chester County:

Thank you for your support.

MPMS# 14613 - PA 41, Gap Newport Road

Response to A.15

Agency Response by Chester County:

Thank you for your support.

MPMS# 57664 - Newark Rd.

Response to A.16

Agency Response by PennDOT:

The Bicycle and Pedestrian checklist was filled out during the preliminary Safety Review submission for the project. Currently, there are no bicycle facilities within the project limits and there are no facilities at either end of the SR 3033-C01 project. The current conditions of narrow lanes, little to no shoulders and poor horizontal/vertical sight distance make the site unsafe for bicycle travel. The project will provide wider shoulders and improve the horizontal/vertical sight distance issues to allow safer bicycle travel on the shoulders.

Agency Response by Chester County:

Newark Rd. and Hillendale Rd. are not part of Chester County's Recommended Bikeway Network. Additionally, there are other parallel roadways that better accommodate cyclists. The purpose of the project is to address specific safety issues at the intersection related to sight distance and vertical geometry. Given topographic and right-of-way constraints, it may not be feasible to provide dedicated bicycle facilities as part of the project.

MPMS# 70227 - PA 29 Phase III

Response to A.17

Agency Response by PennDOT:

We have determined that it is not feasible to provide left turn bike pockets at the intersection of Yellow Springs Road and Route 29 nor straight through bike pockets at other intersections without significant impact to the approved Signing and Pavement Marking Plans, Traffic Signal Plans, Right-of-Way Plans and let schedule. It is noted that the project team worked with Mr. Lee Whitmore of the Chester County Planning Commission as part of early project coordination efforts with respect to bicycle lanes. As a result of this coordination effort, the curbed shoulder were widened from 2 foot to 5 foot throughout the project to accommodate bicycle traffic.

MPMS# 77457 - Church Street Streetscape Project

Response to A.18

Agency Response by PennDOT:

The sponsor was made aware of this request to consider the installation of bike racks on the project.

MPMS# 77459 - Phoenixville Streetscape Project

Response to A.19

Agency Response by PennDOT:

The sponsor will be made aware of this request to see if the installation of bike racks is possible.

Agency Response by Chester County:

The scope of the streetscape project does not currently include bicycle racks. However, Phoenixville Borough is exploring other opportunities to provide bicycle racks in the downtown business district.

MPMS# 77470 - Operation Safe Kids - Phoenixville

Response to A.20

Agency Response by Chester County:

Thank you for your support.

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

MPMS# 83710 - Boot Road Extension Bridge

Response to A.21

Agency Response by PennDOT:

This is a locally sponsored project. Project development activity has not yet been initiated by the sponsors. When that does occur, this comment will be noted as part of the project scoping. However, the project generally involves the construction of a new bridge over the Brandywine Creek. Any other roadway/intersection improvements would occur outside the scope of this project.

Agency Response by Chester County:

The concept design for the new bridge currently includes bike lanes or comparable facility for bicyclists.

MPMS# 86698 - Osborne Road Bridge (CB #30)

Response to A.22

Agency Response by Chester County:

The Osborne Rd. Bridge replacement is necessary to maintain access and local roadway connections. It will improve safety and eliminate the current posting to maintain access for emergency responders, school buses, and other vehicles.

Railroad Bridge in Chester County

Response to A.23

Agency Response by DVRPC:

The bridge you refer to is not owned by SEPTA, but by Amtrak. To inquire of Amtrak on the web, go to <http://www.amtrak.com/> and select the heading "Contact Us" at the top of their home page where you can send general inquiries.

Agency Response by Chester County:

The bridge is owned by Amtrak and they are the point of contact regarding the condition of the bridge.

Technical Corrections

Response to C.1, C.2, C.3, C.4, C.5

Agency Response by DVRPC:

Thank you for your comment. We will make corrections as appropriate. (Also, see response to C.1, C.2, C.3, C.4, C.5 in Bucks, Delaware, and Montgomery Counties)

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

MPMS# 15345 - PA 252, Providence Rd.

Response to A.24

Agency Response by Delaware County:

Thank you for your support.

MPMS# 15468 - Concord Road (Bridge)

Response to A.25

Agency Response by PennDOT:

The project will provide 6' paved shoulders in both directions. This exceeds the AASHTO Green Book recommendations of 4' shoulder where bicyclists and pedestrians travel (page 314) despite the lack of any observed existing pedestrian or bicycle traffic. The proposed shoulder width of 6' is a significant improvement relative to the existing variable width of 2.5' to 4'. The project will provide adequate safe width for bicycle traffic.

MPMS# 65127 - Chester Waterfront Development/ Streetscape

Response to A.26

Agency Response by PennDOT:

The sponsor will be made aware of the request to provide sharrows. Bike lanes would not be possible to include due to the current roadway width and presence of on-street parking on both sides of the roadway.

Technical Corrections

Response to C.1, C.2, C.3, C.4, C.5

Agency Response by DVRPC:

Thank you for your comment. We will make corrections as appropriate. (Also, see response to C.1, C.2, C.3, C.4, C.5 in Bucks, Chester, and Montgomery Counties)

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

General highway improvements and concerns in Montgomery County

Response to A.27

Agency Response by DVRPC:

A break-out project line item (MPMS #90680) has been established for the Ardmore Transit Center to account for the locally obtained funds for the project. Note that funding "requests" for earmarks, etc., do not constitute secured funds which would show on the TIP until the earmarks are actually enacted into law. DVRPC appreciates the frustration of all stakeholders concerned about projects that are not advancing to construction as quickly as desired. The DVRPC region worked diligently to prepare a program that will support our transportation infrastructure and maintain a state of good repair, but it was an extraordinarily difficult task given the region's needs and available funding. Many valuable and important projects had to be delayed. The region's needs are great. There are close to \$7 billion worth of specifically identified, unfunded needs represented in the Later Fiscal Years of the TIP programmed projects, combined with the "Illustrative Unfunded Projects" that are listed in the TIP document. There are close to 800 miles of pavement in the DVRPC region that PennDOT has categorized as poor. There are almost 600 state owned structurally deficient (SD) bridges in the DVRPC region, and over 300 local SD bridges (over 20'). SEPTA has identified \$700 million worth of improvements delayed directly due to the loss in State "Act 44" funding, and an additional \$1.5 billion of other unfunded projects. It is impossible to fund everything during the next 4 years.

Hearings were recently held on June 4th by the state legislature to address the funding crisis in the state, and the DVRPC Executive Director and other DVRPC stakeholders were present to testify about the impact on our region and to advocate for innovative funding solutions. If you are in support of innovative funding solutions, it is important to let your legislators know.

The recent federal ruling prohibiting the tolling of I-80 in Pennsylvania undoes a key lynchpin of the funding mechanism for state "Act 44" funding, and will severely impact revenues. Without full funding of Act 44, the DVRPC region will experience a reduction in funding of close to \$725 million over the next four years: \$57 million annually for PennDOT, plus an additional estimated \$50 million for specially selected projects, all of which would have been directed toward bridge repairs; and \$110 million annually for SEPTA, equivalent to 25%, of their Capital Budget.

An excerpt from the June 4th DVRPC testimony:

"DVRPC has analyzed a set of funding options, ranging from tolling to public-private partnerships to various user fees and taxes, as a means to raise additional transportation revenue. For example, a vehicle miles traveled fee in our region of a penny per mile would cost the average driver just \$10 per month, and raise over \$250 million per year locally. Raising the gas tax by a nickel would cost the average driver just two dollars per month, and raise over \$300 million statewide. This at a time when gas prices fluctuate by more than a nickel each and every week.

While it may never seem a popular idea to raise taxes or impose additional fees, particularly in the current economic climate, transportation services must be viewed as a utility that everyone uses, everyone benefits from, and everyone must pay for. Compared to the costs most of us pay for cell phones or cable television, quality transportation is not a luxury, but a necessity. Our transportation investment needs are indeed great, and while our options are constrained, we do have options. No action by the legislature at this time will cripple our region's efforts to stimulate economic activity and prepare for our future. Existing businesses will find new locations where their employees can get to work and goods can get to market. Potential new businesses will be witnessing a "cannot do" government in Pennsylvania and choose not to move here.

In closing, there is no question that the price of failure is considerable and the greatest cost we face is the cost of doing nothing." (Also, see response to: A.110 and A.111 in Various Counties)

Agency Response by PennDOT:

The Union Ave Bridge (MPMS # 16248) was not carried over to Draft FY2011 TIP because it was expected to be obligated this fiscal year. There are further delays due to required coordinating issues so that the project will be carried over to the DVRPC "Transition List" or will be amended into the FY2011 TIP as necessary. (Also, see response to: A.110 and A.111 in Various Counties)

Agency Response by Montgomery County:

Montgomery County appreciates the township's efforts to advance the projects by partnering with PennDOT and SEPTA. The county agrees that the Ardmore Transit Center should be included in the TIP and will work to make that possible. The Union Ave. Bridge will be advanced when the design is complete. The Pennswood Rd. Bridge is programmed for the second 4 years. Unfortunately, there is presently insufficient TIP funding to advance the remaining two projects. (Also, see response to: A.110 and A.111 in Various Counties)

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

General transit improvements and concerns in Montgomery Counties

Response to A.30, A.112, A.113, A.114, A.115, A.116, A.117, A.118, A.119, A.120, A.121

Agency Response by SEPTA:

The goal of the Jenkintown-Wyncote Station Improvements Project has always been to facilitate the use of public transportation. The project is a continuation of several long-term planning initiatives. The Montgomery County Planning Commission and the Delaware Valley Regional Planning Commission recognize the importance of public transportation to a viable community, and as such, made recommendations to SEPTA for improvements to two "regionally significant" stations. These improvements included the addition of ADA accessibility, passenger conveniences and a modest increase in parking at the stations. The planning agencies developed conceptual designs for station improvements at Jenkintown-Wyncote and Glenside stations with input from Township and Borough officials, SEPTA, and the public.

The parking expansion program is only part of a multi-faceted approach SEPTA is engaged in to achieve ridership growth. Analyses have shown that lack of parking supply at regional rail stations is a common impediment to ridership growth. SEPTA continues to pursue a regional approach for increasing parking capacity at transit stations. The rising environmental awareness and the fluctuation of gasoline prices have contributed to an increase in SEPTA's ridership, especially at stations near the ends of the lines. Since 1993, SEPTA has added approximately 2,772 parking spaces served by Regional Rail lines north of Jenkintown. (Also, see response to: A.30, A.112, A.113, A.114, A.115, A.116, A.117, A.118, A.119, A.120, A.121; in Various Counties)

General transit improvements and concerns in Montgomery County

Response to A.28, A.29

Agency Response by SEPTA:

The goal of the Jenkintown-Wyncote Station Improvements Project has always been to facilitate the use of public transportation. The project is a continuation of several long-term planning initiatives. The Montgomery County Planning Commission and the Delaware Valley Regional Planning Commission recognize the importance of public transportation to a viable community, and as such, made recommendations to SEPTA for improvements to two "regionally significant" stations. These improvements included the addition of ADA accessibility, passenger conveniences and a modest increase in parking at the stations. The planning agencies developed conceptual designs for station improvements at Jenkintown-Wyncote and Glenside stations with input from Township and Borough officials, SEPTA, and the public.

The parking expansion program is only part of a multi-faceted approach SEPTA is engaged in to achieve ridership growth. Analyses have shown that lack of parking supply at regional rail stations is a common impediment to ridership growth. SEPTA continues to pursue a regional approach for increasing parking capacity at transit stations. The rising environmental awareness and the fluctuation of gasoline prices have contributed to an increase in SEPTA's ridership, especially at stations near the ends of the lines. Since 1993, SEPTA has added approximately 2,772 parking spaces served by Regional Rail lines north of Jenkintown.

The decision to reinstate service on the Fox Chase-Newtown Branch is a separate and distinct project. SEPTA is not planning to reinstate regional rail service on the Fox Chase-Newtown branch for the foreseeable future. There are several other rail corridor expansion plans underway that are being considered, by the region, to have more transit potential. Therefore this project is not included in the Delaware Valley Regional Planning Commission's FY 2011-2014 TIP, or Regional Long Range Plan, nor is it included in SEPTA's FY 2011 Capital Budget and FY 2011-2022 Year Capital Program.

Studies analyzing the potential of restoring service on the Fox Chase-Newtown branch have been produced periodically since service was discontinued. None of these efforts have determined conclusively that a restoration is feasible from a cost / benefit perspective. A principal reason for this is that the Fox Chase-Newtown branch intersects through the natural catchment areas of two existing regional rail lines – the Warminster Line to the northwest and the West Trenton Line to the southeast. A restoration of rail service would result in a redistribution of regional rail ridership rather than a net increase.

It should be noted that the decision on whether to initiate a further feasibility study remains with Bucks and Montgomery Counties as this line extends through both counties. These two counties would need to be in agreement, and act as joint sponsors of any future planning efforts intended to explore restoring rail service on the Fox Chase-Newtown branch. A joint funding request would need to be made to the DVRPC for inclusion of a project in the annual planning program. (Also, see response to: A.30, A.112, A.113, A.114, A.115, A.116, A.117, A.118, A.119, A.120, A.121; in Various Counties)

MPMS# 87938 - Bethlehem Pike Roadway Streetscape Improv. (TCSP)

Response to A.31

Agency Response by Montgomery County:

Montgomery County agrees that shared lane markings should be included in the project.

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

MPMS# 57864 - Cowpath Rd./Godshall Rd./Broad St.

Response to A.32

Agency Response by PennDOT:

A bike pocket will be added to the project as shown in the attached MUTCD figure.

Agency Response by Montgomery County:

Montgomery County agrees with the 4 foot minimum shoulder width and that a bike pocket should be installed adjacent to turn lanes.

MPMS# 73214 - Ardmore Transit Center

Response to A.33

Agency Response by DVRPC:

A break-out project line item (MPMS #90680) has been established for the Ardmore Transit Center to account for the locally obtained funds for the project. Note that funding "requests" for earmarks, etc., do not constitute secured funds which would show on the TIP until the earmarks are actually enacted into law.

Agency Response by SEPTA:

The Ardmore Transportation Project is one of twenty two projects that SEPTA has been forced to defer due to a reduction of \$110 million in capital funds annually beginning in Fiscal Year 2011 (July 1, 2010). This equates to a cut in SEPTA's Capital Budget by 25 percent each year. Such a drastic reduction in capital funding forces SEPTA to make challenging decisions in the projects the Authority funds in the annual capital budget and twelve year capital program. The limited funding that SEPTA can anticipate must go to programming projects in the TIP for which SEPTA has financial obligations to pay, have contracts currently awarded, are federally mandated, and are essential vehicle replacement/rehabilitation programs. There is funding obligated for the design phase of the Ardmore Transit Center project, which is currently underway. The construction phase of this project remains unfunded, pending identification of a funding source to advance this project. The deferral of this project is on the draft FY 2011-2014 TIP's illustrative list at the end of the document.

Agency Response by Montgomery County:

Montgomery County agrees that the Ardmore Transit Center should be included in the TIP since final design continues under a federal earmark and the project has funding commitments from various other public and private sources.

