

Impacts of COVID on Commuting

What have DVRPC and partners been doing for employers
and their employees?

PPTF Meeting
October 15, 2021

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

Getting **to work** should be safe, too.

Bringing employees back to a safe work environment is critical now. But HOW they'll get to work is also important. The Delaware Valley Regional Planning Commission (DVRPC) manages a host of programs to help employers determine what commuting options will work best for employees in today's environment, without clogging our roads with drive-alone vehicles.

telework



If your company didn't have experience with telework (working from home) prior to COVID, it likely does now! And, businesses have found many benefits to this, like more flexibility for employee schedules, and savings on utilities and parking – all while maintaining or increasing productivity. Continuing a telework program in some form will be useful in bringing employees back safely, and allowing parents to juggle children's new and varied school schedules. DVRPC's programs can assist employers with establishing more permanent, longer-term telework policies and programs that will best serve each company's needs.

biking & walking

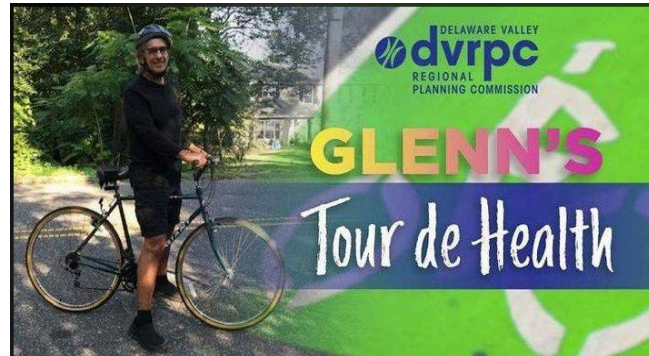


Many of us have been more active during this pandemic so far, outside walking and riding bikes more frequently. This is good for physical and mental health as we travel less overall. Many employees can incorporate their new biking habits into their commute back to work – whether for the full route or to connect to transit. Walking and biking logs encourage friendly competition and help employees stay active and be "green."

transit



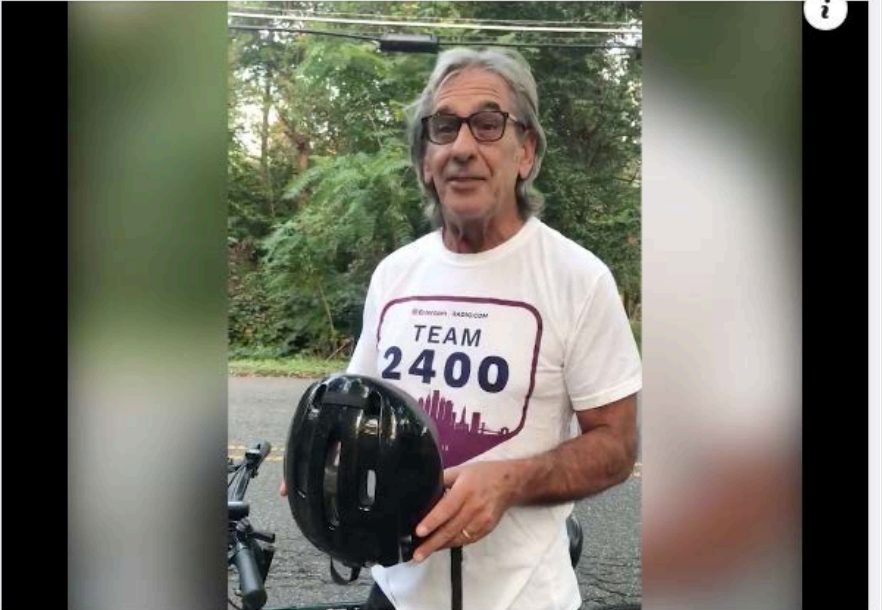
Our transit systems have been the "workhorses" that have allowed many essential workers to get to their jobs during the Stay at Home period. Although most service had been limited since March, transit has been able to move riders safely – through reduced seating capacity (and marked spacing), mask requirements, and constant deep cleaning of vehicles as frequently as possible. SEPTA's Key system also offers more flexibility for single or round trips with the Travel Wallet on its Key Card, and transfers are now free – this also provides a contactless way to use the system.



 **WGL FM with Delaware Valley Regional Planning Commission.** Paid Partnership · 🌐

Glenn Kalina is celebrating Bike Week with Delaware Valley Regional Planning Commission by giving away a free Bike and helmet! 🚲 🎁

Make sure you go and register by Friday for your chance to win:
[https://wogl.radio.com/contest/glenn-kalina-tour-de-health-bicycle-helmet-giveaway?](https://wogl.radio.com/contest/glenn-kalina-tour-de-health-bicycle-helmet-giveaway?utm_campaign=https%3A//wogl.radio.com/&utm_content=1601494503&utm_medium=social&utm_source=facebook&utm_term=WGL-FM#/)
[utm_campaign=https%3A//wogl.radio.com/&utm_content=1601494503&utm_medium=social&utm_source=facebook&utm_term=WGL-FM#//](https://wogl.radio.com/contest/glenn-kalina-tour-de-health-bicycle-helmet-giveaway?utm_campaign=https%3A//wogl.radio.com/&utm_content=1601494503&utm_medium=social&utm_source=facebook&utm_term=WGL-FM#/)



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



Try transit (again).



Transit has been there for our essential workers, getting many to work during COVID. And as the rest of us slowly start back to work, transit is there for us, too – moving riders safely through reduced seating capacity, mask requirements, and constant deep cleaning of vehicles. SEPTA's Key fare system also offers more flexibility for single rides, round-trip tickets, and a new 3-day ticket with the Travel Wallet on the Key Card (with free transfers!).

To find out how to commute safely and conveniently on NJTransit, PATCO and SEPTA, go to: www.dvrpc.org/MobilityAlternatives.



Going back to work?

Give transit a try (again).



www.dvrpc.org/MobilityAlternatives



Going back to work?
DVRPC's Commuter Services can help.


Give transit a try (again).
DVRPC's Commuter Services can help. | 

Telework

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

Webinars

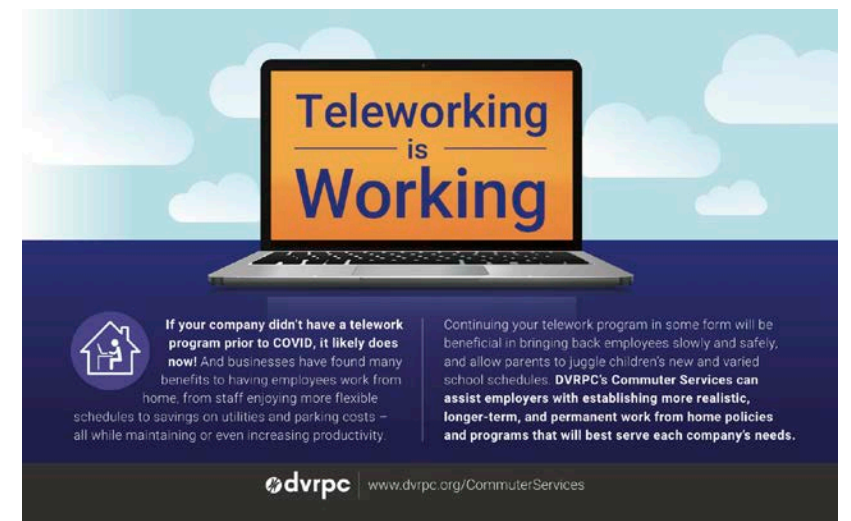
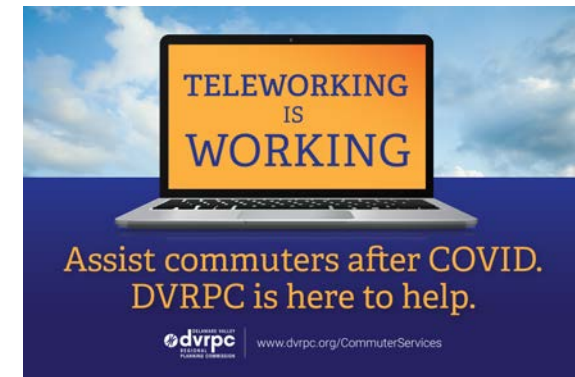
Municipalities

TMA Training

Partner Outreach (TMAs, municipalities)

TELEWORKING *is* WORKING.

