



# TIP ACTIONS

Transportation Improvement Program

New Jersey TIP (FY2020-2023)

Pennsylvania TIP (FY2021-2024)

PHOTO CREDIT: PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DVRPC RTC | July 2021



# Coatesville Train Station

Chester County | Remove Funding from TIP

- **TIP Amendment**
- **Action:** Reduce FY21 CON funds by \$33,954,000  
\$13,850,000 FTA Section 5307 / \$13,314,000 FTA Section 5337 /  
\$6,790,000 State 1516
- **Reason:** Funds associated with other Urbanized Areas (UZA) in PA inadvertently programmed in DVRPC TIP  
Keystone Corridor funds provided by FTA will continue to be directed to Coatesville Train Station
- **Background:**
  - *Total cost estimate = \$64,949,000*
  - *\$21,237,000 already placed into a grant*

# Coatesville Train Station Funding – FY21 CON on FY2021 PA TIP

**Reduce funds on DVRPC TIP by:  
\$33,954,000**

**\$13,850,000 FTA Section 5307  
\$13,314,000 FTA Section 5337  
\$6,790,000 State 1516**

**Harrisburg Area Transportation Study TIP  
\$12,671,000**

**\$3,884,000 FTA Section 5307  
\$6,253,000 FTA Section 5337  
\$2,534,000 State 1516**

**Lancaster MPO TIP  
\$20,884,000**

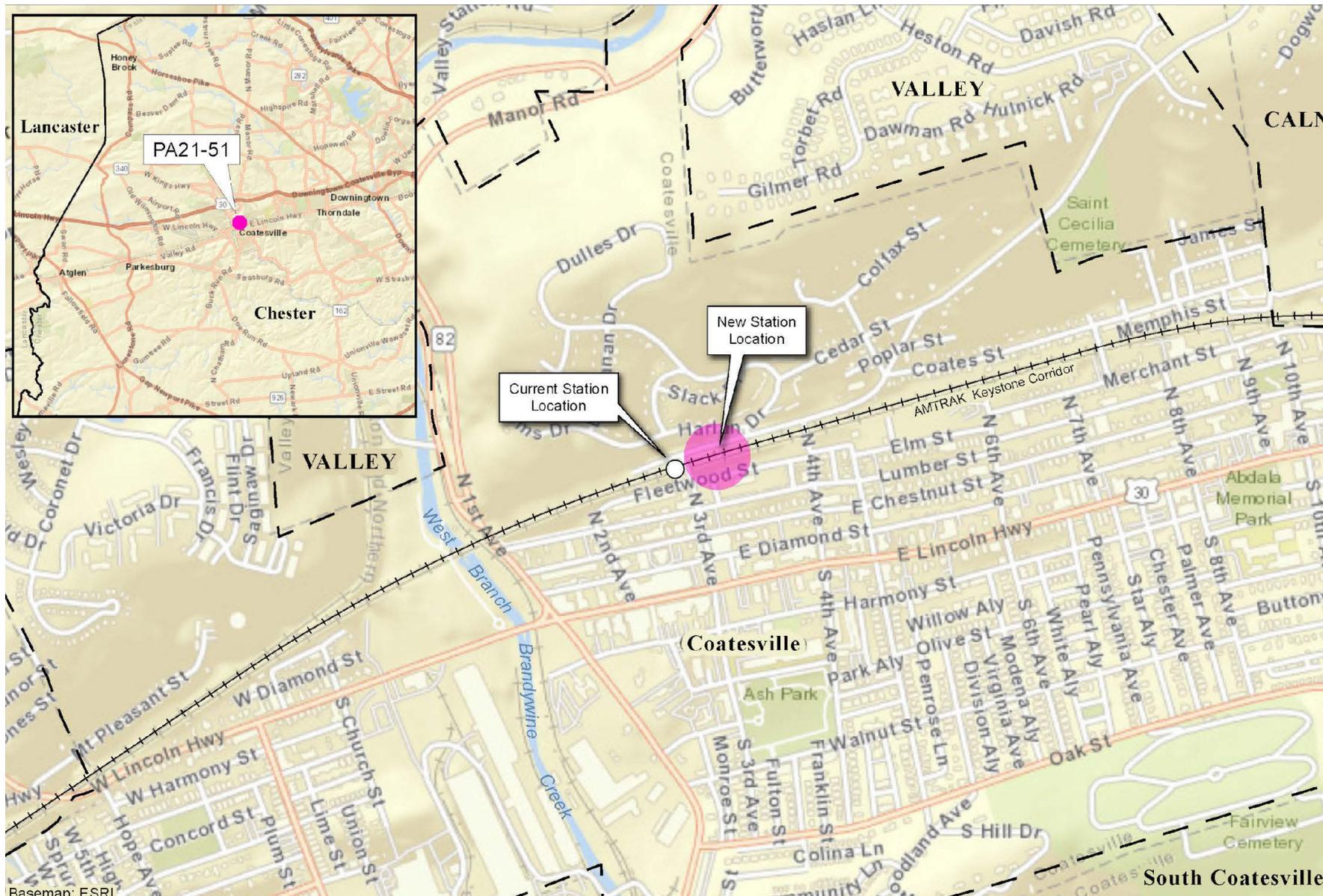
**\$7,452,000 FTA Section 5307  
\$9,255,000 FTA Section 5337  
\$4,177,000 State 1516**

**\$21,237,000  
already in grant**

**DVRPC TIP  
\$9,759,000**

**\$4,172,000 FTA Section 5337  
\$3,635,000 FTA Section 5307  
\$1,952,000 State 1516**

Funds will continue to be directed to the Coatesville Train Station project



- Project includes:**
- New ADA accessible train station,
  - 100-150 parking spaces,
  - Pedestrian underpass,
  - Level-boarding platforms,
  - Freight bypass track.