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

MPMS# 84642 - Jenkintown Platform and Garage Project

Response to A.34, A.35, A.36, A.37, A.38, A.39, A.40, A.41, A.42, A.43, A.44, A.45, A.46, A.47, A.48, A.49, A.50, A.51, A.52, A.53, A.54, A.55, A.56, A.57, A.58, A.59, A.60, A.61, A.62, A.63, A.64, A.65, A.66, A.67, A.68, A.69, A.70, A.71, A.72, A.73, A.74, A.75, A.76, A.77, A.78, A.79, A.80, A.81, A.82, A.83, A.84, A.85, A.86, A.87, A.88, A.89, A.129, A.130, A.131, A.132

Agency Response by DVRPC:

While the Jenkintown Parking Garage has been planned for many years and has appeared in the public TIP document since 2007 as a component of the Rail Stations and Parking Program (MPMS #60540), construction funding is not currently available in the four year TIP. A small amount of funding (\$1.411 million) is shown merely to account for funds received for the project as part of a congressional earmark, and by law these funds cannot be used on any other project other than what it was earmarked for. Were it not for the desire to provide "transparency" in funding, this project would have appeared on SEPTA's Illustrative Unfunded list. It does not have funding to advance to construction at this time. SEPTA is working to advance the design of the project working with local stakeholders throughout the process.

DVRPC's long range plan supports policies that first ensure that the existing transit system be in a state of good repair, to provide more options for commuters such as the improved coverage and operation of transit, rail station rehabilitation/expansion, and that large station parking facilities be context sensitive. Further, investments should serve areas that are already developed or designated for future growth. DVRPC's long range plan recognizes parking as a key ingredient to a successful transit system. The Jenkintown Station is a key station and a hub that connects to several lines. The proposed garage is an efficient and minimally land-consuming way to accommodate more parking space with less impact than the equivalent surface parking would cause. Also, SEPTA has historically had fewer parking spaces on its Regional Rail lines which were inherited from predecessor railroads and which were developed before the automobile became dominant. Some commuters even have to "reverse commute" to an outlying station that is not near their residence to find a parking space. SEPTA has been playing catch-up to expand parking where opportunities exist or can be created, even with enhanced regional, county and local efforts to promote TOD and multi-modal transportation options (like bicycling and walking) to access stations.

Regarding pollution from automobiles, a land-use such as a parking garage would tend to produce less emissions than a convenience store or other commercial use since cars are likely to make one trip in and one trip out and remain in place most of the day, with no engines running and little turnover of the cars using the lot. Also, it is a far better situation for cars to drive to a parking lot and park, than give up in frustration and commute all the way to Center City by auto. The area/roads benefit from vehicles that are already removed from the roads due to the presence of the station. An additional 300 spaces in a garage would not have a regional impact on air quality.

DVRPC did not perform an alternative analysis evaluating multiple alternatives, with VMT reduction per dollar as a variable. There is no requirement to evaluate parking in this manner nor is it viewed as a relevant measure for this type of project.

DVRPC supports SEPTA's efforts to develop a project and select a parking garage location that addresses both regional and community needs.

The construction of the Jenkintown parking garage is a completely separate issue and is in no way linked to the R8/Newtown expansion; this is not an either/or situation.

At this time, DVRPC is not planning to undertake another feasibility study for the viability of reinstating the R8/Newtown Rail corridor. DVRPC previously conducted a study which concluded that ridership would be limited, would compete with existing services, and would require extensive parking expansions: the service restoration would require a high capital investment for a low projected ridership. Viable ridership could only be achieved through significantly higher levels of development and density in the community through which the lines run, which has not been supported by those communities. A second study completed in 2006 also indicated a low projected ridership, and SEPTA has confirmed that the project would require a significant level of capital investment to bring the inactive line up to an acceptable condition for operating a modern passenger rail service. Given the limited financial resources available for regional transit expansion, there is a need to establish a strong benefit ratio before proceeding with an expansion project. Further, neither Bucks nor Montgomery counties have identified this project as a high priority (both counties have other higher priority transit projects which they are actively pursuing), and DVRPC would not undertake yet another feasibility study on this corridor as part of the DVRPC Work Program without both of their support.

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

MPMS# 84642 - Jenkintown Platform and Garage Project

Response to A.34, A.35, A.36, A.37, A.38, A.39, A.40, A.41, A.42, A.43, A.44, A.45, A.46, A.47, A.48, A.49, A.50, A.51, A.52, A.53, A.54, A.55, A.56, A.57, A.58, A.59, A.60, A.61, A.62, A.63, A.64, A.65, A.66, A.67, A.68, A.69, A.70, A.71, A.72, A.73, A.74, A.75, A.76, A.77, A.78, A.79, A.80, A.81, A.82, A.83, A.84, A.85, A.86, A.87, A.88, A.89, A.129, A.130, A.131, A.132

Agency Response by SEPTA:

The goal of the Jenkintown-Wyncote Station Improvements Project has always been to facilitate the use of public transportation. The project is a continuation of several long-term planning initiatives. The Montgomery County Planning Commission and the Delaware Valley Regional Planning Commission recognize the importance of public transportation to a viable community, and as such, made recommendations to SEPTA for improvements to two "regionally significant" stations. These improvements included the addition of ADA accessibility, passenger conveniences and a modest increase in parking at the stations. The planning agencies developed conceptual designs for station improvements at Jenkintown-Wyncote and Glenside stations with input from Township and Borough officials, SEPTA, and the public.

The parking expansion program is only part of a multi-faceted approach SEPTA is engaged in to achieve ridership growth. Analyses have shown that lack of parking supply at regional rail stations is a common impediment to ridership growth. SEPTA continues to pursue a regional approach for increasing parking capacity at transit stations. The rising environmental awareness and the fluctuation of gasoline prices have contributed to an increase in SEPTA's ridership, especially at stations near the ends of the lines. Since 1993, SEPTA has added approximately 2,772 parking spaces served by Regional Rail lines north of Jenkintown. (Also, see response to: A.34, A.35, A.36, A.37, A.38, A.39, A.40, A.41, A.42, A.43, A.44, A.45, A.46, A.47, A.48, A.49, A.50, A.51, A.52, A.53, A.54, A.55, A.56, A.57, A.58, A.59, A.60, A.61, A.62, A.63, A.64, A.65, A.66, A.67, A.68, A.69, A.70, A.71, A.72, A.73, A.74, A.75, A.76, A.77, A.78, A.79, A.80, A.81, A.82, A.83, A.84, A.85, A.86, A.87, A.88, A.89, A.129, A.130, A.131, A.132; in Bucks County)

Agency Response by Montgomery County:

Montgomery County supports the garage, which is now under design by SEPTA and has been in planning since 2000. It is consistent with Cheltenham Township's and the county's comprehensive plans. Passengers driving to the station cannot find a place to park after 8am, which discourages riders or forces them to park on residential streets. As the revised 2009 parking demand study pointed out, 70% of riders come from within 3 miles and 85% from within 5 miles. A new garage will attract more commuters from Cheltenham, Jenkintown, and Abington to the SEPTA network who would otherwise drive to Center City. (Also, see response to: A.34, A.35, A.36, A.37, A.38, A.39, A.40, A.41, A.42, A.43, A.44, A.45, A.46, A.47, A.48, A.49, A.50, A.51, A.52, A.53, A.54, A.55, A.56, A.57, A.58, A.59, A.60, A.61, A.62, A.63, A.64, A.65, A.66, A.67, A.68, A.69, A.70, A.71, A.72, A.73, A.74, A.75, A.76, A.77, A.78, A.79, A.80, A.81, A.82, A.83, A.84, A.85, A.86, A.87, A.88, A.89, A.129, A.130, A.131, A.132; in Bucks County)

MPMS# 89715 - Sanatoga Interchange Project

Response to A.90

Agency Response by PennDOT:

This project appears in the FY2009 TIP with local funding in FY10 and FY11 and will be carried over to the FY2011 TIP.

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

R8 Newtown Rail Line Re-activation

Response to A.13, A.91, A.134, A.135

Agency Response by DVRPC:

At this time, DVRPC is not planning to undertake another feasibility study for the viability of reinstating the R8/Newtown Rail corridor. DVRPC previously conducted a study which concluded that ridership would be limited, would compete with existing services, and would require extensive parking expansions: the service restoration would require a high capital investment for a low projected ridership. Viable ridership could only be achieved through significantly higher levels of development and density in the community through which the lines run, which has not been supported by those communities. A second study completed in 2006 also indicated a low projected ridership, and SEPTA has confirmed that the project would require a significant level of capital investment to bring the inactive line up to an acceptable condition for operating a modern passenger rail service. Given the limited financial resources available for regional transit expansion, there is a need to establish a strong benefit ratio before proceeding with an expansion project. Further, neither Bucks nor Montgomery counties have identified this project as a high priority (both counties have other higher priority transit projects which they are actively pursuing), and DVRPC would not undertake yet another feasibility study on this corridor as part of the DVRPC Work Program without both of their support. The construction of the Jenkintown parking garage is a completely separate issue and is in no way linked to the R8/Newtown expansion; this is not an either/or situation.

While the Jenkintown Parking Garage has been planned for many years and has appeared in the public TIP document since 2007 as a component of the Rail Stations and Parking Program (MPMS #60540), construction funding is not currently available in the four year TIP. A small amount of funding (\$1.411 million) is shown merely to account for funds received for the project as part of a congressional earmark, and by law these funds cannot be used on any other project other than what it was earmarked for. SEPTA is working to advance the design of the project working with local stakeholders throughout the process.

DVRPC's long range plan supports policies that first ensure that the existing transit system be in a state of good repair, to provide more options for commuters such as the improved coverage and operation of transit, rail station rehabilitation/expansion, and that large station parking facilities be context sensitive. Further, investments should serve areas that are already developed or designated for future growth. DVRPC's long range plan recognizes parking as a key ingredient to a successful transit system. The Jenkintown Station is a key station and a hub that connects to several lines. The proposed garage is an efficient and minimally land-consuming way to accommodate more parking space with less impact than the equivalent surface parking would cause. Also, SEPTA has historically had fewer parking spaces on its Regional Rail lines which were inherited from predecessor railroads and which were developed before the automobile became dominant. Some commuters even have to "reverse commute" to an outlying station that is not near their residence to find a parking space. SEPTA has been playing catch-up to expand parking where opportunities exist or can be created, even with enhanced regional, county and local efforts to promote TOD and multi-modal transportation options (like bicycling and walking) to access stations.

Regarding pollution from automobiles, a land-use such as a parking garage would tend to produce less emissions than a convenience store or other commercial use since cars are likely to make one trip in and one trip out and remain in place most of the day, with no engines running and little turnover of the cars using the lot. Also, it is a far better situation for cars to drive to a parking lot and park, than give up in frustration and commute all the way to Center City by auto. The area/roads benefit from vehicles that are already removed from the roads due to the presence of the station. An additional 300 spaces in a garage would not have a regional impact on air quality.

DVRPC supports SEPTA's efforts to develop a project and select a parking garage location that addresses both regional and community needs. (Also, see response to: A.13, A.91, A.134, A.135 in Bucks County)

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

R8 Newtown Rail Line Re-activation

Response to A.13, A.91, A.134, A.135

Agency Response by DVRPC:

At this time, DVRPC is not planning to undertake another feasibility study for the viability of reinstating the R8/Newtown Rail corridor. DVRPC previously conducted a study which concluded that ridership would be limited, would compete with existing services, and would require extensive parking expansions: the service restoration would require a high capital investment for a low projected ridership. Viable ridership could only be achieved through significantly higher levels of development and density in the community through which the lines run, which has not been supported by those communities. A second study completed in 2006 also indicated a low projected ridership, and SEPTA has confirmed that the project would require a significant level of capital investment to bring the inactive line up to an acceptable condition for operating a modern passenger rail service. Given the limited financial resources available for regional transit expansion, there is a need to establish a strong benefit ratio before proceeding with an expansion project. Further, neither Bucks nor Montgomery counties have identified this project as a high priority (both counties have other higher priority transit projects which they are actively pursuing), and DVRPC would not undertake yet another feasibility study on this corridor as part of the DVRPC Work Program without both of their support. The construction of the Jenkintown parking garage is a completely separate issue and is in no way linked to the R8/Newtown expansion; this is not an either/or situation.

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DVRPC's long range plan supports policies that first ensure that the existing transit system be in a state of good repair, to provide more options for commuters such as the improved coverage and operation of transit, rail station rehabilitation/expansion, and that large station parking facilities be context sensitive. Further, investments should serve areas that are already developed or designated for future growth. DVRPC's long range plan recognizes parking as a key ingredient to a successful transit system. The Jenkintown Station is a key station and a hub that connects to several lines. The proposed garage is an efficient and minimally land-consuming way to accommodate more parking space with less impact than the equivalent surface parking would cause. Also, SEPTA has historically had fewer parking spaces on its Regional Rail lines which were inherited from predecessor railroads and which were developed before the automobile became dominant. Some commuters even have to "reverse commute" to an outlying station that is not near their residence to find a parking space. SEPTA has been playing catch-up to expand parking where opportunities exist or can be created, even with enhanced regional, county and local efforts to promote TOD and multi-modal transportation options (like bicycling and walking) to access stations.

Regarding pollution from automobiles, a land-use such as a parking garage would tend to produce less emissions than a convenience store or other commercial use since cars are likely to make one trip in and one trip out and remain in place most of the day, with no engines running and little turnover of the cars using the lot. Also, it is a far better situation for cars to drive to a parking lot and park, than give up in frustration and commute all the way to Center City by auto. The area/roads benefit from vehicles that are already removed from the roads due to the presence of the station. An additional 300 spaces in a garage would not have a regional impact on air quality.

DVRPC supports SEPTA's efforts to develop a project and select a parking garage location that addresses both regional and community needs. (Also, see response to: A.13, A.91, A.134, A.135 in Bucks County)

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

R8 Newtown Rail Line Re-activation

Response to A.13, A.91, A.134, A.135

Agency Response by SEPTA:

The decision to reinstate service on the Fox Chase-Newtown Branch is a separate and distinct project. SEPTA is not planning to reinstate regional rail service on the Fox Chase-Newtown branch for the foreseeable future. There are several other rail corridor expansion plans underway that are being considered, by the region, to have more transit potential. Therefore this project is not included in the Delaware Valley Regional Planning Commission's FY 2011-2014 TIP, or Regional Long Range Plan, nor is it included in SEPTA's FY 2011 Capital Budget and FY 2011-2022 Year Capital Program.

Studies analyzing the potential of restoring service on the Fox Chase-Newtown branch have been produced periodically since service was discontinued. None of these efforts have determined conclusively that a restoration is feasible from a cost / benefit perspective. A principal reason for this is that the Fox Chase-Newtown branch intersects through the natural catchment areas of two existing regional rail lines – the Warminster Line to the northwest and the West Trenton Line to the southeast. A restoration of rail service would result in a redistribution of regional rail ridership rather than a net increase.

It should be noted that the decision on whether to initiate a further feasibility study remains with Bucks and Montgomery Counties as this line extends through both counties. These two counties would need to be in agreement, and act as joint sponsors of any future planning efforts intended to explore restoring rail service on the Fox Chase-Newtown branch. A joint funding request would need to be made to the DVRPC for inclusion of a project in the annual planning program. (Also, see response to: A.13, A.91, A.134, A.135 in Bucks County)

Agency Response by SEPTA:

SEPTA states first and foremost that the Jenkintown-Wyncote Station Improvements Project and the Newtown Service Restoration project are two separate and independent projects. The funding programmed in the Fiscal Year 2011-2014 Transportation Improvement Program (TIP) for the Jenkintown-Wyncote Station Improvements Project is earmarked funding which cannot be utilized for projects other than the Jenkintown-Wyncote Station Improvement Project. The decision to reinstate service on the Fox Chase-Newtown Branch is a separate and distinct project. SEPTA is not planning to reinstate regional rail service on the Fox Chase-Newtown branch for the foreseeable future. There are several other rail corridor expansion plans underway that are being considered, by the region, to have more transit potential. Therefore this project is not included in the Delaware Valley Regional Planning Commission's FY 2011-2014 TIP, or Regional Long Range Plan, nor is it included in SEPTA's FY 2011 Capital Budget and FY 2011-2022 Year Capital Program.

