New Jersey (FY2012-2015)
Pennsylvania (FY2013-2016)
Developing and maintaining the Transportation Improvement Program is what makes the region eligible to receive and to spend federal transportation dollars.

PA and NJ TIP = $5.5 Billion over 4 years
What is the TIP?

• The near-term expression of the Long Range Plan
• Agreed upon list of priority projects that are regionally significant and all other projects seeking federal funds
• Not a guarantee
• Not a grant of money, but based on reimbursements
• Financially constrained
• REQUIRED by federal legislation
**Multi Year, multi modal program**

**Best Estimate of project schedule and costs**

**Four year program, updated every other year**

---

**DVRPC FY 2012-2015 TIP for NJ**

**New Jersey Highway Program**

**Final Version**

**Gloucester**

**DB# D0503**

**Egg Harbor Road, Huffville-Cross Keys Road to Huffville-Grenloch Road, CR 630**

**AQCODE:** 2020M

This project will widen Egg Harbor Road for 2.5 miles between CR 635 & CR 654 from 2 lanes to four lanes, and may include an auxiliary lane for left turn movements at selected intersections. Significant shoulder widths will also be included. Washington Township has experienced significant population growth and Egg Harbor Road provides the direct link from the Rt. 55 interchange on Rt. 47 near Five Points to the heart of Washington Township at the junction of Huffville-Cross Keys Road. The roadway narrows down from a four-lane roadway to two with auxiliary lanes in this stretch of roadway.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is expected to be $13,000,000.

---

**Major GoV Capacity Subcort(s): 11A**

**Municipalities:**

Washington Township

**Project Manager:** Bergeman, Chris

**DOT Program Category:** Local Aid

**Mileposts:** 0.0 - 2.56

**Improvement Type:** Roadway New Capacity

**DVRPC Planning Area:** Developed Community

**CIS Program Category:** Local System Support

**Degrees of Disadvantage:** 0

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**TIP Program Years ($ millions)**

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**Later Fiscal Years ($ millions)**

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**Total Later FY 2016-2021** |
How Is TIP Developed?

- Joint effort: DVRPC, Counties/Cities, DOT’s, Transit Operators, Citizen Representative
- DOT’s and transit operators update costs and schedules of current projects
- Agreement on financial resources
- Determine potential for new projects
- Subcommittee negotiates towards a constrained Draft Program
- Public Comment period May or June
- Presented for adoption to DVRPC Board in June or July
- Submitted to DOT for transmittal to FHWA/FTA
FY2013 TIP for Pennsylvania - $3.7 B

- 385 Highway projects totaling $2.3 Billion
  - Includes 15 projects funded by $536 million provided by the Statewide Interstate Management Program (IMP) for I-95 Reconstruction

- 42 Transit projects totaling $1.4 Billion
By PA County and Operator

- SEPTA: 37%
- Interstate: 15%
- Bucks: 13%
- Chester: 8%
- Delaware: 4%
- Philadelphia: 10%
- Various: 5%
- Other Transit: 1%
FY2012 TIP for New Jersey - $1.8 B

- 91 Highway projects totaling $1 Billion
- 14 DRPA/PATCO projects totaling $60 million
- 36 NJ TRANSIT projects totaling $736 million
- 15 Study & Development Program projects
By NJ County and Operator

- Camden: 32%
- Various: 12%
- DRPA/PATCO: 3%
- Mercer: 5%
- Gloucester: 6%
- Burlington: 3%

NJ TRANSIT: 39%
On July 5, 2011, DVRPC closed the public comment period on the Draft FY 2012 TIP for the New Jersey portion of the region. This TIP was developed jointly in cooperation with NJDOT, NJ TRANSIT, DRPA/PATCO and DVRPC's member counties and cities. The 30+ day comment period allowed the public an opportunity to review and comment on the program prior to it being presented to the DVRPC Board for adoption. The DVRPC Board adopted the final TIP with Recommended Changes (see below for a list of Recommended Changes) on July 28, 2011. The DVRPC FY2012 TIP for New Jersey became effective on November 1, 2011.

The public comment period was conducted jointly with NJDOT and NJ TRANSIT and also served as an opportunity to comment on New Jersey's State Transportation Improvement Program (STIP).

Detailed Information
Documents are in PDF format. Get the free Adobe Acrobat Reader.

