

Investing in People & Places

Updating Greater Philadelphia's Comprehensive Economic Development Strategy

Overview Presentation

Presented by: Mary Bell

Manager, Demographic and Economic Analysis, DVRPC

Wednesday, July 16, 2014

DVRPC Goods Movement Task Force

Greater Philadelphia Economic Development Framework

- Approved by the EDA as Greater Philadelphia's Comprehensive Economic Development Strategy (CEDS) in 2009.
- Reviewed and updated annually.
- Major review required every five years (due September 2014).

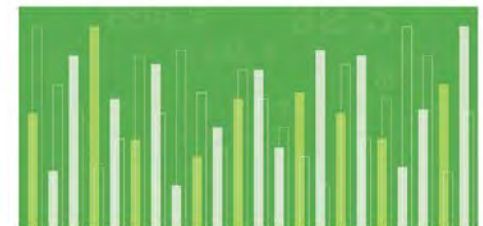
GREATER PHILADELPHIA

**ECONOMIC
DEVELOPMENT
FRAMEWORK**



GREATER PHILADELPHIA
**Economic Development
Framework** 2010
ANNUAL REVIEW AND UPDATE

dvrpc
DELAWARE VALLEY
REGIONAL PLANNING COMMISSION
SEPTEMBER 2010



GREATER PHILADELPHIA
**Economic Development
Framework** 2013
ANNUAL REVIEW AND UPDATE

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DELAWARE VALLEY
REGIONAL PLANNING COMMISSION
SEPTEMBER 2013



CEDS Technical Requirements

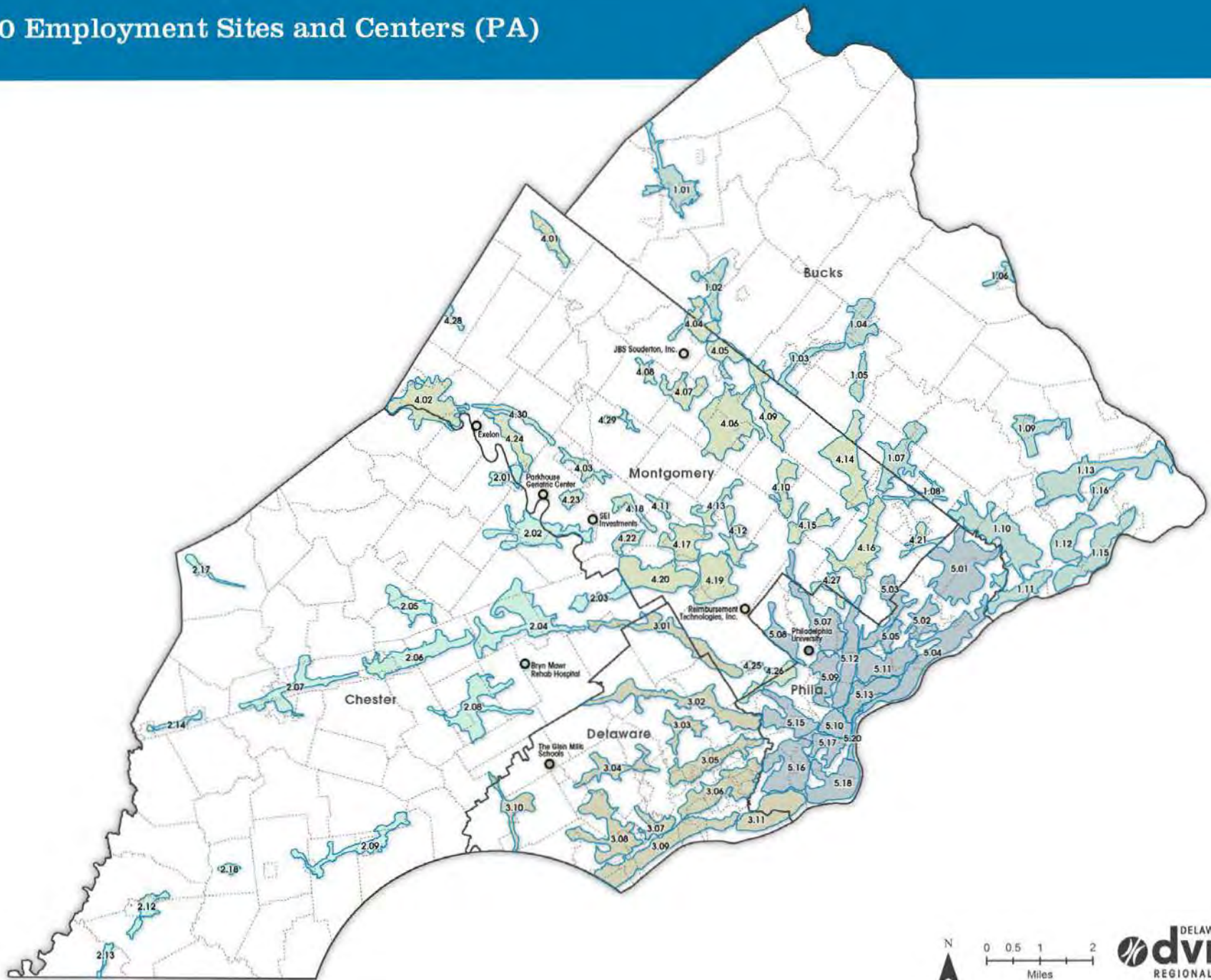
- CEDS strategy committee
- Background
- Identification of regional opportunities and challenges
- Goals and objectives
- Action plan
- List of key regional projects



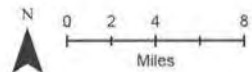
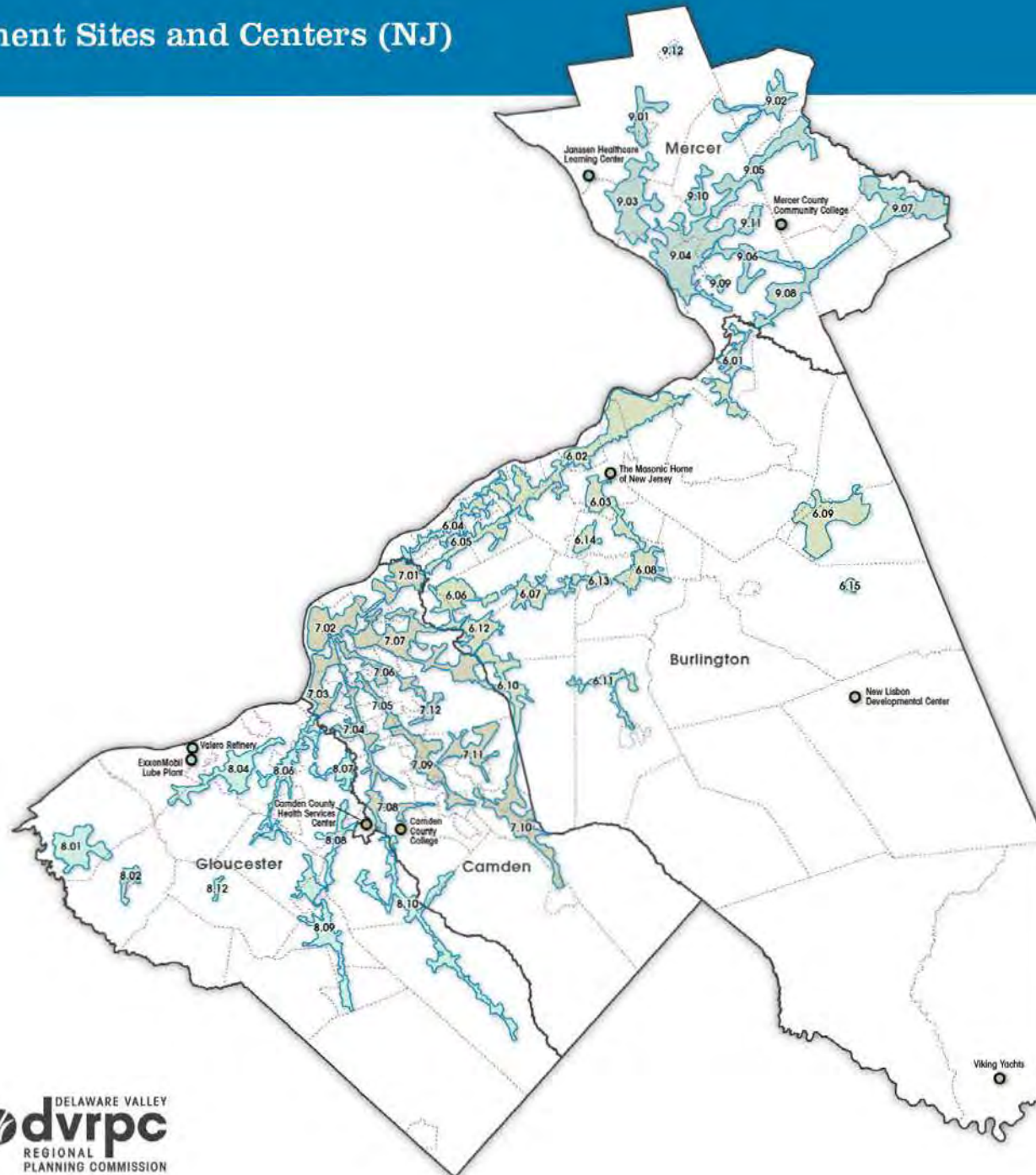
CEDS Strategy Committee

- County/city planning agencies
- County/city economic development agencies
- County workforce investment boards (WIBs)
- State agencies
- Regional agencies
- Chambers of Commerce
- Transit service providers
- Port authorities
- Others