Studies analyzing the potential of restoring service on the Fox Chase-Newtown branch have been produced periodically since service was discontinued. None of these efforts have determined conclusively that a restoration is feasible from a cost / benefit perspective. A principal reason for this is that the Fox Chase-Newtown branch intersects through the natural catchment areas of two existing regional rail lines – the Warminster Line to the northwest and the West Trenton Line to the southeast. A restoration of rail service would result in a redistribution of regional rail ridership rather than a net increase.

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Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

R8 Newtown Rail Line Re-activation

Response to A.13, A.91, A.134, A.135

Agency Response by SEPTA:

The decision to reinstate service on the Fox Chase-Newtown Branch is a separate and distinct project. SEPTA is not planning to reinstate regional rail service on the Fox Chase-Newtown branch for the foreseeable future. There are several other rail corridor expansion plans underway that are being considered, by the region, to have more transit potential. Therefore this project is not included in the Delaware Valley Regional Planning Commission's FY 2011-2014 TIP, or Regional Long Range Plan, nor is it included in SEPTA's FY 2011 Capital Budget and FY 2011-2022 Year Capital Program.

Studies analyzing the potential of restoring service on the Fox Chase-Newtown branch have been produced periodically since service was discontinued. None of these efforts have determined conclusively that a restoration is feasible from a cost / benefit perspective. A principal reason for this is that the Fox Chase-Newtown branch intersects through the natural catchment areas of two existing regional rail lines – the Warminster Line to the northwest and the West Trenton Line to the southeast. A restoration of rail service would result in a redistribution of regional rail ridership rather than a net increase.

It should be noted that the decision on whether to initiate a further feasibility study remains with Bucks and Montgomery Counties as this line extends through both counties. These two counties would need to be in agreement, and act as joint sponsors of any future planning efforts intended to explore restoring rail service on the Fox Chase-Newtown branch. A joint funding request would need to be made to the DVRPC for inclusion of a project in the annual planning program. (Also, see response to: A.13, A.91, A.134, A.135 in Bucks County)

Technical Corrections

Response to C.1, C.2, C.3, C.4, C.5

Agency Response by DVRPC:

Thank you for your comment. We will make corrections as appropriate. (Also, see response to C.1, C.2, C.3, C.4, C.5 in Bucks, Chester, and Delaware Counties)

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

General highway improvements and concerns in Philadelphia County

Response to A.94

Agency Response by Philadelphia:

The City's Street Department works hard to minimize the impact of development on traffic, during or after construction. The City wants to encourage growth of sustainable development. However, to achieve this, there may often be the need to tolerate short term impacts to promote longer term growth and vitality. Furthermore, traffic flow is not simply a technical one, but one of priorities. In many cases we wish to encourage development in our areas that are best served by transit. As for increasing capacity to accommodate new development, the City needs to balance multiple priorities. Expanding our road system creates real costs - both capital and on-going operating. We do require developers to mitigate the traffic impacts of their developments, but we are willing to tolerate some increased congestion if such roadway widening are not possible, significantly deteriorate the pedestrian environment or do not produce tangible and justifiable benefits. (Also, see response to: A.110 and A.111 in Various Counties)

General transit improvements and concerns in Philadelphia County

Response to A.95

Agency Response by SEPTA:

A planning study analyzing a significant increase in transit mobility in Northeast Philadelphia was completed by the Philadelphia City Planning Commission in March, 2003. The preferred alternative included a thirteen-mile extension of the Broad Street Line as an elevated structure along Roosevelt Boulevard (US 1), between Erie Station and Southampton Road. In turn, the Market-Frankford Line would also be extended one mile to a new transfer center at Roosevelt Boulevard and Bustleton Avenue.

Depending on the design, capital costs were estimated at between \$2.5-\$3.4 billion, with annual operating costs estimated at \$56 million (2000 dollars). As a result of the extremely high construction costs, the project was put on hold for the foreseeable future. (Also, see response to: A.30, A.112, A.113, A.114, A.115, A.116, A.117, A.118, A.119, A.120, A.121; in Various Counties)

MPMS# 17460 - 40th Street (Bridge)

Response to A.96

Agency Response by Philadelphia:

The PS&E package for this project has been submitted to PennDOT for final review. It is expected that this project will be advanced to its construction phase by Fall 2010. Currently, AMTRAK is completing their necessary advanced electrification and traction work, and utility companies are relocating their critical facilities from the existing bridge so that the bridge may be demolished as part of the project.

MPMS# 17697 - Island Ave. (Signals)

Response to A.97

Agency Response by Philadelphia:

The limits of the Island Avenue project are from Woodland Avenue to the railroad bridge approximately 200' east of Suffolk Avenue. The new pavement markings layout for Island Avenue within the project limits will include stop bars that are located 10' off the crosswalk at signalized intersections, where feasible. Such location will enable bike riders to cross the road during the pedestrian phase, while providing better visibility for the pedestrians.

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

MPMS# 17813 - North Broad St./Avenue of the Arts and MPMS# 87937 - Avenue of the Arts Revitalization & Stscape (TCSP)

Response to A.98

Agency Response by DVRPC:

If members so choose, this proposal could be discussed within the Regional Citizens Committee (RCC), which could then opt to submit this proposal for consideration in the FY 2012 DVRPC Work Program. At that point it would be considered by the Board as part of the competitive process for studies to be undertaken in the region. The RCC would need to get the City of Philadelphia's support for this effort, and the DVRPC Board would need to vote for inclusion in the Work Program in order for it to be funded. The DVRPC Office of Corridor Planning reviewed the request and suggested that the issue is more of an Economic Development Study rather than a traditional DVRPC Corridor Study. DVRPC Corridor Studies try to address congestion and mobility issues and primarily focus on Transportation, Land Use and Environmental issues and their impact over an area of several miles. The locations for Corridor Studies are selected based on the level of congestion as defined in the Congestion Mitigation Process (CMP) and the Long Range Plan rather than on neighborhood economic development issues. The comment has been passed to the Philadelphia Planning Commission for their information and consideration.

There are also several plans that have been done in recent years that include North Broad, the two most relevant being:

North Broad Transportation and Access Study 2007 by PCPC <http://www.philaplanning.org/plans/nbt&a.pdf>

Extending the Vision for North Broad Street 2005 by PCPC <http://philaplanning.org/plans/nbplan.pdf>

Agency Response by Philadelphia:

In 2005, the Philadelphia City Planning Commission released a study called 'Extending the Vision for North Broad' which raises and addresses many of these questions. Additional questions or issues can be directed to Debby Schaaf at the City Planning Commission.

Agency Response by Philadelphia Planning Commission:

Four city leaders in Philadelphia, including Mayor Michael Nutter, were selected to participate as Rose Fellows by the Urban Land Institute (ULI) Daniel Rose Center for Public Leadership in Land Use for 2009-2010. As a central part of their participation in the Daniel Rose Fellowship for Public Leaders, the Philadelphia team was asked to identify a persistent land use challenge that has been facing the city that they wanted to work on during their year of the Rose Fellowship. The Philadelphia team selected to examine the corridor along North Broad from City Hall to Temple University as its project focus. During this year-long fellowship, the city's team has worked with leading experts in the real estate development, finance, and land use fields with the intention of tackling complex land use issues facing each community.

As part of this fellowship, this spring an expert panel from the Urban Land Institute offered recommendations for this section of North Broad Street. Focusing its attention on answering a simple question: What city initiatives are likely to be the most valuable means of returning North Broad Street to a vital and walkable destination in Philadelphia? , the ULI team returned with the three following priorities:

- Create an alliance along the North Broad Corridor to coordinate common goals and focus attention on the area
- Explore the financial tools or mechanisms that can be used to assist redevelopment
- Identify specific places and/or projects that maximize value to the corridor

Equipped with the guidance offered by ULI, the City is beginning to work on implementation of these recommendations. The City is currently planning a meeting of key stakeholders and community members to discuss the establishment of an alliance for North Broad as well as focusing on various priority projects along the corridor, including the redevelopment of William Penn High School.

MPMS# 46956 - North Delaware Ave. Extension

Response to A.99

Agency Response by Philadelphia:

Thank you for your support.

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

MPMS# 56768 - 41st Street (Bridge)

Response to A.100

Agency Response by Philadelphia:

In order to continually maintain critical utility service in the area, this project will be advanced to its construction phase after the adjacent 40th Street Bridge is fully reconstructed along with installation of its new utilities. Also, AMTRAK will need to perform necessary advanced electrification and traction work so that the 41st Street Bridge may be demolished as part of this project.

MPMS# 57893 - Lehigh Ave. East (Signals)

Response to A.101

Agency Response by Philadelphia:

The new pavement markings layout for Lehigh Avenue within the project limits will include stop bars that are located 10' off the crosswalk at signalized intersections, where feasible. Such location will enable bike riders to cross the road during the pedestrian phase, while providing better visibility for the pedestrians.

MPMS# 57898 - Lancaster Ave. (Signals)

Response to A.102

Agency Response by Philadelphia:

This project has already been let and is currently in construction. There is another City project led by our Commerce Dept (also in construction) that is improving sidewalks along this corridor.

MPMS# 61712 - N Del Riverfront Greenway/Heritage Trail/K&T - Line Item

Response to A.92

Agency Response by DVRPC:

This project does not list \$8 million TIGER funding for #61712. The \$8 million "SXF" is SAFETEA LU earmark funding made available for the North Delaware Riverfront Greenway/Heritage Trail. \$1.5 million TIGER was made available for a trail section (MPMS #90482) that connects to this project. The project description will be corrected to remove "TIGER FUNDING - \$1.5 million for Section 1 only" and replaced with "TIGER FUNDING - \$1.5 million for MPMS #90482" as Section 1 remains in the #61712 line item. MPMS #61712 serves as a line item for the remaining 4 sections of the North Delaware Riverfront Greenway/Heritage Trail.

MPMS# 64844 - 30th Street Bridges - 6 Structures

Response to A.103

Agency Response by Philadelphia:

Thank you for your support.

MPMS# 69913 - Grays Ferry Ave. (Bridge)

Response to A.104

Agency Response by PennDOT:

There are currently two existing striped bike lanes on the Grays Ferry bridge, one on the Westbound side and one on the Eastbound side (each next to the outer roadway barrier). The existing bike lanes will be retained and re-striped as part of the project. This project is a rehabilitation of major structural components of the bridge; widening the bridge to provide physically separated bicycle paths and/or a multi-use trail is not currently part of the project scope.

As part of the project, debris will be removed from the scuppers and drains, and the drain pipes will be replaced, which will improve the riding surface for bicyclists.

Agency Response by Philadelphia:

Because of budgetary issues facing the City, the City was forced to strictly curtail its street cleaning operations. With on-going improvements in the economy it is hoped that the City will once again be able to ramp up its street cleaning operations. When it does, we will consider the inclusion of this corridor in our routing.

MPMS# 87107 - Philadelphia School District's Safe Routes to School

Response to A.93

Agency Response by PennDOT:

The project was started a little over one year ago and is moving forward slowly, funding is not currently in jeopardy of being lost on this project.

Agency Response by Philadelphia:

The City is currently preparing a design contract for this project. Construction is expected to begin in 2011.

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

MPMS# 87937 - Avenue of the Arts Revitalization & Stscape (TCSP)

Response to A.105

Agency Response by Philadelphia:

Four city leaders in Philadelphia, including Mayor Michael Nutter, were selected to participate as Rose Fellows by the Urban Land Institute (ULI) Daniel Rose Center for Public Leadership in Land Use for 2009-2010. As a central part of their participation in the Daniel Rose Fellowship for Public Leaders, the Philadelphia team was asked to identify a persistent land use challenge that has been facing the city that they wanted to work on during their year of the Rose Fellowship. The Philadelphia team selected to examine the corridor along North Broad from City Hall to Temple University as its project focus. During this year-long fellowship, the city's team has worked with leading experts in the real estate development, finance, and land use fields with the intention of tackling complex land use issues facing each community.

As part of this fellowship, this spring an expert panel from the Urban Land Institute offered recommendations for this section of North Broad Street. Focusing its attention on answering a simple question: What city initiatives are likely to be the most valuable means of returning North Broad Street to a vital and walkable destination in Philadelphia? , the ULI team returned with the three following priorities:

- Create an alliance along the North Broad Corridor to coordinate common goals and focus attention on the area
- Explore the financial tools or mechanisms that can be used to assist redevelopment
- Identify specific places and/or projects that maximize value to the corridor

Equipped with the guidance offered by ULI, the City is beginning to work on implementation of these recommendations. The City is currently planning a meeting of key stakeholders and community members to discuss the establishment of an alliance for North Broad as well as focusing on various priority projects along the corridor, including the redevelopment of William Penn High School.

Wayne Junction Substation Replacement

Response to A.106

Agency Response by SEPTA:

Without full funding of Act 44, SEPTA anticipates a reduction of \$110 million in capital funds annually beginning in Fiscal Year 2011 (July 1, 2010). This equates to a cut in SEPTA's Capital Budget by 25 percent each year. Such a drastic reduction in capital funding forces SEPTA to make challenging decisions in the projects the Authority funds in the annual capital budget and twelve year capital program. The limited funding that SEPTA can anticipate must go to programming projects in the TIP for which SEPTA has financial obligations to pay, have contracts currently awarded, are federally mandated, and are essential vehicle replacement/rehabilitation programs. More funding is needed to fund major capital projects, such as multi-million dollar substation replacement projects.

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

Comments on the FY2011 Draft TIP for Pennsylvania

Response to A.107, A.108

Agency Response by DVRPC:

Thank you for your response.

General bicycle and pedestrian improvements and concerns in Various Counties

Response to A.109

Agency Response by DVRPC:

The TIP is a priority schedule for the allocation of capital funds directed by our member governments and agencies, and does not function as a document of bicycle/pedestrian policy. At this time, PennDOT does not have a Complete Streets policy, but uses a Planning and Programming Checklist, whose use became law in 2007 ("Should to Shall"). The checklist is not an aspiration document, but one assessing local/county bicycle/pedestrian plan consistency with engineering and safety best practices. Four projects are cited as examples of inadequate DVRPC compliance with complete street policy, but project design decisions are based on a variety of factors that may impact bicycle/pedestrian facilities. These decisions could be a function of any number of justifiable reasons and may be reviewed by staff.

DVRPC does meet the quoted FHWA policy goals, but perhaps not in the same manner in which the Bicycle Coalition recommends. The mix of projects in the Non-Motorized, Safety, and Corridor Planning program areas represents bicycle/pedestrian policy goals beyond FHWA requirements, both regionally and locally. The work in Mercer County on the bikeability mapping and consequent plan is an excellent example of combining the all the mentioned elements.

DVRPC has been leading regional efforts through our Shifting Gears project, from which the MLK reconfiguration study, the Collegeville Borough Mobility study, and a regional bicycle handbook have all emerged as member government priorities. These projects and issues are all openly discussed in the quarterly Regional Bicycle and Pedestrian Advisory Forum meetings, a venue where both member governments and advocates may voice their concerns. DVRPC is also embarking on an ambitious data gathering program beginning this fiscal year with the purchase of bicycle and pedestrian counters. Additionally, DVRPC's oversight role in implementing Pennsylvania's Bicycle and Pedestrian Checklist is being reviewed.

Regarding comments that the 2011-2014 TIP should allocate a greater percentage of funding to bicycle/pedestrian facilities: According to the Bicycle Coalition's conservative estimate that county spending represents 5.44 percent or less of transportation funds, the region has directed well over twice the national average (2 percent) to bicycle/pedestrian projects. The Draft FY2011 TIP directs 10% of its Highway Program funding towards bike and pedestrian projects (this percentage does not include Transit Program funding, which cannot be directed toward projects without a transit component).