DVRPC can help make your program work even harder. 



Resources

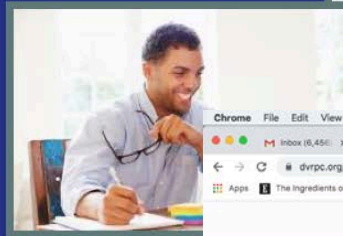
<https://dvrpc.org/commuterservices>
<https://www.dvrpc.org/covid19resources>

Questions?

CONTACT:
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The Road to Success for Employees: Best Practices for Teleworkers

by
Elham Shirazi
e-planning



Chrome File Edit View History Bookmarks People Tab Window Help

dvrc.org/CommuterServices/

dvrcpc

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About Us

- Data and Products
- Long-Range Plan and TIP
- Transportation
- Land Use and Environment
- Planning Assistance Center
- Commuter Services**
 - PA Carpool
 - RideECO
 - Mobility Alternatives
 - Share-A-Ride
 - Commute95
- Get Involved

Commuter Services

The Office of Marketing and Commuter Services provides support to area employers and commuters in helping them find a commute that works better for their own needs, and for the region. Through education and outreach services, the following programs give the tools necessary to understand the importance of how we commute and the positive impact changes can have on employee morale, a company's bottom line, and the region's traffic congestion and air quality.

PA Carpool

DVRPC offers several programs for commuters who work in southeastern Pennsylvania, and for their employers. Commuters can go to **PA Carpool** for information on commuting around the Philadelphia region, as well as programs in other parts of Pennsylvania and our surrounding states.

RideECO

RideECO is the region's commuter benefit program that employers can offer to their employees to help pay for commuting on transit or by vanpool. Administered by DVRPC, it saves employers and commuters money by taking advantage of federal legislation that allows tax-free dollars to pay for transit fares.

Mobility Alternatives Program

MAP is a program for employers in southeastern Pennsylvania, to educate them on the importance of encouraging employees to consider alternate commute