# TIP ACTION | Proposed - PA

## Request RTC Recommendation of TIP Amendment

- **Coatesville Train Station**

Reduce FY21 CON funds by \$33,954,000

\$13,850,000 FTA Section 5307

\$13,314,000 FTA Section 5337

\$6,790,000 State 1516

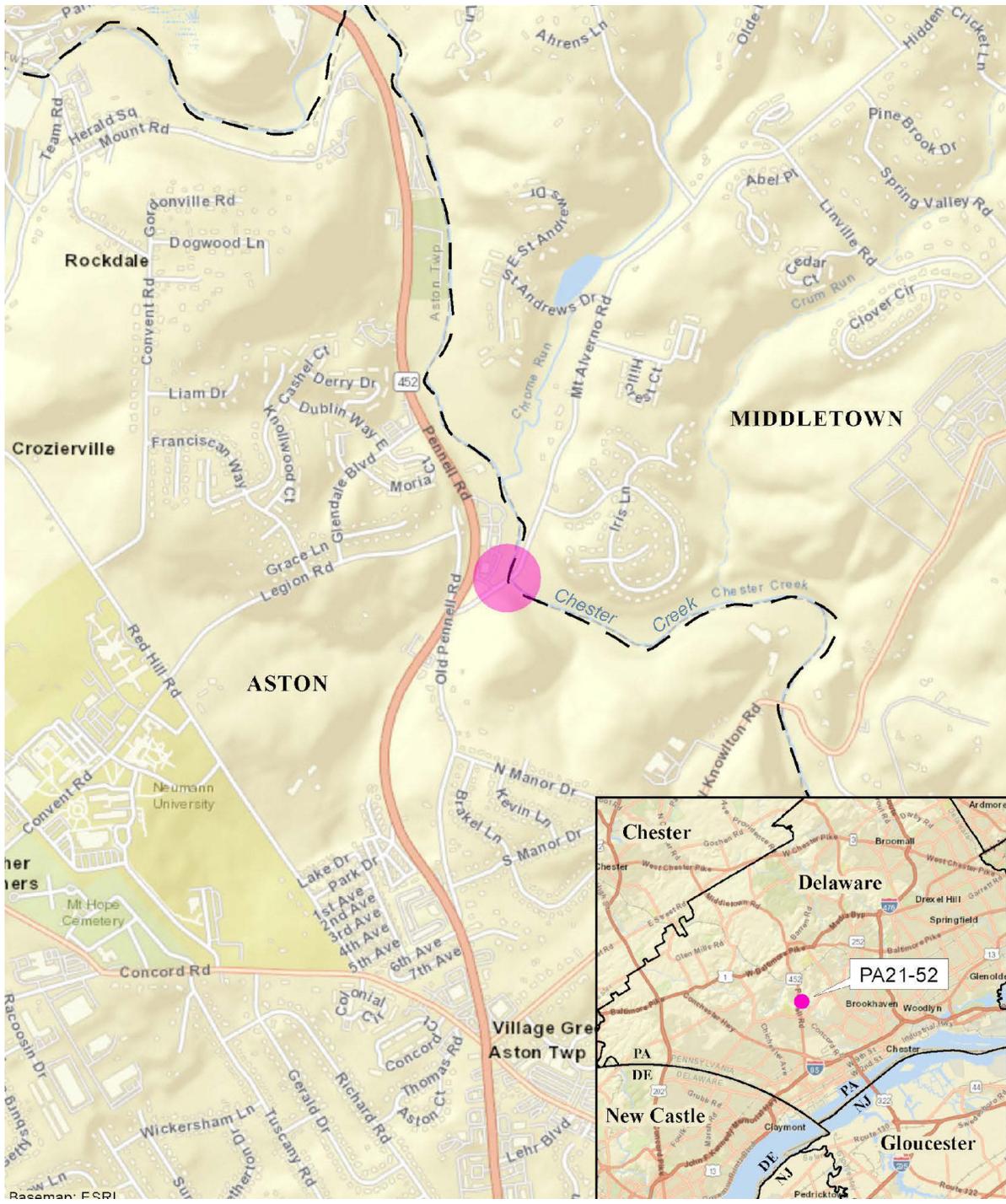
- \$12,671,000 to Harrisburg Area Transportation Study TIP
- \$20,884,000 to Lancaster MPO TIP



# Mount Alverno Road Bridge Over Chester Creek (CB #9)

Delaware County | Add CON Phase Back into TIP

- **TIP Amendment**
- **Action:** Add CON phase back into TIP for \$4,500,000  
(FY21: \$363,000 BOF / \$938,000 STU / \$244,000 State 183 / \$82,000 Local;  
FY22: \$2,299,000 BOF / \$431,000 State 183 / \$143,000 Local)
- **Reason:** Programmed for CON in previous FY2019 TIP;  
Expected to be obligated/encumbered during FY2021 TIP Update;  
Delays encountered during constructability reviews.
- **Background:**
  - *Total estimated cost = \$5,104,000 for the pre-CON and CON phases*



## Bridge replacement

- Hydraulic improvements
- Approaches reconstructed to provide wider shoulders
- Fill guiderail gaps

## TIP ACTION | Proposed - PA

# Request RTC Recommendation of TIP Amendment

- **Mount Alverno Road Bridge Over Chester Creek (CB #9)**

Add CON phase back into TIP for \$4,500,000

FY21: \$363,000 BOF / \$938,000 STU / \$244,000 State 183 / \$82,000 Local

FY22: \$2,299,000 BOF / \$431,000 State 183 / \$143,000 Local



# Barbadoes Street Connector Road

Montgomery County | Low Bid Cost Savings

- **TIP Amendment**
- **Action:** Reduce CON phase by \$5,198,000  
(FY22: \$1,000,000 NHPP / \$3,221,000 STU / Toll Credit  
FY23: \$932,000 STU / Toll Credit, FY24: \$45,000 STU / Toll Credit)
- **Reason:** Low bid cost savings
- **Background:**
  - *Project is breakout from US 202, Markley Street Improvements (Section 510)*



