Impacts of COVID on Commuting

What have DVRPC and partners been doing for employers and their employees?
Assisting Commuters After During COVID

- Commuting came to a halt in March 2020
  - Focused on “essential” workers only
  - (Tom will talk about impacts on traffic volumes)

- How could we maintain awareness of Transportation Demand Management (TDM) efforts and options during this time?
  - Municipality Seminars
  - New focus of TDM outreach

- Focus, Target, Messaging, Partners
Assisting Commuters After COVID

Focused on Telework, Biking/Walking and (getting back on) Transit

- Bike/Ped issues in fall and spring (and fall again!)
- Transit more this past spring through now
- Telework continually – goals
  - Help set up programs quickly
  - Help employers manage new programs
  - Encourage continuation of programs
Biking and Walking

Partners promoted Biking Bike Month (moved from May to Sept.)

Promotion with WOGL
Support from Glen Kalina (morning host and avid cyclist)
Social Media
Giveaway – gift card to local bike shop of winner’s choice
Transit

Worked with SEPTA on sharing service and cleaning updates

Online ads targeted to former (and potential new) riders

Sponsorship on Total Traffic and Weather Network
Telework

Online ads targeted to both employers (HR and decision makers) and TT&WN sponsorship

Webinars
Municipalities
TMA Training

Partner Outreach (TMAs, municipalities)
Resources
https://dvrpc.org/commuterservices
https://www.dvrpc.org/covid19resources

Questions?

CONTACT:
Stacy Bartels
sbartels@dvrpc.org
COVID-19 Impacts on Travel Trends in the DVRPC Region
NJ Transit Unlinked Passenger Trips from January 2020 to July 2021

A. NE Corridor trips dropped 88%, from 1.8 million to 219K

B. South Jersey bus trips dropped 61%, from 658K to 254K

C. South Jersey bus trips exceeded NE Corridor trips from Apr thru Aug 2020

D. Trips gradually increasing but well below pre-COVID levels
A. NE Corridor and River Line dropped about 93% and 86%, respectively.

B. Bus trips just over 40% in June 2021

C. NE Corridor trips down 63% in June 2021
City ridership dropped 86%, from 17.1 to 2.4 million.

City ridership reached its highest since March 2020 at about 10 million.
SEPTA Unlinked Suburban and Regional Rail Transit Ridership from January 2020 to August 2021

Source: SEPTA
Note: * indicates a five-week month

A Suburban and Regional Rail trips dropped 87% and 88%, respectively

B Suburban reached its highest since March 2020 at about 960K
A Significant drop in ridership for all transit types with City and Suburban down 88% and Regional Rail by 91%

B City, Suburban and Regional rail down 50%, 54% and 71%, respectively

Source: SEPTA  Note: * indicates a five-week month
**PATCO Percent Change in Ridership from February 2021 to October 2021**

Note 1: Percent change compared to pre-pandemic average by day of week from January 1st to March 7th 2020, excluding holidays.

Note 2: Holidays noted that may affect ridership include, President’s Day (February 15th), Good Friday (April 2nd), Memorial Day (May 31st), Juneteenth (June 18th), Independence Day (Observed on July 5th), and Labor Day (September 6th).

**Source:** PATCO
Note: Data shown in this chart is from the four permanent count locations in Pennsylvania (Chester Valley Trail, Delaware River Trail at Port Richmond, Schuylkill River Trail at Spring Mill, and Wissahickon Trail) that were able to be compared for the same time period between January 2019 and July 2021, with the exception of April and May 2021 where one of the counters was down and totals were not available. Year-to-year figures do not account for fluctuation in weather, which can have a significant impact on trail usage. Visit https://dvrpc.org/webmaps/pedbikecounts/ for more information and details on the pedestrian and bicycle counting program.

