

PUBLIC COMMENTS AND QUESTIONS
RELATED TO DVRPC BOARD ACTION ITEMS

September 24, 2014

Agenda Item:

2a. Transportation Improvement Program (TIP) Action NJ14-31: Rt. 42 Bridges over Blackwood Railroad Trail, (DB# 12313), Camden County

From: Leonard Fritz

County: Gloucester

Zip Code: 08094

Date Received: September 15, 2014

Comment/Question: Will this bridge replacement be done with the potential for future widening of Route 42, or will that have to be done separately at that time? I am all for every bridge and culvert being brought up to current standards and improved conditions to prevent costly damage if neglected.

Response: Thank you for your comment. The structures will be replaced with a pre-cast arch structure. There will be no additional travel lanes (widening) installed.

2b. Transportation Improvement Program (TIP) Action NJ14-39: Riverton Road (CR 603) and Branch Pike (CR 606) Roundabout, (DB# D1409), Burlington County/ Local Safety/ High Risk Rural Roads Program Line Item (DB #04314), Various

From: Leonard Fritz

County: Gloucester

Zip Code: 08094

Date Received: September 15, 2014

Comment/Question: I do not understand why "roundabouts" are being constructed when for years the cry of DOT as well as the public was to remove traffic circles, which is what "roundabouts" are (you are simply calling the tiger a different name). Traffic signalization controlling flow with turn arrows would be a better solution. No, I am not in favor of another traffic circle in the State.

Response: Thank you for your comment. Since 1996, approximately 3,700 modern roundabouts have been built in the United States. Roundabouts create a safe environment for motorists, pedestrians and bicyclists. They reduce vehicle speeds, as well as the number of conflict points with turning vehicles. Roundabouts eliminate head-on/left-turn and angle type crashes which frequently result in the most serious injuries. Crashes that do occur tend to be of the lower severity, such as sideswipes. There are approximately 2,300 people killed each year at intersections controlled by a traffic signal. Compared to signalized intersections, roundabouts have been shown to reduce the total number of injury crashes by 76% and the total number of fatal crashes by more than 90%.

From: John Boyle
County: Philadelphia
Zip Code: 19102
Date Received: September 12, 2014
Comment/Question: Comment from the Bicycle Coalition of Greater Philadelphia: We strongly support the use of roundabouts as they calm traffic and reduce the severity of injury crashes at intersections.

Response: Thank you for your comment.

2c. Transportation Improvement Program (TIP) Action PA13-89: Bucks County Act 13 Local Bridges, (Various MPMS#s), Bucks County

From: Leonard Fritz
County: Gloucester
Zip Code: 08094
Date Received: September 15, 2014
Comment/Question: As I have stated in the past, I am all for our area bridges and culverts being kept safe and up-to-date.

Response: Thank you for your support. Bucks County will continue to utilize its Act 13 funds in the most efficient manner possible to ensure its bridges are able to serve all travelers safely.

From: Mark McKee
County: Chester
Zip Code: 19312
Date Received: September 13, 2014
Comment/Question: Recommend the reallocation of Act 13 Funds to fix these 3 deficient bridges. Thank you.

Response: Thank you for your support. Bucks County will continue to utilize its Act 13 funds in the most efficient manner possible to ensure its bridges are able to serve all travelers safely.

2d. Transportation Improvement Program (TIP) Action PA15-01: Main St. Bridge over the East Branch Perkiomen Creek, (MPMS #92741), Bucks County

From: Leonard Fritz
County: Gloucester
Zip Code: 08094
Date Received: September 15, 2014
Comment/Question: Will this bridge accommodate a bicycle lane as well? If not, I am not for it, and if it does, then I am for it. This area is very big on bicycle traffic and should be made ready for it when the opportunity arises.

Response: The existing roadway is a curbed section with on street parking and no bicycle lanes. The existing structure provides a five foot sidewalk to accommodate both pedestrians and bicycles. A metal staircase is located across from the Firehouse to provide additional pedestrian access to Lenape Park.

The proposed Bridge replacement project will have minimal approach roadway work and it will be built in stages to maintain two lanes of traffic and bicycle/pedestrian access during all stages of construction. The new bridge's curb to curb width will be 6 feet wider than the existing structure; therefore it will not preclude any future project to widen the roadway or add bike lanes.