- Extension of Barbadoes Street between Lafayette & Washington Streets
- Eastern connection to Water Street
- Addresses truck turning conflicts at intersection of Water & Main Streets
- Sidewalk on east side to provide access between Schuylkill River Trail and Lafayette Street sidewalk
- New sidewalk connections to adjacent parking lot

## TIP ACTION | Proposed - PA

# Request RTC Recommendation of TIP Amendment

- **Barbadoes Street Connector Road**

Reduce CON phase by \$5,198,000

FY22: \$1,000,000 NHPP / \$3,221,000 STU / Toll Credit

FY23: \$932,000 STU / Toll Credit

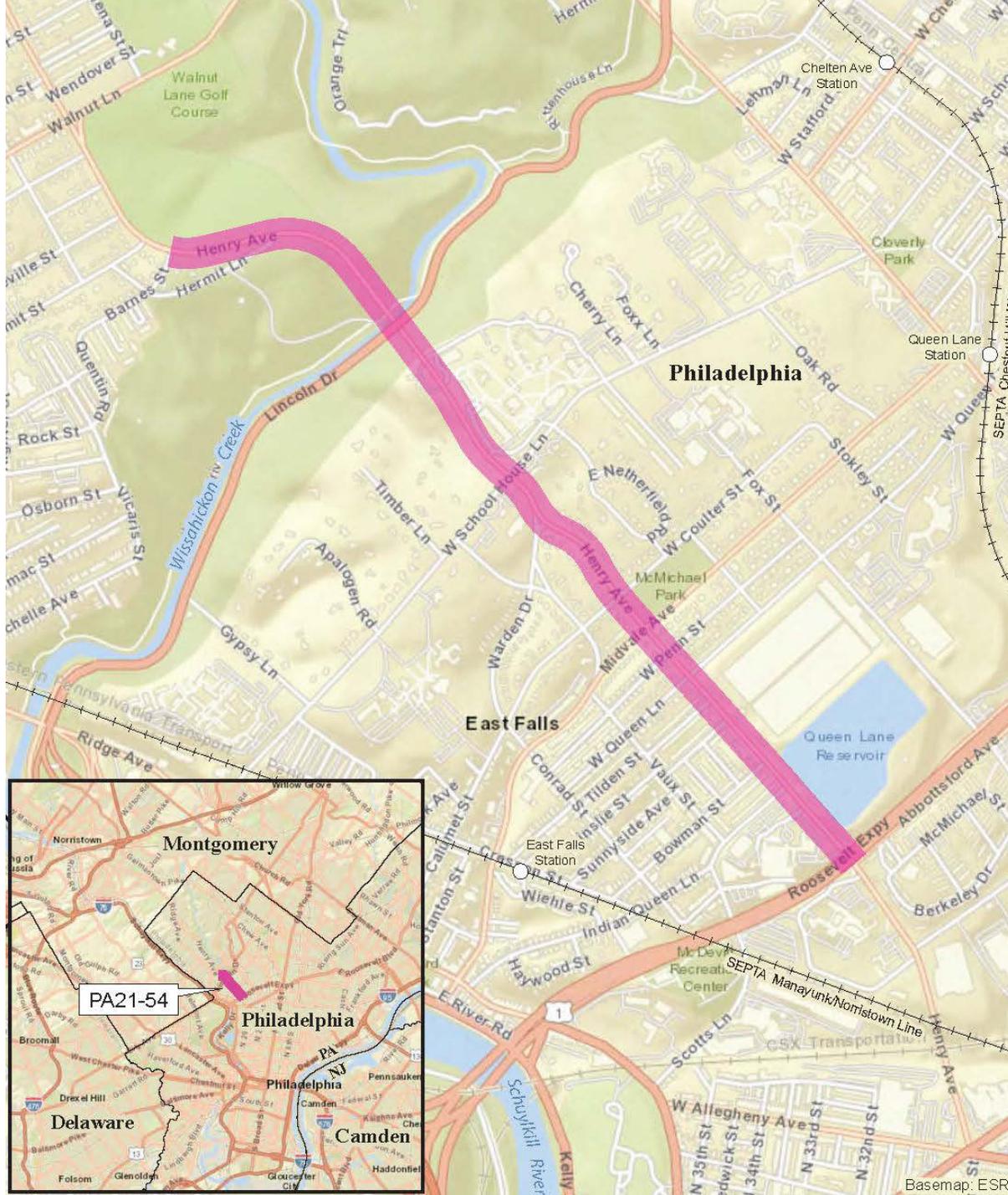
FY24: \$45,000 STU / Toll Credit



# Henry Ave Corridor Safety Improvements, Phase 2

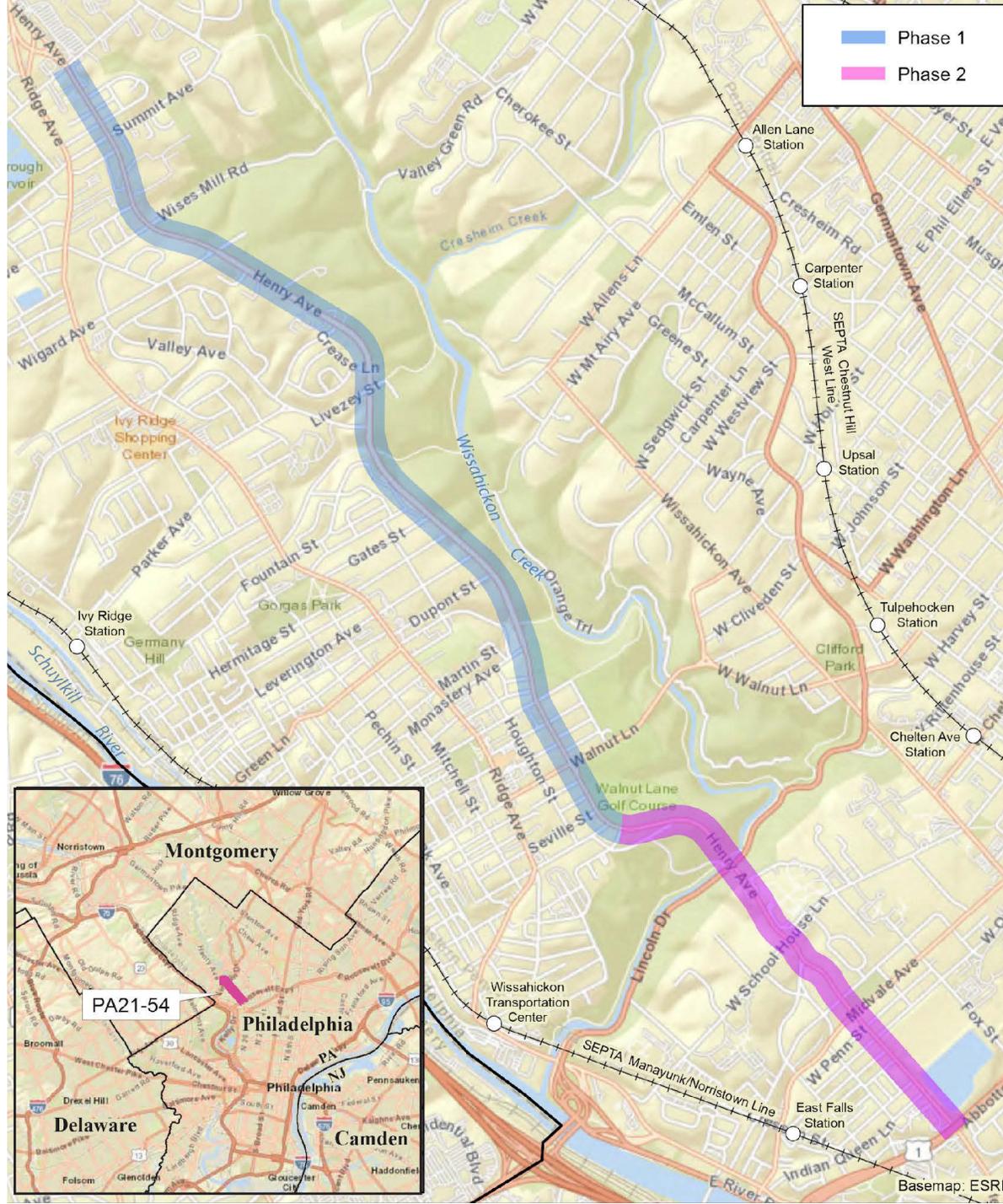
City of Philadelphia | Cost Increase

- **TIP Amendment**
- **Action:** Increase CON phase by \$8,801,000  
(FY21: \$2,000,000 NHPP / \$3,801,000 STU / Toll Credit;  
FY22: \$3,000,000 STU / Toll Credit)
- Increase work limits to Barnes Street
- **Reason:** Additional funding to address community concerns, increased work limits
- **Background:**
  - *CON phase increasing from \$5,999,000 to \$14,800,000*



## Additional work includes:

- Left turn lanes,
- Raised intersection,
- Bumpouts & medians,
- Sidewalk & ADA ramps,
- Shared-use bicycle and pedestrian path,
- Pavement markings,
- Electronic speed feedback signs,
- Philadelphia Water Department drainage & water relocation,