COVID-19 Impacts on Travel Trends in the DVRPC Region



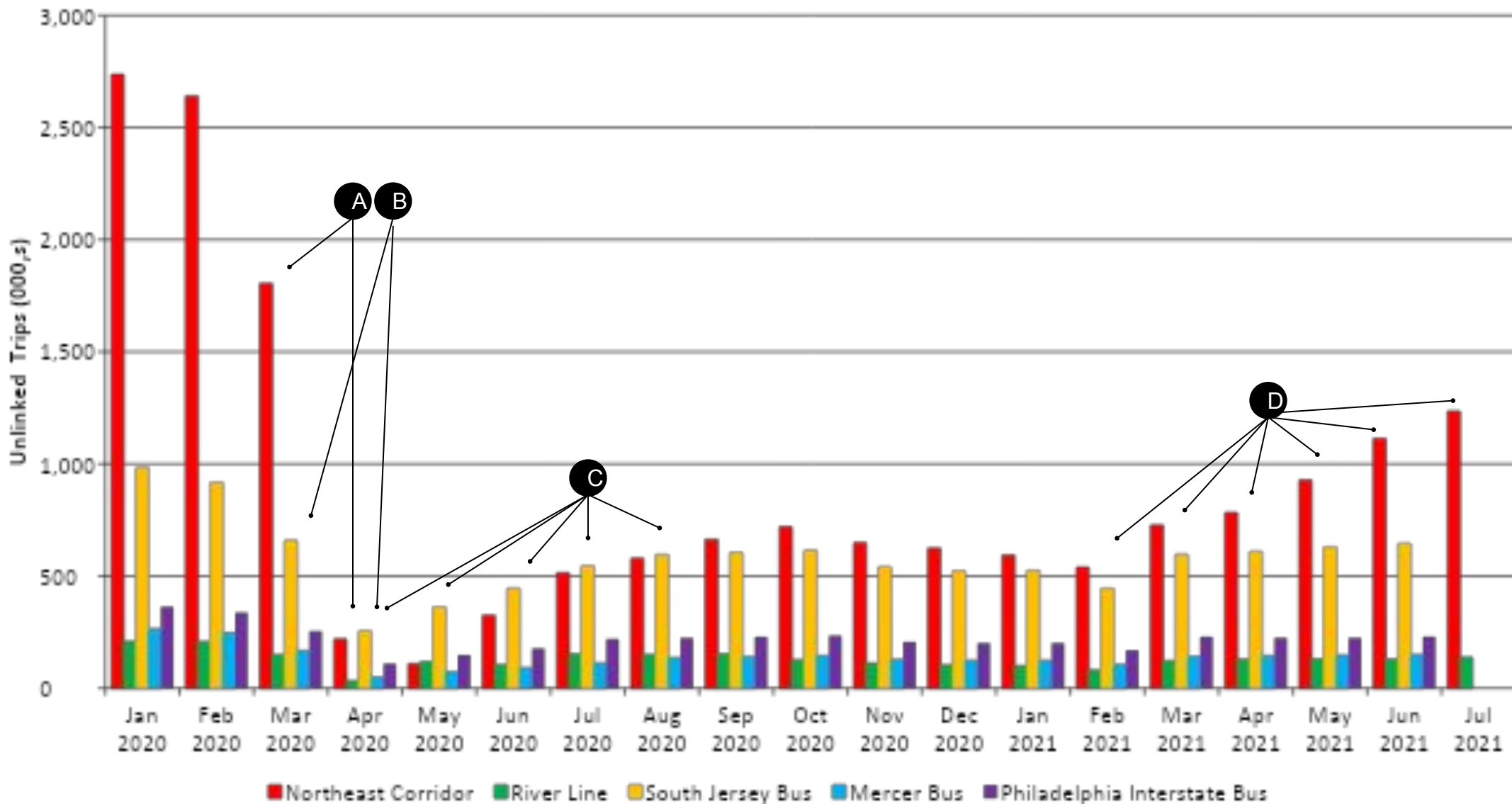
DVRPC's PPTF Meeting | October 14, 2021

Thomas K. Edinger, AICP | tedinger@dvrpc.org | 215.238.2865

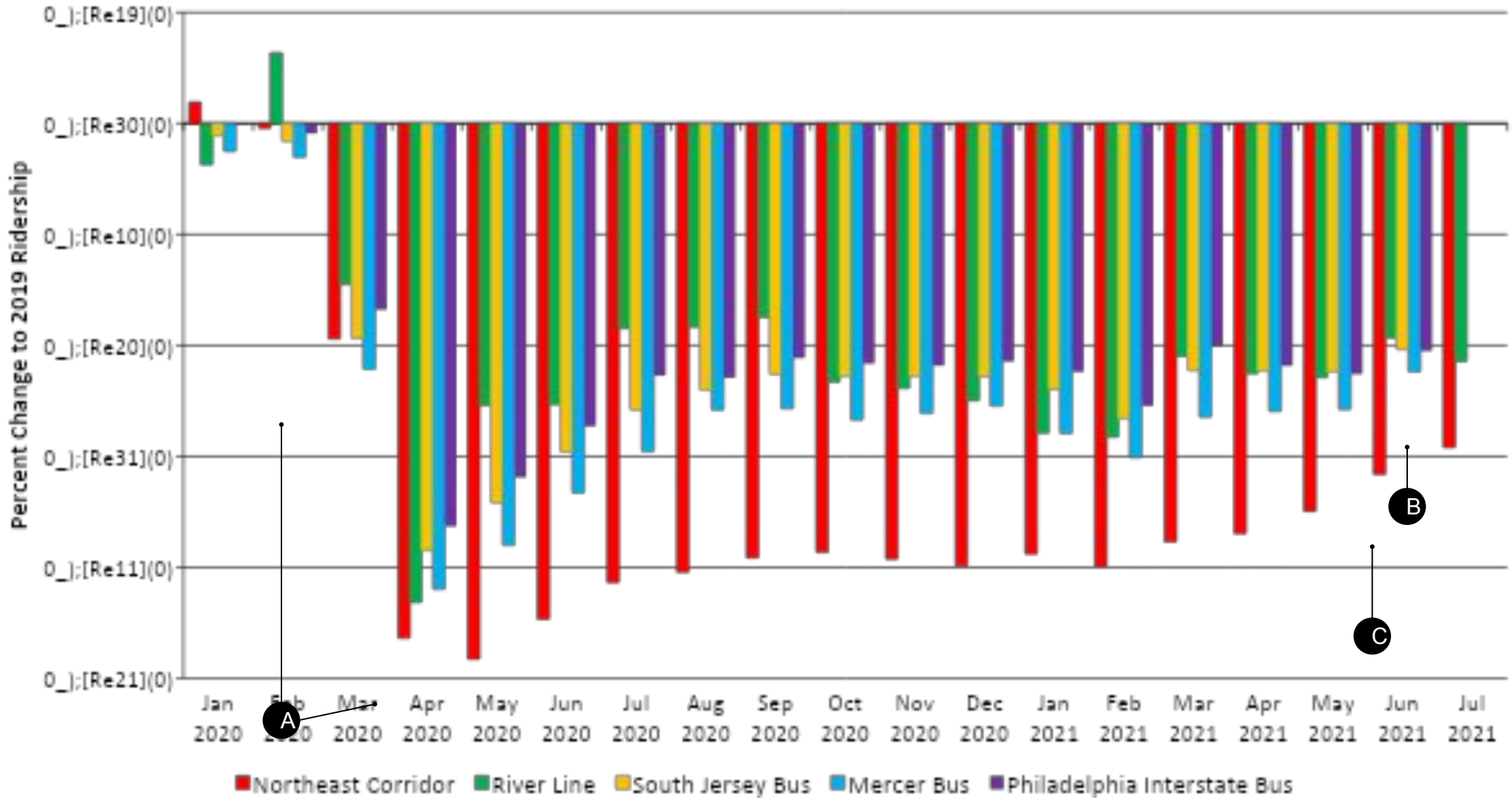


NJ Transit Unlinked Passenger Trips from January 2020 to July 2021

- 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



NJ Transit Percent Change in Unlinked Passenger Trips Compared to 2019 Base Year

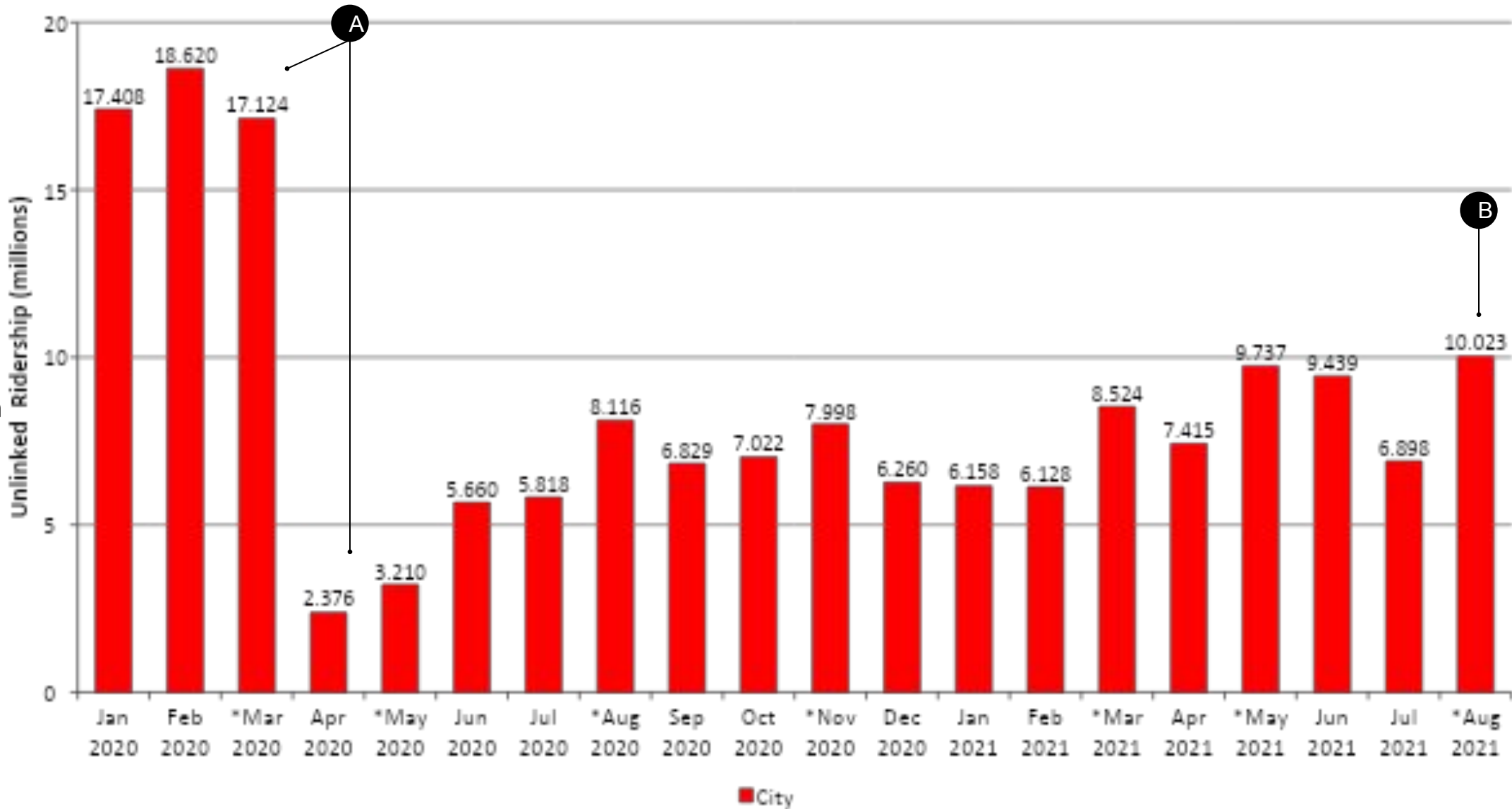


A NE Corridor and Rive Line dropped about 93% and 86%, respectively.