TIP projects can be searched, mapped, and displayed interactively here

- Summary and Explanatory Information
- Public Outreach Summary
- Libraries Displaying the TIP
- Helpful Correspondences: By Title or By DB#  
- Recommended Changes to Draft FY2012 TIP

Summary of Amendments and Modifications

Program Lists
- All DVRPC Projects [0.8 MB pdf]
- Burlington County [0.1 MB pdf]
- Camden County [0.1 MB pdf]
The DVRPC PA 100 Corridor Safety Study identified necessary safety improvements along the Route 100 Corridor in five townships of Chester County to help reduce the incidents of speeding and the number of accidents. The police pull out, climbing lane, and Dynamic Message Sign improvements are planned measures to slow motorists down in order to reduce the number of "hit fixed objects" accidents that occur within this corridor due to drivers travelling "too fast for conditions". The SR 0023 and SR 0100 intersection improvements will be designed to reduce the number of angle and rear-end crashes that occur at this location, especially due to factors such as PM peak hour traffic congestion and intersection geometry.

Locations:
- PA 100 N; Coventry, E Nantmeal, W Vincent & U Uwchlan Twps Corridor Safety Improvements. 9.36 (Miles). Companion with MPMS# 80044

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Total FY 2013-2016 Cost: 4286

Later FYs: 0
The scope of work includes the removal of the existing structure and piers, the construction of new stone faced reinforced concrete abutments, reconstruction of the roadway approach and the construction of a new single span stringer bridge, concrete parapets and an electrification barrier over the SEPTA track. The bridge is currently closed to vehicular traffic.

AQ Code: S19
County: Philadelphia
MCD: Germantown-Chestnut Hill

**Comments**

To add a comment for a specific TIP project, please select that project on the map and then click on the Submit Comment icon to submit a comment.

Use the links below to interact with general comments for Draft DVRPC FY2013 TIP for Pennsylvania.
Condition: Structurally Deficient
Length: 2,589 ft
Traffic: 120,000 vehicles per day
Scope of Work: Rehabilitation
Construction Estimate: $80,000,000
Add New Projects (2) - PA

a. Transit and Regional Rail Station Program, SEPTA (PA13-22)
   
   - Amend the FY2013 PA TIP by adding the 23rd and Venango Streets and 35th and Allegheny Streets Bus Loop Rehabilitation projects to the Transit and Regional Rail Station Program with $2,150,000 federal discretionary Livability Initiative (Section 5309-C) funds ($1,720,000 Section 5309-C/ $416,132 Section 1514 Bond/ $13,868 Local) in FY13.
   - $2.15 million available through value engineering and low bid savings from the 33rd and Dauphin Streets Bus Facility Rehabilitation project.
   - The FTA has approved SEPTA’s request
   - All 3 North Philadelphia locations share common need
   - Loop Program on “Illustrative Unfunded” list
Improve improvements include passenger loading platforms, shelters, lighting, signage, and bike racks.
d. Burlington County Roadway Traffic Signal Upgrade and System Interconnect, Burlington County (NJ12-56)

- Amend the FY2012 TIP for New Jersey by adding a new $1,030,000 STP-STU project for FY13 construction.

- Funds are available for construction projects that can be quickly obligated. Projects must have funds authorized this federal fiscal year—they will not be carried over into FY14.

- At the intersections of Monmouth & Jacobstown New Egypt Roads and Pemberton Browns Mills & Juliustown Roads, two traffic signals will be upgraded to current design standards and an uninterruptible power supply (UPS) will be provided in the event of power failure. The project will also link 17 traffic signals onto the County’s existing traffic signal network by constructing an underground conduit and fiber optic cable at four locations and installing only a fiber optic cable at four other locations with an existing empty conduit.
Burlington County
Traffic Signal Upgrade
System Interconnect Project

Key
Interconnect Project Sites
Type
- Traffic Signal Improvements
- Conduit and Fiber Optic Cable
- Install Fiber Optic Cable in Existing

Roads
Municipalities

0 2.5 5 10 Miles
1 in = 5 miles

12/18/2012
Public Participation

Current TIP

Year-Round

Both via:
- DVRPC Website
- U.S. Mail
- E-mail
- Fax
- Attend and comment at meeting

DRAFT TIP

- Open House meetings
- 30 Day Public Comment Period
- Draft TIP displays at various libraries throughout region
The DVRPC Board