- Interconnected traffic signals, and
- Upgraded traffic signals.



**Additional work includes:**

- Left turn lanes,
- Raised intersection,
- Bumpouts & medians,
- Sidewalk & ADA ramps,
- Shared-use bicycle and pedestrian path,
- Pavement markings,
- Electronic speed feedback signs,
- Philadelphia Water Department drainage & water relocation,
- Interconnected traffic signals, and
- Upgraded traffic signals.

## TIP ACTION | Proposed - PA

# Request RTC Recommendation of TIP Amendment

- **Henry Ave Corridor Safety Improvements, Phase 2**  
Increase CON phase by \$8,801,000  
FY21: \$2,000,000 NHPP / \$3,801,000 STU / Toll Credit;  
FY22: \$3,000,000 STU / Toll Credit  
Increase work limits to Barnes Street





THANK YOU!



PHOTO CREDIT: PENNSYLVANIA DEPARTMENT OF TRANSPORTATION



# A River Reconnected

The Challenges and Opportunities  
of Public Access to the  
Tidal Delaware River

July 2021



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This project was financed, in part, through a Federal Coastal Zone Management Grant, administered by the Pennsylvania Department of Environmental Protection (DEP).

The funding for this grant was provided by the National Oceanic and Atmospheric Administration (NOAA), U.S. Department of Commerce. The views expressed herein are those of the author(s) and do not necessarily reflect those of the U.S. Department of Commerce, NOAA, DEP, or any of their subagencies.

