EQUITY THROUGH ACCESS

Coordinated Plan Update for the DVRPC Region

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50 dvrpc 1965-2015
City of Philadelphia
Closing the Gaps
Application Supporting Materials
TIGER ID philadelphia746
Funding Opportunity
DTOS59-15-RA-TIGER7
Funding Opportunity
Title FY 2015 National Infrastructure Investments
June 5, 2015
Coordinated Human Services Transportation Planning (CHSTP) came out of 2004 Executive Order to better coordinate Federal investments in transportation for disadvantaged populations (mostly JARC and New Freedom)

Last DVRPC Coordinated Plan update in 2007

MAP-21 consolidated programs and effectively eliminated JARC; DVRPC’s role changed considerably
A NEW PERSPECTIVE

• **Key issue:** funds increasingly scarce and available only to established lifeline services; broader need ("ladders of opportunity" for the disadvantaged) remains severe and complex

• **DVRPC approach:** develop a plan that is more broadly relevant than CHSTP has been:
  
  • *Outcome-focused, funding source-neutral*
A NEW PERSPECTIVE

• Interested in expanded access by elderly/disabled and job access for the disadvantaged, but also:
  • Access to medical care
  • Access to healthy food
  • Access to open space
  • Safe pedestrian access to transit
  • and lots more- we don’t know what we don’t know!

• Resource to prioritize S.5310 and NJ JARC investments, but also inform/support:
  • Applications for discretionary funding (TAP, MTF, TIGER, various FTA discretionary)
  • Grantmaking by private funders
  • Transit service planning and good local planning generally
THREE KEY PROJECT COMPONENTS

1. Regional technical analysis and map “toolkit” for county/local planners and project developers

2. Fresh set of plan goals/ objectives/priorities developed through a robust public and stakeholder outreach process (online, workshops, individual interviews)

   “An inch deep and a mile wide” by design: a framework for more detailed county and local planning, and subsequent work.

3. Several case studies at various scales (county, multi-municipal, corridor) to illustrate good practice and the myriad project types that can support the plan goals
CASE STUDIES

1. **Gloucester County United We Ride Plan** (2007/2013) – Example of good practice county coordinated plan and active collaboration

2. **Lower Bucks County River Communities** (Bristol, Falls, Morrisville, Tullytown) – Exploration of available transit options and gaps

3. **Haddon Avenue Health/Corridor Project** – Highlighting a holistic transportation planning approach and ground-level project examples of various types
This is a sketch planning calculation based on two sketch planning tools: DVRPC Transit Scores (2010), which estimate transit demand based on population, job, and 0-car HH densities, and DVRPC TAZ-level 24-hour transit service volumes (rail + bus) from GTFS data and the TIM 2.0 travel demand model.
Number of Amenities by Block Group*

- **0-2**
- **3-5**
- **6-12**
- **13-21**

*Percentages space not shown

- **School, College, or University**
- **Health Facility**
- **Grocery Store**
- **Activity Center for Seniors and Disabled**
- **Multi-Use Trail**
Carless Households

Physical Disabilities

Population 65 or Over

Uninsured Population

Source: US Census Bureau's 2012 ACS 5-year Estimates
PROJECT OUTLINE

1. **October 28th kickoff** with DVRPC Public Participation Task Force
   - Supported with project announcement email and **beta series of initial map resources** to get the conversation started

2. Sequence of nested **outreach activities** to develop plan goals, objectives, and priorities

3. Plan **adoption by DVRPC Board** in ~12 months, followed by additional work activities developed through this planning process
EQUITY THROUGH ACCESS

To follow along or to get involved:

www.dvrpc.org/ETA
HADDON AVENUE STUDY

An *Equity Through Access* Case Study
**Beta Test**

- DVRPC selected as 1 of 5 teams to test FHWA Health & Transportation Corridor Planning Framework
- Conduct a modified corridor study as ETA case study
- Receive technical assistance from consultant
- Provide FHWA and consultant with feedback
STAKEHOLDERS

