

PUBLIC COMMENTS AND QUESTIONS
RELATED TO DVRPC BOARD ACTION ITEMS

OCTOBER 25, 2012

BOARD
AGENDA ITEM

2. DVRPC Transportation Improvement Program (TIP) Actions

b. PA13-02: Transit and Regional Rail Station Program (MPMS# 77183), SEPTA

From: Mark McKee

County: Chester

Zip Code: 19312

Date Received: October 11, 2012

Comment/Question: Very happy to learn SEPTA won a competitive bid. Congrats! Much needed improvements to 69th Street Center should help increase ridership. Hopefully, Green roof & wall will be low maintenance? Recommend action.

Response: Thank you for your comment. SEPTA's comprehensive approach to sustainability and the environment requires that, to the extent possible, all SEPTA projects are designed to maximize efficiency by minimizing both maintenance costs and environmental impact. Specific to the 69th Street Transportation Center West Terminal green roof and wall, the plant materials that will be used are mature in age and drought resistant to reduce water consumption. For more information on SEPTA's sustainability policy and to read the SEPTA Sustainability Plan, please visit <http://www.septa.org/sustain/>.

From: James Mascaro

County: Montgomery

Zip Code: 19075

Date Received: October 12, 2012

Comment/Question: Important to support mass transit in area. Would be better to improve access including dedicated bus lanes (bus rapid transit).

Response: Thank you for your comment. SEPTA appreciates the importance of improving access to public transit in the region. The 69th Street Transportation Center West Terminal project was selected by the Federal Transit Administration (FTA) competitive *Livability Initiative*. Funding constraints have forced SEPTA to focus, almost exclusively, on maintaining infrastructure in a state of good repair. However, through the FTA competitive grant process, SEPTA has been able to advance various bus facility improvement projects. SEPTA carefully selects projects for competitive grant consideration based on the evaluation criteria of each funding opportunity so that SEPTA can be successful in securing additional federal transit funds to the region.

c. PA13-04: Redistribution of Unobligated Earmark Balances, Various MPMS's, Various Counties in Pennsylvania

From: Mark McKee

County: Chester

Zip Code: 19312

Date Received: October 11, 2012

Comment/Question: Congrats to Staff & RTC on the prompt action to lock up newly available Fed Funds for some necessary projects, especially I-95, Route 202, and the Chester Waterfront. Recommend action.

Response: Thank you for your comment.

From: John Boyle, on behalf of the Bicycle Coalition of Greater Philadelphia

County: Philadelphia

Zip Code: 19102

Date Received: October 12, 2012

Comment/Question: We support the funding for the Chester Waterfront Streetscape project lighting project and the North Delaware Avenue Extension. We question the transfer of maintenance funds from the Ben Franklin Bridge (PA ID# 251) to the I-95 Ann St to Girard Ave project. We feel that funds would have more appropriately spent on the advancement of projects in the Delaware River Port Authority's Capital Improvement Program such as the South Walkway Bicycle and Pedestrian Ramp or the Franklin Square PATCO Station.

Response: Thank you for your comment. As the DRPA projects listed in the comment will not be obligated by December 2012, the distribution of unobligated earmark balances will be dedicated to projects that are currently advancing.

d. NJ12-38: River Road Improvements, Cramer Hill (DB# D0902), Camden County

From: John Boyle, on behalf of the Bicycle Coalition of Greater Philadelphia

County: Philadelphia

Zip Code: 19102

Date Received: October 12, 2012

Comment/Question: We support this project, although we would like to see bicycling improvements such as bike parking and sharrows integrated into the design within Cramer Hill.

Response: Thank you for your comment. The inclusion of sharrows was considered during the design process, however, the road width and large amounts of truck traffic on this road do not encourage the use of bicycles. More appropriate routes for connection to the Camden GreenWay network have already been identified along other roads in the neighborhood.

3. DVRPC Competitive CMAQ Program (2011-2012) Recommended Projects

From: Mark McKee

County: Chester

Zip Code: 19312

Date Received: October 11, 2012

Comment/Question: Some very effective CMAQ projects selected. Thanks! Not exactly sure how 20 cameras @ \$24,000 a pop (cmaq-pa21) will really improve Philly traffic flow? Recommend approval.

Response: Thank you for your comment. Cameras help to improve traffic flow by allowing city traffic operations center staff to actively monitor, modify, and control traffic signals at important intersections. The cameras allow city staff to monitor daily traffic flows to better understand and be able to respond to traffic flows on the city's road network. The cameras also allow staff to alert emergency responders and incident management personnel to accidents in a more timely fashion.

From: John Boyle, on behalf of the Bicycle Coalition of Greater Philadelphia

County: Philadelphia

Zip Code: 19102

Date Received: October 12, 2012

Comment/Question: Comments of the Bicycle Coalition of Greater Philadelphia - We support the selection of non-motorized projects, all of which have a direct or indirect connection to The Circuit regional trail network. The Grays Ferry Bridge and Manayunk Viaduct Project are also vital links in the Philadelphia bikeway network. Funding for bicycle and pedestrian projects has been diluted with the merging of Transportation Enhancements and Safe Routes to School into the Transportation Alternatives Program. We believe conducting the competitive CMAQ program annually or every two years would be a useful tool in sustaining regional bicycling and pedestrian funding levels in this new funding climate.

Response: Thank you for your comment. A good mix of project types was selected for funding. Projects were selected for CMAQ funding with "readiness" as a high priority, with the hope that project funding will be obligated and projects advanced in a timely manner. When that occurs, a new Competitive CMAQ round can be considered.