B Bus trips just over 40% in June 2021

C NE Corridor trips down 63% in June 2021

SEPTA Unlinked City Transit Ridership from January 2020 to August 2021

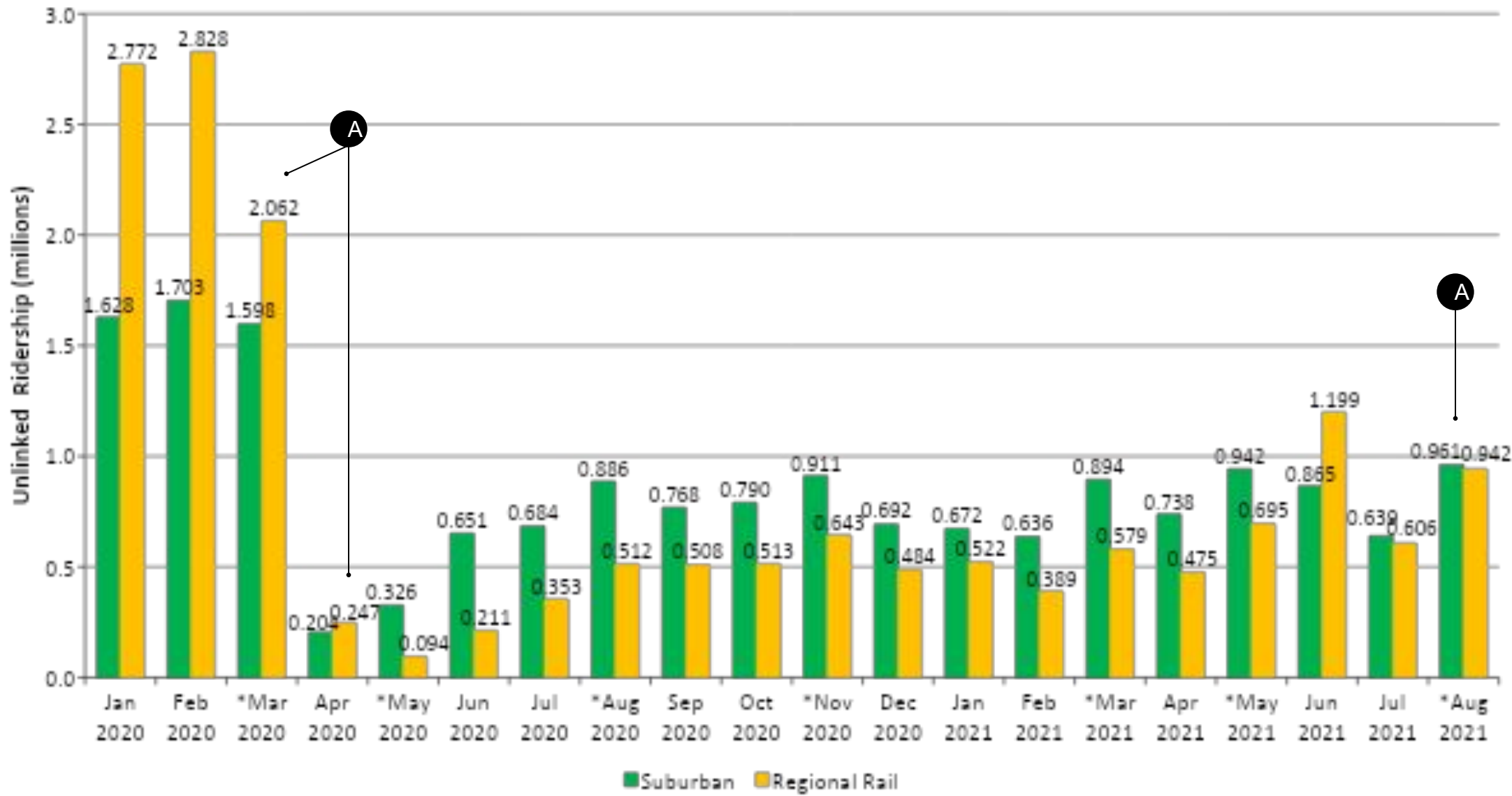


A City ridership dropped 86%, from 17.1 to 2.4 million

B City ridership reached its highest since March 2020 at about 10 million

SEPTA Unlinked Suburban and Regional Rail Ridership from January 2020 to August 2021

- A** Suburban and Regional Rail trips dropped 87% and 88%, respectively
- B** Suburban reached its highest since March 2020 at about 960K

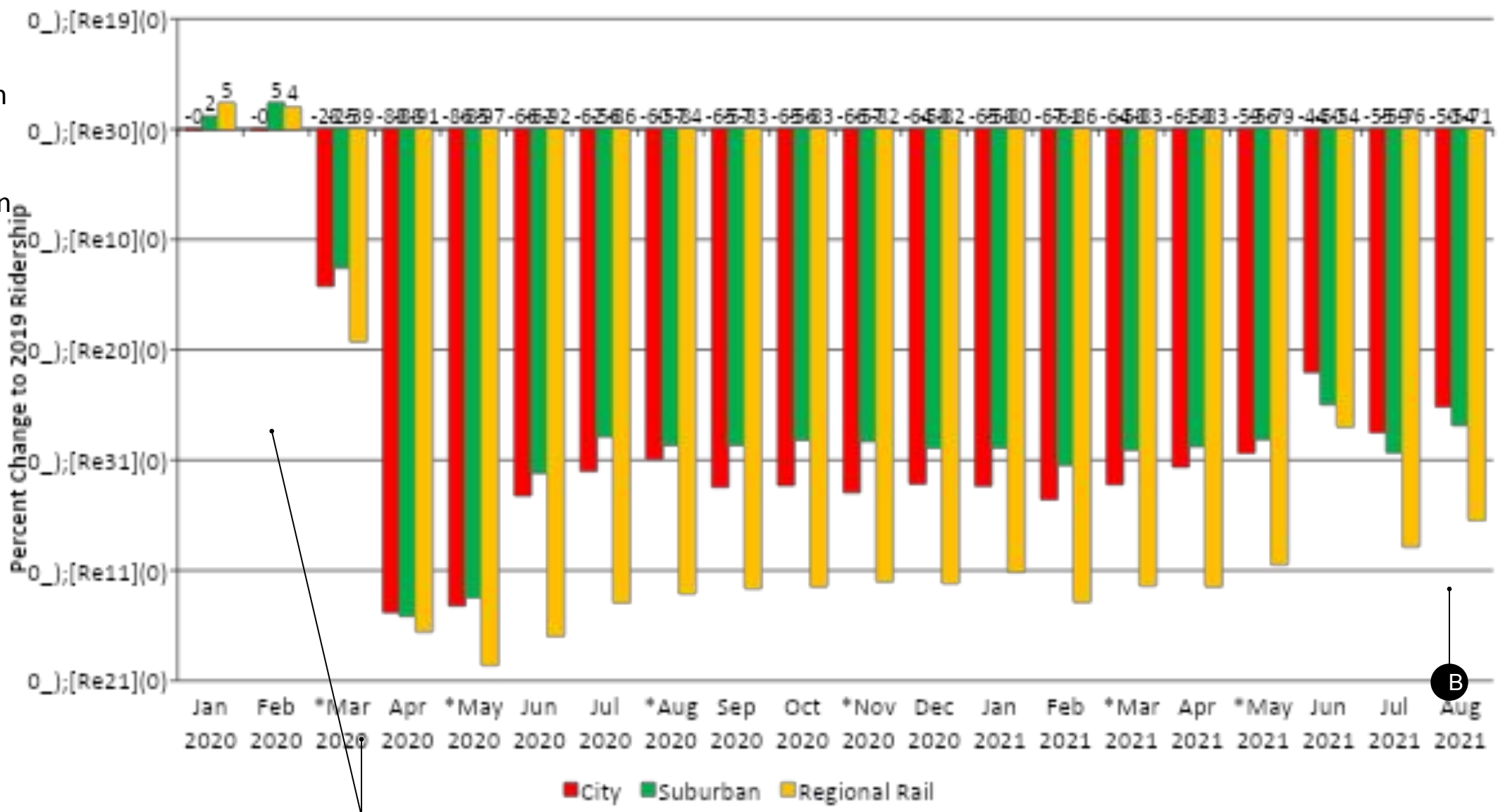


Source: SEPTA Note: * indicates a five-week month



SEPTA Percent Change in Ridership Compared to 2019 Baseline

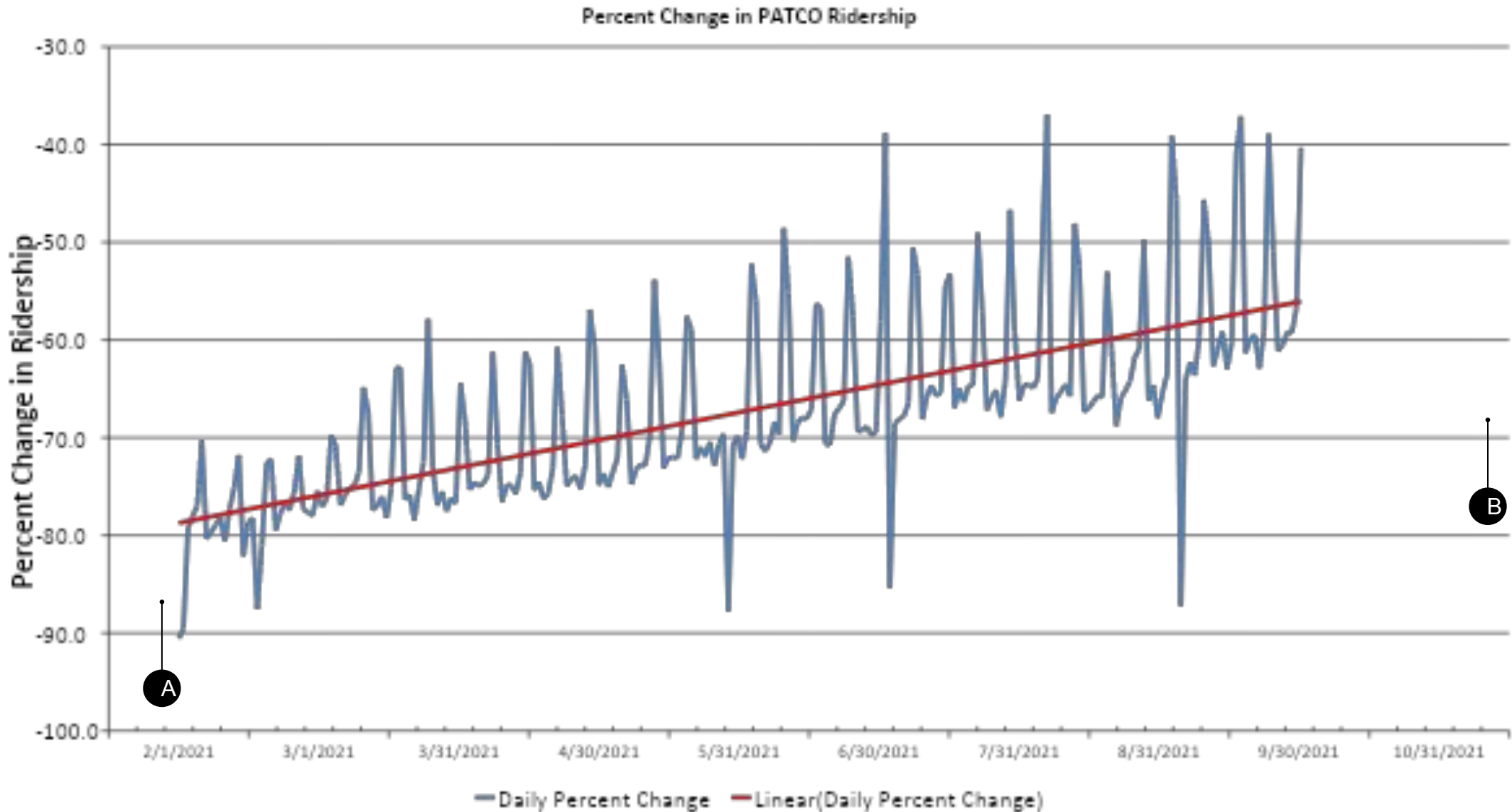
- A** Significant drop in ridership for all transit types with City and Suburban down 88% and Regional Rail by 91%
- B** City, Suburban and Regional rail down 50%, 54% and 71%, respectively