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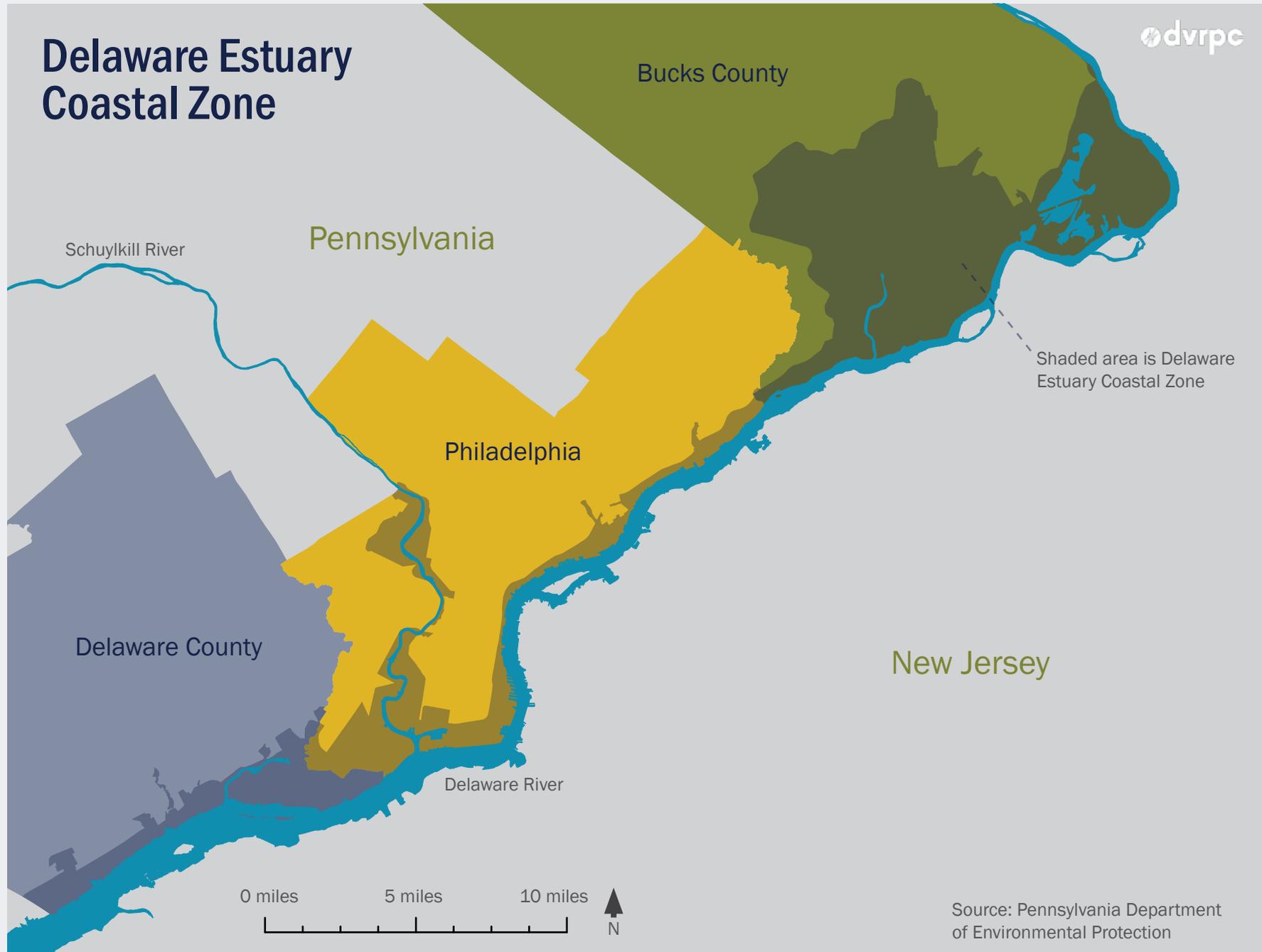
THE NATURE OF ACCESS  
RIVERFRONTS IN TRANSITION  
BARRIERS AND BENEFITS  
RECOMMENDATIONS

# The Nature of Access



Ben Franklin Bridge, Philadelphia

# Delaware Estuary Coastal Zone



Shaded area is Delaware Estuary Coastal Zone

Source: Pennsylvania Department of Environmental Protection

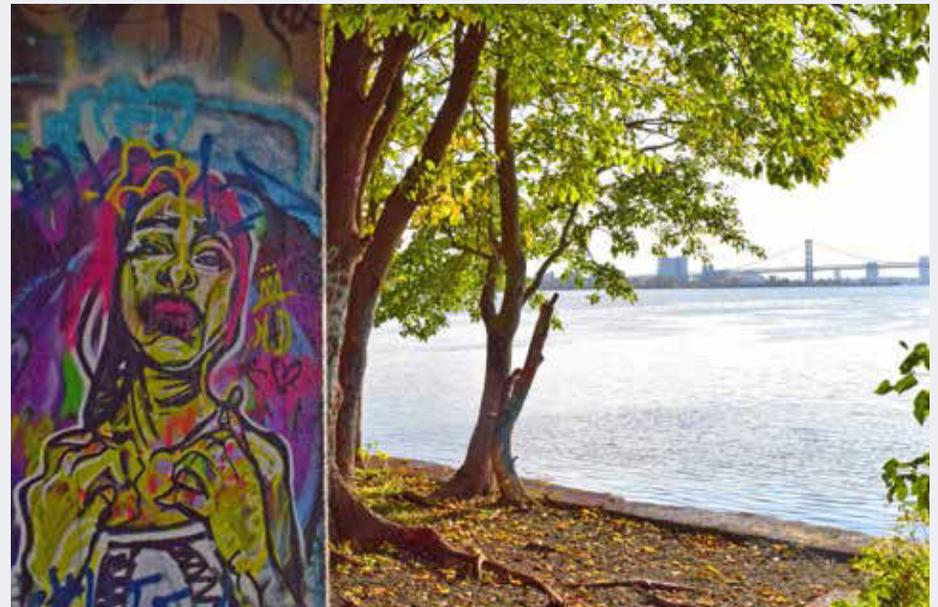
# Defining Public Access

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- Areas that have been intentionally designed for the general public to freely and directly approach the riverbank
- Formal vs Informal