Source: DVRPC
COVID-19 Impacts on Roadway Travel Trends

- Data collected from connected vehicle GPS data
- Analyze travel trends on CMP roadway corridors using various measures including travel times, speeds, TTI and PTI
  - Regional travel time trends during the PM peak for limited and non-limited access roadways
  - Top CMP congested corridors comparing August 2021 to August 2019
  - Travel time trends by CMP corridor including hourly trends
DVRPC CMP Focus Roadway Corridors
Travel Times on Limited Access Roads During the PM Peak in the DVRPC Region

A. Highest travel times occurred pre-COVID

B. Lowest travel times occurred in April 2020

C. Comparing August 2021 to August 2019, there was a 11% and 1% decrease in travel times for PA and NJ, respectively.
Travel Times on Non-Limited Access Roads During the PM Peak in the DVRPC Region

A. Highest travel times occurred pre-COVID

B. Lowest travel times occurred in April 2020

C. Comparing August 2021 to August 2019, there was a 12% and 11% decrease in travel times for PA and NJ, respectively.
## Top 10 PA CMP Corridors with the Highest Congestion in Aug 2021 using the Travel Time Index

### Top Ten CMP Corridors during the 7:00-8:00 AM Peak Hour

<table>
<thead>
<tr>
<th>CMP ID</th>
<th>Corridor</th>
<th>Direction</th>
<th>County</th>
<th>2021</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>027</td>
<td>I-95 from PA 90 (Betsy Ross Br) to Frankford Ave</td>
<td>SB</td>
<td>Philadelphia</td>
<td>2.77</td>
<td>2.65</td>
</tr>
<tr>
<td>018</td>
<td>I-76 from US 30 (Girard Ave) to US 1 (City Ave)</td>
<td>EB</td>
<td>Philadelphia</td>
<td>2.00</td>
<td>1.51</td>
</tr>
<tr>
<td>078</td>
<td>Market St from I-95 (Penn’s Landing) to Broad St</td>
<td>EB</td>
<td>Philadelphia</td>
<td>2.00</td>
<td>1.06</td>
</tr>
<tr>
<td>117</td>
<td>I-676 (Vine Street Expy) from I-76 to I-95</td>
<td>WB</td>
<td>Philadelphia</td>
<td>1.80</td>
<td>1.56</td>
</tr>
<tr>
<td>026</td>
<td>I-95 from Academy Rd to PA 90 (Betsy Ross Br)</td>
<td>SB</td>
<td>Philadelphia</td>
<td>1.74</td>
<td>1.99</td>
</tr>
<tr>
<td>019</td>
<td>I-76 from US 1 (City Ave) to I-476</td>
<td>WB</td>
<td>Montgomery</td>
<td>1.63</td>
<td>1.83</td>
</tr>
<tr>
<td>017</td>
<td>I-76 from I-676 to US 30 (Girard Ave)</td>
<td>EB</td>
<td>Philadelphia</td>
<td>1.53</td>
<td>1.27</td>
</tr>
<tr>
<td>018</td>
<td>I-76 from US 30 (Girard Ave) to US 1 (City Ave)</td>
<td>WB</td>
<td>Philadelphia</td>
<td>1.53</td>
<td>2.32</td>
</tr>
<tr>
<td>117</td>
<td>I-676 (Vine Street Expy) from I-76 to I-95</td>
<td>EB</td>
<td>Philadelphia</td>
<td>1.43</td>
<td>1.11</td>
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<tr>
<td>041</td>
<td>US 1 from I-76 to PA 611</td>
<td>SB</td>
<td>Philadelphia</td>
<td>1.42</td>
<td>1.60</td>
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</table>