• Bicycle Coalition of Greater Philadelphia
• Camden Coalition of Healthcare Providers
• Camden County Dept of Health and Human Services *
• Camden County Improvement Authority
• Camden County Police Department
• Camden County Senior and Disabled Citizen Services *
• City of Camden, Dept of Development and Planning
• City of Camden, Mayor’s Office
• Cooper Health System *
• Cooper Medical School at Rowan University *
• Cooper’s Ferry Partnership
• Cross County Connection TMA
• Grapevine Development
• Our Lady of Lourdes Health System *
• New Jersey Conservation Foundation
• NJTransit
• Parkside Business & Community in Partnership
• Port Authority Transit Corporation (PATCO)

*New Stakeholder
WHAT’S HAPPENING ON THE CORRIDOR?
Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey
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Haddon Avenue from Cooper University Hospital to 676

- 10 ft Sidewalk
- 10.5 ft Travel Lane
- 10.5 ft Travel Lane
- 10.5 ft Travel Lane
- 10.5 ft Travel Lane
- 17 ft Sidewalk
STREET CONDITION
CRASHES – CAR

Haddon Avenue Study Corridor

CAR CRASH
Injury Level
- Fatal
- Major
- Moderate
- Minor

Source: NJDOT
CRASHES – BIKE/PED

Source: NJDOT
FOCUS AREAS
FOCUS AREAS

MLK Blvd.
676 Overpass
Mt. Ephraim Ave.
+ Pine St.
Kaighns Ave.
Ferry Ave.
PATCO Station
MLK BOULEVARD

Issue:
Wide, 200’ crossing distance

Options:
1. Extend median islands to meet crosswalks for better pedestrian refuge
2. Add pedestrian countdown timers

Opportunity:
New bike lanes which end at Haddon Ave

Option:
Extend bike facilities along Haddon Ave each way, as recommended in Camden County Bike Plan
**676 OVERPASS**

**Issue:**
1. Narrow, poorly-lit sidewalks with wide vehicle lane(s)
2. No bicycle facilities

**Options:**
1. Road diet to narrow lanes, widen sidewalks, and stripe bike facilities
2. Significantly improve overpass lighting

**Opportunity:**
Future Cooper-Campbell GCL Station

**Option:**
Leverage station construction to provide significant pedestrian, bicycle, and lighting improvements in the overpass area for safe station access
Issues:
1. General lack of maintenance of crosswalks, sidewalks, and curb ramps
2. Informal parking and curb cuts

Option:
Redesign and formalize intersection

Issues:
1. Incomplete pedestrian intersection; crossings available on some legs
2. Wide turning radius for one movement; encourages high-speed turns

Option:
Redesign and formalize intersection
**Issues:**
1. Worn, low-visibility crosswalks
2. Wide turning radii permit high-speed vehicle turns

**Options:**
1. Re-stripe crosswalks; consider adding texture for traffic calming
2. Use bumpouts to narrow wide turning radii and reduce pedestrian crossing distances
   - Could be pursued with candlestick bollards and paint as an interim treatment
Figure 6: Existing Conditions at Haddon and Kaighn. Spring 2005. Source: DVRPC.

Figure 7: Photo Simulation of Future Haddon and Kaighn. Spring 2005. Source: Wallace, Roberts & Todd, LLC.
FERRY AVE. + PATCO

**Issue:**
No formal crossing facilities adjacent to station access, or connecting station with NJT bus stop opposite

**Option:**
Formalize movements in station-front plaza/drop-off area, including crosswalk striping and bus shelter

**Issue:**
No sidewalks along Venner St/Old White Horse Pike

**Option:**
Formalize street and add sidewalks
Focus Area Evaluation Criteria

- A proposed project could be achievable
- Not already addressed by an ongoing project
- Presents an opportunity to address public health concerns
- Impacts a large portion of constituents
- Recommendations could be adopted and carried forward by a project sponsor
- Public health data, stakeholders, and potential impact could improve a potential competitive funding application
PLANS FOR FUTURE
**Technical Memo**

- Compile all of the completed, ongoing, programmed and planned infrastructure projects along Haddon Avenue
- Make recommendations for additional infrastructure improvements that could impact the health of residents near the Haddon Avenue corridor
- Be incorporated into ETA as a case study

**FHWA Case Study**

- Included in the final draft of the Public Health & Transportation Framework