

PUBLIC COMMENTS AND QUESTIONS
RELATED TO DVRPC BOARD ACTION ITEMS

October 22, 2015

Agenda Item:

5. Approval of 2015 Regional Congestion Management Process (CMP)

From: John Nacchio

County: Philadelphia

Zip Code: 19145

Date Received: October 15, 2015

Comments/Questions:

The City Planning Commission designation of South of South District (South of I-76) continues to be overlooked for resolving traffic issues. Major issues are handling the peak and non-peak period appropriately. Major Components are The three Stadiums, Xfinity Live, Navy Yard Access point, and the 2016-17 Casino Complex. The I-76 & I-95 along with 611-Broad Street are outdated and built to handle traffic of a different era - pre year 2000. A major transformative plan to identify congested corridors and strategies to minimize congestion is needed for the 21st century. (I am a member of a local neighbor Civic Board-Packer Park and our Board is represent on the Stadium Special Services Complex District) in common words: we live here, so our observations are very valuable insights that are often overlooked by TRAFFIC STUDIES put together by Developers --even the sports teams have come to learn the value of the neighborhoods input) ???So what to do is the question???

Response:

Thank you for submitting a public comment to DVRPC's upcoming Board Meeting on Action Item #5.

As you may know, the CMP is a requirement of federal surface transportation legislation. The CMP analyzes the regional transportation network and identifies congested corridors and strategies to minimize congestion.

There are three congested subcorridors that cover the area you referenced – Pennrose Avenue-Broad Street, I-76/676 to City Avenue, and I-95 corridor by Airport. As you note, these subcorridors experience both recurring congestion, caused by major trip generators like the Navy Yard, and non-recurring congestion, caused by sporting events. For many of the reasons you mentioned, I-76/676 to City Avenue is considered a priority corridor.

DVRPC agrees that local knowledge is important in any planning process. In 2013, DVRPC completed the South Broad Sidepath Concept Plan (http://www.dvrpc.org/asp/pubs/publicationabstract.asp?pub_id=12021). The Stadium Complex Special Services District was actively involved in the development of this plan.

This report provides general guidance and conceptual recommendations for a multi-use sidepath running parallel to South Broad Street, from Oregon Avenue to the Philadelphia Navy Yard. Improving non-motorized access is an important and valuable strategy to reduce congestion.

DVRPC notes that the Packer Park Civic Association is already a part of the City of Philadelphia's Registered Community Organizations program (<http://www.phila.gov/CityPlanning/projectreviews/Pages/RegisteredCommunityOrganizations.aspx>) – another way to bring local knowledge into the City's planning and development processes.

Again, thank you for your comment and your participation in the planning process.