Delaware River Access Area, Bensalem



Graffiti Pier, Philadelphia

# History of the Waterfront

- Leni Lenape people
- Colonization



Morton House, Prospect Park



Wood Street Steps, Philadelphia



Statue of Governor Printz, Tinicum

# History of the Waterfront

- Development and industrialization
- Public access, mixed use, and reconnection



Shipping Traffic, Chester



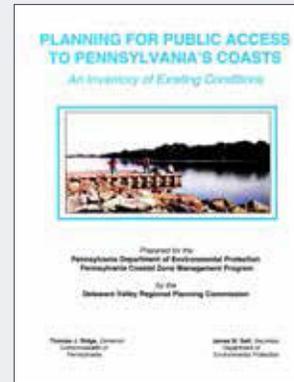
Industrial Infrastructure, Philadelphia



Schuylkill River Trail, Philadelphia

# 20 Years of DVRPC Planning

- Past DVRPC reports were completed in 1997 and 2012
- Common themes include a desire to increase access and recognition that improving access is a slow and laborious process

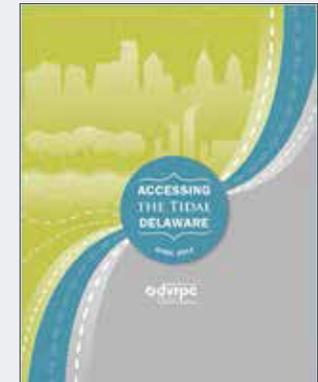


Planning for Public Access to Pennsylvania's Coasts: An Inventory of Existing Conditions

Year: 1997

Accessing the Tidal Delaware

Year: 2012



A River Reconnected: The Challenges and Opportunities of Public Access to the Tidal Delaware River

Year: 2021

# Riverfronts in Transition



Chester Waterfront Trail, Chester

# Delaware County

- Well established community parks surrounded by a mix of industrial, transportation, and residential land uses