### Top Ten CMP Corridors during the 5:00-6:00 PM Peak Hour

<table>
<thead>
<tr>
<th>CMP ID</th>
<th>Corridor</th>
<th>Direction</th>
<th>County</th>
<th>2021</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>117</td>
<td>I-676 (Vine Street Expy) from I-76 to I-95</td>
<td>EB</td>
<td>Philadelphia</td>
<td>3.94</td>
<td>3.48</td>
</tr>
<tr>
<td>117</td>
<td>I-676 (Vine Street Expy) from I-76 to I-95</td>
<td>WB</td>
<td>Philadelphia</td>
<td>3.72</td>
<td>2.69</td>
</tr>
<tr>
<td>017</td>
<td>I-76 from I-676 to US 30 (Girard Ave)</td>
<td>EB</td>
<td>Philadelphia</td>
<td>3.09</td>
<td>2.73</td>
</tr>
<tr>
<td>078</td>
<td>Market St from I-95 (Penn’s Landing) to Broad St</td>
<td>EB</td>
<td>Philadelphia</td>
<td>2.71</td>
<td>1.33</td>
</tr>
<tr>
<td>032</td>
<td>I-95 from US 322 to PA-DE State Line</td>
<td>NB</td>
<td>Delaware</td>
<td>2.47</td>
<td>2.79</td>
</tr>
<tr>
<td>013</td>
<td>I-476 from US 1 to Baltimore Pk (Swarthmore)</td>
<td>SB</td>
<td>Delaware</td>
<td>2.46</td>
<td>2.61</td>
</tr>
<tr>
<td>018</td>
<td>I-76 from US 30 (Girard Ave) to US 1 (City Ave)</td>
<td>EB</td>
<td>Philadelphia</td>
<td>2.44</td>
<td>2.20</td>
</tr>
<tr>
<td>017</td>
<td>I-76 from I-676 to US 30 (Girard Ave)</td>
<td>WB</td>
<td>Philadelphia</td>
<td>2.38</td>
<td>1.73</td>
</tr>
<tr>
<td>027</td>
<td>I-95 from PA 90 (Betsy Ross Br) to Frankford Ave</td>
<td>NB</td>
<td>Philadelphia</td>
<td>2.37</td>
<td>1.67</td>
</tr>
<tr>
<td>026</td>
<td>I-95 from Academy Rd to PA 90 (Betsy Ross Br)</td>
<td>SB</td>
<td>Philadelphia</td>
<td>2.18</td>
<td>1.48</td>
</tr>
</tbody>
</table>

1. Sorted from high to low by 2021 TTI where a higher TTI indicates greater congestion.
### Top Ten CMP Corridors during the 7:00-8:00 AM Peak Hour

<table>
<thead>
<tr>
<th>CMP ID</th>
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<th>Direction</th>
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</thead>
<tbody>
<tr>
<td>258</td>
<td>NJ 55 from NJ 42 to NJ 47</td>
<td>NB</td>
<td>Gloucester</td>
<td>2.05</td>
<td>2.52</td>
</tr>
<tr>
<td>211</td>
<td>NJ 42 from AC Expressway to I-295</td>
<td>NB</td>
<td>Camden, Gloucester</td>
<td>1.24</td>
<td>1.86</td>
</tr>
<tr>
<td>218</td>
<td>US 1 from Alexander Rd to County Line</td>
<td>NB</td>
<td>Mercer</td>
<td>1.21</td>
<td>0.96</td>
</tr>
<tr>
<td>208</td>
<td>I-295 from NJ 42 to NJ 70</td>
<td>NB</td>
<td>Camden</td>
<td>1.17</td>
<td>1.05</td>
</tr>
<tr>
<td>218</td>
<td>US 1 from Alexander Rd to County Line</td>
<td>SB</td>
<td>Mercer</td>
<td>1.17</td>
<td>1.13</td>
</tr>
<tr>
<td>269</td>
<td>NJ 70 from NJ 73 to Eayrestown Rd</td>
<td>WB</td>
<td>Burlington</td>
<td>1.17</td>
<td>1.11</td>
</tr>
<tr>
<td>269</td>
<td>NJ 70 from NJ 73 to Eayrestown Rd</td>
<td>EB</td>
<td>Burlington</td>
<td>1.15</td>
<td>1.05</td>
</tr>
<tr>
<td>212</td>
<td>NJ 168 (Black Horse Pk) from I-295 to NJ 42</td>
<td>NB</td>
<td>Camden</td>
<td>1.14</td>
<td>1.43</td>
</tr>
<tr>
<td>221</td>
<td>US 206 from CR 604 (Elm Rd) to County Line</td>
<td>NB</td>
<td>Mercer</td>
<td>1.11</td>
<td>1.10</td>
</tr>
<tr>
<td>240</td>
<td>US 322 from I-295 to NJ Turnpike (Exit 2)</td>
<td>EB</td>
<td>Gloucester</td>
<td>1.10</td>
<td>1.09</td>
</tr>
</tbody>
</table>