2010 Employment Sites and Centers (PA)



2010 Employment Sites and Centers (NJ)

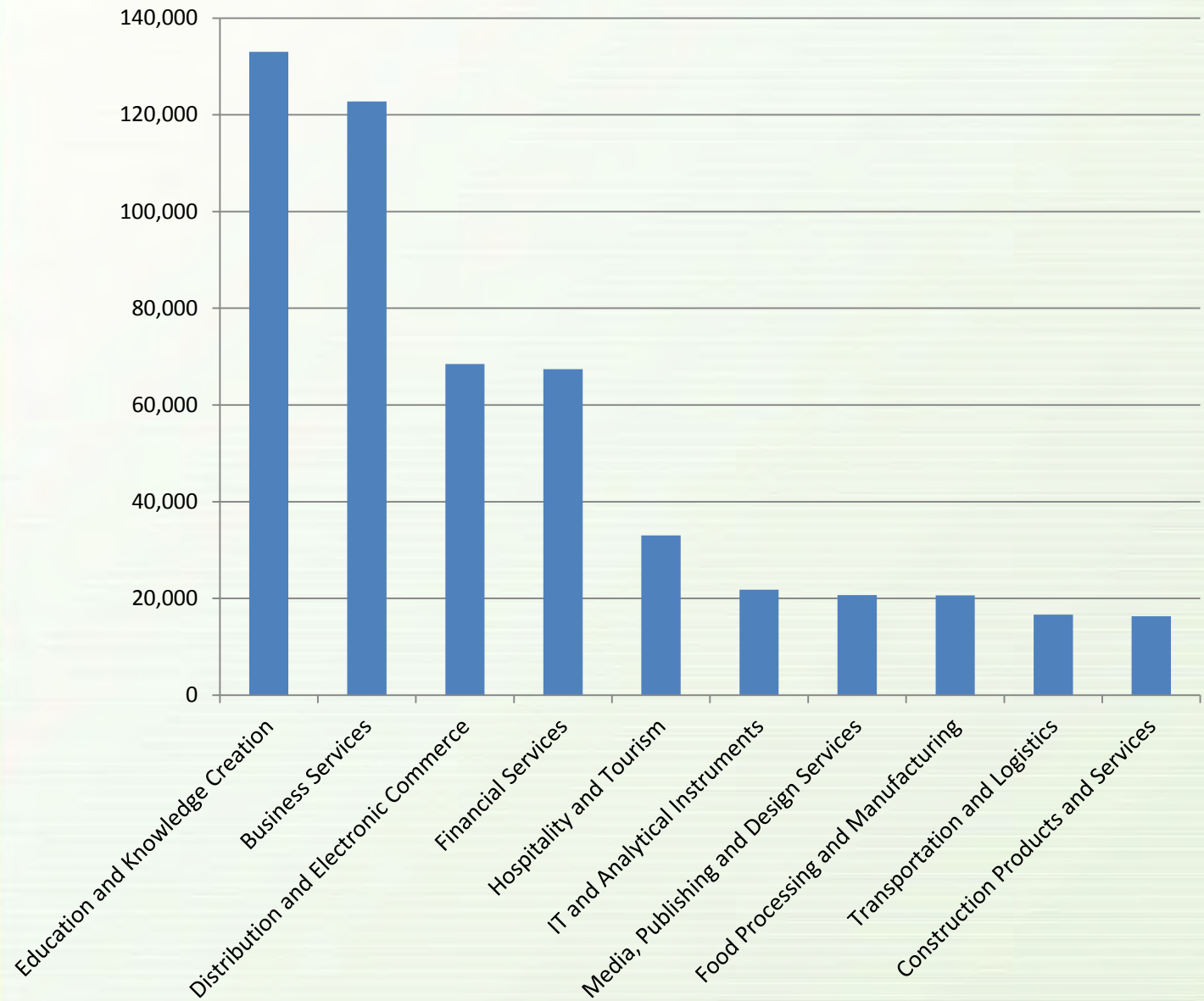




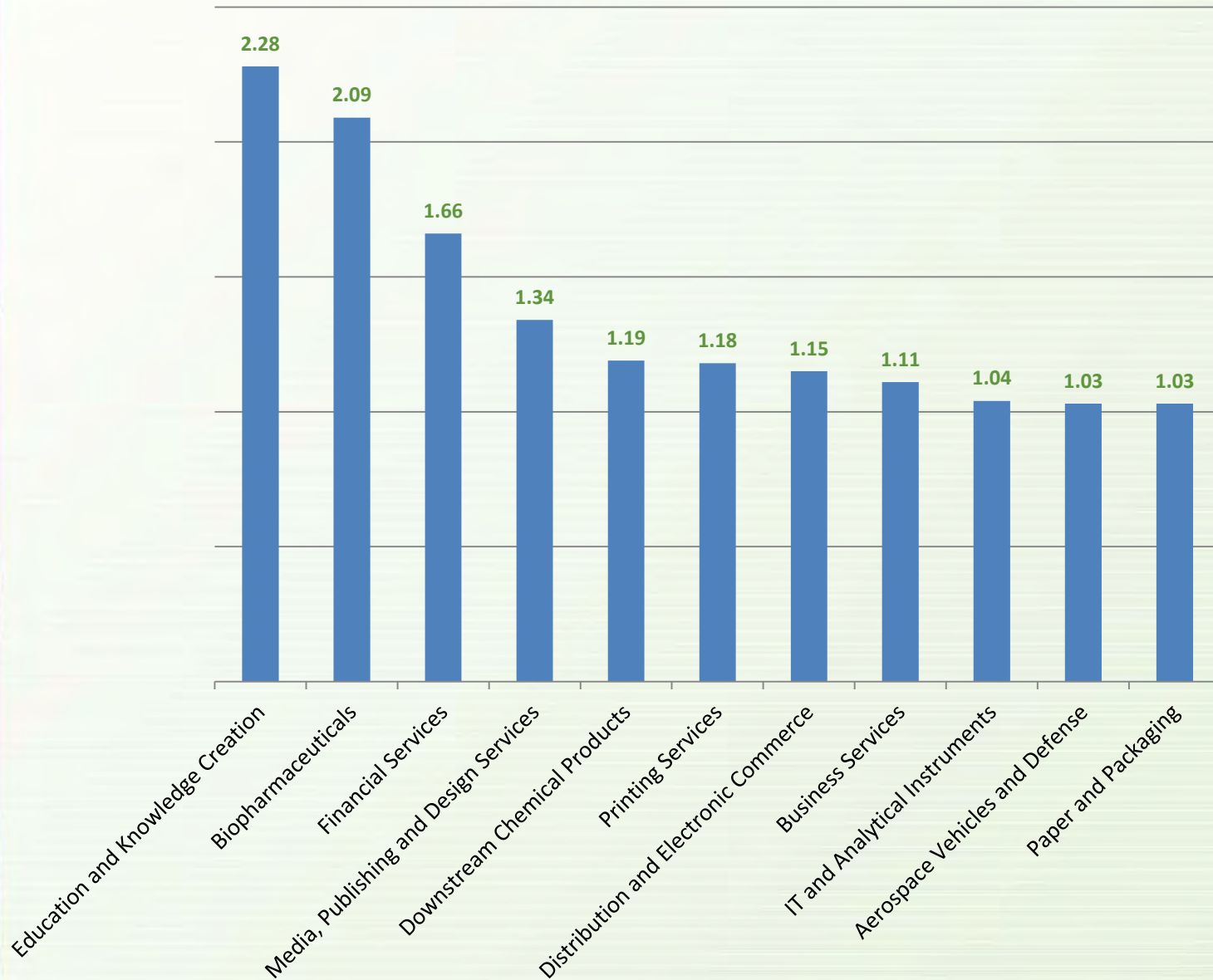
Regional Economic Cluster Analysis

- Cluster: a group of companies and institutions co-located in a specific area and linked by interdependencies in providing a related group of products and/or services.
- Clusters ...
 - Increase productivity.
 - Encourage knowledge spillover and innovation.
 - Facilitate new business formation.

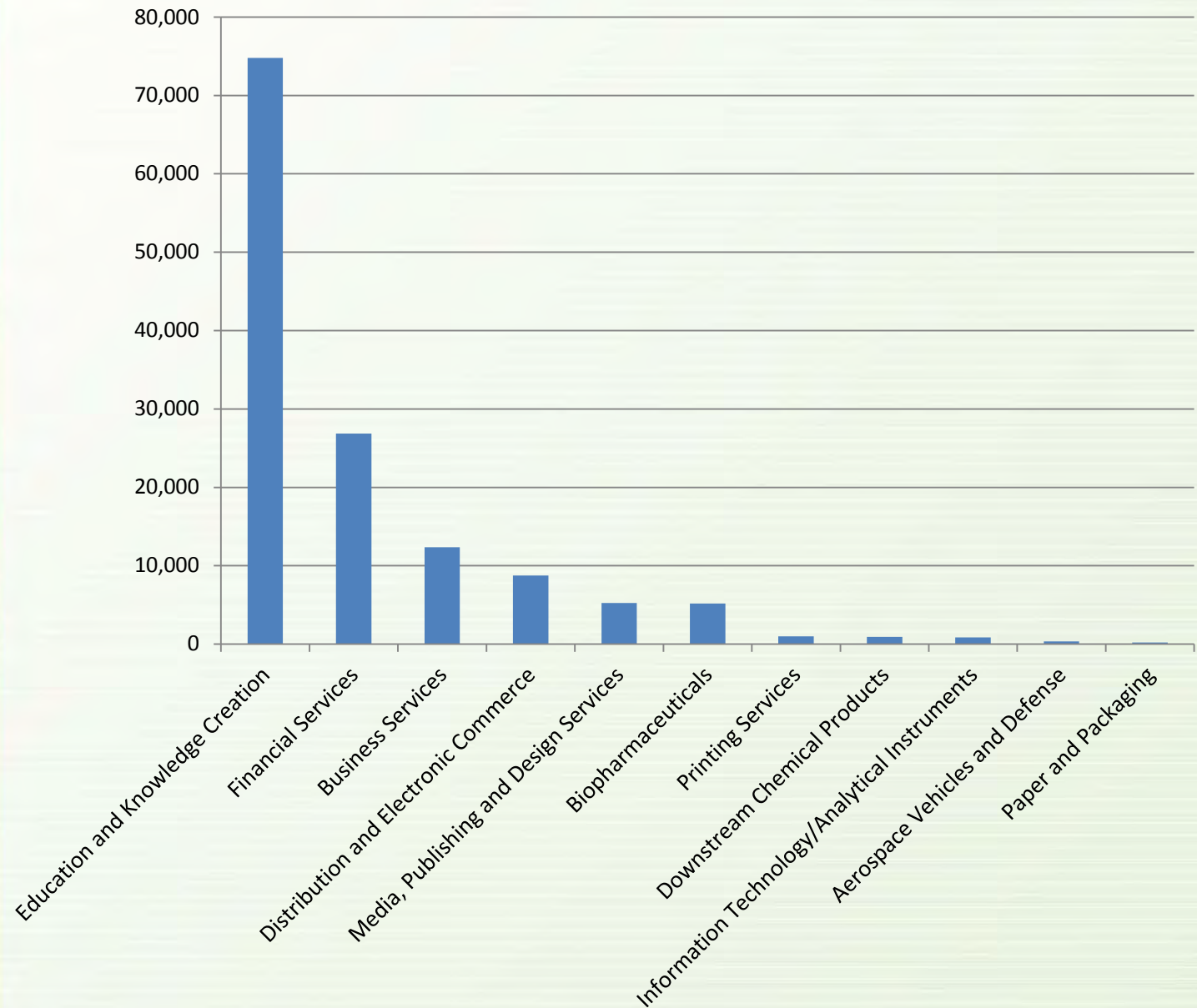
Greater Philadelphia's Top Clusters of Traded Industries by Total Jobs, 2010



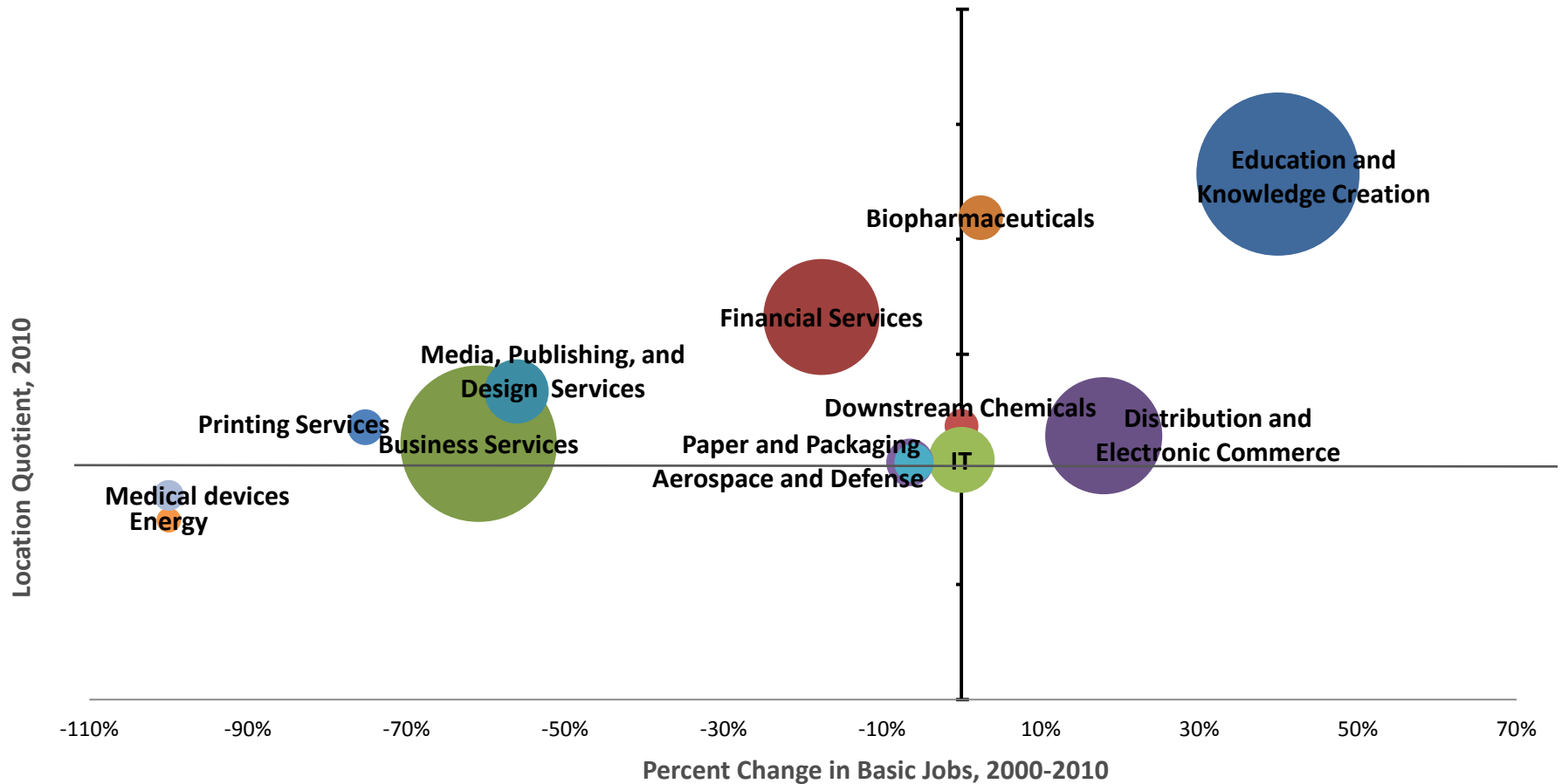
Greater Philadelphia's Top Clusters of Traded Industries by Location Quotient, 2010



Greater Philadelphia's Top Clusters of Traded Industries by Basic Jobs, 2010



Tying It All Together: Jobs, Location Quotients, and Changes in Basic Jobs



Note: The size of the bubble correlates to the number of jobs in the cluster.



Investing in People and Places series

- Series of three public meetings:
 - Philadelphia
 - Pennsylvania suburbs
 - New Jersey suburbs
- Two panels at each meeting:
 - Business panel: discussed opportunities and challenges
 - Public sector response
- Descriptions and highlights available at <http://www.dvrpc.org/Economic/ceds.htm>.



Revised CEDS Goals and Objectives

- **Invest in People**
 - Improve primary and secondary education
 - Workforce training
 - Workforce readiness
- **Invest in Places**
 - Focus growth in centers.
 - Invest in infrastructure.
 - Promote sustainability.
 - Improve quality of life.
- **Support Businesses**
 - Improve the business climate.
 - Encourage innovation.
 - Improve global connections.



Key Projects List

- Projects must be listed in the regional CEDS in order to be eligible for EDA funding.
- List identifies key projects and activities that advance the regional CEDS goals and objectives.
- Reviewed and updated annually.
- Adopted amendment process allows projects to be added throughout the year.



Key Projects List

- Projects must be supported by the county (and municipality where applicable).
- Not fiscally constrained.
- Wide range of project types:
 - Workforce development activities
 - Site specific projects
 - Plan implementation activities
 - Activities to support businesses
- Project scale varies significantly.