Because bicycle/pedestrian infrastructure does not require the level of capital investment that other highway improvements demand, funding allocation is not an effective measure of bicycle/pedestrian infrastructure prioritization or utility. As the Bicycle Coalition points out, recently implemented regional bicycle routes provide great examples of relatively low cost ways to improve bicycle mobility and to bring together a regional network.

DVRPC agrees that counties can improve their bicycle/pedestrian prioritization. However, this challenge is best addressed through direct communication with each county. Local county spending decisions are initially driven by our planning partners and then formalized in DVRPC Board meetings. DVRPC recommends that the Bicycle Coalition and other concerned stakeholders better partner with each county to address inequities and bicycle/pedestrian facility funding at the point of initial project nomination, before funding is allocated on the TIP. Opportunities to advance projects are improved if our member governments and planning partners can agree on clear and concise priorities.

The Transportation Enhancement Program is continually funded on an annual basis, but the funding only covers a portion of the projects in the pipeline. The program is not at an appropriate funding level for PennDOT to select any new projects at this time. The next Transportation authorization will determine the amount of new funding for future Transportation Enhancements (TE) projects. The four projects that have been identified from 2002 are moving forward at a slow pace due to the nature of a design and construction process, but they are currently planned to be completed. It is not DVRPC's decision as to when to open a new TE round. PennDOT will determine the amount of new funding available for a new round based on a new Transportation Authorization Bill.

DVRPC appreciates the perspective of the Bicycle Coalition's and other stakeholder's role as advocate and hopes they will partner with the individual counties in order to speak with a unified voice and guide project development prior to the TIP funding stage. We welcome continued dialogue and view these comments as a valuable tool to advance bicycle/pedestrian improvements throughout the region.

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

General highway improvements and concerns in Various Counties

Response to A.110, A.111

Agency Response by DVRPC:

While it is appropriate for special interest groups to view the TIP from their own modal perspective, it must be recognized that the TIP contains projects that address many modes and are initiated to address a variety of deficiencies. It is not appropriate for the TIP to address the compatibility of every project for any particular mode.

DVRPC does not select nor reject projects which have gone through the process resulting in inclusion on the TIP on the basis of a single attribute. Air quality and non-attainment would not be solved by deleting all TIP projects that do not meet a Transit LOS, Bicycle LOS and Pedestrian LOS = A. These measures would not by themselves alter the air quality balance, and would require an expensive remedy, without making reasonable land use/employment connections. It should also be pointed out that blanket restrictions on regional rail parking limits transit's ridership and ability to compete with the automobile, thus undermining your goal of transit use/improvements helping to meeting clean air standards. Many of the other transit elements you seek are in process and require funding which has been held up due to ACT 44 funding woes. While your support is important, it is important to recognize that many others are less charitable towards transit than you.

DVRPC recognizes the importance of a complete streets policy for bike/ped mobility in the region, and has partially focused its efforts in communities with a willingness and funding to implement recommendations. Not every community is interested in the work nor cost of complete streets. Part of our approach is to go where asked and develop models of what and how these complete streets changes can mean to a community. We are establishing success stories which may be replicated by other motivated governing bodies. (Also, see response to: A.27 in Montgomery County, and A.92 in Philadelphia County)

Agency Response by Montgomery County:

The author's request that the region abandon all capital improvements to the road network and to SEPTA parking capacity is a radical shift in transportation policy that is inconsistent with both Montgomery County's comprehensive plan (Shaping Our Future) and the entire Philadelphia region's comprehensive plan (Connections 2035). (Also, see response to: A.27 in Montgomery County, and A.92 in Philadelphia County)

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

General transit improvements and concerns in Various Counties

Response to A.30, A.112, A.113, A.114, A.115, A.116, A.117, A.118, A.119, A.120, A.121

Agency Response by DVRPC:

The TIP is a priority schedule for the allocation of capital funds directed by our member governments and agencies, and does not function as a document of bicycle/pedestrian policy. At this time, PennDOT does not have a Complete Streets policy, but uses a Planning and Programming Checklist, whose use became law in 2007 ("Should to Shall"). The checklist is not an aspiration document, but one assessing local/county bicycle/pedestrian plan consistency with engineering and safety best practices. Four projects are cited as examples of inadequate DVRPC compliance with complete street policy, but project design decisions are based on a variety of factors that may impact bicycle/pedestrian facilities. These decisions could be a function of any number of justifiable reasons and may be reviewed by staff.

DVRPC does meet the quoted FHWA policy goals, but perhaps not in the same manner in which the Bicycle Coalition recommends. The mix of projects in the Non-Motorized, Safety, and Corridor Planning program areas represents bicycle/pedestrian policy goals beyond FHWA requirements, both regionally and locally. The work in Mercer County on the bikeability mapping and consequent plan is an excellent example of combining the all the mentioned elements.

DVRPC has been leading regional efforts through our Shifting Gears project, from which the MLK reconfiguration study, the Collegeville Borough Mobility study, and a regional bicycle handbook have all emerged as member government priorities. These projects and issues are all openly discussed in the quarterly Regional Bicycle and Pedestrian Advisory Forum meetings, a venue where both member governments and advocates may voice their concerns. DVRPC is also embarking on an ambitious data gathering program beginning this fiscal year with the purchase of bicycle and pedestrian counters. Additionally, DVRPC's oversight role in implementing Pennsylvania's Bicycle and Pedestrian Checklist is being reviewed.

Regarding comments that the 2011-2014 TIP should allocate a greater percentage of funding to bicycle/pedestrian facilities: According to the Bicycle Coalition's conservative estimate that county spending represents 5.44 percent or less of transportation funds, the region has directed well over twice the national average (2 percent) to bicycle/pedestrian projects. The Draft FY2011 TIP directs 10% of it's Highway Program funding towards bike and pedestrian projects (this percentage does not include Transit Program funding, which cannot be directed toward projects without a transit component).

Because bicycle/pedestrian infrastructure does not require the level of capital investment that other highway improvements demand, funding allocation is not an effective measure of bicycle/pedestrian infrastructure prioritization or utility. As the Bicycle Coalition points out, recently implemented regional bicycle routes provide great examples of relatively low cost ways to improve bicycle mobility and to bring together a regional network.

DVRPC agrees that counties can improve their bicycle/pedestrian prioritization. However, this challenge is best addressed through direct communication with each county. Local county spending decisions are initially driven by our planning partners and then formalized in DVRPC Board meetings. DVRPC recommends that the Bicycle Coalition and other concerned stakeholders better partner with each county to address inequities and bicycle/pedestrian facility funding at the point of initial project nomination, before funding is allocated on the TIP. Opportunities to advance projects are improved if our member governments and planning partners can agree on clear and concise priorities.

The Transportation Enhancement Program is continually funded on an annual basis, but the funding only covers a portion of the projects in the pipeline. The program is not at an appropriate funding level for PennDOT to select any new projects at this time. The next Transportation authorization will determine the amount of new funding for future Transportation Enhancements (TE) projects. The four projects that have been identified from 2002 are moving forward at a slow pace due to the nature of a design and construction process, but they are currently planned to be completed. It is not DVRPC's decision as to when to open a new TE round. PennDOT will determine the amount of new funding available for a new round based on a new Transportation Authorization Bill.

DVRPC appreciates the perspective of the Bicycle Coalition's and other stakeholder's role as advocate and hopes they will partner with the individual counties in order to speak with a unified voice and guide project development prior to the TIP funding stage. We welcome continued dialogue and view these comments as a valuable tool to advance bicycle/pedestrian improvements throughout the region.

By allocating nearly equal amounts of capital funds to the highway and transit modes, while providing additional funds for bicycle, pedestrian and freight projects, the DVRPC TIP for PA is clearly a multi-modal programming document.

Within the highway program there is \$17 million per year that goes directly to SEPTA, plus other projects in the Various section that are also SEPTA's or benefit SEPTA directly. Finally, it must understood that the level of transit funding is set at the federal

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

General transit improvements and concerns in Various Counties

Response to A.30, A.112, A.113, A.114, A.115, A.116, A.117, A.118, A.119, A.120, A.121

and state level, while the highway funding is set at the state level. (Also, see responses to: A.30, A.112, A.113, A.114, A.115, A.116, A.117, A.118, A.119, A.120, A.121 and A.28, A.29 in Montgomery County and A.95 in Philadelphia County)

Agency Response by SEPTA:

The goal of the Jenkintown-Wyncote Station Improvements Project has always been to facilitate the use of public transportation. The project is a continuation of several long-term planning initiatives. The Montgomery County Planning Commission and the Delaware Valley Regional Planning Commission recognize the importance of public transportation to a viable community, and as such, made recommendations to SEPTA for improvements to two "regionally significant" stations. These improvements included the addition of ADA accessibility, passenger conveniences and a modest increase in parking at the stations. The planning agencies developed conceptual designs for station improvements at Jenkintown-Wyncote and Glenside stations with input from Township and Borough officials, SEPTA, and the public.

The parking expansion program is only part of a multi-faceted approach SEPTA is engaged in to achieve ridership growth. Analyses have shown that lack of parking supply at regional rail stations is a common impediment to ridership growth. SEPTA continues to pursue a regional approach for increasing parking capacity at transit stations. The rising environmental awareness and the fluctuation of gasoline prices have contributed to an increase in SEPTA's ridership, especially at stations near the ends of the lines. Since 1993, SEPTA has added approximately 2,772 parking spaces served by Regional Rail lines north of Jenkintown. (Also, see responses to: A.30, A.112, A.113, A.114, A.115, A.116, A.117, A.118, A.119, A.120, A.121 and A.28, A.29 in Montgomery County and A.95 in Philadelphia County)

Agency Response by Philadelphia:

While this may be a worthy project, it would need to be studied in greater detail. The City is in the process of identifying longer term transit investments for consideration in coordination with SEPTA, DVRPC and PennDOT. Within the next several months there may be several additional studies that are identified. We will include this for consideration. (Also, see responses to: A.30, A.112, A.113, A.114, A.115, A.116, A.117, A.118, A.119, A.120, A.121 and A.28, A.29 in Montgomery County and A.95 in Philadelphia County)

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

Improving the TIP document and process

Response to B.1, A.122

Agency Response by DVRPC:

The Regional Citizens Committee has long standing requests for very detailed TIP project information, and DVRPC has worked to improve the document and the process over many years. The TIP is a programming document which details schedules and funding for priority projects in the region, but does not provide the project management or NEPA level of detail that is frequently requested, nor should it. DVRPC prides itself on the level of transparency made available for the development and maintenance of the TIP. However, there is always room for improvement, and staff will continue to take recommendations into consideration, and implement as possible. Regarding some of the specific requests:

Regarding multi-modal level of service (MMLoS) analyses, DVRPC has had some early experience working towards developing multi-modal levels of service for particular corridors, and even hosted a training workshop by the program developers which was attended by DVRPC staff as well as DOT and county representatives. DVRPC has since submitted applications for funding MMLoS projects for additional locations, but were not successful in being awarded. Multi-modal LOS analyses require extensive data and are very expensive to develop. Bicycle and pedestrian LOS are developed as part of certain studies and it would be extremely time consuming and expensive to undertake this effort for every TIP project: there are 400 projects in the Pennsylvania TIP alone.

There has not been a solicitation for new TIP projects as part of the PA TIP Update for 6 years due to the level of funding required to advance the current program. In the past, TIP projects arrived in the draft pool typically through the DVRPC stakeholders: a city, county, DOT, or Transit operator. They may have originally been suggested by a variety of sources (e.g. citizen, municipality, or legislator), but by the time a new project is presented for TIP consideration, the source is irrelevant compared to the merits of the project. The RCC expressed a desire to hold the project initiator "responsible" for the project, but it is the project implementer who is ultimately responsible for how the project is delivered; the project initiator may be long gone by the time a project is constructed.

DVRPC is very pleased with the level of detail in SEPTA's projects. Most of the transit projects currently included in the TIP have a description of facility condition and ridership information. However, DVRPC will continue to work with SEPTA to improve upon this. It should be noted that the transit ridership figures listed in the TIP represent ridership at a point in time, and these figures do become outdated. In addition, SEPTA has a number of reports that are available to the public via the SEPTA website at <http://www.septa.org/reports>. These reports include but are not limited to: Annual Reports, Annual Service Plans, Capital Budgets, County Capital Improvement Reports, Monthly Board Reports, Operating Budgets, Operating Tariffs, SEPTA's Customer Service Program, and SEPTA's Strategic Business Plan.

Environmental Justice maps that relate to "Degrees of Disadvantage" for TIP projects are available as part of the TIP document, and staff will investigate whether there is an appropriate way to incorporate that data for individual projects.

PennDOT is working with Planning Partners throughout the state to improve the project development process through the "Linking Planning and NEPA" effort that has been underway for the last few years. This effort will be shared with the RCC when it is at a stage that can be reasonably presented to a public entity. DVRPC is engaged in the development of this new process and is very encouraged that it will make for a better program, a more thorough process and evaluation of projects prior to them being suggested as additions to the TIP, a more streamlined environmental review of projects, and ultimately result in better funding expectations and timely advancement of TIP projects.

MPMS# 14675 - Chester Valley Trail, Phase 2 (Sec 2/3)

Response to A.123

Agency Response by DVRPC:

DVRPC is committed to a region where bicycling and walking are safe, attractive, and accessible travel options for everyone. DVRPC long range plan bike/ped priorities are to 1) ensure that current facilities are maintained and up to date; 2) enhance local mobility 3) Establish an Integrated network of relevant facilities that connect communities and access important regional destinations, and 4) expand the regional off-road trail network. We are pleased to report that the DVRPC FY2011-2014 TIP for PA has approximately 10% of the highway financial resources going towards bike and pedestrian projects.

Agency Response by PennDOT:

Thank you.

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

MPMS# 59966 - Capital Asset Lease Program

Response to A.124

Agency Response by SEPTA:

Thank you for your comment.

MPMS# 60255 - Regional Rail Signal Modernization Program

Response to A.125

Agency Response by SEPTA:

This is one of twenty two projects that SEPTA has been forced to defer due to a reduction of \$110 million in capital funds annually beginning in Fiscal Year 2011 (July 1, 2010). This equates to a cut in SEPTA's Capital Budget by 25 percent each year. Such a drastic reduction in capital funding forces SEPTA to make challenging decisions in the projects the Authority funds in the annual capital budget and twelve year capital program. The limited funding that SEPTA can anticipate must go to programming projects in the TIP for which SEPTA has financial obligations to pay, have contracts currently awarded, are federally mandated, and are essential vehicle replacement/rehabilitation programs. SEPTA is planning to submit a TIGER II grant application for this project. Should the grant be favorably considered by U.S. DOT, this project would be "moved up on the TIP." SEPTA applies the same design standards and criteria to laying out block signal spacing as many other transit and railroad properties. The mainstays of such systems revolve around throughput (headways) and line speed. The goal of laying out a block signal system is to optimize and/or improve on those two facets, with regard to the physical characteristics of the line infrastructure and the performance of the vehicles.

The Jenkintown example cited is a location where there is: a high volume passenger station that is surrounded by interlockings; at a main junction point with tight headways; and advanced signal clearing trigger points operated in the automatic Train Dispatcher mode.

SEPTA's Accelerated Signal Modernization Project (ASMP) as presently being implemented on the railroad has initiated many infrastructure changes that significantly improve railroad operations. These improvements include implementing line speed increases where civil topography and station locations permit, installing new high speed, remote controlled switches, making throughput/headway improvements, adding additional yard storage capacity and locating new interlockings to minimize delays to passing trains when necessary to single track.

MPMS# 60286 - SEPTA Bus Purchase Program - 40 feet

Response to A.126

Agency Response by SEPTA:

Thank you for your comment.

