

PUBLIC COMMENTS AND QUESTIONS
RELATED TO DVRPC BOARD ACTION ITEMS

June 28, 2018

Agenda Item:

2d. Transportation Improvement Program (TIP) Action
PA17-95: PA 452, Market Street Bridge Over Northeast Corridor, (MPMS
#15406), Delaware County

From: Leonard Fritz

County: Delaware

Zip Code: 19342

Date Received: 06/19/2018

Comment/Question: What will the impacts be on the flow of traffic during this project's duration? What assurances are there that any detours will not immensely degrade the current traffic conditions in the area, and if there are how well will they be marked/designated for the motorists' stuck in the traffic jams?

Response: Thank you for your comment. Your original comment was forwarded to the DVRPC Board, DVRPC Office of Capital Programs, and PennDOT.

According to the info received from the construction field office, there is one lane in each direction which remains open throughout the duration of the project with few restrictions. There will be two periods of short-term detour, about 4 weeks each, which has been designed to minimize its impact on the current traffic condition. The detour route will be adequately marked and designated with advance warning signs and the traffic signals timing along the route will also be adjusted accordingly.

Agenda Item:

3. FY 2019 Project Selection for the Transportation and Community
Development Initiative (TCDI) Program

From: Sheri Provost

County: Bucks

Zip Code: 08046

Date Received: 06/22/2018

Comment/Question: I DO NOT want any county, state or city taxes or funds to be used for a pedestrian bridge! Either make a car bridge or do nothing!

Response: Thank you for your comment. Your original comment was forwarded to the DVRPC Board, DVRPC's TCDI managers, and the project sponsor.

The TCDI municipal planning grant program supports early-stage smart growth initiatives that implement the *Connections 2045* Plan for Greater Philadelphia by linking land use and transportation planning to improve the overall character and quality of life; enhance the existing transportation infrastructure capacity; promote and encourage the use of transit, bike, and pedestrian transportation modes; build capacity in our older suburbs and neighborhoods; reinforce designated Centers; and protect our environment. The TCDI planning grant does not fund construction or guarantee construction funds for recommendations that are developed through the planning process.

The proposed Centerton Road Pedestrian-Bicycle Bridge Feasibility Study, proposed by Burlington County, strives to address pedestrian safety and bicycle accessibility over the Rancocas Creek. The current closure of the Centerton Bridge not only affects vehicular traffic, but also presents a challenge for the county's completion of the Rancocas Creek Greenway regional trail, which is also part of the region's Circuit Trail network. This proposed project will examine multi-modal options to Burlington County recreational and cultural facilities and develop circulation recommendations on the best way to provide the most efficient access for residents and visitors.

From: Bob Lepage

County: Burlington

Zip Code: 08077

Date Received: 06/21/2018

Comment/Question: A real bridge is needed over the Rancocas creek not a pedestrian bridge. The use of 295 is not safe for older drivers and it has cut off a standard passage way to Willingboro.

Response: Thank you for your comment. Your original comment was forwarded to the DVRPC Board, DVRPC's TCDI managers, and the project sponsor.

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enhance the existing transportation infrastructure capacity; promote and encourage the use of transit, bike, and pedestrian transportation modes; build capacity in our older suburbs and neighborhoods; reinforce designated Centers; and protect our environment. The TCDI planning grant does not fund construction or guarantee construction funds for recommendations that are developed through the planning process.

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PUBLIC COMMENTS AND QUESTIONS
RELATED TO DVRPC NON-ACTION ITEMS

From: Bridget Chadwick

County: NA

Zip Code: NA

Date Received: 06/28/2018 at DVRPC Board Meeting

Comment/Question:

Good morning Board and Staff,

Thank you for your response to my comments and suggestions submitted at the April 25th DVRPC Board meeting. Allow me to give a short review of our exchange:

Point # 1: I suggested that short-range greenhouse gas (GHG) reduction targets should be included in the front pages of DVRPC's Transportation Improvement Program (TIP).

Response to Point #1: DVRPC did not comment on this suggestion.

My comment today: I would like to emphasize the importance of short-term target levels; the long-term goal for 2050 is too far off in the future.

Furthermore, I suggest that DVRPC adds a target rate of reduction. As Bill Nye, the "Science Guy", says in the foreword of Dr. Michael Mann's book, 'The Hockey Stick and the Climate Wars' "it's not the amount of [carbon dioxide] per se that matters... it's the *rate* at which the level is increasing. It is the *speed* at which the world is warming that is so very important".