Key Projects List

- Examples from current list:
 - Delaware Riverfront initiatives in Bucks County
 - Port facilities in Gloucester County
 - I-676 industrial corridor development in Camden County
 - Extension of Keystone Boulevard (Pottstown)
- Potential Additions:
 - Philadelphia International Airport expansion
 - Southport
 - Delaware River channel deepening



Next Steps

- Committee is currently reviewing and revising the list of key projects.
- Draft document to be completed in early August.
- 30-day public comment period will open no later than August 22nd.
- Final document due to U.S. EDA by September 30th.



Proposed Action

That the Delaware Valley Goods Movement Task Force support the underlying policies and contents of *Investing in People and Places: Greater Philadelphia's 2014 Comprehensive Economic Development Strategy*.

Investing in People & Places

Updating Greater Philadelphia's Comprehensive Economic Development Strategy

Thank You! Comments/Questions?

Presented by: Mary Bell

Manager, Demographic and Economic Analysis

Delaware Valley Regional Planning Commission

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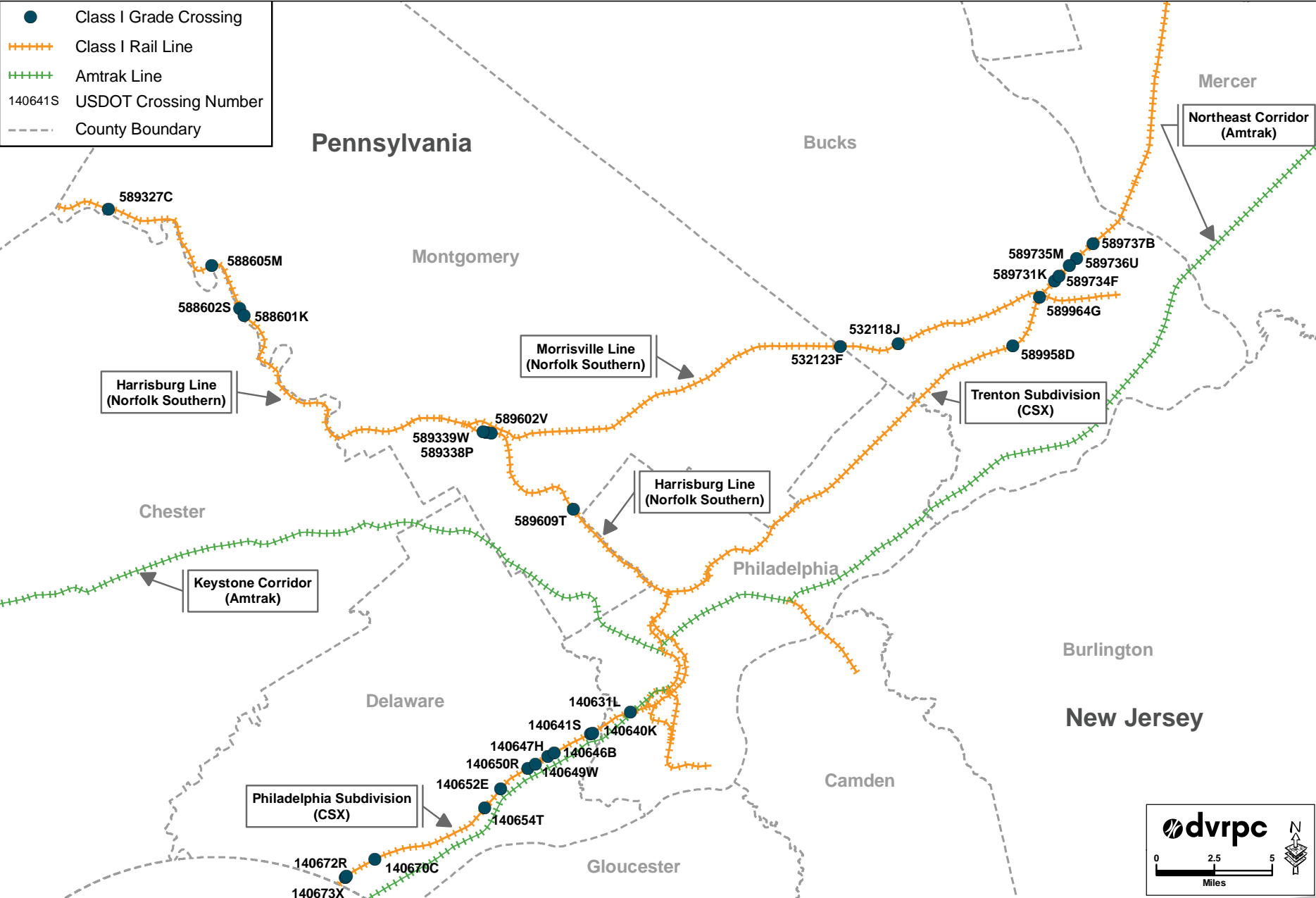
DARBY BOROUGH

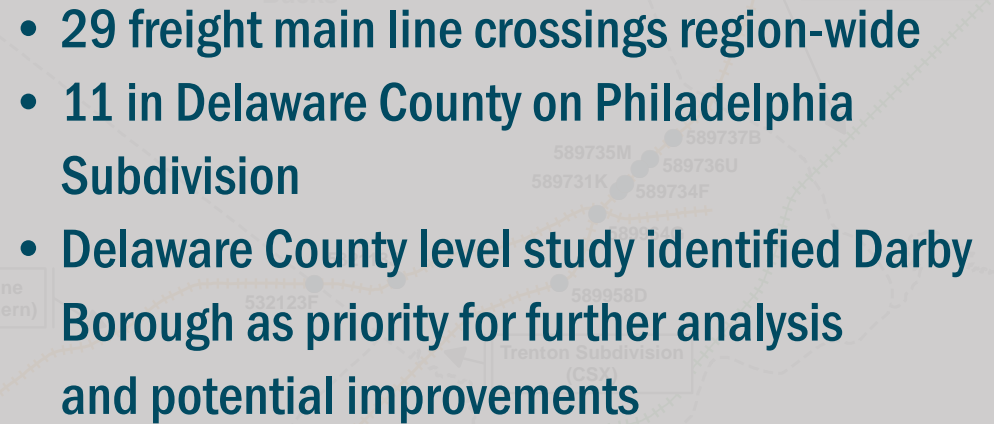
GRADE CROSSING STUDY



Delaware Valley Goods Movement Task Force
July 16, 2014
Michael Ruane

Class I Grade Crossings

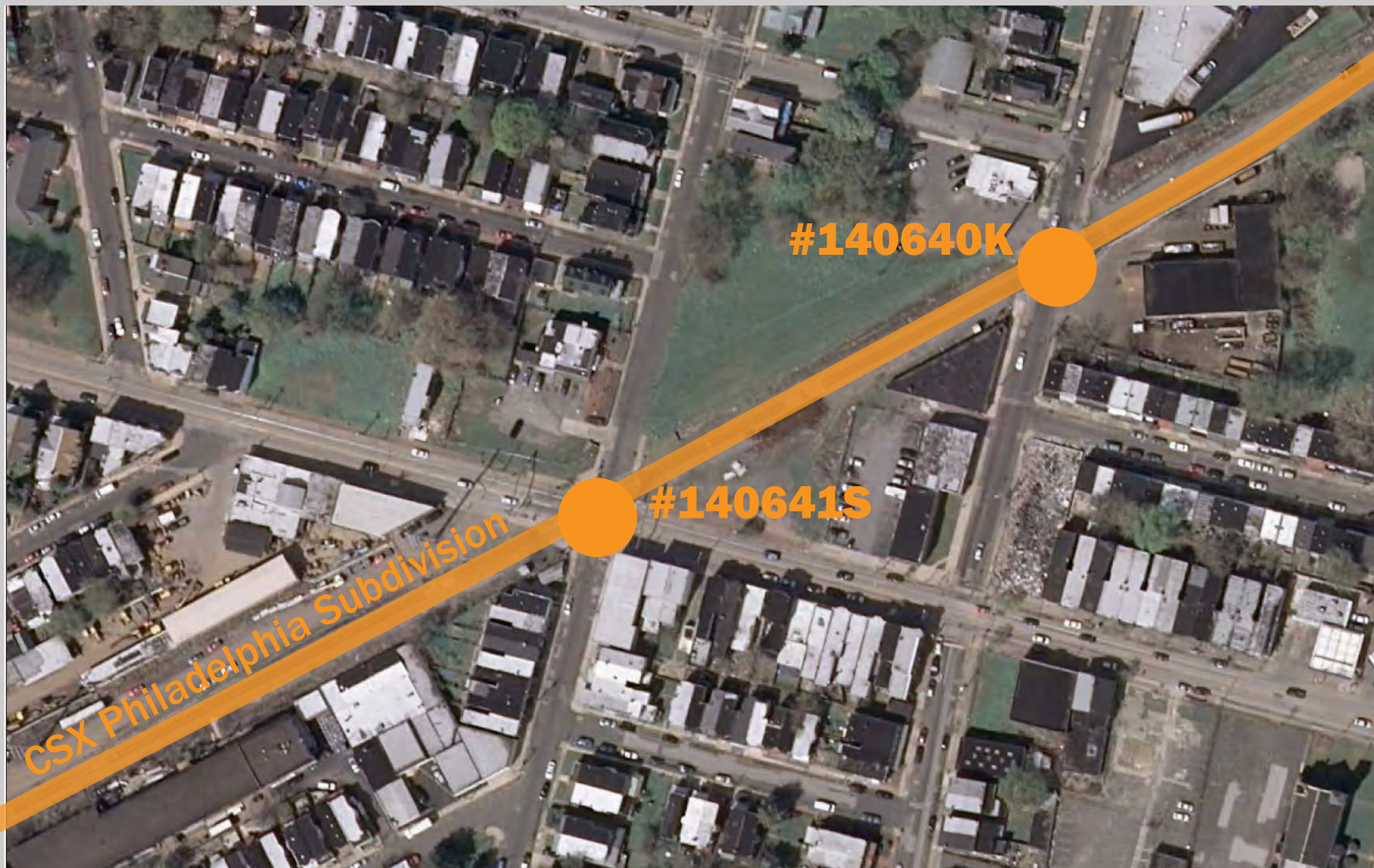




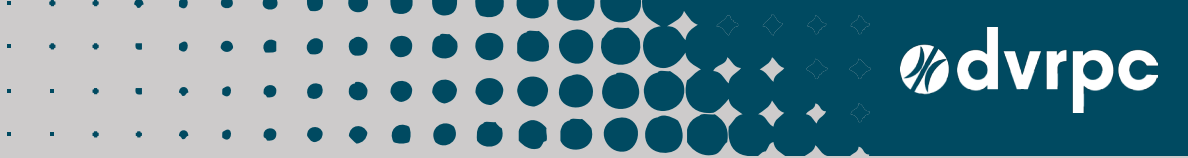
Aerial of Darby Borough at Main and Sixth streets



Aerial of Darby Borough at Main and Sixth streets

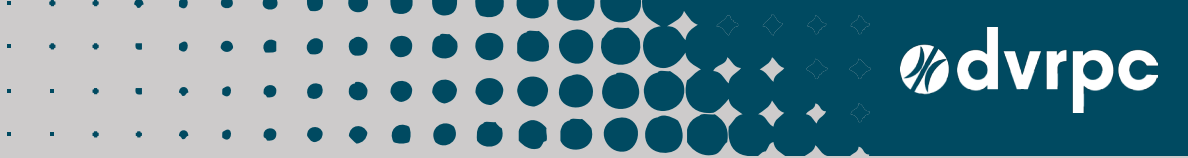


More than a Grade Crossing
four modes meet IN one intersection

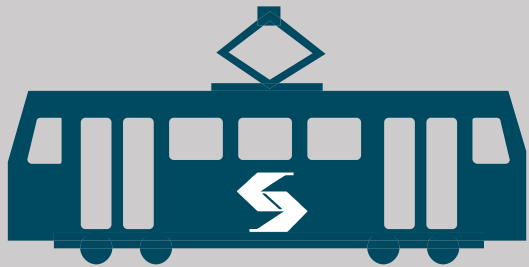


Multiple Modes Increase Exposure

multiple conflict possibilities



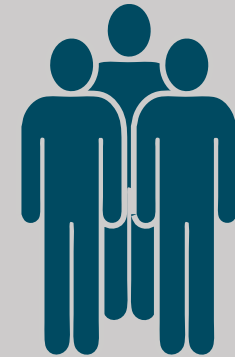
Daily Activity



237 Trolleys



11,649 AADT



323 Pedestrians
(AM peak)

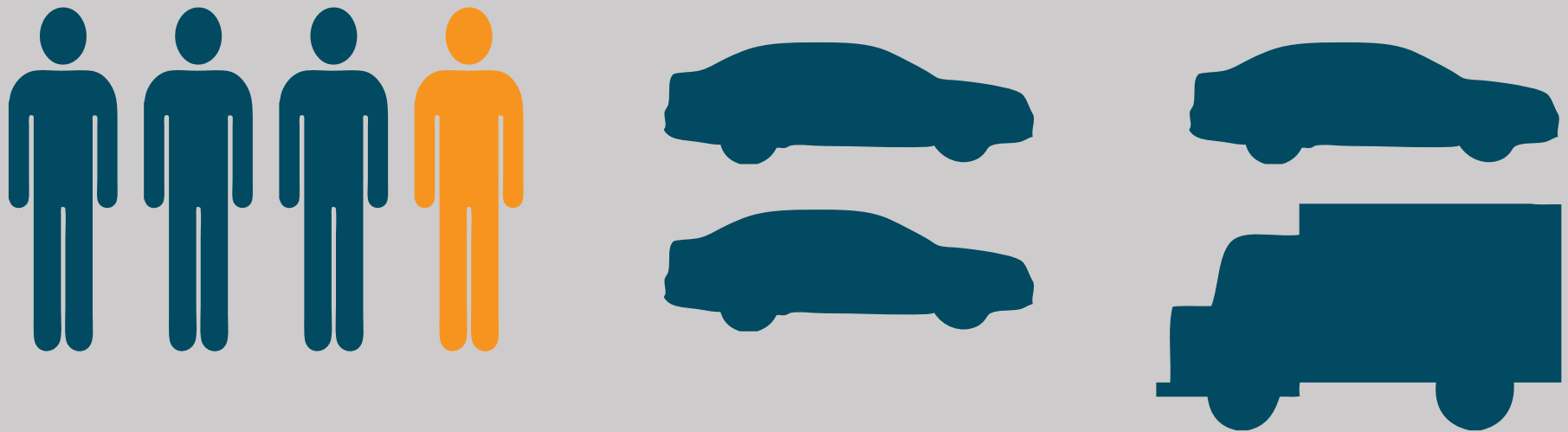


13 Freight Trains

Traffic Approaches

- Main St. Traffic (2-lane, 2-way)
- 6th St. Traffic (2-lane, 2-way[NB] + 1-way[SB])