### Top Ten CMP Corridors during the 5:00-6:00 PM Peak Hour

<table>
<thead>
<tr>
<th>CMP ID</th>
<th>Corridor</th>
<th>Direction</th>
<th>County</th>
<th>2021</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>228</td>
<td>I-76 from Walt Whitman Bridge to I-295</td>
<td>EB</td>
<td>Camden</td>
<td>2.91</td>
<td>2.65</td>
</tr>
<tr>
<td>208</td>
<td>I-295 from NJ 42 to NJ 70</td>
<td>SB</td>
<td>Camden</td>
<td>2.09</td>
<td>1.84</td>
</tr>
<tr>
<td>258</td>
<td>NJ 55 from NJ 42 to NJ 47</td>
<td>NB</td>
<td>Gloucester</td>
<td>1.93</td>
<td>1.37</td>
</tr>
<tr>
<td>212</td>
<td>NJ 168 (Black Horse Pk) from I-295 to NJ 42</td>
<td>SB</td>
<td>Camden</td>
<td>1.68</td>
<td>1.87</td>
</tr>
<tr>
<td>227</td>
<td>I-676 from I-76 to Benjamin Franklin Bridge</td>
<td>SB</td>
<td>Camden</td>
<td>1.68</td>
<td>2.02</td>
</tr>
<tr>
<td>269</td>
<td>NJ 70 from NJ 73 to Eayrestown Rd</td>
<td>EB</td>
<td>Burlington</td>
<td>1.52</td>
<td>1.49</td>
</tr>
<tr>
<td>240</td>
<td>US 322 from I-295 to NJ Turnpike (Exit 2)</td>
<td>EB</td>
<td>Gloucester</td>
<td>1.48</td>
<td>1.30</td>
</tr>
<tr>
<td>236</td>
<td>US 130 from US 30 to I-76</td>
<td>SB</td>
<td>Camden</td>
<td>1.45</td>
<td>1.66</td>
</tr>
<tr>
<td>273</td>
<td>NJ 73 from NJ 70 to US 30</td>
<td>SB</td>
<td>Camden, Burlington</td>
<td>1.45</td>
<td>1.48</td>
</tr>
<tr>
<td>211</td>
<td>NJ 42 from AC Expressway to I-295</td>
<td>SB</td>
<td>Camden, Gloucester</td>
<td>1.40</td>
<td>1.47</td>
</tr>
</tbody>
</table>

1. Sorted from high to low by 2021 TTI where a higher TTI indicates greater congestion
CMP Corridor 208: I-295 from NJ 42 (Exit 26) to NJ 70 (Exit 34), Camden County

Average Weekday 5:00-6:00 PM Peak Hour Travel Times

- **A** SB 60% drop in travel time from pre-COVID June 2019 to April 2020
- **B** SB consecutive increases in travel time from April 2020 lows
- **C** SB Just 3% decrease in travel time comparing pre-COVID June 2019 to June 2021

Travel Times consistently higher

Prepared by: DVRPC; Data Source: University of MD CATT Lab: RITIS-PDA Suite
Travel Time by Time of Day Profile Graphs: I-295 from NJ 42 (Exit 26) to NJ 70 (Exit 34) - SB

- **Jun 2019**: A
- **Dec 2019**: B
- **Feb 2020**: C
- **Jun 2020**: D

- **SB 15.1 travel time in June 2019**
- **SB 6.0 travel time in April 2020**
- **SB 7.7 travel time in June 2020**
- **SB 14.6 travel time in June 2021**
Takeaways

• SEPTA, NJ Transit and PATCO transit ridership still well below pre-pandemic levels; 40% or more compared to 2019 conditions

• August 2021 travel times on CMP corridors for both limited and non-limited access roadways analyzed in the DVPC region by state are still below August 2019 pre-pandemic conditions
  – Pennsylvania – 11.5%
  – New Jersey – 6%

• Some corridors experience high congestion levels in August 2021 and are more congested compared to August 2019, such as the I-676 (Vine Street Expressway) in Pennsylvania and I-76 from the Walt Whitman Bridge to I-295 in New Jersey
Questions/Comments?