Point #2: I commented that the region's transportation sector GHG emissions have remained at about 22 million metric tons of CO2 equivalent as shown in Figure 26, "Regional Greenhouse Gas Emissions by Year" for 2005, 2010 and 2015 in DVRPC's long-range plan, *Connections 2045*. I suggested that a summary of historic trends should be posted with short-term reduction targets.

Response to Point #2: DVRPC agrees that transportation sector emissions have remained flat but did not comment on adding a summary of GHG trends to the TIP.

My comment today: A graph or chart of historic GHG trends would help people:

- (1) understand the progress being made/not made in the transportation sector; and
- (2) evaluate the goals of transportation sector improvements listed in DVRPC's TIP.

Point #3: In the response to my April 25th comment, DVRPC points out that "almost all of the transportation in our region is fueled by gasoline or diesel fuel" and that DVRPC's Office of Energy and Climate Change Initiatives has a project "to encourage and accelerate the transition to electric vehicles (EV)" which, on a lifecycle basis, emit "much lower GHG emissions" than internal combustion engines running on gasoline or diesel fuel.

My comment today:

Based on data I've collected from the U.S. Department of Energy's Alternative Fuel Data Center (AFDC), an electrically fueled vehicle in Pennsylvania emits about 68% less GHG than a gasoline powered vehicle. This is good news, but in New Jersey the emissions reduction is even better. Electric vehicles in New Jersey emit about 79% less than a gasoline powered vehicle. (The assumptions for the AFDC calculations such as vehicle fuel efficiency and fuel carbon intensity along with data sources are provided with the AFDC analysis). As the region's electricity mix shifts from fossil fuel to renewable energy these percentages will approach 100%. I encourage DVRPC to make sure that simple carbon science facts about transportation energy are added to electric vehicle program literature and that staff work with the many environmental groups and citizens who want to see climate change solutions, such as EV readiness, implemented swiftly.

Thank you.

Respectfully submitted, June 28, 2018

Response:

Thank you for making comments at DVRPC's 6/28/2018 Board meeting. DVRPC staff have prepared the following response, following the same format as your comment above for clarity. You reference a written comment submitted by website form on 4/25/2018. The original comment and DVRPC's original response from April 2018 are available here: <https://www.dvrpc.org/Committees/BOARD/Comments/2018-04.pdf>.

Point #1: At this time, DVRPC has not set short-term GHG emissions targets. We do, however, explicitly track progress toward the 2050 goal in each Energy Use and GHG Emissions Inventory. While there are no short-term targets in the Transportation Improvement Program (TIP), the long-term targets are in every Long-Range Plan (LRP), which informs project prioritization for creating the TIP.

Point #2: DVRPC's Energy Use and GHG Emissions Inventory reports each include an explicit discussion of emissions and trends in each sector. This comment is timely, as we are currently completing the summary document for the 2015 inventory. We will keep this comment in mind as we draft that inventory. The TIP and LRP are inter-related as each TIP is created from policy that is set forth in the current LRP. *Connections 2045*, the most recent LRP, has the goal to reduce Greenhouse Gas Emissions by 80% by 2050. Thank you for suggesting additional ways to analyze TIP projects and explain to members of the public.

Point #3: Thank you for your suggestions. DVRPC regularly communicates the carbon reduction benefits of electric vehicles. As does the Union of Concerned Scientists (UCS), DVRPC uses the US EPA's Emissions & Generation Resource Integrated Database (eGRID) as the source for carbon dioxide content of electricity

(www.epa.gov/energy/emissions-generation-resource-integrated-database-egrid). This system places the entire DVRPC region in the ReliabilityFirst Corporation's eastern region (RFCE), which reports a 2016 emissions rate of 762.1 pounds of CO2 equivalent (CO2e) per megawatt hour (MWh) of electricity generated. According to UCS, this means that the typical electric vehicle in the DVRPC region produces the same amount of greenhouse gases as a gasoline car with a fuel efficiency of 79 miles per gallon (<https://blog.ucsusa.org/dave-reichmuth/new-data-show-electric-vehicles-continue-to-get-cleaner>). DVRPC staff members regularly work with environmental groups around EV readiness, and continue to look for more opportunities to further climate change solutions.

Thank you again for making public comments at DVRPC's June 28th Board meeting. We appreciate your suggestions.