FRA Reported Incidents



Local Police Issues:

- 131 reports
- Public drunkenness
- Fighting
- Drug sales
- Theft
- Disorderly conduct
- Curfew violations
- Motor vehicle accident

Views from the ground at Main and Sixth streets



Safety Not Just a Matter of Volume

poor infrastructure contributes to issues



Observations

- Poor sight distance
- Poorly defined travel lanes and crosswalks
- Crossing gate violations (pedestrians and vehicular)
- Inadequate railroad crossing gate technology
- No signage targeted at pedestrians
- Gates descend and no train appears
- Crumbling infrastructure

Community Engagement and Outreach

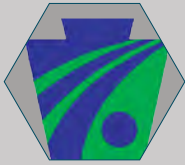
stakeholder input and transportation expo

CSX



Delaware County

PennDOT



SEPTA

Darby Borough



Residents & Businesses

Welcome!
DARBY BOROUGH
on the Move!
DELAWARE COUNTY, PA

DARBY BOROUGH OPEN HOUSE and TRANSPORTATION EXPO an INTRODUCTION

Darby Borough: A Community on the Move

- varied land uses:** RESIDENTIAL uses most prevalent
- over present PEDESTRIANS:** students, seniors, transit riders, shoppers
- HIGHWAY** connectivity to the region and beyond: Lansdowne Ave., MacDade Blvd., Main St., Springfield Rd., Chester Pike
- multiple forms of passenger and freight RAIL:** Amtrak, SEPTA, and CSX
- nearby AIRPORTS and PORTS:** PHL, Guard Point, Fog Island, Fort Mifflin, and Penn Terminals

Darby Borough Grade Crossing Study

- the primary FOCUS** is two highway-railroad grade crossings
- grade crossing #1406404 5TH ST.**
- DATA OVERVIEW:** An intense convergence of transportation activity
- SHARED CONCERNS:** transportation growth across all modes, safety, operations and interchanges, and land use
- PHASE I REPORT** will display data collected and possible improvements

POTENTIAL SHORT-TERM INITIATIVES

Time Frame: 6 Months - 2 Years
Price Range Per Initiative: \$250,000 or Less

Initiative	Current Conditions	Potential Improvements	Benefits	Challenges
1. Improve Roadway Safety Signage & Pavement Markings at Main St. & 5th St.	Existing signage and markings are outdated and faded.	Install new safety signage and pavement markings.	Improved safety for all road users.	Cost of materials and labor.
2. Reduce Trespassing Along Railroad Tracks	Significant trespassing along railroad tracks.	Install anti-trespassing barriers and signage.	Reduced trespassing and improved safety.	Cost of barriers and signage.
3. Change 6th St. Traffic Flow Between Main St. and Greenway Ave.	Current traffic flow is inefficient and causes congestion.	Change traffic flow to improve efficiency and reduce congestion.	Improved traffic flow and reduced congestion.	Cost of signage and traffic control.
4. Remove Two Route 11 Trolley Stops	Two trolley stops are inefficient and cause delays.	Remove the two inefficient trolley stops.	Improved trolley service and reduced delays.	Cost of removing stops and signage.

POTENTIAL MEDIUM-TERM INITIATIVES

Time Frame: 2-10 Years
Price Range Per Initiative: \$1,000,000 - \$6,000,000

Initiative	Current Conditions	Potential Improvements	Benefits	Challenges
1. Reconstruct Both Main St. and 5th St. Grade Crossings	Both grade crossings are outdated and unsafe.	Reconstruct both grade crossings to meet current standards.	Improved safety and modernized infrastructure.	High cost of reconstruction.
2. Place All Existing and Add Additional Signal at Main St.	Current signal system is outdated and inefficient.	Place all existing and add additional signals to improve traffic flow.	Improved traffic flow and safety.	Cost of new signal system.
3. Traffic Signal at Crossing	Current crossing is uncontrolled and unsafe.	Install a traffic signal to control traffic and improve safety.	Improved safety and traffic control.	Cost of signal and infrastructure.
4. Change Timing and Driveways Near Main St. and 5th St. Grade Crossings	Current timing and driveways are inefficient and cause congestion.	Change timing and driveways to improve efficiency and reduce congestion.	Improved traffic flow and reduced congestion.	Cost of timing changes and driveway modifications.

POTENTIAL LONG-TERM INITIATIVES

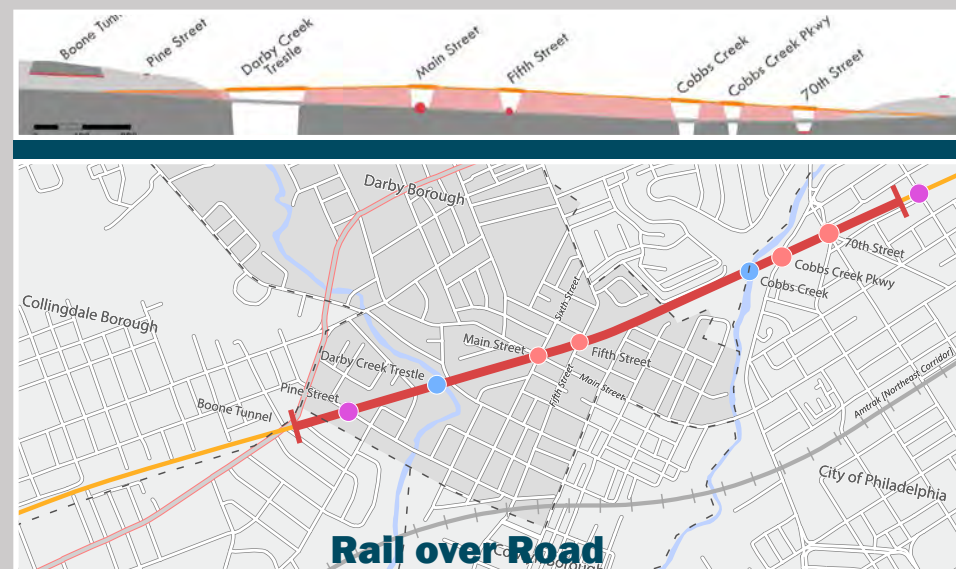
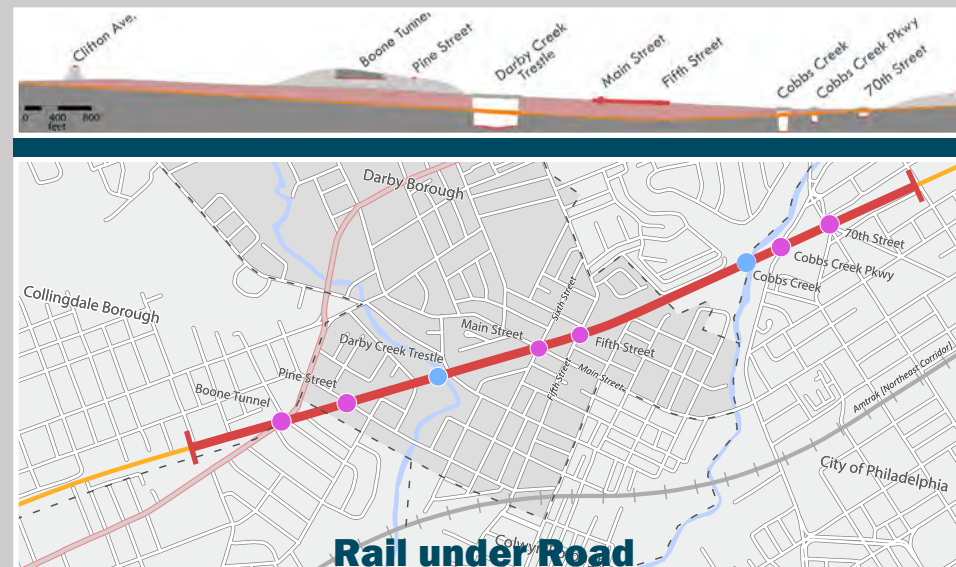
Time Frame: 10+ Years
Price Range Per Initiative: \$50,000,000+

Initiative	Current Conditions	Potential Improvements	Benefits	Challenges
1. Change Elevation of Main St.	Current elevation is outdated and causes flooding.	Change elevation to improve drainage and reduce flooding.	Improved drainage and reduced flooding.	High cost of elevation change.
2. Change Elevation of CSX Rail Line Through Delaware County	Current elevation is outdated and causes flooding.	Change elevation to improve drainage and reduce flooding.	Improved drainage and reduced flooding.	High cost of elevation change.
3. Purchase New Trolley Cars and Upgrade Trolley Stop Amenities for Route 11	Current trolley cars and stop amenities are outdated and inefficient.	Purchase new trolley cars and upgrade stop amenities to improve service.	Improved trolley service and amenities.	High cost of new cars and amenities.
4. Revise Land Use Around Crossings in Darby Borough	Current land use is inefficient and causes congestion.	Revise land use to improve efficiency and reduce congestion.	Improved land use and reduced congestion.	Cost of land use changes.



Alternatives Analysis

rail or road. over or under.



Long-term a Long Shot

cost-benefit a stretch for stakeholders



Channelization

A



B

Striping & Crosswalks



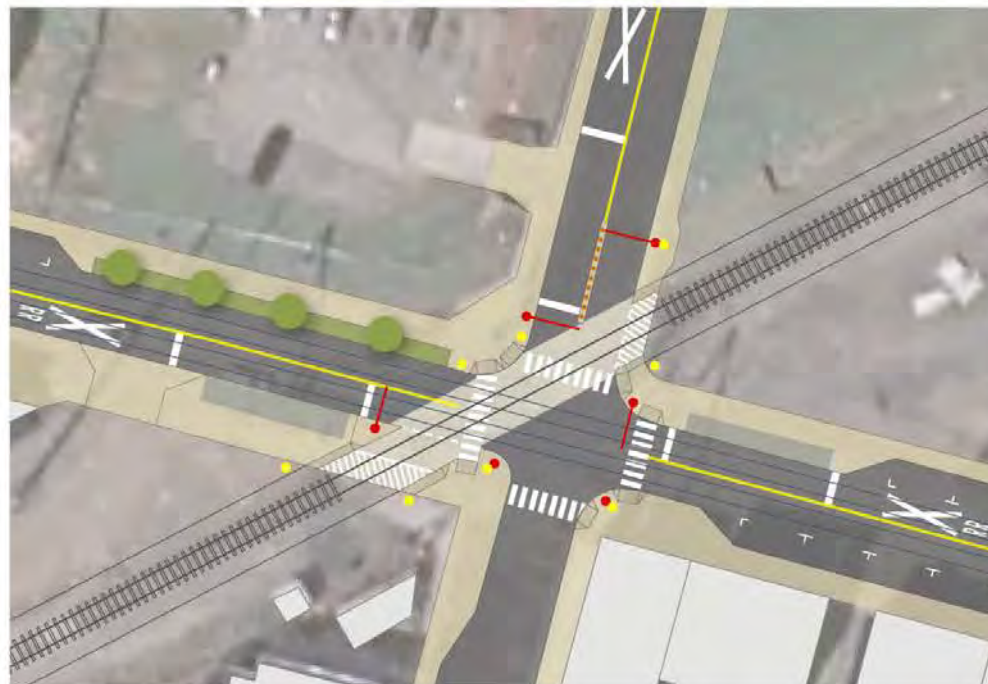
Signalization

F



E

Resurfacing



C

Curb bumpouts



D

Pedestrian Signals



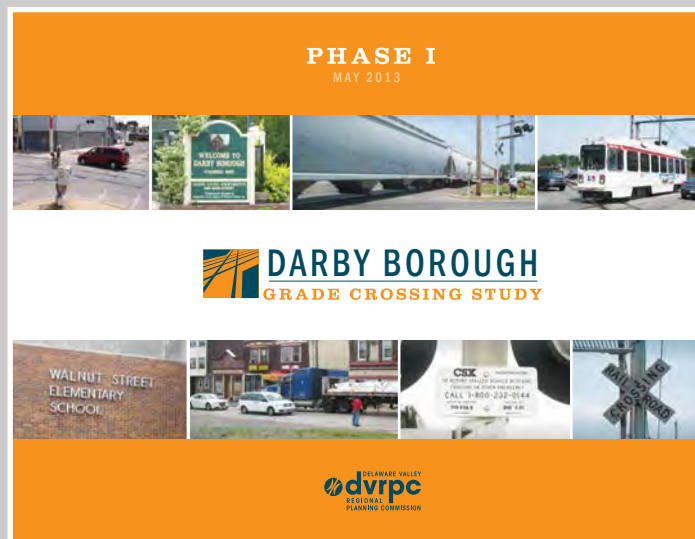
- Pedestrian signal
- Vehicular signal
- Crossing gate w/signal
- SEPTA stop