Market Square Memorial Park, Marcus Hook

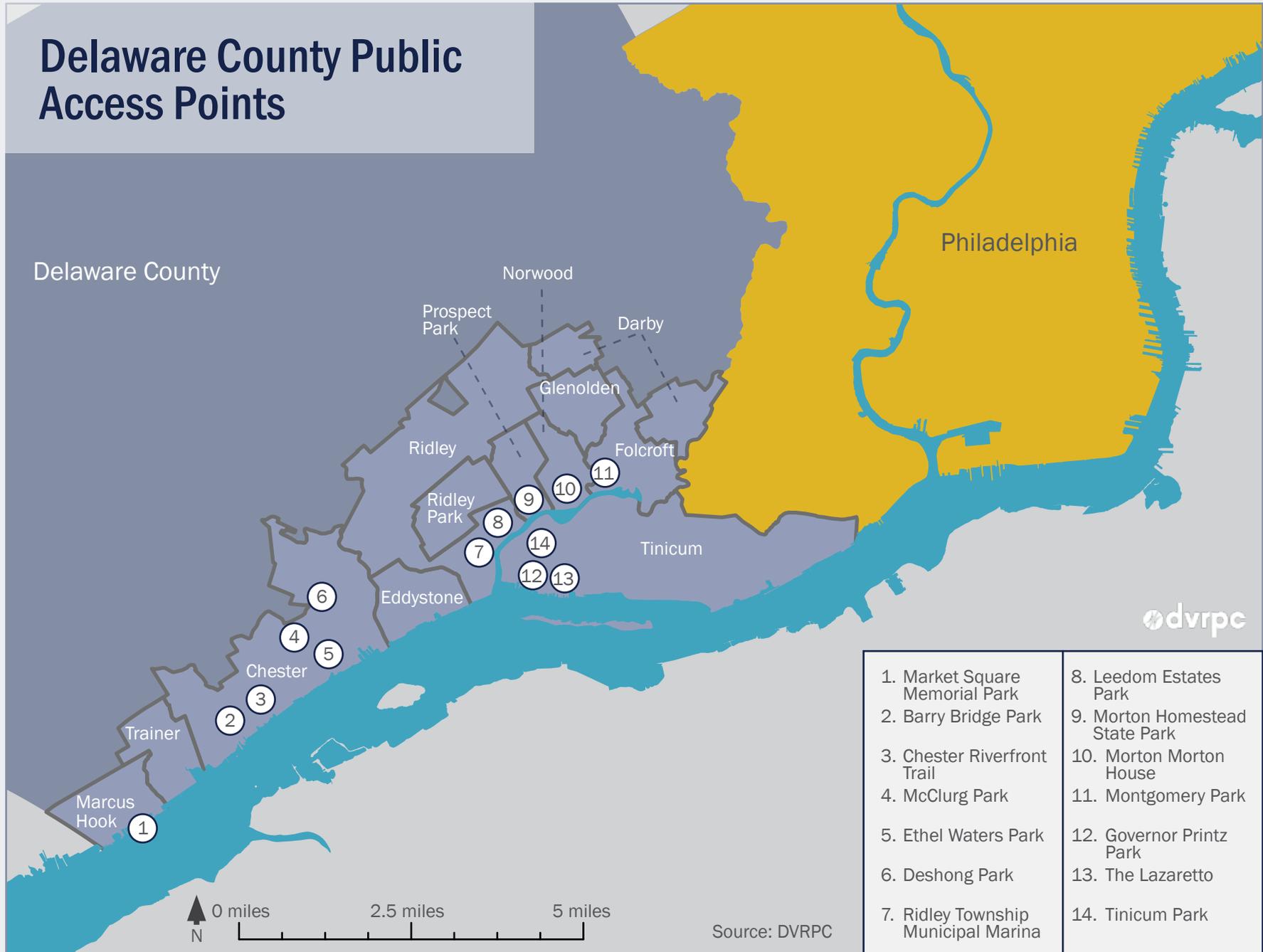


Barry Bridge Park, Chester



Morton Morton House access dock, Norwood

# Delaware County Public Access Points

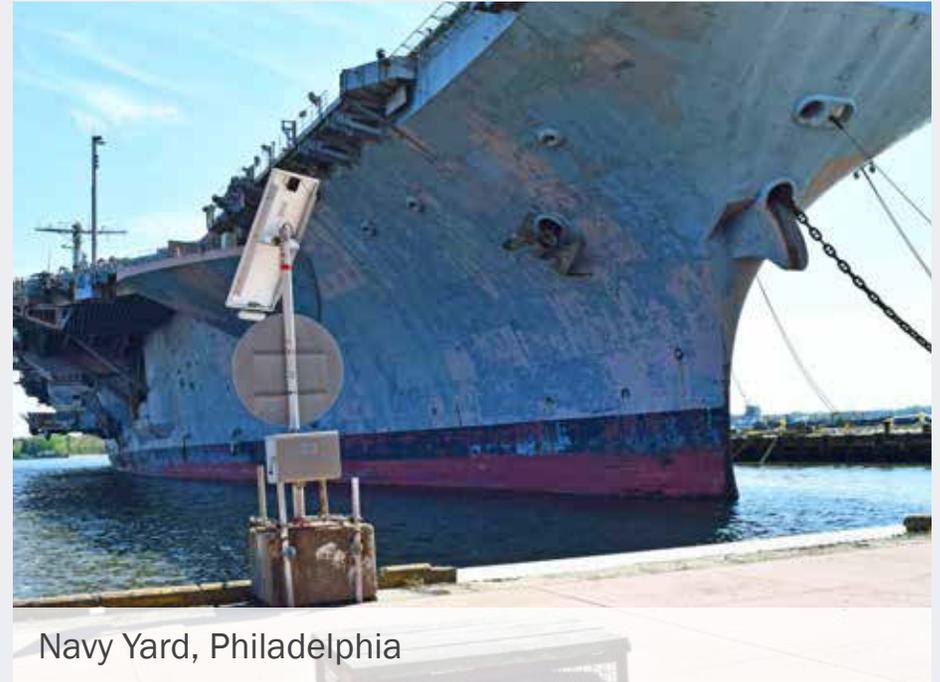


1. Market Square Memorial Park	8. Leedom Estates Park
2. Barry Bridge Park	9. Morton Homestead State Park
3. Chester Riverfront Trail	10. Morton Morton House
4. McClurg Park	11. Montgomery Park
5. Ethel Waters Park	12. Governor Printz Park
6. Deshong Park	13. The Lazaretto
7. Ridley Township Municipal Marina	14. Tinicum Park

# Philadelphia

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- Rapidly evolving waterfront with extensive focus on public access and connections to the water throughout the city