MPMS# 60574 - Paoli Transportation Center

Response to A.127

Agency Response by SEPTA:

Thank you for your comment.

MPMS# 60611 - Fare Collection System/New Payment Technologies

Response to A.128

Agency Response by SEPTA:

This is one of twenty two projects that SEPTA has been forced to defer due to a reduction of \$110 million in capital funds annually beginning in Fiscal Year 2011 (July 1, 2010). This equates to a cut in SEPTA's Capital Budget by 25 percent each year. Such a drastic reduction in capital funding forces SEPTA to make challenging decisions in the projects the Authority funds in the annual capital budget and twelve year capital program. The limited funding that SEPTA can anticipate must go to programming projects in the TIP for which SEPTA has financial obligations to pay, have contracts currently awarded, are federally mandated, and are essential vehicle replacement/rehabilitation programs. SEPTA is planning to submit a TIGER II grant application for this project. Should the grant be favorably considered by U.S. DOT, this project would be "moved up on the TIP."

MPMS#s 60286/90512 - SEPTA Bus Purchase Program - 40 & 60 foot

Response to A.133

Agency Response by SEPTA:

Thank you for your comment.

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

SEPTA Substation Upgrades

Response to A.136

Agency Response by SEPTA:

Without full funding of Act 44, SEPTA anticipates a reduction of \$110 million in capital funds annually beginning in Fiscal Year 2011 (July 1, 2010). This equates to a cut in SEPTA's Capital Budget by 25 percent each year. Such a drastic reduction in capital funding forces SEPTA to make challenging decisions in the projects the Authority funds in the annual capital budget and twelve year capital program. The limited funding that SEPTA can anticipate must go to programming projects in the TIP for which SEPTA has financial obligations to pay, have contracts currently awarded, are federally mandated, and are essential vehicle replacement/rehabilitation programs. More funding is needed to fund major capital projects, such as multi-million dollar substation replacement projects.

Thank You for Your Comments

Response to A.1, A.2, A.3, A.4, A.5, A.6, A.7, A.8, A.9, A.10, A.11, A.12, A.13, A.14, A.15, A.16, A.17, A.18, A.19, A.20, A.21, A.22, A.23, A.24, A.25, A.26, A.27, A.28, A.29, A.30, A.31, A.32, A.33, A.34, A.35, A.36, A.37, A.38, A.39, A.40, A.41, A.42, A.43, A.44, A.45, A.46, A.47, A.48, A.49, A.50, A.51, A.52, A.53, A.54, A.55, A.56, A.57, A.58, A.59, A.60, A.61, A.62, A.63, A.64, A.65, A.66, A.67, A.68, A.69, A.70, A.71, A.72, A.73, A.74, A.75, A.76, A.77, A.78, A.79, A.80, A.81, A.82, A.83, A.84, A.85, A.86, A.87, A.88, A.89, A.90, A.91, A.92, A.93, A.94, A.95, A.96, A.97, A.98, A.99, A.100, A.101, A.102, A.103, A.104, A.105, A.106, A.107, A.108, A.109, A.110, A.111, A.112, A.113, A.114, A.115, A.116, A.117, A.118, A.119, A.120, A.121, A.122, A.123, A.124, A.125, A.126, A.127, A.128, A.129, A.130, A.131, A.132, A.133, A.134, A.135, A.136, B.1, C.1, C.2, C.3, C.4, C.5

Agency Response by DVRPC:

DVRPC thanks all commentors that took the time to submit comments on the Draft FY2011 Draft TIP for Pennsylvania.

SUMMARY OF THE PUBLIC INVOLVEMENT PROCESS FOR THE FY 2011 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA

The Delaware Valley Regional Planning Commission (DVRPC) has a long history of public participation in its planning process. We firmly believe in the principles of public involvement and feel it is the only real way to ascertain the interests of a wide variety of citizens – whether those citizens are the under-involved, the private sector, special interest activists, mature citizens, educators and parents, public officials, or the physically and economically disadvantaged.

While today's citizens are far more sophisticated and modern standards are more all-inclusive, the need for public involvement is inherent to sound decision-making. It is the responsibility of each citizen to become involved in regional issues and to play a role in the decision-making process, but it is also the responsibility of DVRPC to provide as many opportunities as possible for residents to be informed and aware of the decisions that will affect the future of this region.

Dealing with Environmental Justice Concerns

Title VI of the 1964 Civil Rights Act states that “no person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The principle of environmental justice in transportation ensures that projects, such as highway expansion and interstate building, do not have a disproportionately negative impact on minority and low-income populations.

DVRPC, as the Metropolitan Planning Organization (MPO) for the Delaware Valley, serves as the primary forum at which state departments of transportation, transit providers, local agencies, and the public develop local transportation plans and programs that address the region's needs. To meet the requirements of these laws, the Commission must:

- Enhance its analytical capabilities to ensure that the long-range plan and the TIP comply with Title VI;
- Identify residential, employment and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation can be fairly distributed; and
- Evaluate and, where necessary, improve the public involvement process to eliminate barriers and engage minority and low-income populations in regional decision-making.

For this reason, DVRPC has utilized its geographic information systems (GIS) capabilities to identify and map low-income and minority populations. With this information available, our outreach has been targeted to specific communities as well as to the region as a whole.

Reaching Out to the Region's Citizen

In response to Environmental Justice concerns and to communicate with as many citizens as possible, DVRPC engages in an extensive public outreach program in order to provide a variety of opportunities to comment and receive information on the Transportation Improvement Program (TIP). The TIP, as the agreed-upon list of priority projects for the region, manages the construction, improvement and expansion of the region's transportation system, a system which affects every resident of the Delaware Valley.

DVRPC has always encouraged the public to pose questions about the TIP to state, county, transit, and DVRPC staff through its ongoing public involvement process, and in particular, during the 30 day public comment period. Public notices were mailed to over 2,000 individuals and organizations, and an e-mail notice was sent to over 2,500 recipients. All TIP related documents were published on the Internet, available at DVRPC's Resource Center, and copies were placed at numerous public libraries in New Jersey and Pennsylvania. DVRPC held a public meeting in its offices to give the public the opportunity to pose questions about the process and projects to state, county, transit, and DVRPC staff. Documents were distributed and presentations were made to DVRPC committees, including the Regional Citizens Committee.

The public comment period for the DVRPC Draft FY2011 TIP for Pennsylvania was opened on June 1, 2010, and extended through June 30, 2010, at 5:00 p.m. (EST) There was a meeting held in the following location:

JUNE 10, 2010

4:00 p.m. - 6:00 p.m.

American College of Physicians Building
DVRPC 8TH Floor Conference Center
190 N. Independence Mall West
Philadelphia, PA 19106

Legal notices explaining the public comment process were published in the Inquirer, the Tribune, Al Dia, the Trentonian, and the Courier Post. Media releases were issued prior to the start of the public comment period. Copies of the announcements, media releases, public notices, and public information document follow this summary.

DVRPC's website, www.dvrpc.org was a vital tool in public outreach, and continues to serve a useful purpose during this TIP update cycle. The entire TIP document was posted on the DVRPC website, including the dates and locations of the public meetings, and other general information. Individuals could download and/or access TIP materials during the public comment period or any other time. In addition, an email address link was provided, tip-plan-comments@dvrpc.org, to facilitate the submission of comments during the public comment period. DVRPC also developed and utilized a new web based Public Comment application that was interactive and well received by stake holders and the general public for commenting on projects and the program as a whole.

During the public comment period, approximately 95 individuals or agencies in addition to DVRPC's Regional Citizens Committee provided over 150 written and oral comments on the TIP. Comments were submitted as both written and oral testimony at the public meetings, sent via ground or electronic mail, transmitted by fax, or submitted as part of DVRPC's brand new web-based TIP public comment application located at www.dvrpc.org/TIP. DVRPC and many of DVRPC's partner agencies contributed responses to these comments. Summaries of the comments and the agency responses are provided in the following section titled "Compilation of Public and Agency Comments and Responses".

We continue to welcome comments on specific projects contained in the TIP, the TIP development process, or on any other topic of concern at any time throughout the year. However, we remind those intending to recommend new projects for the TIP, that in order to earn a place on the TIP, projects must first progress through screening and planning processes. As a result, requests for totally new projects are generally referred to the appropriate agency for further investigation through their respective pre-TIP study efforts. These study efforts may lead to the project winning a place on the TIP in some future year.

DVRPC has made a commitment to engaging in meaningful dialogue with citizens of the Delaware Valley. To do so, this agency must provide sufficient and timely information to the public, as well as educating them to reach a better understanding of the region's needs. The Commission must in turn listen to the messages received from the public to ensure trust and future interaction.

The remainder of Appendix "E" provides samples of materials utilized during the TIP public comment period.

THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION (DVRPC) ANNOUNCES FOR PUBLIC REVIEW:

- **DRAFT FISCAL YEAR (FY) 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) for PENNSYLVANIA; and**
- **DRAFT TRANSPORTATION CONFORMITY FINDINGS FOR:
DRAFT FY 2011 PENNSYLVANIA TIP;
FY 2010 NEW JERSEY TIP**

DVRPC will open a public comment period on **June 1, 2010** for the documents listed above. **Please join us for a public meeting and information session on the Draft TIP and the Transportation Conformity Findings between the hours of 4 and 6 p.m. on:**

**Thursday, June 10, 2010
DVRPC Conference Center
190 North Independence Mall West, 8th Floor
Philadelphia, PA**

As the federally designated metropolitan planning organization (MPO) for the Greater Philadelphia region, DVRPC develops the Transportation Improvement Program (TIP). The TIP is the regionally agreed upon list of priority projects by state, as required by federal law. The TIP document must list all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. Also included are all other state funded capital projects. The projects are multi-modal; that is, they include bicycle, pedestrian, freight-related projects, and innovative air quality projects, as well as the more traditional highway and public transit projects. The Draft FY 2011 TIP for Pennsylvania includes projects in Philadelphia, Montgomery, Delaware, Chester and Bucks counties. The TIP contains almost 400 projects totaling more than \$2.9 billion for phases to be advanced over the next four years.

Transportation conformity is the federally mandated, analytical process, through which MPOs demonstrate that the transportation investments, strategies and programs, included in the TIP are consistent with air quality goals established for the region.

Copies of the Draft TIP, the TIP Highlights and the Draft Transportation Conformity findings are available for review on the DVRPC website (www.dvrpc.org), in DVRPC's Resource Center, and at various libraries throughout the Delaware Valley. The documents will also be on hand for review at the information session, and can be translated into alternative languages or formats, if requested.

Additionally, for the first time, comments can be made online as part of DVRPC's new web-based TIP public comment application located at www.dvrpc.org/TIP. Click on the "Submit a comment on the Draft DVPRC FY2011 TIP for Pennsylvania" button to make general and project specific comments.

Written comments and questions may be addressed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Floor, Philadelphia, PA 19106 or e-mailed to tip-plan-comments@dvrpc.org.

All comments pertaining to these documents must be received by 5 p.m. on June 30, 2010.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information please call (215) 238-2871.

The Delaware Valley Regional Planning Commission (DVRPC) Announces for Public Review:

Draft Fiscal Year (FY) 2011-2014 Transportation Improvement Program (TIP) for Pennsylvania; and Draft Transportation Conformity Findings for:

Draft FY 2011 Pennsylvania TIP; FY 2010 New Jersey TIP

DVRPC will open a public comment period on June 1, 2010 for the documents listed above. Please join us for a public meeting and information session on the Draft TIP and the Transportation Conformity Findings between the hours of 4 and 6 p.m. on:

**Thursday, June 10, 2010
DVRPC Conference Center
190 North Independence Mall West, 8th Floor
Philadelphia, PA**

As the federally designated metropolitan planning organization (MPO) for the Greater Philadelphia region, DVRPC develops the Transportation Improvement Program (TIP). The TIP is the regionally agreed upon list of priority projects by state, as required by federal law. The TIP document must list all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. Also included are all other state funded capital projects. The projects are multi-modal; that is, they include bicycle, pedestrian, freight-related projects, and innovative air quality projects, as well as the more traditional highway and public transit projects. The Draft FY 2011 TIP for Pennsylvania includes projects in Philadelphia, Montgomery, Delaware, Chester and Bucks counties. The TIP contains almost 400 projects totaling more than \$2.9 billion for phases to be advanced over the next four years.

Transportation conformity is the federally mandated, analytical process, through which MPOs demonstrate that the transportation investments, strategies and programs, included in the TIP are consistent with air quality goals established for the region.

Copies of the [Draft TIP with the TIP Highlights](#) and the [Draft Transportation Conformity findings](#) are available for review on the DVRPC website, in DVRPC's Resource Center, and at various libraries throughout the Delaware Valley. The documents will also be on hand for review at the information session, and can be translated into alternative languages or formats, if requested.

Additionally, for the first time, comments can be made online as part of DVRPC's new web-based TIP public comment application located at www.dvrpc.org/TIP. Click on the "Submit a comment on the Draft DVRPC FY2011 TIP for Pennsylvania" button to make general and project specific comments.

Written comments and questions may be addressed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Floor, Philadelphia, PA 19106 or e-mailed to tip-plan-comments@dvrpc.org.

All comments pertaining to these documents must be received by 5 p.m. on June 30, 2010.



SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

NOTICE OF PUBLIC HEARING

FISCAL YEAR 2011 CAPITAL BUDGET

- I. The Southeastern Pennsylvania Transportation Authority (SEPTA) will conduct public hearings in the SEPTA Board Room at SEPTA Headquarters, 1234 Market Street, Mezzanine Level, Philadelphia, Pennsylvania 19107 at 11:00 A.M. and 5:00 P.M., on April 21, 2010. The purpose of the hearing is to consider the Authority's proposed Fiscal Year 2011 Capital Budget and Fiscal Years 2011-2022 Capital Program and the projects contained therein for which financial assistance is being sought. The total amount of federal and state funds to be received in Fiscal Year 2011 will be determined at the completion of the federal and state budget processes. SEPTA proposes to submit to its funding agencies a program of projects for funding consideration. The federal Section 5307/5340 and Section 5309 Program of Projects will be available at www.septa.org when they are finalized.
- II. At the hearings, SEPTA will afford an opportunity for interested persons or agencies to be heard with respect to the social, economic and environmental aspects of the projects. Interested persons may submit orally, or in writing, evidence and recommendations. Persons wishing to file written comments should forward them to the Office of the General Manager, 10th Floor, 1234 Market Street, Philadelphia, PA 19107-3780. Comments can also be sent via E-mail to capbudget@septa.org. Comments must be received by April 21, 2010, so that they may be forwarded to the Hearing Examiner. Individuals in need of a sign language interpreter, please contact the Office of the

General Manager at the address listed above by April 7, 2010. Speakers for the morning and evening sessions must register by 12:30 P.M. and 5:30 P.M., respectively.

- III. Members of the public may obtain a copy of the proposed Capital Budget and Program at SEPTA's website www.septa.org or by requesting in writing a copy from the Office of the General Manager at the address listed above.
- IV. Audio tape copies of the public hearing notice and summary of the proposed Fiscal Year 2011 Capital Budget and Fiscal Years 2011-2022 Capital Program will be made available for the visually impaired at the office of the Library for the Blind and Physically Handicapped, 919 Walnut Street, Philadelphia, Pennsylvania 19107. An audio version of the public hearing notice and summary will also be available through the Associated Services for the Blind website at www.asb.org.