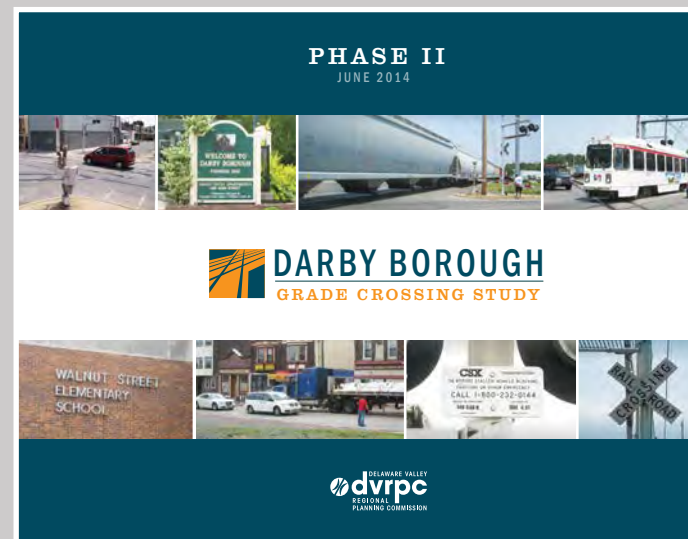




Next Steps



Published May 2013



Expected August 2014



Project Contact

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PA On Track

PA'S LONG RANGE TRANSPORTATION &
COMPREHENSIVE FREIGHT MOVEMENT PLAN



**Presentation to DVRPC's
Goods Movement
Task Force**

July 16, 2014

Presentation Agenda

- Welcome and Introductions
- LRTP and CFMP Findings and Strategies
- Public Participation Summary
- Schedule and Overview of Next Steps

Long Range Transportation Plan and Comprehensive Freight Movement Plan Findings and Strategies

Major Findings

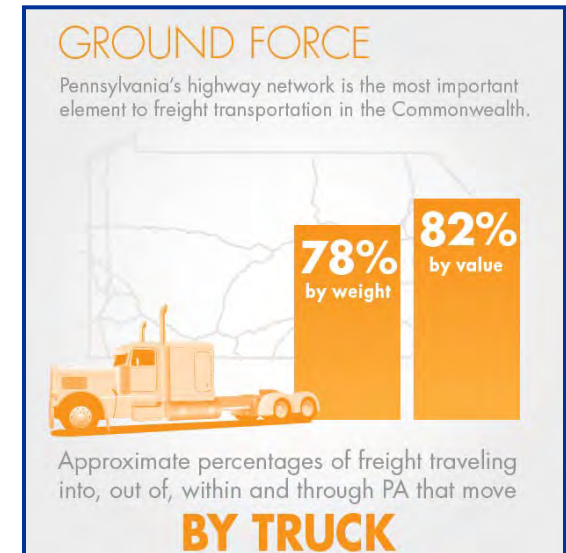
- **Multi-Modal Needs** – \$233 billion through 2040
- **Projected Revenue** – \$151 billion (nominal dollars with CAFE) in multi-modal transportation revenue through 2040
- **Funding Gap** – \$2.7 billion annually (\$3.5 billion, pre-Act 89)

*Investment Needs Exceed Revenues
by an estimated \$82 billion
over Plan Horizon*



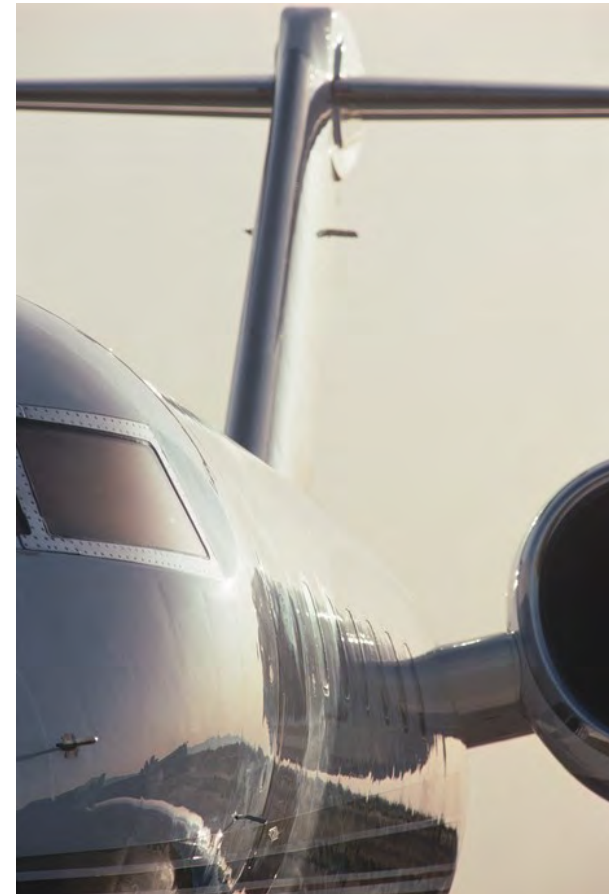
Major Findings (cont'd.)

- **Freight Tonnage** – projected to:
 - Increase by 74% by truck, by 2040
 - Increase by 45% by rail, by 2040
- **Freight Value** – “Petroleum Refining Products” most valuable commodity being exported (\$34 billion), followed by “Primary Iron or Steel Products” (\$13 billion)
- **Freight Mode** – 78% of goods being moved are by motor carrier
- **Top “Through” Truck Movements** –
 1. NJ – NJ
 2. NJ – NY
 3. NJ – MD
 4. OH – NY
 5. TX - NY



Major Findings (cont'd.)

- **Rail Freight** – top commodities by tonnage:
 - Coal (63 million tons)
 - Industrial Organic Chemicals (11 million tons)
- **Aviation** – top commodities by value:
 - Electrical Equipment (\$8.6 billion)
 - Manufacturing Products (\$5.8 billion)
 - Pharmaceuticals (\$2.7 billion)
- **Water Ports** – top commodities by tonnage:
 - Coal (26 million tons)
 - Petroleum Refining Products (14 million tons)



Major Findings (cont'd.)

- **Land Use** – One-third of state's municipalities do not have basic land use management tools
- **Safety** – Increases in crashes involving distracted driving, seniors
- **Needs Identification** – No statewide methodology for calculating bicycle/pedestrian needs
- **Aging Population** – Frail Elderly (85+) population will double by 2040



Plan Hierarchy



Overarching Theme – Delivering a quality transportation system to future generations

Goals

1. System Preservation
2. Safety
3. Personal and Freight Mobility
4. Stewardship

Goal: System Preservation

Preserve multimodal assets using sound asset management practices.

Performance Measures:

- Percent of pavements in excellent, good, fair, and poor condition
- Pavement structure index
- Percent of structurally deficient bridges (weighted by deck area)
- Number of load restricted bridges
- Average life of bus fleet (as a % of design life)

Draft Strategies:

1. Develop an inventory and condition information of all state- and locally-owned transportation system assets
2. Implement enterprise asset management for programming and decision-making
3. Prioritize state-of-good-repair approaches that preserve transportation system assets

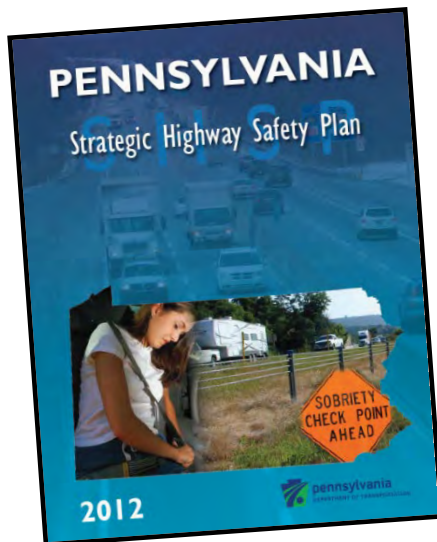


Goal: Safety

Improve statewide safety for all modes and all users.

Performance Measures:

- Number of fatalities and serious injuries
- Number of fatalities and serious injuries in work zones
- Number of on-road bicycle and pedestrian fatalities and serious injuries
- Number of rail-crossing fatalities, serious injuries, and incidents



Draft Strategies:

1. Implement the Strategic Highway Safety Plan (SHSP)
2. Emphasize the Highway Safety Manual in all design processes
3. Address safety issues during earlier phases of project planning
4. Partner to expand driver improvement programs for seniors and younger drivers
5. Emphasize safety for pedestrians and bicyclists through design modifications, education, and aggressive coordination with enforcement
6. Modify highway design accommodates transit and freight
7. Support efforts by the General Assembly to enact tougher laws that address distracted driving
8. Inventory substandard bridge underclearances
9. Address the transport of HAZMATs in business plans and LRTPs

Goal: Personal and Freight Mobility

Expand and improve system mobility and integrate modal connections.

Performance Measures:

- Annual hours of truck/auto delays (cost of delays)
- Annual transit ridership
- Percent /number of freight bottlenecks eliminated



Draft Strategies:

1. Optimize multi-modal infrastructure through improved operations
2. Incorporate a project prioritization tool into statewide planning and programming as a validation process
3. Identify Tier III of the MEC Network in collaboration with the planning partners
4. Prioritize and enhance intermodal connections (“first and last mile”)
5. Implement the station improvement and interlocking projects on the Keystone Corridor

...continued, next slide

Goal: Personal and Freight Mobility (cont'd.)

Performance Measures:

- Annual hours of truck/auto delays (cost of delays)
- Annual transit ridership
- Percent /number of freight bottlenecks eliminated



Draft Strategies (cont'd.)

6. Support initiatives that address the lack of available truck parking along the MEC Network
7. Evaluate the locations identified as freight bottlenecks and give priority to addressing changes to improve congestion at these locations
8. Work with local and state partners to support sustainable community-based shared-ride services
9. Develop a systematic approach for calculating bicycle and pedestrian needs statewide
10. Partner with private sector freight carriers to investigate strategies to improve modal efficiency
11. Advocate for additional funding for the state's ports



Goal: Stewardship

Increase efficiency through modernization of assets and streamlining of processes

Performance Measures:

- Annual savings through PNG implementation
- Timely delivery of approved local projects
- Timely delivery of HOP permits



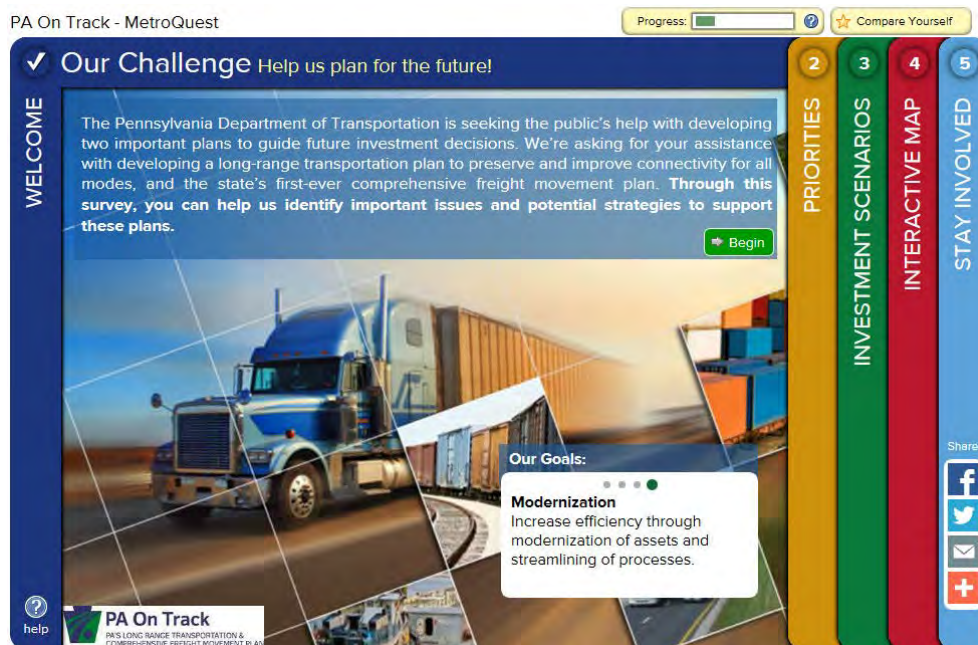
Draft Strategies:

1. Assess weather-related vulnerability of the transportation network in statewide and regional planning
2. Investigate opportunities to incorporate technology and ITS across the state
3. Continue and accelerate implementation of the “Linking Planning and NEPA Process” to advance project delivery
4. Support the use of alternative fuels and related equipment and facilities
5. Encourage the regional consolidation of transit agencies where efficiencies can be demonstrated
6. Continue sponsoring course offerings on critical land use topics that protect the investments the Commonwealth has made in the transportation system
7. Use Public/Private Partnerships to expand the available pool of capital and tap into private innovation and approaches
8. Coordinate with local/county governments on operation and maintenance agreements with regard to management of traffic signals
9. Continue to plan for the advent of autonomous/connected vehicles
10. Raise awareness of freight’s value to the economy and its impacts on the state’s transportation infrastructure