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



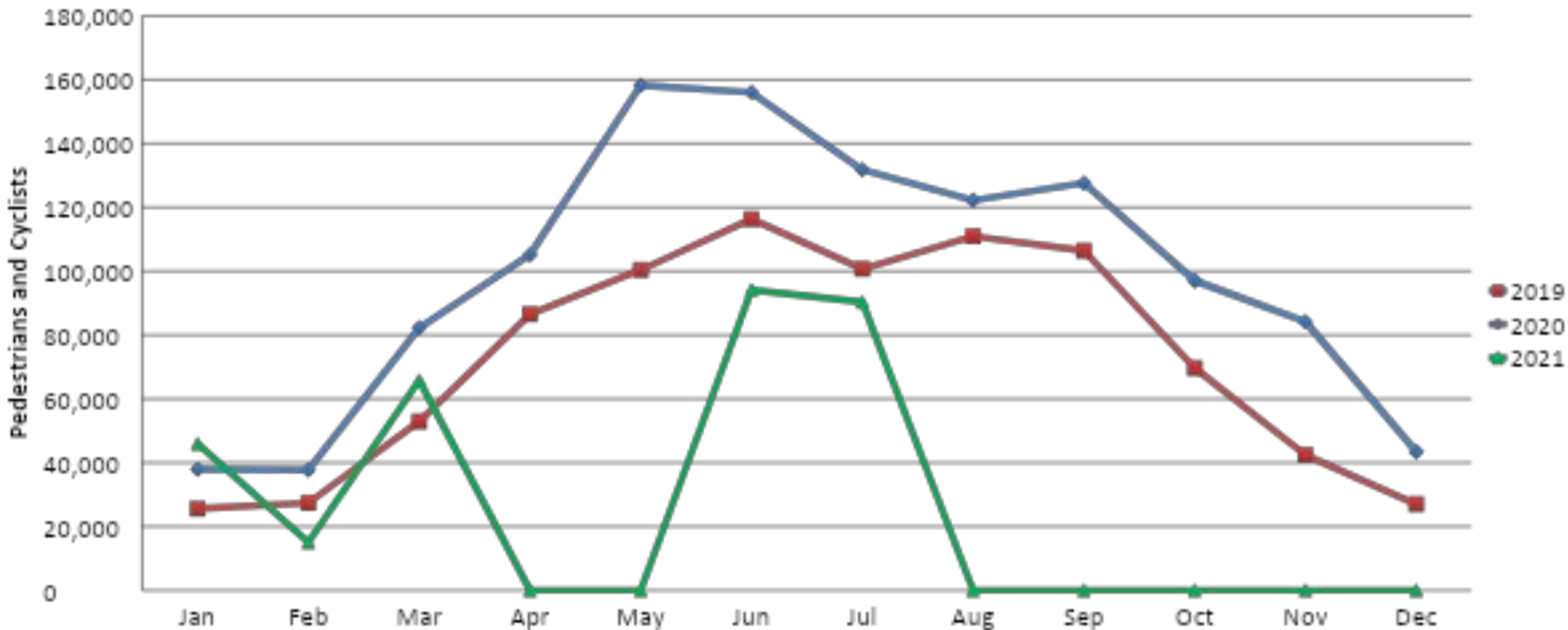
PATCO Percent Change in Ridership from February 2021 to October 2021



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).

Trail Usage and Monthly Counts from January 2019 through July 2021



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.

COVID-19 Impacts on Roadway Travel Trends

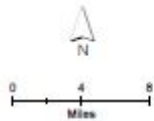


- Data collected from connected vehicle GPS data
- Analyze travel trends on CMP roadway corridors using various measures including travel times, speeds, TTI and PTI
 - Regional travel time trends during the PM peak for limited and non-limited access roadways
 - Top CMP congested corridors comparing August 2021 to August 2019
 - Travel time trends by CMP corridor including hourly trends

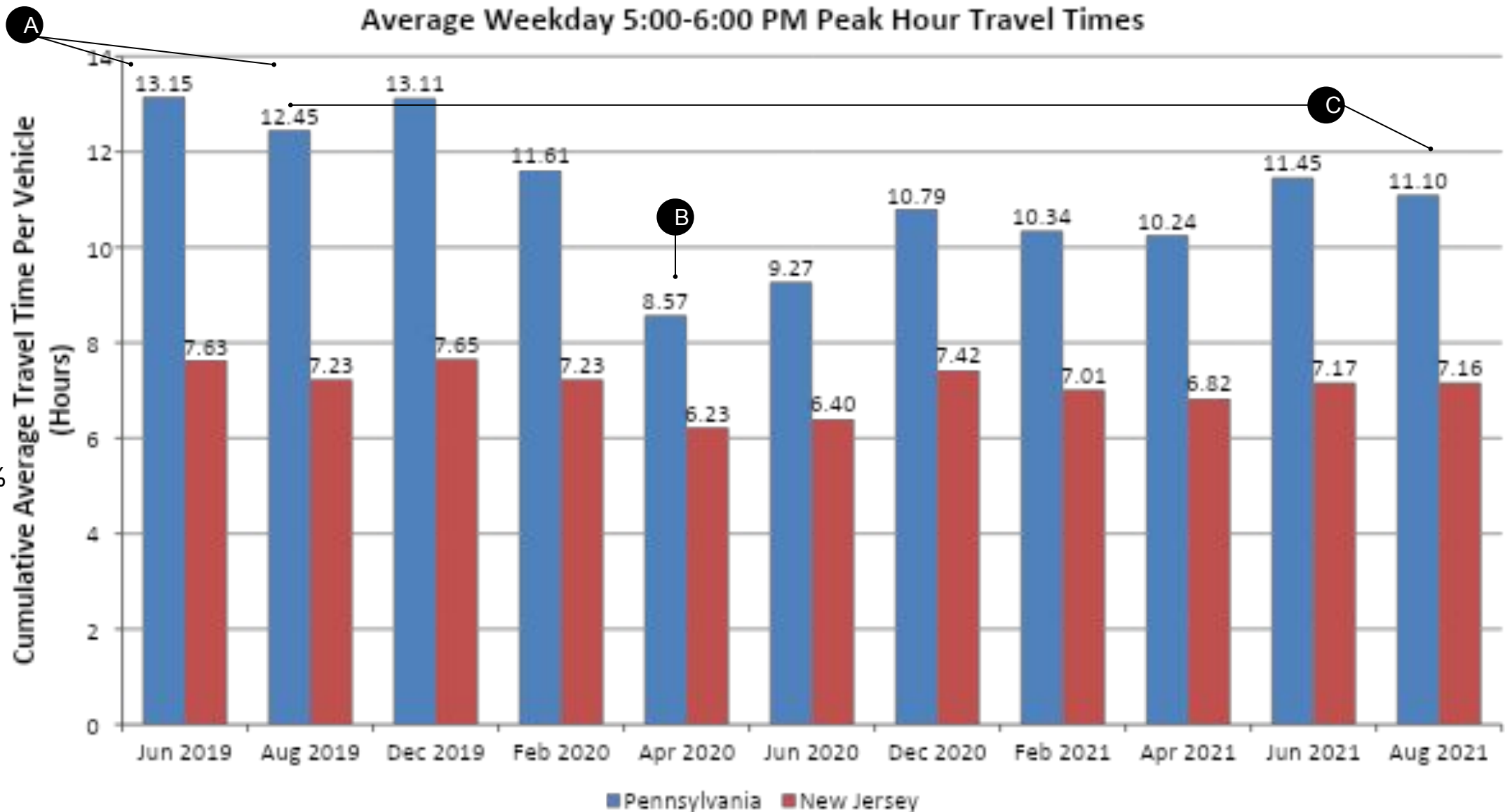
DVRPC CMP Focus Roadway Corridors



- 11 Focus Roadway Facility ID
- Focus Roadway Facility
- Congested Corridor and Subcorridor Area
- Emerging Growth Corridor Area