Thursday, February 28, 2013
10:00 am
Commission Office
The ACP Building - 4th Floor
190 N. Independence Mall West
Philadelphia, PA 19106
For directions Call (215) 592-1800
Please Use Sixth Street Entrance

WINTER WEATHER ALERT:
If snow or ice occurs on this day, call DVRPC at (215) 592-1800 to confirm if the meeting will be held

AGENDA

CALL TO ORDER - CHAIR’S COMMENTS

PUBLIC COMMENTS ON AGENDA and NON-AGENDA ITEMS

NOTE: Votors may view details and leave comments on any Action item below by clicking on the hyperlinked title.

ACTION ITEMS

1. Minutes of Meeting of January 24, 2013

2. Transportation Improvement Program (TIP) Actions
   a. PA13-21, Additional Design Start Funding Provided to the DVRPC Region, (Various MHPS) Various Pennsylvania Counties
   b. NU12-51, CR 553 Buck Road, Section 2, Resurfacing (DB# D1301), Gloucester County
   c. NU12-52, CR 678, Harrison Street (Marlton or Berlin Road), Resurfacing (DB# D1302), Gloucester County
   d. NU12-53, Pearl Street Bulkhead Replacement (DB# D1597A), Camden County

3. Fiscal Year 2013 Planning Work Program Amendments
   Online Business and Technology Training Program (OBTT)

4. Review of Recommended FY14 Pennsylvania New Freedom Project Slate
   Staff will brief the Board on the Selection Committee’s recommended list of five Pennsylvania New Freedom projects, which were originally approved last fiscal year for two years of funding—the second of these two years must now be reviewed and re-approved.

5. Adjustments to 2040 Demographic Forecasts for Upper Merion Township
   A better estimate of future growth in Upper Merion Township is available due to updated information on development. Staff will present the adjustments and ask for Board approval.
Agenda Item:

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) Action

PA13-21: Additional Design; Start Funding Provided to the DVRPC Region. (Various MPMSs), Various Pennsylvania Counties

PennDOT has requested that DVRPC amend the FY2013-2015 TIP for Pennsylvania by adding $10,100,000 ($2,800,000 State 185/$2,500,000 State 581/$4,800,000 State 183) design funds in FY13 to five TIP projects. This action advances three with construction programmed in Later Fiscal Years, one project that was on the Illustrative Unfunded List, and another new bridge project that is advancing. This action reflects an effort to make sure projects in the design pipeline should there be a new revenue source, and a statewide initiative has made FY13 state funds available to PennDOT Districts throughout the state. These state funds are additional funds to the DVRPC region.

Funds have been made available to advance design for the following projects in the DVRPC region:

1. $1,200,000 for Vine Street Expressway Bridges Over I-676 Expressway (PA4 - Part 3) (MPMS 80054), City of Philadelphia. This project involves replacing two superstructures over I-676 in the City of Philadelphia and is the first phase of the three Vine Street Bridge contracts to advance. This section is located at the Free Library Pedestrian Bridge (Shakespeare Park) north of Logan Circle and the intersection realignment of 20th and Winter Street. $2,400,000 is already programmed for final design in the current TIP. This TIP Action is to increase the final design phase by $2,600,000 for more engineering due to the bridges needing to be replaced, instead of rehabilitated. The improvements include superstructure replacement with steel and concrete decks, pier removal and abutment modifications to accommodate the new superstructure and minor approach roadway work. An existing opening between 22nd Street and the Free Library Pedestrian Bridge will be capped over with new superstructure as a part of this project. Approach roadway work will include reconstructing the Ben Franklin Parkway from 22nd Street to 21st Street. There are existing sidewalks along both sides of 22nd Street. Ben Franklin Parkway and Winter Street that will be replaced in-kind. Enhancements along the Franklin Institute at the intersection of Winter Street and the Ben Franklin Parkway, and enhancements at the Free Library Pedestrian Bridge will have funding contributions from MPMS 79473 and 85059 respectively. The construction cost of this project is estimated at $78,000,000.