Public Participation Results

Interactive Website Survey For PA On Track

- Provided public/stakeholders opportunity to provide input
- Website activation period: April 16 - May 30

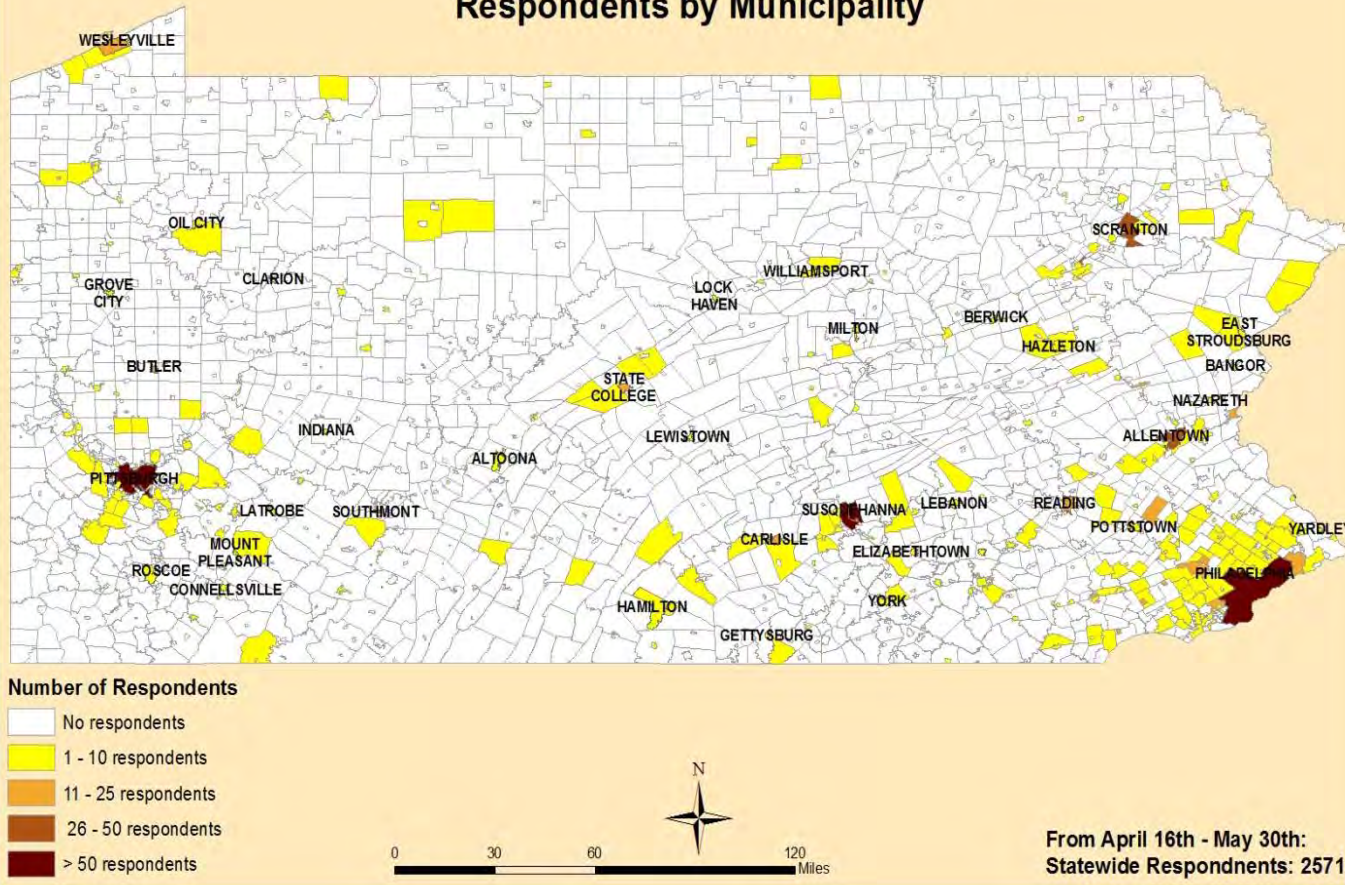


- Background on Effort
- Rank Priorities
- Scenario Evaluation
- Spatial Comments
- General Comments

Survey Responses

3,700 visitors (2,571 leaving some form of data)

Respondents by Municipality



Respondents by Metro Area

Metro Area	% Survey Visitors	% Population (2010 Census)
Philadelphia	47%	47%
Pittsburgh	15%	19%
Harrisburg	11%	4%
Lancaster	4%	4%
Rest of State	23%	26%

Priority Ranking

2,239 Visitors Provided Rankings on Their 5 Most Important Priorities

Priority	Statewide Rank	Pittsburgh Rank	Philadelphia Rank	Remaining State Rank
Bike and Pedestrian Facilities	1	1	3	3
Public Transportation	2	2	1	5
New Roads or Widening	3	3	2	2
Pavement Condition	4	5	4	1
Passenger Rail	5	6	5	7
Bridge Conditions	6	4	6	4
Highway Safety	7	7	11	6
Economic Development	8	13	9	9
Land Use and Planning	9	10	10	8
Rail Freight	10	8	14	13
Freight Connections	11	14	13	12
Operational Improvements	12	11	8	10
Technology/Energy Efficiency	13	12	12	11
Aviation	14	9	7	14

Evaluation of PennDOT Investment Scenarios

What Visitors Evaluated



Preservation

- Ensure all existing modes of transportation are maintained and preserved at a high level of reliability and performance. This includes, but is not limited to highway resurfacing, bridge maintenance/rehabilitation and the purchase of replacement transit buses.



Expand the Modes

- Focus investments on maintaining and expanding the transit, rail and non-motorized systems, linking cities and communities. Investments could include new transit service, high-speed rail lines, and bike and pedestrian paths across the state.



Technology Enhancements

- Integrate state-of-the-art technology and Intelligent Transportation Systems (ITS) to improve the operations of the transportation network. Investments could include the integration of connected and autonomous vehicle technology, traffic cameras, and other highway, transit and passenger rail technology.



Serve the Economic Drivers

- Emphasize improvements to multimodal strategic assets and services to ensure reliable access to the state's economic generators. This would include additional roadway capacity and last mile connections to support critical freight truck, rail, water and airport facilities.

Evaluation of PennDOT Investment Scenarios

1,834 Visitors Provided Ranking on a scale of 1 (low) to 5 (high)

Priority	Statewide Rank	Pittsburgh Rank	Philadelphia Rank	Remaining State Rank
Expand the Modes	1	1	1	2
Preservation	2	2	2	1
Technology Enhancements	3	3	4	4
Serve the Economic Drivers	4	4	3	3

Additional
Comments
Also Provided



50



30

31

47

78

32

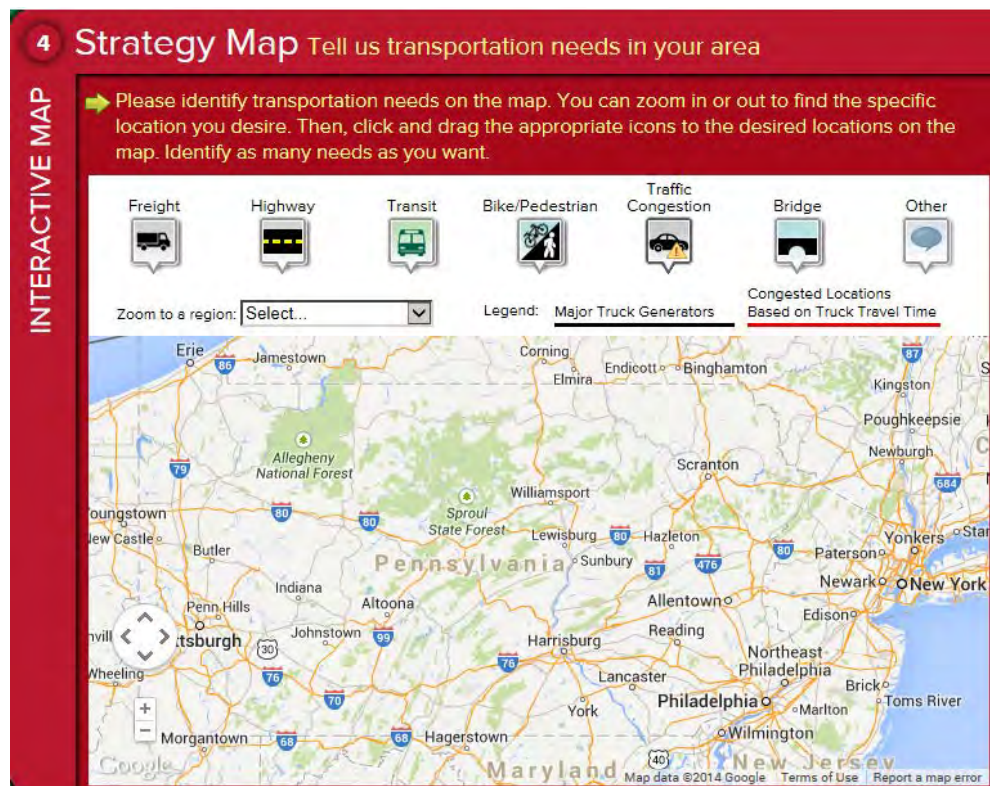
39

39

Spatial Comments

Over 6,700 Spatial Comments Provided by Survey Visitors

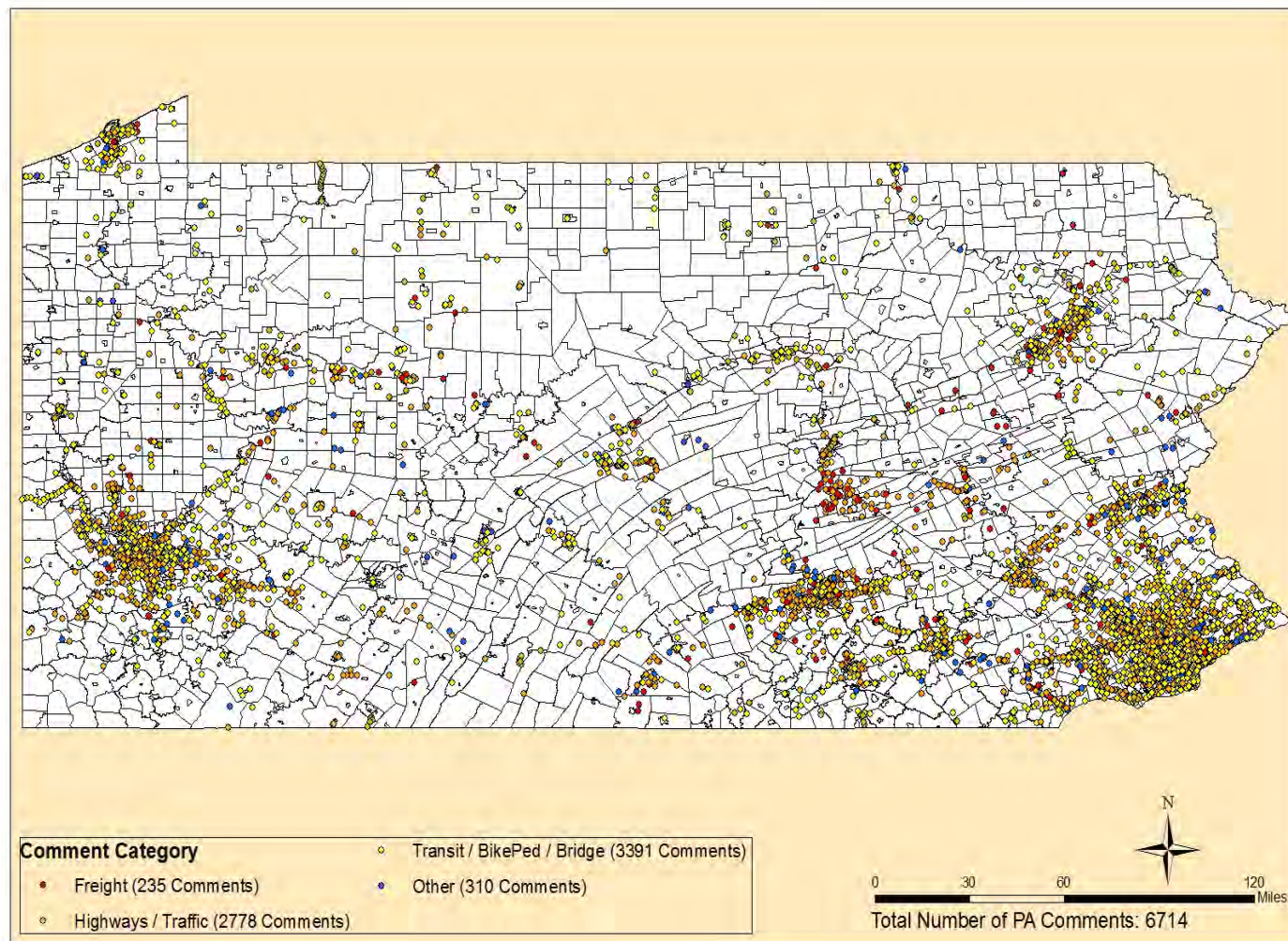
- Spatial comments dragged onto map by category
- GIS “Shapefiles” will be created with all comments geocoded
- Data will be provided for MPO, transit agency and other state planning purposes



Spatial Comments

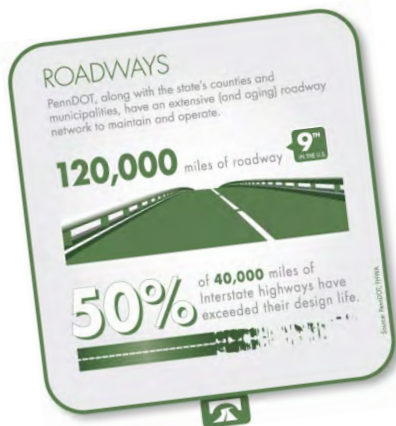
By Category Type

Comment Type	Count
Freight	235
Highways	1,151
Transit	1,219
Bike/Ped	1,778
Traffic	1,627
Bridge	394
Other	310
Total	6,714



Ongoing Stakeholder Participation

- Nine Stakeholder Webinars
- Website interaction
 - <http://paontrack.com/>
 - Voice Your Opinion Polls
 - Surveys
 - Infographics
- State and local conferences



PA On Track
PA'S LONG RANGE TRANSPORTATION & COMPREHENSIVE FREIGHT MOVEMENT PLAN

Search PA On Track

HOME ABOUT THE 2040 PLAN PUBLIC PARTICIPATION INDUSTRY STAKEHOLDERS CONTACT US

Integrating Pennsylvania's
TRANSPORTATION SYSTEM

The next webinar
"Draft LRTP & Comprehensive Freight Movement Plan"
is just a few weeks away.
[Click here to register.](#)

Help us plan for the future!
Share your feedback on transportation priorities through our interactive survey.