Travel Times on Limited Access Roads During the PM Peak in the DVRPC Region



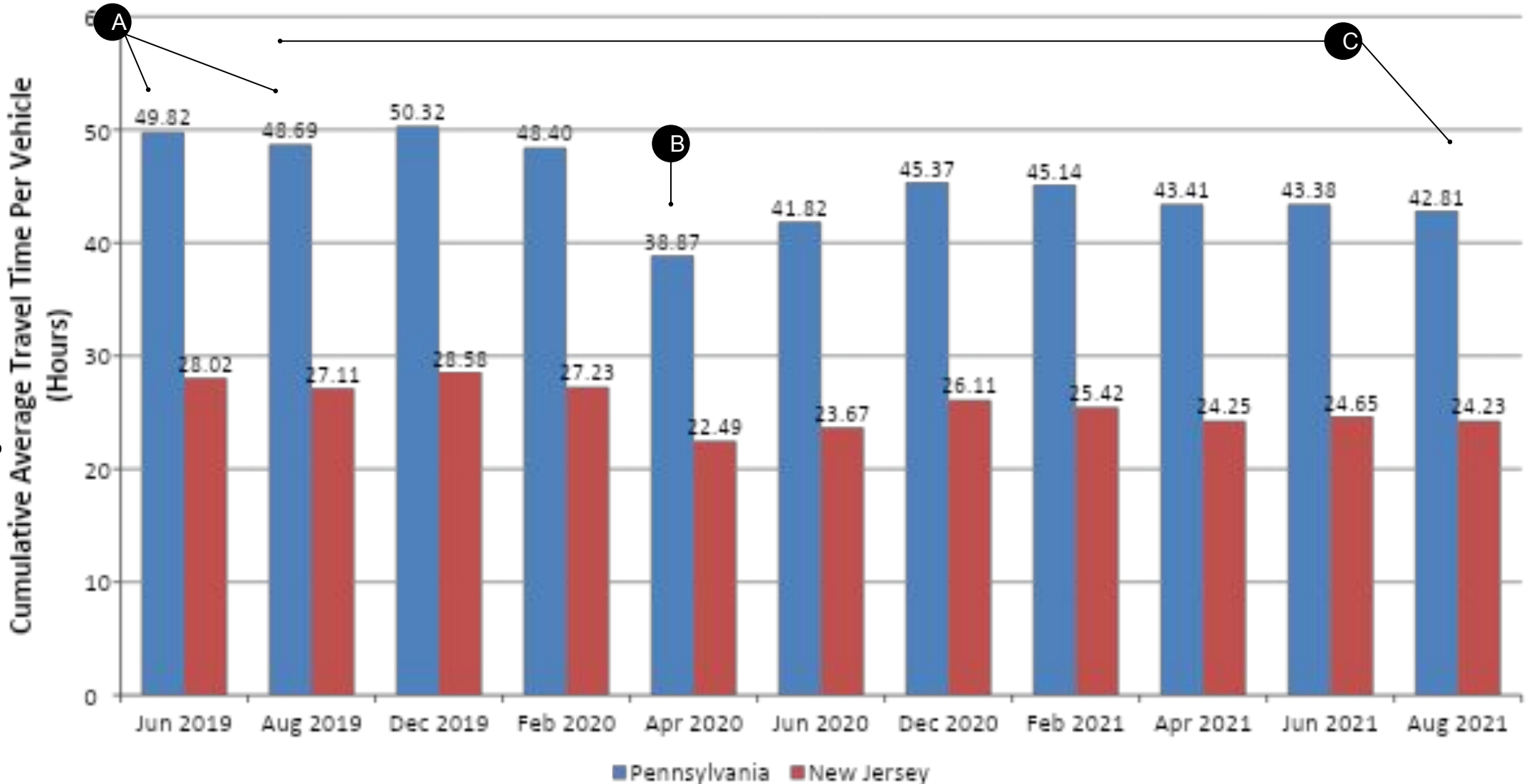
A Highest travel times occurred pre-COVID

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

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



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

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

A Highest TTI in Aug 2021, for the PM Peak Hour

B Highest TTI in Aug 2021 for the AM Peak Hour

More congested in Aug 2021 compared to Aug 2019

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

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

¹ Sorted from high to low by 2021 TTI where a higher TTI indicates greater congestion

Top 10 NJ 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

CMP ID	Corridor	Direction	County	2021 ¹	2019
258	NJ 55 from NJ 42 to NJ 47	NB	Gloucester	2.05	2.52
211	NJ 42 from AC Expressway to I-295	NB	Camden, Gloucester	1.24	1.86
218	US 1 from Alexander Rd to County Line	NB	Mercer	1.21	0.96
208	I-295 from NJ 42 to NJ 70	NB	Camden	1.17	1.05
218	US 1 from Alexander Rd to County Line	SB	Mercer	1.17	1.13
269	NJ 70 from NJ 73 to Eayrestown Rd	WB	Burlington	1.17	1.11
269	NJ 70 from NJ 73 to Eayrestown Rd	EB	Burlington	1.15	1.05
212	NJ 168 (Black Horse Pk) from I-295 to NJ 42	NB	Camden	1.14	1.43
221	US 206 from CR 604 (Elm Rd) to County Line	NB	Mercer	1.11	1.10
240	US 322 from I-295 to NJ Turnpike (Exit 2)	EB	Gloucester	1.10	1.09