2. $2,200,000 for Vine Street Expressway Bridges Over I-676 Expressway (PA4 - Part 2) (MPMS 83769), City of Philadelphia. This project involves replacement of two superstructures over I-676 in the City of Philadelphia and is the second of the three Vine Street Bridge contracts to advance. There is no final design funding on the current TIP. This section is located at the 19th Street Bridge over I-676, north of Logan Circle, the Family Court Pedestrian Bridge over I-676, north of Logan Circle and the 18th Street Bridge over I-676, north of Logan Circle. Part two of a three part breakup of MPMS 83554. All existing structures to be reconstructed are non-composite prestressed concrete adjacent box beams with asphalt wearing surfaces supported by concrete abutments and a center concrete pier. The improvements include replacement with steel and concrete decks, pier removal and abutment modifications to accommodate the new superstructure and minor approach roadway work. Both the 16th Street and 19th Street Bridges have existing sidewalks on each side that will be replaced in-kind. The construction cost of this project is estimated at $712,999,000.

3. $2,500,000 for Roosevelt Boulevard over Wayne Avenue Bridge (PA3) (MPMS 83732), City of Philadelphia. This project involves rehabilitation or replacing the bridge carrying Roosevelt Boulevard SR 5001 over Roberts Road, Wayne Avenue Station, Clarissa Street, Darnorton Avenue, and N. O contraception. There are two existing bridges spanning 1·95 over the CSX tower. These bridges are to be replaced. The construction cost of this project is estimated at $712,999,000.

4. $300,000 for I-95 Overhead Bridges (MPMS 82407), Delaware County. This project entails rehabilitation and painting of eight (8) bridges spanning I-95 in the City of Chester. The estimated construction cost of this project is $300,000. The bridges are the Croissy Street Pedestrian Bridge, Edgmont Avenue, Millstone Street, Upland Street, Porte Street, Walnut Street Pedestrian Bridge, Chestnut Street and Malvern Avenue. The Porte Street and Malvern Avenue bridges will have their decks replaced. The Chestnut Street Bridge will have a chloride overlay and the rocker bearings seat. The Upland Street Bridge deck will have an LMC overlay. All bridges will have miscellaneous contraband repairs, have the protective fence repaired or replaced, and will be painted.

5. $2,500,000 for US 202, Debalt Pike, Section 010 Johnson Highway to Morris Road (Design Only) (MPMS 83564), Montgomery County. This Section 050 of US 202 project is currently in final design. This MPMS contains design phase only. Improvements include ordering US 202 from two to four or five lanes and intersection improvements at major intersections. The limits of Section 050 are from Johnson Highway to PA 339. See MPMS 83491, 83496, and 83498 for construction sections. Construction of these projects is estimated at $200,000,000.

Financial Constraint

The TIPs are meeting the conformity finding that will not be impacted by these actions.

Cost and Source of Funds:

$10,100,000 ($4,800,000 State 183/$2,000,000 State 185/$2,500,000 State 581)

Date Action Required:

February 28, 2013

Recommendations:

Regional Technical Committee — Recommends approval.

Staff — Recommends approval.

Action Proposed:

That the Board approve TIP Action PA13-21. PennDOT is request that DVRPC amend the FY2013-2015 TIP for Pennsylvania by adding $10,100,000 ($2,800,000 State 185/$2,500,000 State 581/$4,800,000 State 183) design funds in FY13, and update project titles and descriptions as needed. The following five TIP projects:

1. $2,800,000 State 183 for Vine Street Expressway Bridges Over I-676 Expressway (PA4 - Part 3) (MPMS 80054), City of Philadelphia.
2. $2,200,000 State 183 for Vine Street Expressway Bridges Over I-676 Expressway (PA4 - Part 2) (MPMS 83769), City of Philadelphia.
3. $2,500,000 State 185 for Roosevelt Boulevard over Wayne Avenue Bridge (PA3) (MPMS 83732), City of Philadelphia.
4. $300,000 State 185 for I-95 Overhead Bridges (MPMS 82407), Delaware County.
5. $2,500,000 State 581 for US 202, Debalt Pike. Section 010 Johnson Highway to Morris Road (Design Only) (MPMS 83564), Montgomery County.

Download information packet for February 2013
Issues

- Revenue and Demands
- Deteriorated Infrastructure
- PA Governor Corbett’s Plan
- New Federal Authorization is MAP 21--more performance based, some changes, short-lived bill
I-95 and the Girard Avenue Interchange
THANK YOU
Tonight we want to hear from you: what do you think about...