Draft
Delaware Valley Regional Planning Commission
Fiscal Year 2011
Transportation Improvement Program (TIP)
for Pennsylvania

Highlights of the Draft FY2011 TIP for PA

The Draft Delaware Valley Regional Planning Commission FY2011 Transportation Improvement Program for Pennsylvania is available for public review. The Transportation Improvement Program (TIP), like the Commission itself, includes the counties of Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania. DVRPC prepares a major update to the PA TIP every other year to coincide with the update of PennDOT's 12 Year Plan, and releases a draft program for a 30 day review and comment period prior to recommending it for adoption. This year, the Public Comment period begins on June 1, and ends on June 30th. See further details regarding the review process at the end of this document.

What is the TIP

By way of congressional mandate, federal transportation legislation (SAFETEA - LU) requires that DVRPC, as the MPO for the region, develop and update a Transportation Improvement Program (TIP) in order for the region to be eligible to receive and spend federal transportation funds. The TIP lists all transportation projects that intend to use federal funds, as well as state funded capital projects. It is a multi-modal, four year program that shows estimated costs and schedules by project phase. Most importantly, the TIP is financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred to maintain this financial constraint. As a result, the TIP is not a "wish list"; competition between projects for a spot on the TIP clearly exists.

The TIP not only lists specific projects, but also documents the anticipated schedule and cost for each project phase (preliminary engineering, final design, right of way acquisition, and construction). Although it is not a final schedule of project implementation, inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the TIP time period.

The production of the TIP is the culmination of the transportation planning process and represents a consensus among state and regional officials as to what near term improvements to pursue. Consensus is crucial because the federal and state governments want assurances that all interested parties have participated in developing the priorities before committing significant sums of money. A project's inclu-

sion in the TIP signifies regional agreement on the priority of the project and establishes eligibility for federal funding.

Looming Issues

Current funding levels are inadequate to address the infrastructure needs of the region. The recently adopted DVRPC long range plan, *Connections*, identified a \$14 billion shortfall in southeastern Pennsylvania for highway and bridge maintenance and improvements over the next 25 years, and a \$22 billion shortfall for transit system rehabilitation and expansion, predominately at SEPTA. Federal, state, and local sources are uncertain, stagnant, or woefully inadequate.

Since SAFETEA-LU expired on September 30, 2009, there are innumerable challenges and uncertainties to address. Until a new bill is approved, the current system will have to operate on extensions via continuing resolutions. Congress has acted to extend the federal transportation program through December 2010 at current funding levels, but it is unknown when action will be taken on a longer-term, predictable funding package. It may be as long as 18 months past expiration that the president will sign new legislation. The future level of funding is unknown, as are any potential changes to project eligibility or selection criteria. While a variety of funding options and policy initiatives have been proposed and discussed in Congress, at this point in time there is no long-term funding program in place.

State funding for transportation in Pennsylvania has remained largely static over the last decade, while both operating and capital expenses increased dramatically. Both Act 44 and bridge bond funding programs have had a positive impact on the number of structurally deficient bridges and roadway reconstruction projects undertaken in the state over the last 2 years, but the recent federal ruling to prohibit tolling of I-80 in Pennsylvania undoes a key lynchpin of the funding mechanism for Act 44, and will have a severely negative impact on revenues. Without full funding of Act 44, the DVRPC region will experience a reduction in funding of close to \$725 million over the next 4 years: \$57 million annually for PennDOT, plus an additional estimated \$50 million for specially selected projects, all of which would have been directed toward bridge repairs; and \$110 million annually for SEPTA capital transit projects.

The DVRPC region has worked diligently to prepare a draft program which maintains a state of good repair and advances critical projects, but many projects remain unfunded and appear in "Later Fiscal Years", beyond the 4 year TIP period. These projects can advance sooner only if additional funds are made available to the region, and appear on an "Illustrative List" as part of the TIP document.

Program Summaries

The Draft DVRPC FY2011 TIP for Pennsylvania contains almost 400 projects, totaling \$2.9 billion for the phases to be advanced over the next four years, averaging \$725 million per year. Programmed funds include \$1.6 billion for projects primarily addressing the highway system, and \$1.3 billion for transit projects for SEPTA, Pottstown Urban Transit, and DRPA. Projects in the DVRPC region which are part of the PA Statewide Interstate Management Program total over \$505 million. The following tables and figures summarize the Highway and Transit programs; as well as the PA Statewide Interstate Management Program.

Table 1: TIP Cost Summary by County and Transit Operator in the Pennsylvania Subregion(\$000)

County/Operator	2011	2012	2013	2014	Total 2011-2014
Highway Program					
Bucks	\$28,811	\$50,137	\$53,454	\$66,690	\$199,092
Chester	\$77,782	\$46,376	\$140,953	\$125,114	\$390,225
Delaware	\$33,400	\$46,372	\$21,462	\$18,899	\$120,133
Montgomery	\$112,481	\$58,025	\$20,077	\$41,886	\$232,469
Philadelphia	\$133,254	\$147,749	\$122,643	\$99,237	\$502,883
Various	\$53,250	\$44,120	\$51,577	\$58,308	\$207,255
Total Cost - 4 Year Highway Program Subtotal	\$438,978	\$392,780	\$410,166	\$410,134	\$1,652,058
Transit Program					
DRPA	\$1,200	\$0	\$0	\$0	\$1,200
Pottstown	\$1,855	\$1,755	\$2,255	\$1,827	\$7,692
SEPTA	\$339,333	\$324,222	\$328,095	\$337,461	\$1,329,111
Total Cost - 4 Year Transit Program Subtotal	\$342,388	\$325,977	\$330,350	\$339,288	\$1,338,003
Grand Total Cost - 4 Year Highway and Transit Program					
	\$781,366	\$718,757	\$740,516	\$749,422	\$2,990,061

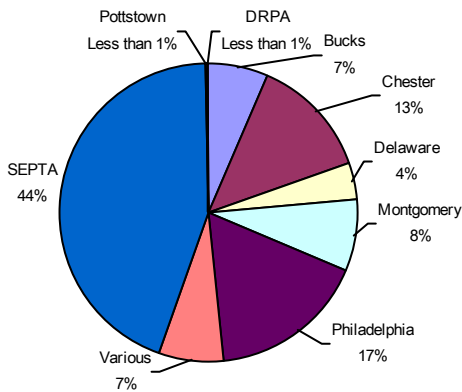
Table 2: Pennsylvania Statewide Interstate Management Program Cost Summary by County in the Pennsylvania Subregion (\$000)

Interstate Management Program					
Philadelphia	\$115,295	\$105,522	\$141,419	\$143,732	\$505,968
Grand Total Cost - Interstate Management Program					
	\$115,295	\$105,522	\$141,419	\$143,732	\$505,968

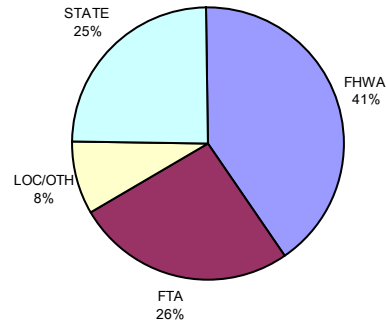
DVRPC, 2011

Cost Summaries for the Pennsylvania Subregion (Highway and Transit Programs)

By County and Operator



By Funding Source



Illustrative List of Projects in the Pennsylvania Subregion (Highway and Transit Projects)

NOTE:

These projects are unfunded and do not appear in the 4 year TIP period FY11-FY14. They could advance sooner only if additional resources were made available to the region.

12923 Bristol Road Extension
 12965 Lawn Avenue Corridor Improvement
 13549 US 1 Bridges and Reconstruction Old Lincoln
 49315 Portzer Road Connector
 50634 County Line Rd. Restoration (3R)
 64781 Swamp Road Culvert
 14580/14581 US 1 Expressway Reconstruction
 14698/64220 US 422 Reconstruction
 84884/87781 US 30, Coatesville Downingtown Bypass
 14891 Darby/Paoli Rd. (Bridge)
 69816/69817 US 322 Rehabilitation
 79329 Bridgewater Road Extension
 16211/48187 I-76 Ramps Henderson/Gulph Roads
 16218 Stanbridge Street Bridge
 16334 PA 73 Church Road 1
 6738 US 422 Reconstruction,
 16741 Swamp Road at PA 663
 48172 PA 23 at Allendale and Beidler
 48175 Ridge Pike, Norristown to Butler Pike
 48181 Fitzwatertown Road
 50646 PA 63 - Rehab 2 Bridges
 57861 Pleasant View Road
 64795 Belmont Ave at I-76 Interchange
 70197 US 422 (New) Exwy Bridge Over Schuylkill River
 79928 Lafayette St./Dannehower Bridge Interchange
 83643 Limekiln Pike Over SEPTA (Bridge)
 86924 SR 422, Resurfacing (PM2)
 17581 Bells Mill Road Restoration
 17782 I-95 and Aramingo Ave/Adams Ave. Connector
 64805 Citywide Sidewalk Bumpouts
 80054/88768 Vine Street Expressway Bridges #2 and #3
 80055 Holme Avenue Over Roosevelt Boulevard
 83736 Roosevelt Boulevard Over Wayne Junction

87176 69th Street Parking Garage
 73214 Ardmore Transportation Center, Paoli Line
 60335 City Hall Station/15th Street Station Rehabilitation
 60636 Elwyn to Wawa Rail Service
 60655 Levittown Station, Trenton Line
 60611 New Fare Payment Technologies
 59917 Paoli Line Improvements
 60574 Paoli Transportation Center
 60540 Parking Expansion Program
 N/A Rail Bridge Improvement Program
 N/A Regional Rail Car Acquisition (Silverliner IV Replacement)
 60651 Regional Rail Substation Improvements
 Jenkintown Substation and Static Frequency Converter Phase III
 77180 State of Good Repair Initiatives
 Berridge Shop Roof Replacement
 Chestnut Hill West Bridge .035 Replacement
 Escalator Program Phase IX
 Fern Rock Shop Hoist & Body Stand
 Overbrook Car Hoist & Body Shop
 Vehicle Washer - Frazer
 Vehicle Washer - Frontier
 1234 Market Improvements
 Additional State of Good Repair Projects
 60271 Station Accessibility
 Broad Street Subway Erie Station ADA
 Broad Street Subway Margaret-Orthodox Station ADA
 Broad Street Subway Snyder Station ADA
 Market-Frankford Elevated Subway - 40th Street Station ADA
 60557 System Improvements Program N/A Trolley Rts. 10, 11, 13, 34, 36, and 101 & 102 Vehicle Replacement
 77183 Transit & Regional Rail Station Program
 Broad Street Subway - Fairmount Station
 Exton Station, Paoli Line
 Loop Program - 23rd & Venango Loop, 33rd & Dauphin, 61st and Pine, Parkside & Wycombe
 Market-Frankford Elevated Subway - 5th Street Station
 Primos Station, Phase III, Media Line
 Secane Station, Media Line
 Ridge & Summit Loop
 Wayne Junction Station
 15407 Villanova Station, Paoli Line

**DVRPC DRAFT FY2011-2014 TIP PROJECTS FOR
PENNSYLVANIA
Highway, Transit, and Interstate Management Programs
by MPMS# and Project Title**

Bucks County

- | | |
|--|--|
| <p>13014 Clay Ridge Road Bridge (CB #30)
 13167 Geigel Hill Road (Bridge)
 13236 Butler Avenue Bridge
 13240 Old Bethlehem Road (Bridge)
 13242 Pineville Road (Bridge)
 13248 Walnut Street (Bridge #13)
 13296 Rickert Road (Bridge)
 13342 Delaware Rd. over Delaware Canal (Bridge)
 13347 I-95 / PA Turnpike Interchange (TPK)
 13440 Allentown Road and PA 663 (Bridge)
 13477 Lower State Road (Bridge)
 13576 PA 413, New Rodgers Road (Turn Lane)
 13606 Hulmeville Avenue (Bridge)
 13607 Upper Ridge Rd. (Bridge)
 13609 US 202 (Turn lanes) E. State/ Mechanics. Rd
 13635 Oxford Valley Road
 13661 Jugtown Hill Road (Bridge)
 13716 Headquarters Road (Bridge)
 13727 Bristol Road Intersection Improvements
 13742 Hellertown Rd./Cooks Crossing (Bridge)
 13762 West Maple Ave. (Bridge)
 17918 I-95 Transit Improvements/FLEX(Cornwells)
 47131 PA 13 at PA Turnpike Safety Improve. (Interchange)
 47392 Bristol Pike/Route 13, PA 413 to Levittown Parkway
 50633 PA 263/Old York Road Concrete Rehab and Overlay
 50634 County Line Rd. Restoration (3R)
 57619 Route 313 Corridor
 57624 Woodbourne Road and Lincoln Highway</p> | <p>57625 Route 232 Corridor and Intersection Improvements
 57635 Quakertown Joint Closed Loop
 57639 Newtown-Yardley Road
 57641 Bridgetown Pike
 61682 Old Route 13 Improvement Project
 64779 County Line Road Widening
 64781 Swamp Road Culvert at Penns Woods Road
 65922 Ped/Bike Bridge, Route 13, East Coast Greenway
 69824 Rabbit Run Canal Bridge
 69826 Steinburg Road (Bridge)
 69912 River Road (Bridge)
 70218 Delaware Canal Pedestrian Tunnel
 71159 Ped/Bike Bridge, Route 13, East Coast Greenway
 72906 Afton Avenue Streetscape HTSSRS
 72908 Broad and Main St. Streetscape Quakertown HTSSRS
 74827 Delaware Canal Enhance
 77448 Lindenfield Ped. Bridge/Fairview Park Ped. Trail
 77449 Route 13 Pedestrian Bridge-Tulleytown Bucks County
 77455 Broad/Main/Front Streets Streetscape, Phase III
 77456 Route 13 Redevelopment Project
 77468 SR 413 -Langhorne Borough Streetscape, Phase I
 77469 Doylestown Borough Safe Routes to School
 80056 Mill Road Bridge over Neshimany Creek
 86860 PA 611 Bridge Replacement
 86923 SR 309, Sellersville Bypass, Resurfacing (PM1)
 87088 Chalfont Pedestrian Facilities (SRTS)
 88083 Stoopville Road Improvements - Phase 2
 90197 Tyburn Rd Bridges (1)</p> |
|--|--|

NOTE:
 The number at the beginning of the Project Title is referred to as the (MPMS) number. It is a reference number assigned to a specific project and remains with that project until its completion. This number can be used to search for information about each project on DVRPC's website:
<http://www.dvrpc.org/TIP>

**DVRPC DRAFT FY2011-2014 TIP PROJECTS FOR
PENNSYLVANIA
Highway, Transit, and Interstate Management Programs
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Chester County