B

A Highest TTI in Aug 2021 for the PM Peak Hour

B Highest TTI in Aug 2021 for the AM Peak Hour

More congested in Aug 2021 compared to Aug 2019

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

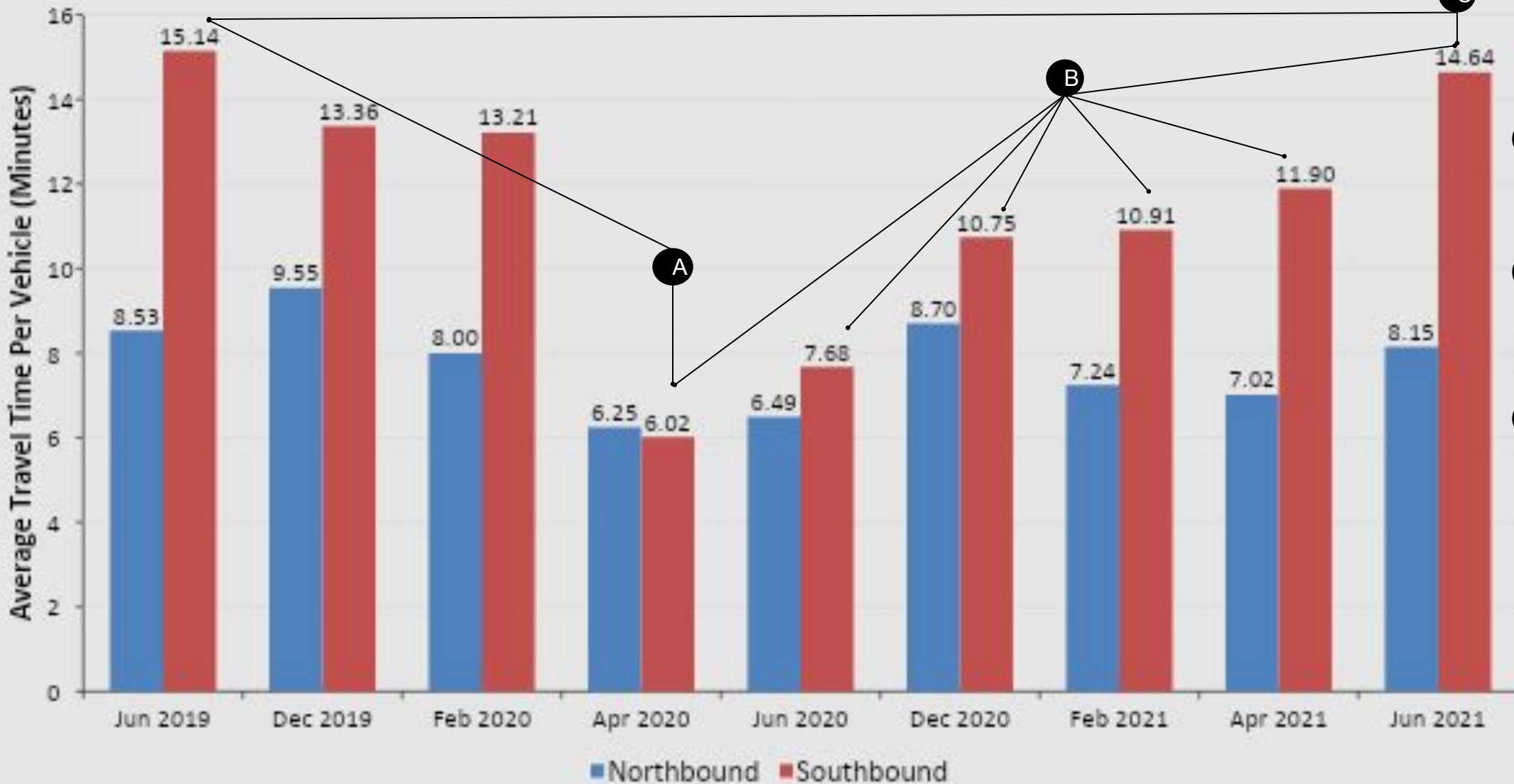
CMP ID	Corridor	Direction	County	2021 ¹	2019
228	I-76 from Walt Whitman Bridge to I-295	EB	Camden	2.91	2.65
208	I-295 from NJ 42 to NJ 70	SB	Camden	2.09	1.84
258	NJ 55 from NJ 42 to NJ 47	NB	Gloucester	1.93	1.37
212	NJ 168 (Black Horse Pk) from I-295 to NJ 42	SB	Camden	1.68	1.87
227	I-676 from I-76 to Benjamin Franklin Bridge	SB	Camden	1.68	2.02
269	NJ 70 from NJ 73 to Eayrestown Rd	EB	Burlington	1.52	1.49
240	US 322 from I-295 to NJ Turnpike (Exit 2)	EB	Gloucester	1.48	1.30
236	US 130 from US 30 to I-76	SB	Camden	1.45	1.66
273	NJ 73 from NJ 70 to US 30	SB	Camden, Burlington	1.45	1.48
211	NJ 42 from AC Expressway to I-295	SB	Camden, Gloucester	1.40	1.47

A

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

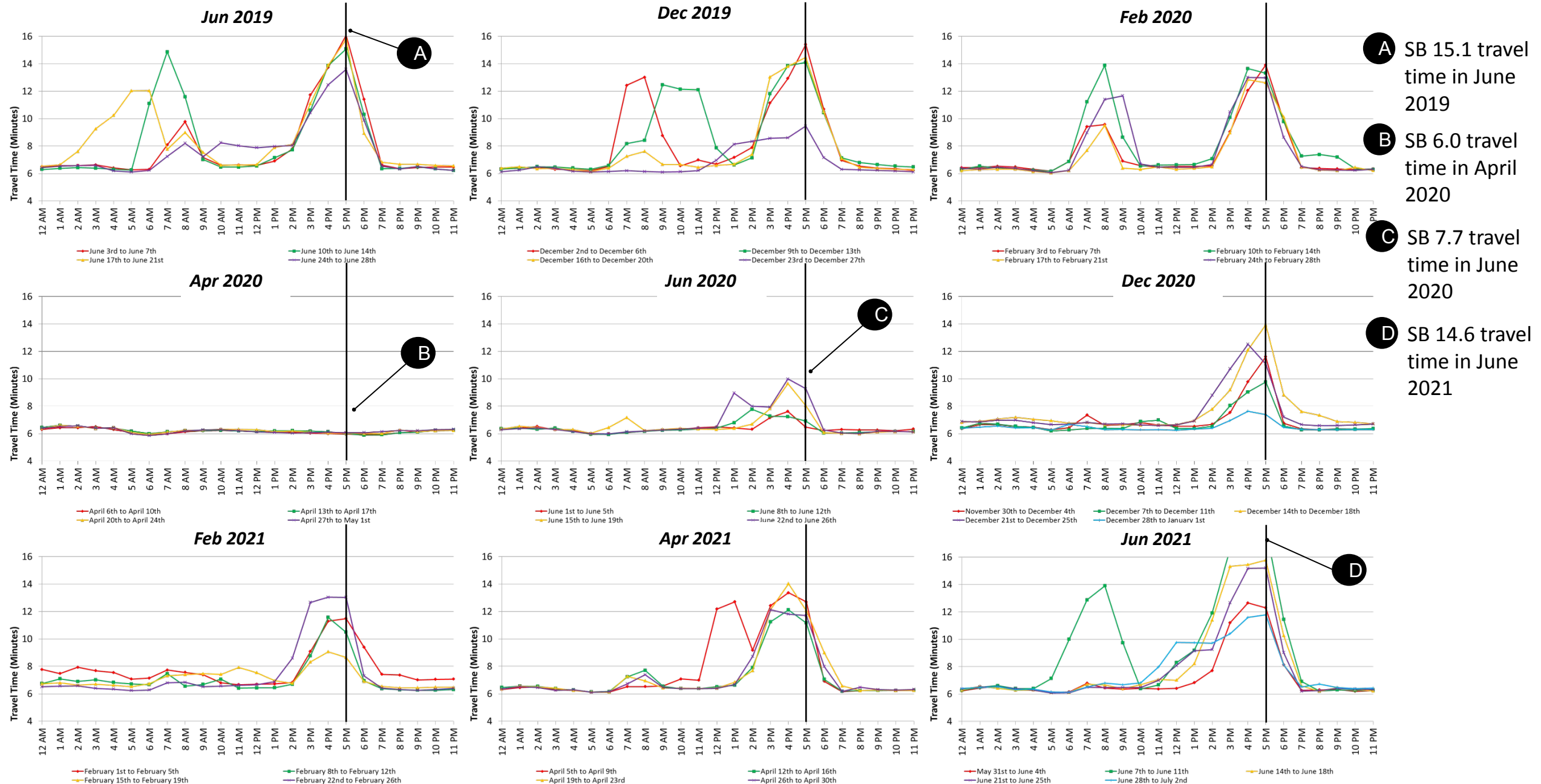
Average Weekday 5:00-6:00 PM Peak Hour Travel Times



SB Travel Times consistently higher

- 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 Time by Time of Day Profile Graphs: I-295 from NJ 42 (Exit 26) to NJ 70 (Exit 34) - SB



- A** SB 15.1 travel time in June 2019
- B** SB 6.0 travel time in April 2020
- C** SB 7.7 travel time in June 2020
- D** 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





Citizens Planning Institute

Department of Planning & Development



City of
Philadelphia

Key Points:

- CPI as a model for deep civic engagement
- Engagement for Reboot of city Comprehensive Plan
- Philadelphia's focus on Equitable Engagement

DEPARTMENT OF PLANNING &
DEVELOPMENT
ANNUAL CELEBRATION
JUNE 3, 2019

PHILADELPHIANS
SHAPE THIS CITY



DEPARTMENT OF PLANNING AND DEVELOPMENT (DPD)



Anne Fadullon, ED, DPD

DIVISION OF HOUSING AND
COMMUNITY DEVELOPMENT

DIVISION OF DEVELOPMENT
SERVICES

DIVISION OF PLANNING & ZONING (DPZ)