• Camden?
• The Food System?
• The Food Economy?
• Camden’s Food Economy?

Compare your answers to findings from our Stakeholder Analysis.
Overview of DVRPC

- Philadelphia’s Metropolitan Planning Organization (MPO), created in 1965
- Interstate, intercounty, and intercity agency
- Prioritize transportation funding
- 2 States, 9 Counties, 352 Municipalities
- Issue areas – Transportation, Land Use, the Economy, and the Environment
Overview of DVRPC

- Long Range Plan
- Comprehensive Economic Development Strategy (CEDS)
- Transportation Improvement Program
- RideECO
- TCDI
Recent Work in Camden City
Recent Work in Camden City
Recent Work in Camden City
DVRPC’s Regional Food System Planning Work

- In September 2007, DVRPC Board identified a food system study as a top priority
- Identified two large deliverables
- Tied process to funding/implementation opportunity
Camden Food Economy Strategy

- Co-Investment between Campbell Soup Company and DVRPC
- Food System vs. Food Economy
- Study vs. Strategy
- 24-month timeline
  - About 18 months remaining
- Project Team
Camden Food Economy Strategy

• **Project’s Goal:**
  
  Through coordinated work and research with a team of partners, create a strategy that identifies stakeholders, funders, current projects and investments, and strategies that are improving and will improve Camden City’s Food System and Economy.
Food Economy

Agricultural Production
- Agro-industrial farms
- Small and mid-size farms
- Urban farms
- Community gardens

Value-Added Processing
- Aggregating
- Manufacturing
- Packaging

Consumption & Waste Management
- Individual households
- Schools
- Institutional buyers
- Recycling
- Composting

Wholesale & Retail Distribution
- Wholesale: food distribution centers, food banks, producer co-ops, grocery suppliers
- Retail: supermarkets, farmers’ markets, food co-ops, CSAs, restaurants, hotels

Integrated

Courtesy of TRF, Opportunity Finance Fund, and CDFI Fund
Food Economy Examples

• Agricultural Production – Camden City Garden Club
• Value Added Processing – Kaplan and Zubrin
• Wholesale and Retail – Cousins Supermarkets
• Consumption and Waste Management – Organic Diversion
1. What is an example of a food economy business in your community? (Producer/manufacturer, store, restaurant)
Camden’s Advantages

• Geographic center in a large region; Northeast/Mid-Atlantic mega-region

Source: ESRI
Camden’s Advantages

- Geographic center in a large region; Northeast/Mid-Atlantic mega-region
- Employment Center (34,000 employees)

Source: Cooper’s Ferry Partnership, 2012
Camden’s Advantages

- Geographic center in a large region; Northeast/Mid-Atlantic mega-region
- Employment Center (34,000 employees)
- Food Employment Center (at least 3,000 employees)
Camden’s Advantages

- Geographic center in a large region; Northeast/Mid-Atlantic mega-region
- Employment Center (34,000 employees)
- Food Employment Center (at least 3,000 employees)
- Access (transit, highway, port)
- Affordable real estate
Camden’s Advantages

- Geographic center in a large region; Northeast/Mid-Atlantic mega-region
- Employment Center (34,000 employees)
- Food Employment Center (at least 3,000 employees)
- Access (transit, highway, port)
- Affordable real estate
- Strong regional institutions
- Extremely active and talented nonprofit community
Other Food Economy Projects from Around the Nation

State:
• Illinois (2009)
• North Carolina (2010)
• Vermont (2011)
• West Virginia (2012)

Region:
• Appalachia (2012)

City:
• NYC (2007)
• Seattle (2008)
Stakeholder Analysis

• Learn who is doing what, where, and with whom
• Collect opinions on challenges, opportunities, and changes
• Gather initial recommendations
• Talk to many, but not all, informed stakeholders

The Stakeholder Analysis is…
• NOT a scientific survey
• NOT representative of all stakeholders
30 most frequently suggested organizations

- Camden City Garden Club
- Rutgers Coop Ext
- Mayor Redd
- Rutgers
- Cathedral Kitchen
- Cooper's Ferry Partnership
- Food Bank of South Jersey
- Virtua
- Camden Redevel Agency
- Camden Public Schools
- New Visions
- AHEC
- Respond
- Rutgers
- Lourdes Hospital
- Hope works
- Greensgrow
- Rutgers Coop Ext
- Housing Authority
- Virtua
- Cramer Hill CDC
- Local residents
- Camden Redevel Agency
- Woodland Church CDC
- Salvation Army
- Mayor Redd
- Cramer Hill CDC
- Hope works
- Churchen
- Local residents
- Churches
- Center Environ Transform
- Salvation Army
- CCHP
Your Opinions