14134 West Bridge Street (Bridge)
 14236 Little Washington Road Bridge
 14251 Chandler Mill Road (Bridge)
 14261 Church Road Bridge
 14327 PA 926 (Bridge)
 14354 Chestnut Street (Bridge)
 14484 PA 41 Study
 14515 PA 100, Shoen Road to Gordon Drive (02L)
 14532 US 30, Coatesville Downingtown Bypass (Design)
 14541 US 1, Baltimore Pike
 14613 PA 41, Gap Newport Road
 14663 Chester Valley Trail - Phase 1 (Sec 1/3)
 14675 Chester Valley Trail, Phase 2 (Sec 2/3)
 15385 US 202 (Section 100 Design)(ES1)
 47979 Paoli Transportation Center (Road Improvements)
 57659 French Creek Parkway - Phase 1
 57664 Newark Rd.
 57683 Old Gap-Newport Pike (Bridge)
 57684 PA 82 Trail
 59434 Schuylkill River Trail (Q20)
 60687 Southern Chester County Rail Corridor Improvement
 61690 Uwchlan Township Trails, Phase II
 61885 Schuylkill River Trail
 64222 US 422 Expressway/Chester and Montgomery M1A
 64494 US 202, Swedesford Rd. - PA 29 (Sec. 320)
 64498 US 202, Exton Bypass to Rt. 29 (Sec. 330- MainIn)
 65903 Park Road Pedestrian Bridge
 69647 US 322/Brandywine Creek Ave.(Bridge)
 69911 Harmonyville Road (Bridge)
 69917 Gap Newport Pike (PA 41) (Bridge)
 69918 Gap Newport Pike (PA 41) (Bridge)
 69919 PA 372, Lower Valley Road (Bridge)
 70227 PA 29 Phase III
 70241 Kennett Square Closed Loop Signal System
 71193 PA Bicycle Route L Realignment & Safety
 71195 Coatesville Train Station Rehabilitation
 71197 Sadsburyville Village Enhancement Plan
 71198 Park Road Trail
 72603 US 322, Main Street at PA 10 Intersection Improvem
 72910 Coatesville Third Avenue Train Station HTSSRS
 72911 Phoenixville Streetscape HTSSRS
 72912 West Grove Community Streetscape HTSSRS
 77457 Church Street Streetscape Project
 77459 Phoenixville Streetscape Project
 77470 Operation Safe Kids - Phoenixville
 77476 Kennett Pike Bikeway:
 80042 PA 100 Corridor Safety Improvements
 80049 Thompson's Bridge on Walker Road
 80050 Pusey Mill Road Bridge
 80060 Lndn Trct O/White Cly Cr
 80101 PA 52 / Wawaset/Unionville Road South
 83710 Boot Road Extension Bridge
 84410 US 202 Section 300 CMP Commitments (Transit)
 84961 Yellow Springs Parking & Street Enhancement (TCSP)
 84989 PA 100 S Pines Community Noisewalls
 85062 PA 252 Underpass and US 30 Intersection
 86064 Hadfield Road Bridge (CB #244)
 86696 Watermark Road Bridge (CB #21)
 86698 Osborne Road Bridge (CB #30)
 87281 Grove Road Drainage Improvements

Delaware County

14767 US 30, Lancaster Ave.(Signals)
 14891 Darby/Paoli Rd. (Bridge)
 15008 Folcroft Avenue (Bridge)
 15183 Station Road Bridge (CB #234)
 15185 Old Forge Road (Bridge #209)
 15225 Ardmore Ave. Bridge over SEPTA
 15251 US 1, Baltimore Pike
 15298 Township Line Road Bridge (US 1)
 15299 Concord Road Bridge
 15306 Sellers Avenue Bridge
 15345 PA 252, Providence Rd.
 15406 PA 452, Market Street (Bridge)
 15468 Concord Road (Bridge)
 47147 3rd Street , Broomall Lake Dam
 47409 Rt. 291/Gov. Printz Blvd./Essington (Bridge)
 47986 Chester Creek Bicycle/Pedestrian Trail
 47992 New Rd. (Crozierville Bridge)
 47993 7th St. (Bridge)
 47994 US 13, Chester Pike/MacDade Blvd.
 48168 Baltimore Pike Signal Project
 50520 Sidewalks and Trail
 57750 Baltimore Ave./Pike Signal Project
 57757 Morton Ave.
 57770 Grant Ave. (Bridge)
 57772 Convent Rd. (Bridge)
 57773 Lloyd St. (Bridge)
 61695 Oakland Road Corridor Easement
 62299 Bicyclists' Baltimore Pike
 64790 MacDade Boulevard
 64791 PA 420 Kedron Avenue
 65127 Chester Waterfront Development/ Streetscape
 65911 Marcus Hook Streetscape
 65914 Sharon Hill Train Station Rehabilitation
 68027 U. Darby Twp.(Rt 1) Closed Loop Signal
 69665 South Creek Road (Bridge)
 69815 US 322, Environmental Mitigation (MIT)
 69816 US 322, US 1 to Featherbed Lane (101)
 69817 US 322, Featherbed Lane to I-95 (Sec 102)
 70219 291/East Coast Greenway
 70228 MacDade Boulevard/I-476 Ramp
 70245 Chester City Access Improvements II
 71200 East Coast Greenway/Industrial Heritage Highway
 71202 E. Coast Greenway/Chester Riverfront, Phase II
 72913 Chester Commercial Business District HTSSRS
 75800 College Avenue (Bridge)
 77085 Ruth Bennett House
 77450 Lansdowne Gateway Park & Pedestrian/Bike Trail
 77460 Lincoln Avenue Renaissance Project
 77471 Amtrak Footbridge -Rosemont Ave. and Hinckley Ave
 77472 Knowles Avenue Sidewalk/Underpass Project
 80051 Rosemont Avenue (Bridge)
 86368 Mount Alverno Road Bridge (CB #9)
 86370 Tribbitt Avenue Bridge (CB #237)
 87109 Swarthmore Borough Ped/Access Upgrade (SRTS)
 87119 Nether Providence Township Sidewalks (SRTS)
 87120 Upper Darby Township Sidewalks (SRTS)
 87940 Pedestrian and School Children Safety (TCSP)

**DVRPC DRAFT FY2011-2014 TIP PROJECTS FOR
PENNSYLVANIA
Highway, Transit, and Interstate Management Programs
by MPMS# and Project Title**

Montgomery County

15769 Limekiln Pike Bridge	72978 Norristown Main St. Streetscape Phase III
15793 Salfordville Road (Bridge)	72992 Glenside Streetscape & Traffic Calming
15992 Rockland Avenue Bridge Removal	72994 York Road (SR 263) Hatboro Revitalization
16085 PA 29 over Hosensack Creek (Bridge)	74801 Bethlehem Pike Streetscapes
16086 PA 29 Gravel Pike (Bridge)	74803 Main Street in Lansdale Pedestrian Project
16099 Camp Road (Bridge)	74804 Mill Street Improvement Project
16150 Tookany Parkway/Creek (Bridge)	74807 North Broad Streetscape Improvements
16191 Elm Street (Bridge)	74808 Old York Rd Street Imprv
16194 High Street Bridge	74811 PA 73 Skippack Pike at Narcissa
16197 Greenwood Avenue (Bridge)	74813 Ambler Pedestrian Sidewalk Improvements
16214 Old York Road (PA 611) (Bridge)	74815 Upper Gwynedd Streetscape Improvements
16216 Pennswood Road (Bridge)	74817 York Road (SR 263) Hatboro Revitalization
16334 PA 73, Church Road	74937 Whitmarsh Township Street Improvements
16396 Church Rd. (Bridge) over Norristown High Speed Line	75764 SalfrdSta/Mll Race&Perkio
16400 Arcola Road Bridge (CB)	77461 Broad Street Corridor Streetscape
16408 Fruitville Rd. (Bridge #232)	77462 Collegeville Main Street Revitalization, Phase II
16438 PA 309 Connector Project-Phase I	77463 Glenside Streetscape/Traffic Calming (Phase II)
16484 Edgehill Road (Bridge)	77804 Huntingdon Pike Traffic Signal Upgrade
16577 Ridge Pike, Butler Pike to Phila Line	78742 Lafayette Av O/Wssachickn
16610 Ashmead Road Bridge (CB)	79863 Lafayette St- Ford St to Conshohocken Rd.
16665 US 202 South Bound (Section 500), Markley St.	79864 Lafayette St - Barbados St. to Ford St.(MGN)
16681 Mill Road Bridge	80021 US 202 - Markley St Improvements-Section 510
16688 PA 23, River Road	80022 US 202 - Markley St. Improvements-Section 520
16703 Old Betzwood Bridge Bike/Ped Trail(C047)	80052 Fetters Mill over Pennypack Circle
16705 Chester Valley Trail Extension (C036)	80053 Knight Road over Green Lane Reservoir
16755 US 202, Section 650, Morris Rd - PA 309	80479 I-476 Roadway Reconstruction/MidCounty
48186 Pottstown Area Signal System Upgrade	83742 Keim St o/Schuylkil Riv
48418 Allentown Rd.	86361 Rockledge Streetscape Improvements, Phase III
50646 PA 63 - Rehab 3 Bridges	86924 SR 422, Resurfacing (PM2)
57849 PA 29, Main St. (Bridge)	87097 Pottstown Borough Improvements (SRTS)
57851 Plank/Otts/Meyers/Seitz Rds.	87099 Upper Gwynedd Township Improvements (SRTS)
57858 Lafayette St. Extension (MG1)	87392 Lafayette Street Extension Project (MGL)
57864 Cowpath Rd./Godshall Rd./Broad St.	87938 Bethlehem Pike Roadway Streetscape Improv.
57865 Edge Hill Rd.	87939 Valley Forge Loop Trail - Missing Link (TCSP)
59522 PA Tpk. NE Extension/ PA 309 Corridor Incident Traffic Mgt	90006 Trooper Road Closed Loop (TCSP)
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 Swedesford Rd. (Sec 65S)	
63493 US 202, 5-Points Intersection (Sec. 71A)	
63494 US 202 Sec 700 ITS	
64796 US 422 / PA 363 Interchange (4TR)	
64798 North Narberth Ave. (Bridge)	
64845 Terwood Road Bridge	
65910 Ambler Streetscape / Station Landscaping	
66952 PA 23/Valley Forge Road and North Gulph Rd Relocation (2NG)	
66986 US 422, Schuylkill River Bridge (M2A)	
69799 PA 309 ITS Integration	
70197 US 422 (New) Exwy Bridge Over Schuylkill River (SRB)	
71203 Flourtown-Erdenheim Community Gateways	
72355 Valley Green Road Bridge	
72977 Butler Pike Pedestrian Walkway Improvements HTSSRS	

**DVRPC DRAFT FY2011-2014 TIP PROJECTS FOR
PENNSYLVANIA
Highway, Transit, and Interstate Management Programs
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Philadelphia

17350 Henry Ave. Bridge over Wissahickon
17460 40th Street (Bridge)
17464 Holme Avenue (Bridge)
17622 Adams Avenue (Bridge)
17655 Center City Traffic Systems II
17657 Market Street Signal and Pedestrian Improvements
17659 Harbison Ave./Aramingo Ave.(C048)
17697 Island Ave. (Signals)
17813 North Broad St./Avenue of the Arts
17816 Chestnut Street at 30th Street (Bridges)
17821 I-95 Shackamaxon St. to Ann St. (GIR)
46956 North Delaware Ave. Extension
46958 Philadelphia Naval Shipyard Access
48193 Allen's Lane (Bridge)
48195 Tyson Ave. (Signals)
50522 Manayunk Rec. Path - Phase II/Fairmount Bikeway
56768 41st Street Bridge
57276 Montgomery Avenue (Bridge)
57278 Rising Sun Avenue (Bridge)
57893 Lehigh Ave. East (Signals)
57894 Stenton Ave. and Godfrey Ave. (Signals)
57897 Haverford Ave. (Signals)
57898 Lancaster Ave. (Signals)
57901 Lincoln Drive (3R)
57902 City Wide 3R Betterments
57904 PA 291, Platt Bridge
61712 N Del Riverfront Greenway/Heritage Trail/K&T - Line Item
61714 Restoration of the Manayunk Canal
61717 Fairmount Water Works Dock
62694 Passyunk Avenue Drawbridge
62717 Lehigh Ave. West (Signals)
64844 30th Street Bridges - 6 Structures
65915 Pennsylvania Ave. Improvements
68067 Tidal Schuylkill River Greenway & Trail - TIGER
68072 PATCO Directional Signage, Philadelphia
69828 Market Street Bridges (2 Structures) (Sec. MSB)
69909 Willits Road (Bridge)
69913 Grays Ferry Ave. (Bridge)
70014 Center City Signal Improvement Project, Phase 3
70220 Schuylkill River Park Ramp
70243 American Street
71210 West Bank Greenway/Philadelphia Zoo
72597 Ben Franklin Bridge Phila. Operational Improvement
72793 Market Street Bridge Enhancement
72996 Philadelphia School Crossing and Zone Imp. HTSSRS
73012 Frankford Ave. Improvement HTSSRS
74823 Philadelphia Zoo Intermodal Transportation Center
74824 Walnut St Gateway Project - TIGER
74828 American Cities/Safe Routes to School Phase 3
74829 Schuylkill River Park Rail Crossings
74831 Cresheim Valley Drive Revitalization Project
74833 Frankford Avenue-Mayfair
74841 PRPA Access Project
76870 Willow Grove Avenue Bridge Over SEPTA R8
77452 Manayunk Canal Restoration
77464 Chinatown Plaza Revitalization-10th & Vine Streets
77465 Frankford Avenue Improvement Plan
77466 Mid-East Girard Avenue Streetscape Project
77467 Fox Chase/Rockledge Streetscape, Phase III
77475 Philadelphia School Zone Safety Phase 2
77478 Schuylkill Trails-Bicycle & Pedestrian Trail
77479 Roxborough Streetscape Improvements
77485 Mill Creek Safe Routes to School
77540 Baltimore Avenue Pedestrian Lighting
78758 JFK Blvd O/21st/22nd/23rd
79686 I-95: Columbia - Ann (GR1)
79743 Logan Square, 20th/Winter/Parkway
80054 Vine St Expy Brgs- Section (PAB)
80055 Roosevelt Blvd (Holme Ave) (2) Brgs
81584 Schuylkill River Park Pedestrian Bridge -TIGER
84649 Parkway Streetscape Improvements
85059 Shakespeare Park at 19th/20th/Vine/Parkway
87107 School District of Philadelphia Improvement (SRTS)
87124 Sister Cities Plaza, Phase 1
87937 Avenue of the Arts Revitalization & Stscape (TCSP)
88767 Vine Street Exprsswy Bridges - 676 (PAA)
88768 Vine Street Exprsswy Bridges - Section PAC
90141 Schuylkill River Trail at Bartram's Garden (ECG) - TIGER
90144 Schuylkill River Trail - Shawmont Ave. to MontCO Line - TIGER
90180 East Coast Greenway - 58th Street Connector Greenway-TIGER
90482 North Delaware Riverfront Greenway - TIGER

**DVRPC DRAFT FY2011-2014 TIP PROJECTS FOR
PENNSYLVANIA
Highway, Transit, and Interstate Management Programs
by MPMS# and Project Title**

Various

17891 TransitChek Mass Marketing Efforts
17900 Mobility Alternatives Program (MAP)
17928 Ozone Action Program
36927 Railroad/Highway Grade Crossings
48197 CSX Trenton Line
48199 Transportation Management Associations
48201 DVRPC Competitive CMAQ Program
48202 Regional GIS Support
57927 Regional Safety Initiatives (HSIP)
62568 State Bridge Design Manager
64652 Trans. & Community Development Initiative-TCDI
64984 Highway Transportation Enhancements
65109 Transit Flex - SEPTA
66460 TE Project Engineering / Management
66461 CMAQ Project Engineering / Management
72738 Intelligent Trans. Systems (ITS) Including RIMIS
75854 District Program Management Services "A"
75855 District Program Management Services "B"
79927 Highway Reserve District-Wide Line Item
79929 Bridge Reserve Line Item
79980 STU Reserve Line Item
80093 I-76 Regional Travel Info
82216 NHS Reserve Line Item
82395 ACT 44 Line Item
84318 CMAQ Reserve Line Item
84457 Signal Retiming Program
86077 Update Travel Simulation

DRPA

74835 DRPA - Purchase/Rebuild PATCO Cars
74840 Commodore Barry Bridge Security Improvements

Pottstown

59935 Capital/Operating Assist., Pottstown Urban Transit

SEPTA

15407 Villanova Intermodal Station Accessibility
55555 Infrastructure Safety and Renewal Program
59966 Capital Asset Lease Program
59973 Utility Fleet Renewal Program
60255 Regional Rail Signal Modernization Program
60271 Station Accessibility Program
60275 Debt Service
60286 SEPTA Bus Purchase Program - 40'
60317 Federal Preventive Maintenance
60557 System Improvements
60571 Environmental Cleanup and Protection Program
60574 Paoli Transportation Center
60582 Vehicle Overhaul Program
60599 Paratransit Vehicle Purchase
60611 Fare Collection System/New Payment Technologies
60629 Job Access and Reverse Commute (JARC)& New Freedom
60651 Regional Rail Substation Imp. Program
60655 Levittown Intermodal Facility Improvements (B)
77180 State of Good Repair
84642 Jenkintown Platform and Garage Project
84643 Malvern Station and Pedestrian Tunnel Improvements
87176 69th Street Intermodal Parking Garage
87137 5th and Market Street Transportation Improvements
333333 Infrastructure Safety and Renewal Program
666666 Infrastructure Safety and Renewal Program
1111111 SEPTA Bus Purchase Program - 60' buses
4444444 Infrastructure Safety and Renewal Program

Learn more and share your ideas ...