Welcome
As we strive to maintain our roads and bridges, PennDOT has embarked upon a challenging journey to develop strategies and priorities to guide decision makers now and in the years ahead. This is not a journey we can take alone. It will require significant input from a wide variety of partners, as well as from members of the public. PA On Track will serve as a gateway to your participation along this journey.

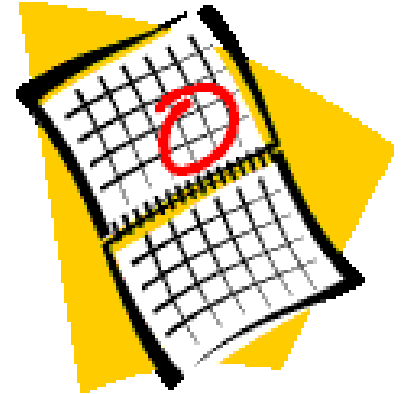
Your Involvement Matters
To add your name to our email list please:
[CLICK HERE](#)

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PENNSYLVANIA
TRANSPORTATION INFOGRAPHIC 2014

Public Participation

Overall Plan Schedule – Key Milestones

- ✓ Spring 2013 – Goals and Objectives
- ✓ Summer 2013 – Performance Measures
- ✓ Spring 2014 – Multimodal Needs
- ✓ Spring 2014 – Revenue/Funding
- ✓ May 2014 – Public Participation (MetroQuest)
- July 2014 – Alternative Investment Scenarios
- Summer 2014 – CIMS Tool tutorial (w/planning partners)
- August 2014 – Project Prioritization
- August 7, 2014 – Webinar #9
 - Final LRTP and Comprehensive Freight Plan



QUESTIONS AND COMMENTS

Email comments to:
RA-PennDOTLRTP@pa.gov





THE NEW
COMPREHENSIVE PLAN
FOR MONTGOMERY COUNTY



THE NEW COMPREHENSIVE PLAN FOR MONTGOMERY COUNTY

Montgomery County is updating its Comprehensive Plan, which was adopted in 2005.

This plan will provide an overall framework for local municipal plans and guidance on issues that transcend local boundaries, such as:

- Highways
- Public Transportation
- Flooding
- Trails
- Growth Trends
- Economic Growth
- Impact of Large Developments
- Natural Systems
- Housing Needs
- Shopping Needs
- Redevelopment Trends



THE NEW COMPREHENSIVE PLAN FOR MONTGOMERY COUNTY

The Plan will have two major components:

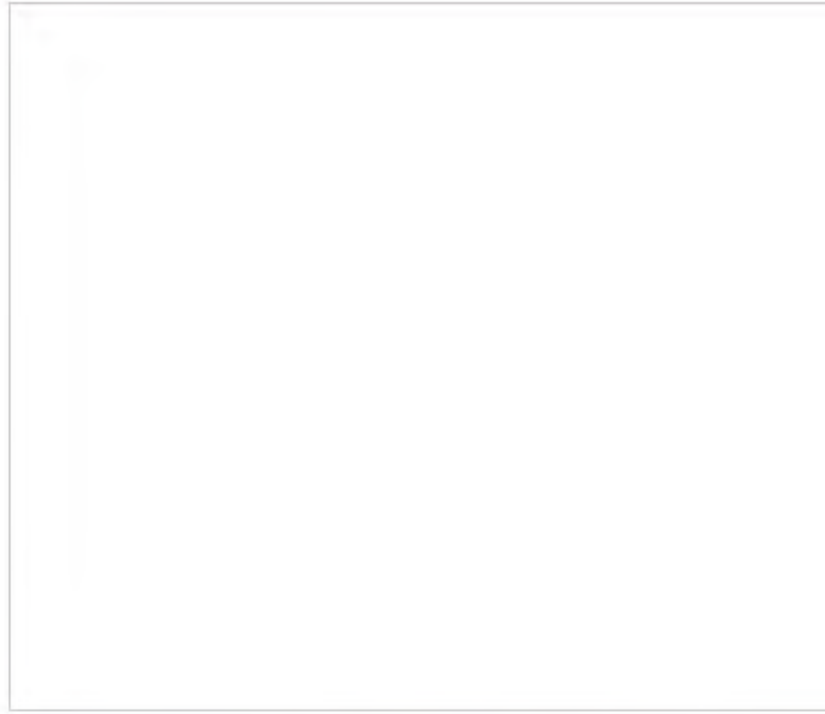
- *Montgomery County Today* – this element will include an overview of existing conditions, trends, forecasts, and issues.
- *Montco 2040: A Shared Vision* – this element will include a vision for the county, goals, themes, recommendations, and an implementation strategy.



MONTGOMERY COUNTY
TODAY

MCPC

Montgomery County in the Region



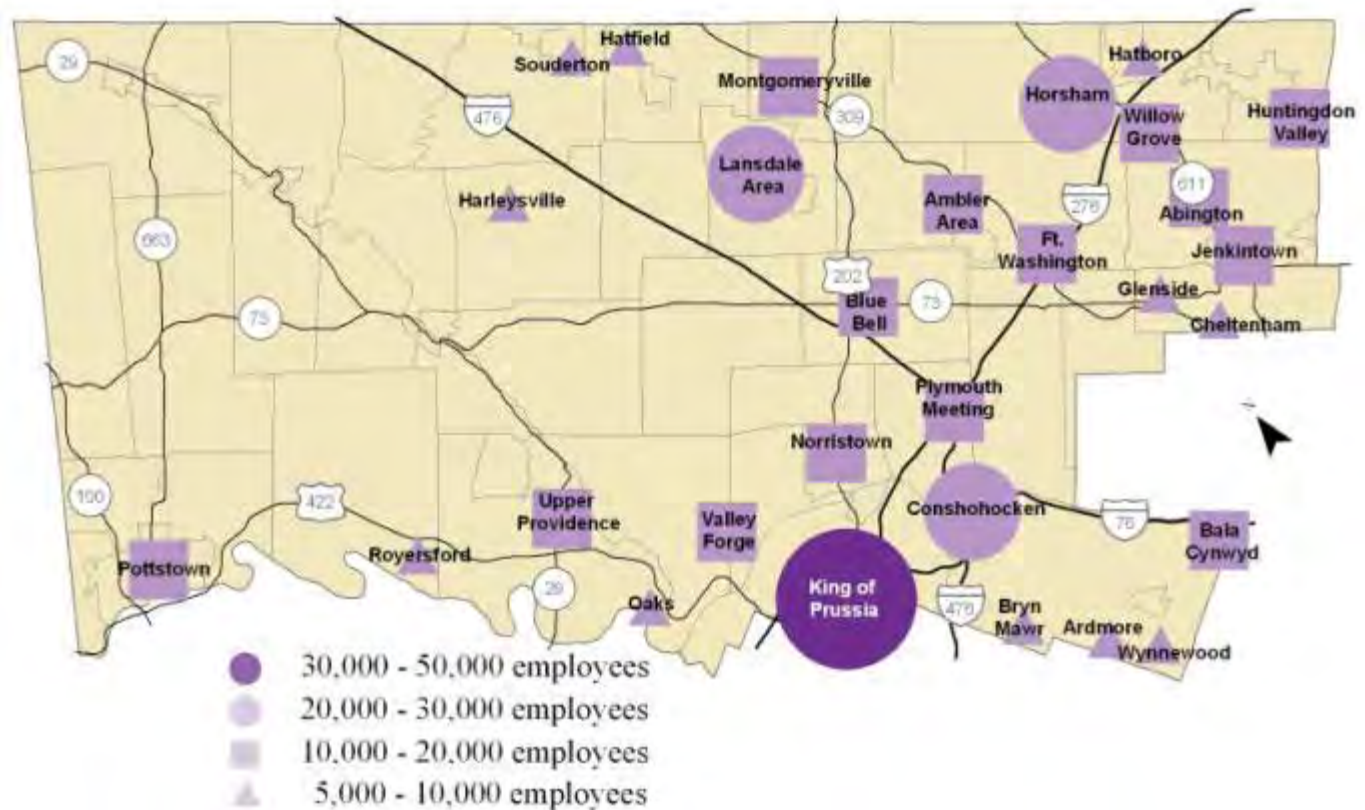
MCPC

The county is known for its diverse economy, shopping opportunities, transportation system, historic towns, trail network, schools, and residential neighborhoods.

The County Economy

Montgomery County had 542,000 jobs in 2010 and leads the state in high tech and manufacturing jobs. Pharmaceuticals, company management, health care, insurance, financial investments, and education are strong industries.

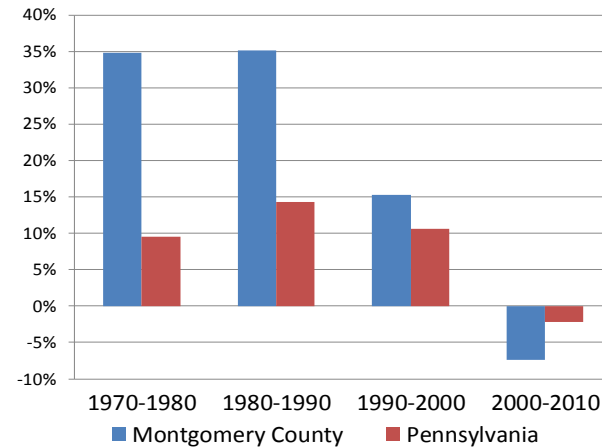
Employment Centers



The County Economy

Recent job growth has not been as strong as in the past.

Percent Change in Jobs



The County's Transportation Network

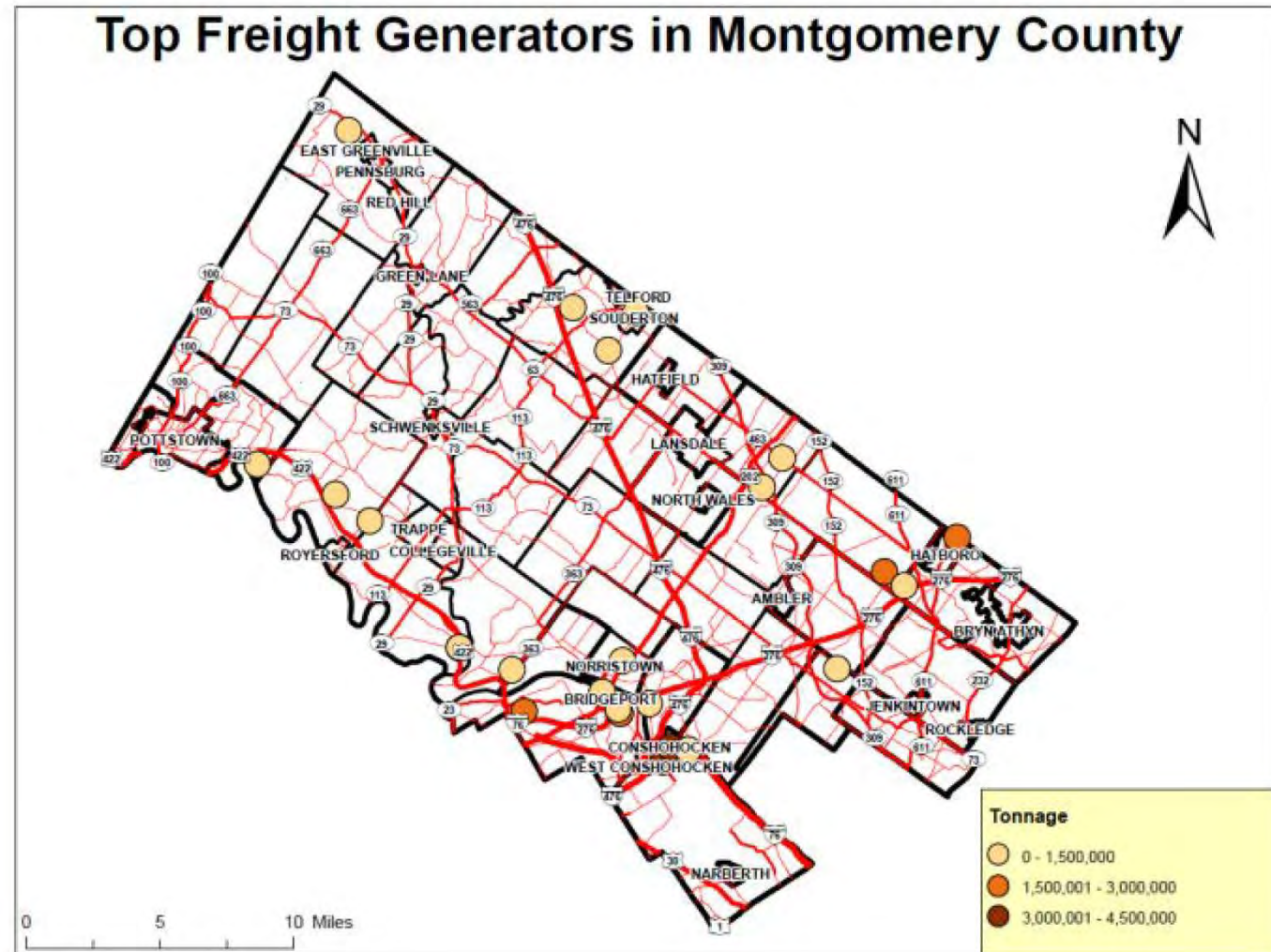
Traffic, traffic, traffic. The county has a lot of traffic, although overall vehicle miles driven has gone down during the last ten years. Significant road improvements have helped the county manage its traffic growth.