The Project does not provide for designated bicycle lanes. However, the proposed structure and roadway approaches will provide an eight foot sidewalk to accommodate both pedestrians and bicycles. Furthermore, the eight foot sidewalk will be extended to the Lenape Park entrance and the existing metal staircase will be removed, the slope will be pushed out, and slopes will be graded flatter to provide a walkable entrance to the park. We have held two Public meetings with Sellersville Borough and have been working closely with the Sellersville Board of Supervisors as this project will have impacts to the borough owned Lenape Park. On August 11, 2014 the Proposed Design was presented to Sellersville Borough and was approved to move forward into the Final Design phase. The Project is fully funded and is currently scheduled to be LET 12/2016.

From: Mark McKee

County: Chester

Zip Code: 19312

Date Received: September 13, 2014

Comment/Question: Perhaps staff should explain the advantage of federal oversight for this project. Recommend approval. Thanks

Response: Thank you for your comment. A 100% state-funded transportation project can become "federalized" at any point in the project's delivery process by adding federal funds to any of the phases. The existence of even a dollar of federal funds means that federal oversight is required. Generally, PennDOT and FHWA share common programming and delivery schedule parameters based on the federal fiscal year which can result in faster project delivery, a greater level of transparency, and efficiency of the environmental process before the project proceeds to Right-of-Way acquisition due to FHWA staff resources dedicated to NEPA review. Specifically, having FHWA as the lead federal agency on an undertaking is associated with PennDOT projects that involve a Section 106 resource. Section 106 of the National Historic Preservation Act requires that federal agencies take into account the effects of federal undertakings on historic properties. PennDOT, FHWA, Pennsylvania Historical and Museum Commission (PHMC), and the Advisory Council on Historic Preservation (ACHP) have a programmatic agreement for advancement of projects that delegates certain Section 106 activities and functions to PennDOT. No similar agreement exists with the Army Corps of Engineers for a 100% state funded project, and the Section 106 clearance process can take much longer.

3b. DVRPC FY2015 Work Program Amendment: Franklin Square Station Forecasting

From: Joseph Russell

County: Camden

Zip Code:

Date Received: September 15, 2014

Comment/Question: As a long time PATCO user and daily commuter who's passed by this station for years, I was very excited to see this being taken up at the meeting. I remember what this area used to be like when I first started using PATCO; Franklin Square was dark and scary, and Philadelphia was only at the very beginning of its renaissance. Over the

past decade, I've seen Franklin Square go from a place you'd never walk into to a place that's become an attraction in its own right, with so many things always going on. Not only that, but the surrounding area has seen development interest and is poised to see even more development in the coming years.

Of course there's the Metro Club condos, renovated ten years ago just on the other side of Franklin Square. The Electric Factory, a huge, popular music venue, is just north of the square on the other side of Vine that people who take PATCO to have to use the 8th & Market station for currently. There's the venture 0rth building at 417 North 8th Street that's full of young IT professionals, a large portion of which are more than happy to use public transportation (I work in IT and take PATCO to Center City every day). There's Chinatown, for which I would definitely get out at Franklin Square as opposed to 8th & Market, there's the northwestern parts of Old City, and the tourist destinations of the Constitution Center and the Mint nearby.

And then there's the future possibilities. There's the police headquarters, which will be vacated in the future as the police headquarters is moved to the Provident Mutual building in West Philadelphia. There's a proposal to make a residential building out of the building on Race Street between 4th and 5th Streets.

All in all, I think a re-opened Franklin Square would see some good ridership numbers. It would be another transit asset for the region, as it would be useful for both people coming in from South Jersey and people further south and west into the city itself.

Overall, I'm really excited at the possibility that the Franklin Square station will reopen, and will definitely keep my eyes on this over the coming months.

Thanks for your time!

Response: Thank you very much for your comment and your interest in the Franklin Square Station Forecasting project. This study is intended as a preliminary forecasting analysis using DVRPC's regional travel forecasting model. Your comment is very helpful to configuring our model. We will make sure these points of interest and potential sources of Franklin Square Station riders as you mentioned are correctly presented in the DVRPC's regional forecasting model. Please feel free to contact us with any other concerns or questions.

5. DVRPC Membership and Transit Agency Representation

From: Mark McKee

County: Chester

Zip Code: 19312

Date Received: September 13, 2014

Comment/Question: DVRPC is clearly grandfathered from the new mandate from inside the DC beltway, and has long worked to enhance transit. Recommend approval. Thanks.

Response: Thank you for your comment.