Tom Edinger | tedinger@dvrpc.org | 215.238.2865
Key Points:

• CPI as a model for deep civic engagement

• Engagement for Reboot of city Comprehensive Plan

• Philadelphia’s focus on Equitable Engagement
DISTRICT PLANS
Phase Two

- 10-year time frame
- Recommendations of the *Citywide Vision* expanded at a district level
- Citizen Planners become an important bridge between city govt and neighborhoods
Goal 1: Create a citywide network of residents with a shared sense of civic duty to make positive change in their neighborhoods.

Goal 2: Provide residents with tools to take informed action to improve where they live.

Goal 3: Build a diverse and engaged constituency for planning that can be tapped by city agencies to promote programs and initiatives.
Program Overview – citizensplanninginstitute.org

124 classes held
18 of 18 planning districts represented
125 neighborhoods represented

660 participants
199 volunteer instructors
Program Overview

8-week course in the spring and fall on city planning, zoning, development, and related topics.

Volunteer instructors from public, nonprofit & private sectors.
Best Practice Model
I love where I live!

Construction in Your Neighborhood?
WED
OCT 27

Let's Talk Trash!
WED
NOV 3

Reclaiming Vacant Land
WED
NOV 10

That’s why I’m a Citizen Planner
Outcomes

“I feel empowered with this knowledge to be more involved in decision-making and steering our neighborhood in a good direction.”—Cara Scharf, Fall 2020

“CPI is a much-needed organization. It help to connect the dots for experienced as well as emerging community developers...”—Aazim Muhammad

“Completing CPI makes you see the city, your neighborhood and your potential a little differently. Being around like-minded people gives you the drive to make a difference.”—Kelly E. Wiles
Foster Collaboration & Connections

Marissa Rumpf: new resident of Harrowgate
Kathryn Ott Lovell: CPI instructor Commissioner for Parks & Recreation
Leroy Fisher: CPI classmate from Hunting Park

"I went from knowing no one to knowing a ton of people who could help me!"

1st clean-up in Harrowgate Park in 20 years
Citizen Planners improve traffic safety:

"Using my Citizen Planner know-how, I envisioned how this alleyway, connecting two historical blocks, could be transformed into a vital space for residents."

- Joyce Smith led the Viola Alley Connector Project (East Parkside)
- Katrice Cheaton helped get a Streets Department study of an intersection at Fern Rock Transportation Center (Logan/Fern Rock)
Continuing to Engage…

www.CitizensPlanningInstitute.org
Learning Series 10-minute Videos

RCOs
What are they, how do they work in the development process

Zoning 101
Learn what zoning regulates and how you can participate in the process

Land & Resources
Governance
Economy
Social
Culture
Justice
Infrastructure Development
Housing
Education
Health
Comprehensive Community Planning
COMP PLAN REBOOT
Setting the Stage
Acknowledging challenges:

- Poverty
- Education
- Diversity
- Health
- Trash
- Affordability
- Environmental Justice
- Climate
- Vacancy
- Segregation
- Structural Racism
Diverse Engagement:

➔ Letting Locals Lead
➔ Contextual interviews
➔ Observation
➔ Immersion
➔ Guided but open-ended activities
➔ Partnerships with city agencies
Plain Language // Multiple Languages
If we only create in English we miss almost 25% of the population

Make it concise
Citywide Vision is 225 pages

Accessible Formats (print, web, video)
Meet people where they are
Choose your own path through the document
Questions?

CitizensPlanningInstitute.org

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Program Manager: Veronica.Ayala.Flores@phila.gov
General Inquiries: CPI@phila.gov