DVRPC encourages the public to pose questions and comments about the TIP and specific projects to state, county, transit, and DVRPC staff through its ongoing public involvement process. The public comment period for the Draft DVRPC FY2011 TIP for Pennsylvania will open on June 1, 2010, and will extend through June 30, 2010, at 5:00 p.m.

There will be a public meeting held to allow the public to ask questions and present their comments on:

JUNE 10, 2010

4:00 p.m. - 6:00 p.m.

American College of Physicians Building
DVRPC 8TH Floor Conference Center
190 N. Independence Mall West
Philadelphia, PA 19106

If you are interested, but unable to attend the public meeting, comments can be made online as part of DVRPC's brand new web-based TIP public comment application located at www.dvrpc.org/TIP. Click on the "Submit a comment on the Draft DVPRC FY2011 TIP for Pennsylvania" button to make general and project specific comments. Additionally, written comments can be forwarded to:

- ❑ TIP Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West
Philadelphia, PA 19106
- OR
- ❑ Faxed to 215-592-1800
- OR
- ❑ Emailed to tip-plan-comments@dvrpc.org.

A copy of the DVRPC Draft FY2011 TIP for Pennsylvania is available for review on the DVRPC web page at <http://www.dvrpc.org/TIP> and in print at the DVRPC library. This document will also be available for review at the public meeting. For more information, please contact DVRPC's Capital Programming Office at 215-238-2938 or via email at eschoonmaker@dvrpc.org.

Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520
Telephone: (215) 592-1800
FAX: (215) 592-9125



DVRPC

**DELAWARE
VALLEY
REGIONAL
PLANNING
COMMISSION**

C R E A T I N G > T O M O R R O W > T O D A Y

190 N. INDEPENDENCE MALL WEST
8TH FLOOR
PHILADELPHIA, PA 19106-1520

PHONE: 215.592.1800
FAX: 215.592.9125
WEB: www.dvrpc.org

June 8, 2010

Karen Kaniatobe, Tribal Historic Preservation Officer
Absentee Shawnee Tribe of Oklahoma
2025 S. Gordon Cooper Drive
Shawnee, OK 74801

Re: DVRPC Draft FY2011 - 2014 TIP for Pennsylvania

Dear Tribal/Nation Representative,

On behalf of the Delaware Valley Regional Planning Commission (DVRPC), please find a copy of the DVRPC Draft FY2011 Transportation Improvement Program (TIP) for Pennsylvania.

In accordance with the regulations contained in SAFETEA-LU, you are receiving the draft TIP for a 30-day public comment period which ends on June 30th. Other parties, governmental agencies, and the general public are receiving the same information at this time. Comments on the DVRPC Draft FY2011 TIP for Pennsylvania may be submitted online as part of DVRPC's brand new web-based TIP public comment application located at www.dvrpc.org/TIP. Click on the "Submit a comment on the Draft DVPRC FY2011 TIP for Pennsylvania" button to make general and project specific comments. Additionally, written comments can be forwarded to: TIP Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, Philadelphia, PA 19106; faxed to 215-592-9125, or emailed to tip-plan-comments@dvrpc.org. Please remember that these comments must reach our office by June 30th. If you have questions about a specific project please contact Elizabeth Schoonmaker at 215-238-2938. Thank you for your time and assistance in providing comments on the TIP.

Sincerely,

Gastonia L. Anderson-Ogoe
Transportation Planner - Capital Programs



DVRPC

**DELAWARE
VALLEY
REGIONAL
PLANNING
COMMISSION**

C R E A T I N G > T O M O R R O W > T O D A Y

190 N. INDEPENDENCE MALL WEST
8TH FLOOR
PHILADELPHIA, PA 19106-1520

PHONE: 215.592.1800
FAX: 215.592.9125
WEB: www.dvrpc.org

June 8, 2010

Clint Halftown
Heron Clan Representative
Cayuga Nation
PO Box 11
Versailles, NY 14168

Re: DVRPC Draft FY2011 - 2014 TIP for Pennsylvania

Dear Tribal/Nation Representative,

On behalf of the Delaware Valley Regional Planning Commission (DVRPC), please find a copy of the DVRPC Draft FY2011 Transportation Improvement Program (TIP) for Pennsylvania.

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Sincerely,

Gastonia L. Anderson-Ogoe
Transportation Planner - Capital Programs



DVRPC

**DELAWARE
VALLEY
REGIONAL
PLANNING
COMMISSION**

C R E A T I N G > T O M O R R O W > T O D A Y

190 N. INDEPENDENCE MALL WEST
8TH FLOOR
PHILADELPHIA, PA 19106-1520

PHONE: 215.592.1800
FAX: 215.592.9125
WEB: www.dvrpc.org

June 8, 2010

Tamara Francis, THPO
Delaware Nation
PO Box 825
Anadarko, OK 73005

Re: DVRPC Draft FY2011 - 2014 TIP for Pennsylvania

Dear Tribal/Nation Representative,

On behalf of the Delaware Valley Regional Planning Commission (DVRPC), please find a copy of the DVRPC Draft FY2011 Transportation Improvement Program (TIP) for Pennsylvania.

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Sincerely,

Gastonia L. Anderson-Ogoe
Transportation Planner - Capital Programs



DVRPC

**DELAWARE
VALLEY
REGIONAL
PLANNING
COMMISSION**

C R E A T I N G > T O M O R R O W > T O D A Y

190 N. INDEPENDENCE MALL WEST
8TH FLOOR
PHILADELPHIA, PA 19106-1520

PHONE: 215.592.1800
FAX: 215.592.9125
WEB: www.dvrpc.org

June 8, 2010

Dr. Brice Obermeyer
Delaware Tribe of Oklahoma
1417 West Street
Emporia, KS 66801

Re: DVRPC Draft FY2011 - 2014 TIP for Pennsylvania

Dear Tribal/Nation Representative,

On behalf of the Delaware Valley Regional Planning Commission (DVRPC), please find a copy of the DVRPC Draft FY2011 Transportation Improvement Program (TIP) for Pennsylvania.

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Gastonia L. Anderson-Ogoe
Transportation Planner - Capital Programs



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WEB: www.dvrpc.org

June 8, 2010

Robin Dushane, Cultural Resources Coordinator
Eastern Shawnee Tribe of Oklahoma
PO Box 350
Seneca, MO 64865

Re: DVRPC Draft FY2011 - 2014 TIP for Pennsylvania

Dear Tribal/Nation Representative,

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Sincerely,

Gastonia L. Anderson-Ogoe
Transportation Planner - Capital Programs



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PHONE: 215.592.1800
FAX: 215.592.9125
WEB: www.dvrpc.org

June 8, 2010

Curtis Lazore
Mohawk Nation Office
Akwesasne Mohawk Territory
P.O. Box 366
Rooseveltown, NY 13683

Re: DVRPC Draft FY2011 - 2014 TIP for Pennsylvania

Dear Tribal/Nation Representative,

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Gastonia L. Anderson-Ogoe
Transportation Planner - Capital Programs



DVRPC

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FAX: 215.592.9125
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June 8, 2010

Jesse Bergevin, Historian
Oneida Indian Nation
1256 Union Street
Po Box 662
Oneida, NY 13421-0662

Re: DVRPC Draft FY2011 - 2014 TIP for Pennsylvania

Dear Tribal/Nation Representative,

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Gastonia L. Anderson-Ogoe
Transportation Planner - Capital Programs



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June 8, 2010

Mrs. Corina Burke, THPO
Oneida Nation of Wisconsin
PO Box 365
Oneida, WI 54155-0365

Re: DVRPC Draft FY2011 - 2014 TIP for Pennsylvania

Dear Tribal/Nation Representative,

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Transportation Planner - Capital Programs



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June 8, 2010

Tony Gonyea, Faithkeeper
Onondaga Nation
Hemlock Road 11a Box 319-B
via Nedrow, NY 13120

Re: DVRPC Draft FY2011 - 2014 TIP for Pennsylvania

Dear Tribal/Nation Representative,

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Gastonia L. Anderson-Ogoe
Transportation Planner - Capital Programs



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FAX: 215.592.9125
WEB: www.dvrpc.org

June 8, 2010

Kathleen Mitchell
Seneca Nation of Indians
90 West Hetzel Street
Salamanca, NY 14779

Re: DVRPC Draft FY2011 - 2014 TIP for Pennsylvania

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June 8, 2010

Paul Barton, Historic Preservation Officer
Seneca-Cayuga Tribe of Oklahoma
23701 S. 655 Road
Grove, OK 74344

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Transportation Planner - Capital Programs



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June 8, 2010

Kim Jumper, Tribal Historic Preservation Officer
Shawnee Tribe
29 South 69a Highway
Miami, OK 74354

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Gastonia L. Anderson-Ogoe
Transportation Planner - Capital Programs



DVRPC

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8TH FLOOR
PHILADELPHIA, PA 19106-1520

PHONE: 215.592.1800
FAX: 215.592.9125
WEB: www.dvrpc.org

June 8, 2010

Sherry White, Cultural Preservation Officer
Stockbridge-Munsee Band of the
Mohican Nation, Wisconsin
Route 1
PO Box 70
Bowler, WI 54416

Re: DVRPC Draft FY2011 - 2014 TIP for Pennsylvania

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Transportation Planner - Capital Programs



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PHILADELPHIA, PA 19106-1520

PHONE: 215.592.1800
FAX: 215.592.9125
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June 8, 2010

Roger Hill, Chief
Tonawanda Seneca Nation
7027 Meadville Road
Basom, NY 14013

Re: DVRPC Draft FY2011 - 2014 TIP for Pennsylvania

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Gastonia L. Anderson-Ogoe
Transportation Planner - Capital Programs



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PHONE: 215.592.1800
FAX: 215.592.9125
WEB: www.dvrpc.org

June 8, 2010

Leo Henry, Chief
Tuscarora Nation
206 Mt. Hope Road
Via: Lewiston, NY 14092

Re: DVRPC Draft FY2011 - 2014 TIP for Pennsylvania

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Sincerely,

Gastonia L. Anderson-Ogoe
Transportation Planner - Capital Programs

Proof of Publication in The Philadelphia Inquirer
Under Act. No 160, P.L. 877, July 9, 1976

STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA

Anna Dickerson being duly sworn, deposes and says that **The Philadelphia Inquirer** is a daily newspaper published at Broad and Callowhill Streets, Philadelphia, Pennsylvania, which was established in the year 1829, since which date said daily newspaper has been regularly published and distributed in said County, and that a copy of the printed notice of publication is attached hereto exactly as the same was printed and published in the regular editions and issues of said daily newspaper on the following dates:

June 1, 2010

Affiant further deposes and says that she is an employee of the publisher of said newspaper and has been authorized to verify the foregoing statement and that she is not interested in the subject matter of the aforesaid notice of publication, and that all allegations in the foregoing statement as to time, place and character of publication are true.

Anna Dickerson

Sworn to and subscribed before me this 1st day of
June, 2010.

Mary Anne Logan
Notary Public

My Commission Expires:

NOTARIAL SEAL
Mary Anne Logan, Notary Public
City of Philadelphia, Phila. County
My Commission Expires March 30, 2013

Copy of Notice of Publication

Public Notice

The Delaware Valley Regional Planning Commission (DVRPC) has opened a public comment period for the following documents: the draft FY 2011 PA Transportation Improvement Program (TIP) and Transportation Conformity findings for the draft FY 2011 PA TIP and the 2010 NJ TIP. The public comment period for all documents will open on June 1, 2010 and close at 5 p.m., June 30, 2010. A public meeting is scheduled from 4-6 p.m. on Thursday, June 10, 2010, in DVRPC's Conference Center, 8th Floor, 190 N. Independence Mall West, Philadelphia. The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. Transportation conformity is the process that ensures that plans and programs receiving federal aid are consistent with the region's air quality goals. Copies of DVRPC's documents are available on the DVRPC website, www.dvrpc.org, in the DVRPC Resource Center (located at the above address) as well as in a number of regional libraries. The documents will also be available at the public meeting and can be translated into an alternative format or language, if requested. Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106 or e-mailed to tip-plan-comments@dvrpc.org. Comments may also be left online at www.dvrpc.org/TIP. DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information, please call (215) 238-2871.

Affidavit of Publication

Publisher's Fee \$34.98 Affidavit \$24.75

State of New Jersey } **SS.**

Camden County

Personally appeared _____ *Sandy Karmel*

Of the **Courier-Post**, a newspaper printed in Cherry Hill, New Jersey and published in Cherry Hill, in said County and State, and of general circulation in said county, who being duly sworn, depose and saith that the advertisement of which the annexed is a true copy, has been published in the said newspaper 1 times, once in each issue as follows:

6/01/10

A.D. **2010**

[Signature]

Sandy Karmel

Sworn and subscribed before me, this

1 day of June, 2010

Notary Public of New Jersey

Public Notice

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[Notary Seal]
My Commission Expires 12-2-10



THE PHILADELPHIA TRIBUNE

PROOF OF PUBLICATION

STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA

Antonia Jnobaptiste, being duly sworn, deposes and says that The Philadelphia Tribune is a newspaper published at 520-26 S. 16th Street, Philadelphia, Pennsylvania. The publication attached herein is exactly the same as the printed notice published in the regular edition of the said newspaper on the following date (s) viz:

May 28,

AD 2010

Affiant further deposes and says that she is an employee of the publisher of the said newspaper, and has been authorized to verify the foregoing statement that she is not interested in the subject matter of the aforesaid notice or publication and that all allegations in the foregoing statement as to time, place and character of publication are true.

COPY OF NOTICE OF PUBLICATION

Public Notice

The Delaware Valley Regional Planning Commission (DVRPC) will open a public comment period for the following documents: the draft FY 2011 PA Transportation Improvement Program (TIP) and Transportation Conformity findings for the draft FY 2011 PA TIP and the 2010 NJ TIP. The public comment period for all documents will open on June 1, 2010 and close at 5 p.m., June 30, 2010. A public meeting is scheduled from 4-6 p.m. on Thursday, June 10, 2010, in DVRPC's Conference Center, 8th Floor, 190 N. Independence Mall West, Philadelphia. The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. Transportation conformity is the process that ensures that plans and programs receiving federal aid are consistent with the region's air quality goals. Copies of DVRPC's documents are available on the DVRPC website, www.dvrpc.org, in the DVRPC Resource Center (located at the above address) as well as in a number of regional libraries. The documents will also be available at the public meeting and can be translated into an alternative format or language, if requested. Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106 or e-mailed to tip-plan-comments@dvrpc.org. Comments may also be left online at www.dvrpc.org/TIP. DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information, please call (215) 238-2871.

Antonia Jnobaptiste
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Sworn to and subscribed before me
this 28 day of May 2010

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