Daily Traffic Volume

ROADWAY	1980	2000	2010
Schuylkill Expressway (I-76) I-76)	63,000	102,000	101,300
Blue Route (I-476)	20,154	103,145	105,890
Route 422	11,032	56,998	65,483
Route 100	17,869	32,173	30,446
Northeast Extension—PA Turnpike (I-476)	16,717	56,542	65,483
Route 309 Expressway	29,854	48,109	42,908
PA Turnpike (I-276)	41,693	105,584	118,174
Total	192,319	504,551	529,684

The County's Transportation Network - Freight



The County's Transportation Network - Freight

FROM Montgomery County (2011)					
Commodity	Tons	Percent	Commodity	Value(Millions)	Percent
Broken Stone or Riprap	6,610,285.74	37.2%	Pharmaceuticals	\$4,807.13	21.8%
Warehouse & Distribution Center	2,392,809.56	13.5%	Warehouse & Distribution Center	\$2,678.76	12.2%
Petroleum Refining Products	1,544,807.48	8.7%	Petroleum Refining Products	\$1,411.26	6.4%
Processed Milk	1,022,896.61	5.8%	Cigars	\$1,201.60	5.5%
Concrete Products	645,976.80	3.6%	Processed Milk	\$905.34	4.1%
			Chewing or Smoking Tobacco	\$623.30	2.8%
Gravel or Sand	386,027.86	2.2%	Primary Iron or Steel Products	\$476.57	2.2%
Primary Iron or Steel Products	343,596.05	1.9%			
Asphalt Paving Blocks or Mix	308,401.59	1.7%	Bolts, Nuts, Screws, Etc.	\$431.87	2.0%
			Miscellaneous Plastic Products	\$414.96	1.9%
Pharmaceuticals	257,645.23	1.4%	Meat, Fresh or Chilled	\$388.81	1.8%
Ready-mix Concrete, Wet	253,288.93	1.4%	All Other Commodities	\$8,696.84	39.5%
All Other Commodities	4,013,594.85	22.6%			

The County's Transportation Network - Freight

- Over 99% of freight tonnage and value from Montgomery County moves by truck.
- 97% of tonnage and value into the county moves by truck.
- Montgomery County is the 6th highest county in Pennsylvania for tonnage and value coming from the county.
- The county is the 3rd highest as a destination for tonnage and 6th for value.



THE NEW
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FOR MONTGOMERY COUNTY



THE NEW **COMPREHENSIVE PLAN** FOR MONTGOMERY COUNTY



Improve transportation options and quality for county residents and workers

- *Improve road connectivity, expand Intelligent Transportation Systems, and eliminate road bottlenecks*

Improve transportation options and quality for county residents and workers

- *Extend transit service, increase frequency, and improve access*



Support a modern, resilient, green, and energy-efficient infrastructure network

- *Improve county-owned roads and bridges*

Improve transportation access to businesses

- *Provide better road access to employment centers*
- *Expand transit options in employment centers*
- *Improve freight movement in the county*
- *Preserve existing airports*

Encourage development and transformative investment where infrastructure already exists

- *Locate new development in proposed growth areas*
- *Encourage redevelopment of underutilized and vacant industrial land*
- *Modernize older offices and businesses*



Attract and retain businesses and vital community assets

- *Assist businesses that want to expand or locate in the county*
- *Retrain and support a skilled workforce*



Flexibly adapt to changing market conditions and demographics

- *Encourage walkable, mixed use, and transit-friendly development*
- *Create an environment that meets the needs of an aging population*
- *Redevelop older retail properties*

40% of Millennials prefer cities, compared to 28% of all adults

55% of Millennials want public transportation options, compared to 51% of all adults

62% of Millennials want to be close to a mix of shops, restaurants, and offices, compared to 53% of all adults



76% of Millennials rate walkability as important, compared to 70% of all adults

Facilitate marketing of the county and its assets

- *Attract visitors and increase county-wide tourism*
- *Emphasize the assets of Montgomery County*
- *Increase awareness of county economic development resources*



Land Use Vision

- *Attractive and accessible residential neighborhoods*
- *Traditional rural landscapes*
- *Modern, walkable, and mixed use commercial and community cores*
- *Vibrant downtowns and village centers*
- *New development in research centers and business parks*



Modern, walkable, and mixed use commercial and community cores



New development in research centers and business parks



Traditional rural landscapes



Vibrant downtowns and village centers



Transit-oriented development around train stations



Attractive and accessible residential neighborhoods

Transportation Vision

- *New road choices and improved road conditions*
- *Bridges and roads that are in a good state of repair*
- *Improved public transit access, service, and frequency*
- *An extensive county trail system*
- *An expanded sidewalks and pedestrian network*



Programmed Roadway Projects

Vision Roadway Projects

Vision Transit Projects

Concluding Vision

Connected Communities



Sustainable Places



Vibrant Economy





THE NEW
COMPREHENSIVE PLAN
FOR MONTGOMERY COUNTY

Geographically Gifted

DVRPC Goods Movement Task Force
July 16, 2014

Presented by: Paul Delp

President, Lansdale Warehouse Company

Lansdale

WAREHOUSE CO. / LOGISTICS SERVICES CO.

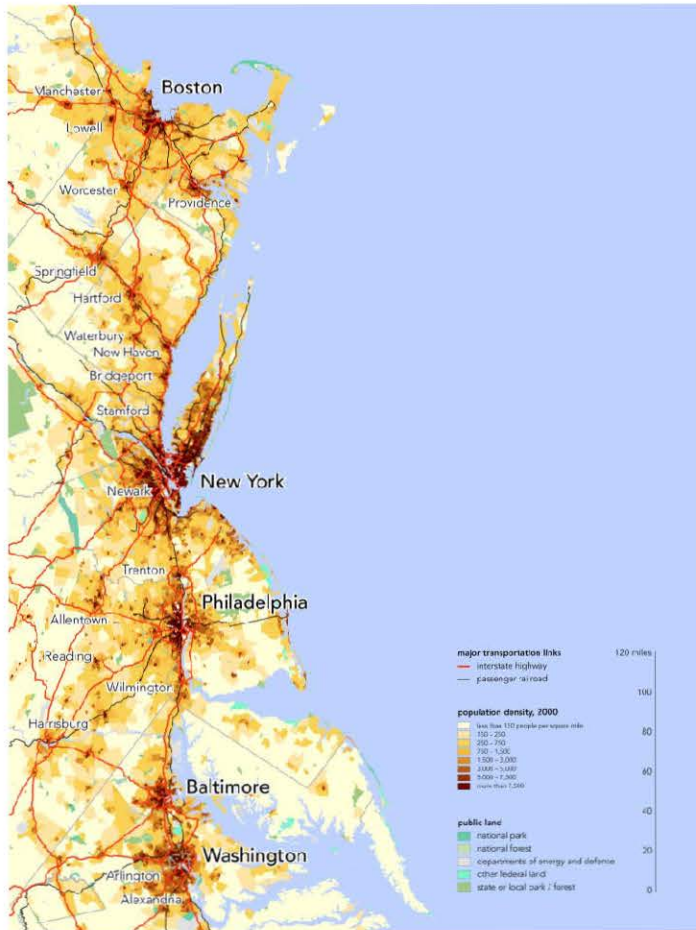




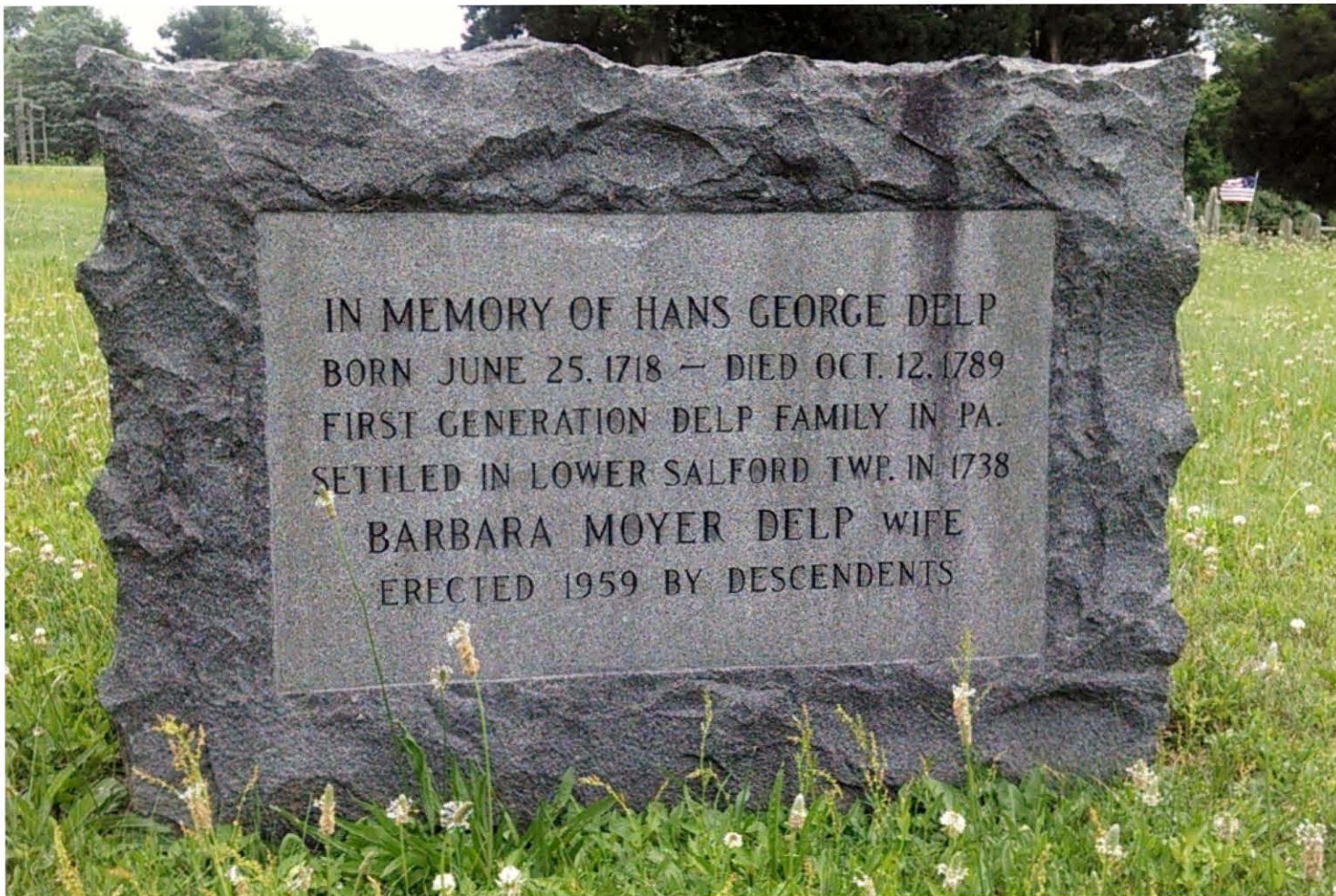
Megalopolis

- Why Here?
- Proximity to Europe
- Fall Line

Megalopolis



Megalopolis



Megalopolis



Lansdale
WAREHOUSE CO. / LOGISTICS SERVICES CO.



Delaware Valley's Competitive Advantage

- Central location in the Megalopolis
- Infrastructure is key
 - 2 Class 1's, Highway System, Ports, Airport, Pipelines
- Stony Creek Line
 - An infrastructure improvement success



3PL – Supply Chain Supporting Role

- We are not in the storage business
- Value added services
 - Postponement
 - Vendor managed inventory
 - Technology (WMS, RF, Bar Coding, EDI)
- Improve our customer's competitive advantage



Be Brief, Be Bright, Be Gone

- Competitive Advantages
 - Megalopolis
 - Delaware Valley
 - Supply Chains
 - Lansdale Warehouse

Thank you.

Lansdale

WAREHOUSE CO. / LOGISTICS SERVICES CO.