PLANNING COMMISSION

HISTORICAL COMMISSION

ART COMMISSION

ZONING BOARD OF ADJUSTMENT

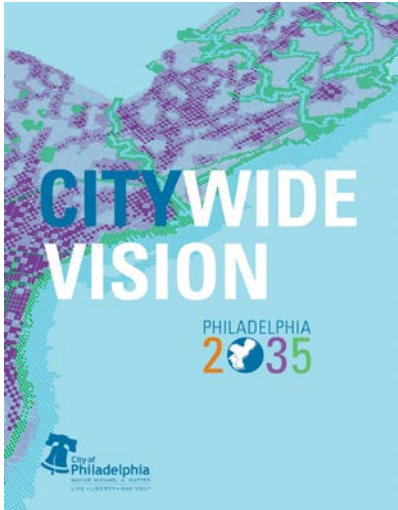


Eleanor Sharpe, ED, DPZ



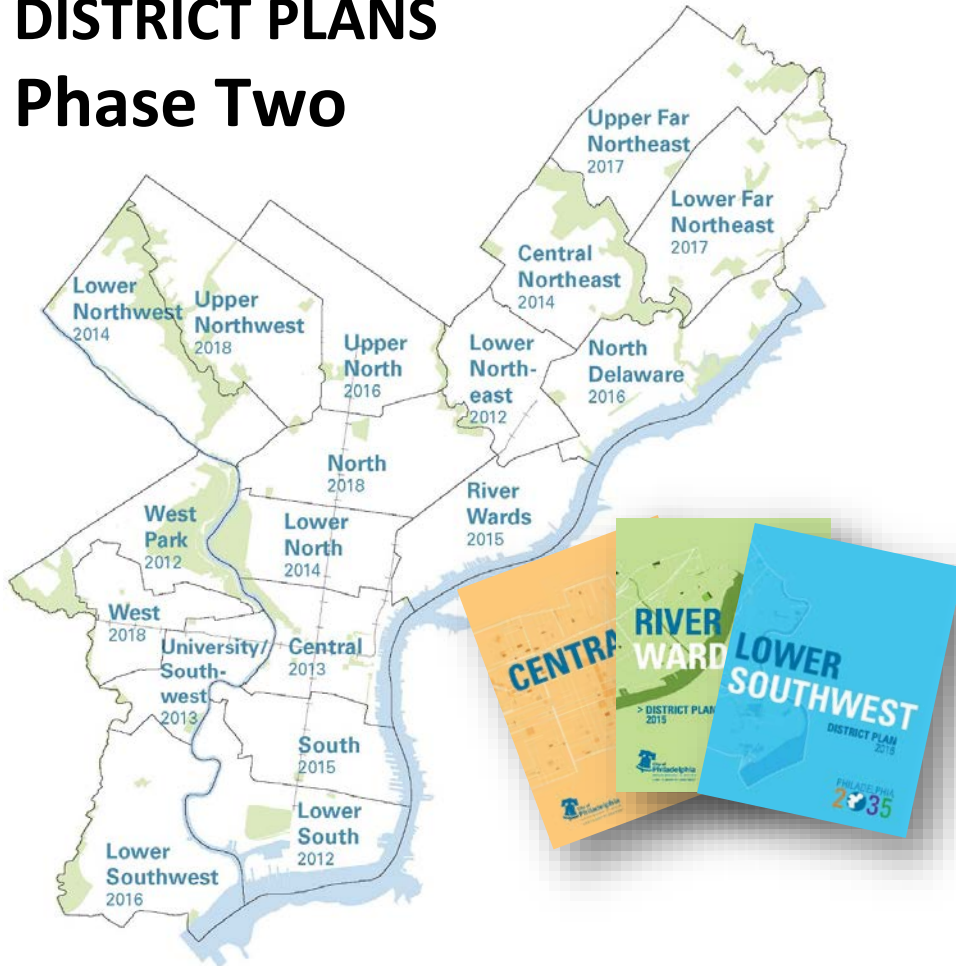
Phila2035.org

CITYWIDE VISION Phase One



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



Program Overview

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

660

PARTICIPANTS

199

VOLUNTEER
INSTRUCTORS

18^{of} 18

PLANNING DISTRICTS
REPRESENTED

125

NEIGHBORHOODS
REPRESENTED



Program Overview

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

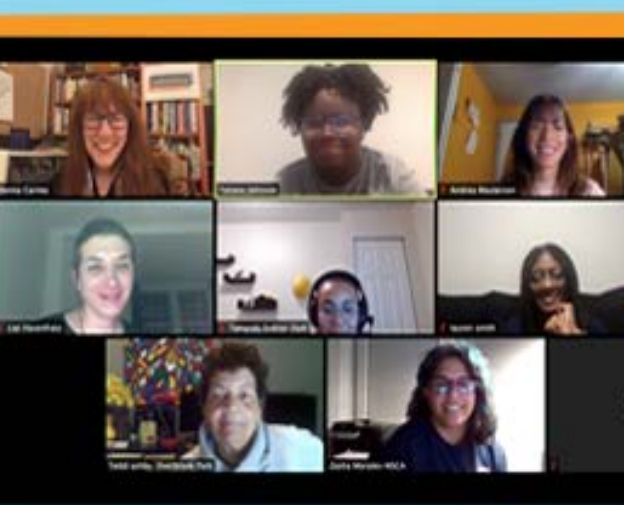
Volunteer instructors from public, nonprofit & private sectors.



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!"***

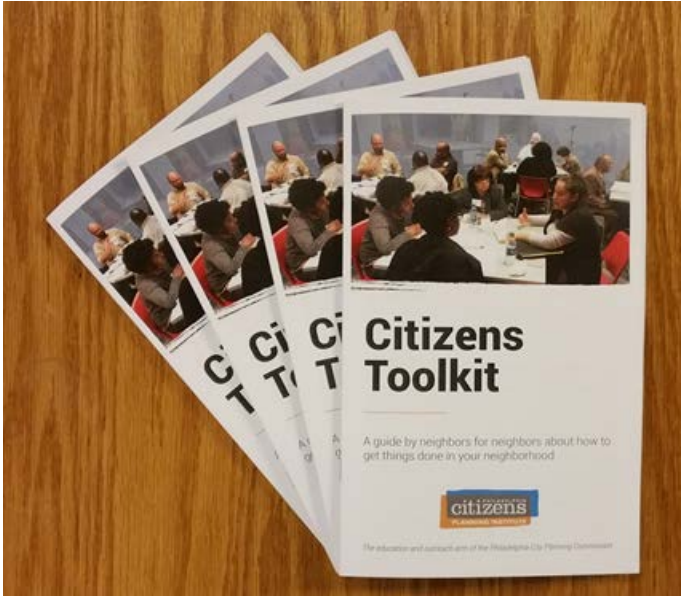
Citizen Planners improve traffic safety:

“ 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



Reaching new audiences...

Learning Series 10-minute Videos

RCOs

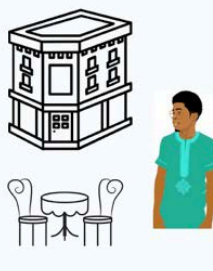
What are they, how do they work in the development process

Zoning 101

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

<https://bit.ly/dpdvideos>

PCPC Learning Module 1-Intro to RCOs

	<p>Maurice's new business</p> <p>WHY IS HE MEETING WITH THE RCO?</p> <p>Maurice bought a property that allows for apartments but he wants to change the use for a cafe. Pickle Town United can ask him questions about how the cafe may impact the street.</p>	<p>PCPC Learning Module 1- Intro to RCOs</p> <p>and share it all with friends, family, and the world on YouTube.</p> <p>youtu.be</p>
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PCPC Learning Module 2-RCO Processes

<p>Coordinating RCOs</p> <p>.....have no bigger voice than any other RCO.</p> <p>RIGHTS</p>	<p>PCPC Learning Module 2 RCO Processes</p> <p>and share it all with friends, family, and the world on YouTube.</p> <p>youtu.be</p>
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COMP PLAN REBOOT



BACKDROP

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



DELIVERY

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

City of Philadelphia Guide to Equitable Engagement

Equitable Engagement Collaborative update

Equitable Community Engagement Toolkit

DECEMBER 16, 2020



Questions?

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