1. What is an example of a food economy business in your community? (Producer/manufacturer, store, restaurant)

2. What are the biggest challenges facing Camden’s Food Economy?
“What are the biggest challenges facing Camden’s Food Economy?”
Challenges: Economy

“What are the biggest challenges facing Camden’s Food Economy?”

Select responses:

• Securing and sustaining funding
• Lack of jobs
• Limited tax base
Challenges: Government

“What are the biggest challenges facing Camden’s Food Economy?”

Select responses:

• Perceived lack of capacity
• Cumbersome development process
• Lack of clarity on ownership of land
• Old infrastructure
Challenges: Food Retail

“What are the biggest challenges facing Camden’s Food Economy?”

Select responses:
- Developing a supermarket
- Lack of healthy options at corner stores
- Farmers’ markets are not linked to the food security system
Challenges: Consumer Behavior

“What are the biggest challenges facing Camden’s Food Economy?”

Select responses:

• Trying to change lifestyles & behavior
• Getting residents to understand what they can contribute
Challenges: Other

“What are the biggest challenges facing Camden’s Food Economy?”

Topics not in the ‘top 4’ but also mentioned frequently:

• Public safety- real and perceived
• Perceived lack of coordination among organizations
Your Opinions

1. What is an example of a food economy business in your community? (Producer/manufacturer, store, restaurant)

2. What are the biggest challenges facing Camden’s Food Economy?

3. What are the biggest opportunities for Camden’s Food Economy?
“What are the biggest opportunities for Camden’s Food Economy?”

Food Retail  Local Food  Development  Education
Opportunities: Food Retail

“What are the biggest opportunities for Camden’s Food Economy?”

Select responses:

• Need SUPERMARKETS!
• Make corner stores healthier, safer, and more welcoming
• Explore alternative access/distribution models
Opportunities: Local Food

“What are the biggest opportunities for Camden’s Food Economy?”

Select responses:
- Improve community garden network
- Build stronger relationships with regional farmers
- Improve aggregation and distribution
Opportunities: Development

“What are the biggest opportunities for Camden’s Food Economy?”

Select responses:

• Good time for investors to come into the city
• Haddon Avenue Transit Village
• Downtown opportunities
• Local government is encouraging development
Opportunities: Education

“What are the biggest opportunities for Camden’s Food Economy?”

Select responses:
- Program delivery through churches and day care centers
- Educate both parents and kids
- Cooking and tasting demos at farmers’ markets
- Focus on healthy eating rather than obesity
Changes: Consumer Behavior

“What are the biggest changes to Camden’s Food Economy in the last 5-10 years?”

Select responses:
• Institutional kitchens are changing
• Youth nutrition educational programs have been successful
• Eating habits are getting worse by generation
Your Opinions

1. What is an example of a food economy business in your community? (Producer/manufacturer, store, restaurant)

2. What are the biggest challenges facing Camden’s Food Economy?

3. What are the biggest opportunities for Camden’s Food Economy?

4. Which three (3) issues matter the most to you?
Your Opinions

1. What is an example of a food economy business in your community? (Producer/manufacturer, store, restaurant)

2. What are the biggest challenges facing Camden’s Food Economy?

3. What are the biggest opportunities for Camden’s Food Economy?

4. Which three (3) issues matter the most to you?

5. What’s your idea? Big or little. How would you improve food access, the food system, or the food economy in Camden City?
DVRPC’s Initial Conclusions

- (Healthy) food access is of paramount concern
- Access is both an issue of supply and demand
- A lot of great things already happening in Camden
- Economic development and job creation are key
- Everyone (individual, organization, industry, business) has different perspectives and needs
Thank You!

www.dvrpc.org/food

Alison Hastings
ahastings@dvrpc.org
215.238.2929

Karin Morris
kmorris@dvrpc.org
215.238.2858

Amy Verbofsky
averbofsky@dvrpc.org

Kim Korejko
kkorejko@dvrpc.org
215.238.2936