Navy Yard, Philadelphia

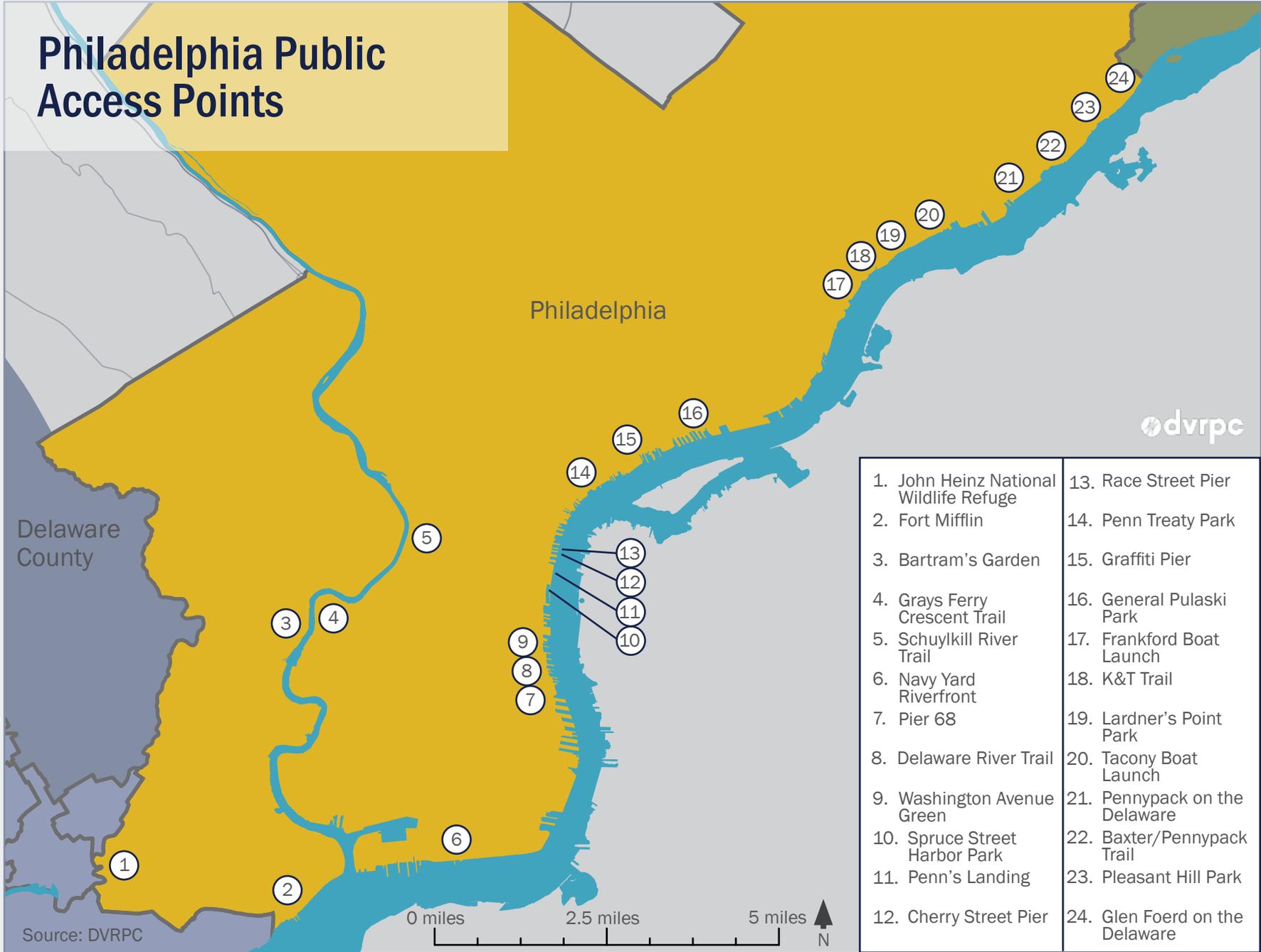


Washington Avenue Green, Philadelphia



Industrial Infrastructure, Philadelphia

# Philadelphia Public Access Points



# Bucks County

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- Public access is focused around historic mansions and waterfront communities



Riverfront levee, Morrisville

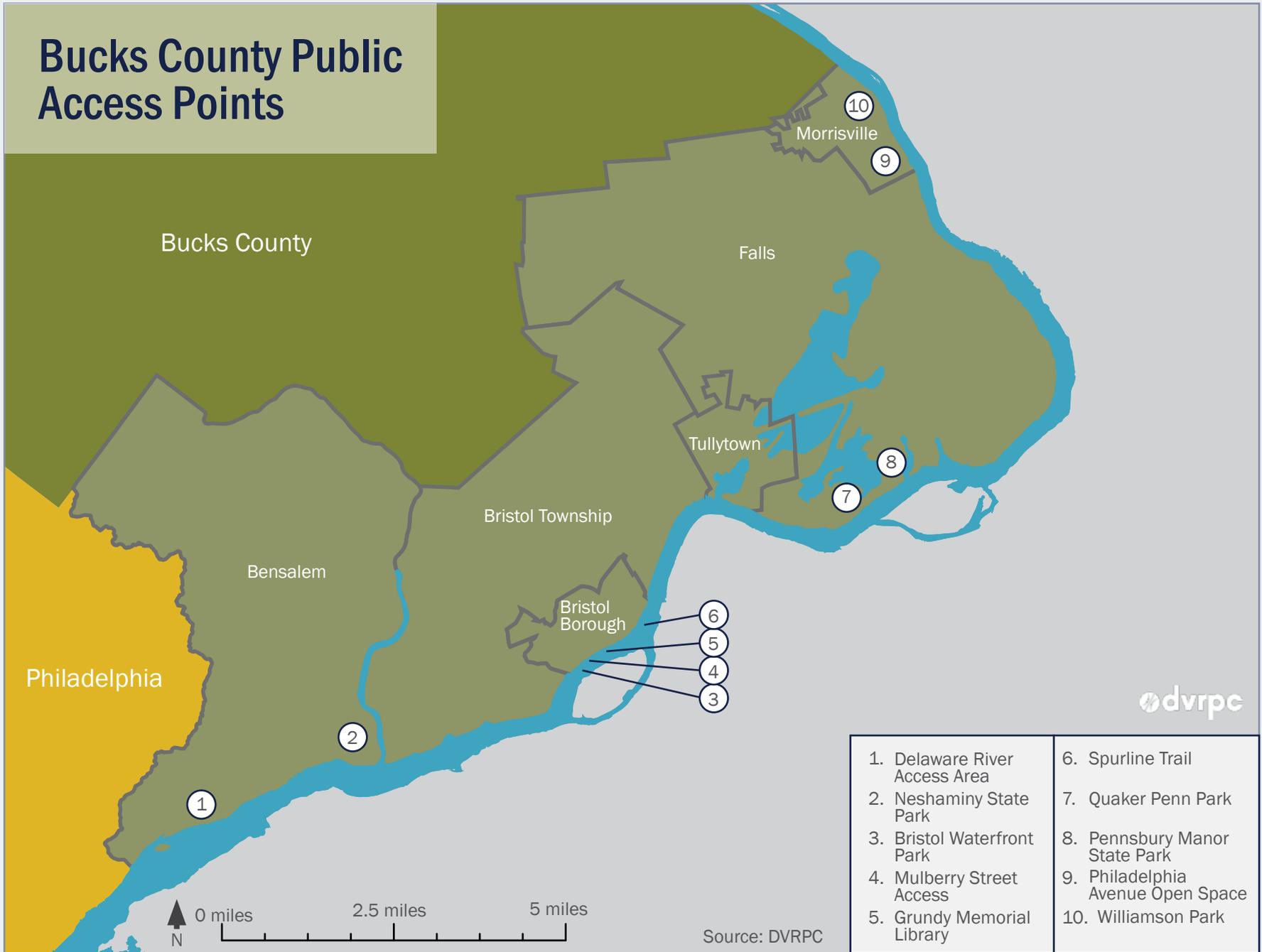


Neshaminy State Park, Bensalem



Bristol Waterfront Park, Bristol

# Bucks County Public Access Points



# Barriers and Benefits



# Barriers

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- Perception
- Experiences of exclusivity
- Pollution
- Ship traffic
- Traveling to public access
- Climate change
- Existing land uses



Center City waterfront, Philadelphia



Norris Street, Chester

# Barriers:

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## Perception

- The water is often viewed as dirty, dangerous, or unwelcoming
- And there are many non-Delaware River waterfront access options



Abandoned waterfront steps, Philadelphia

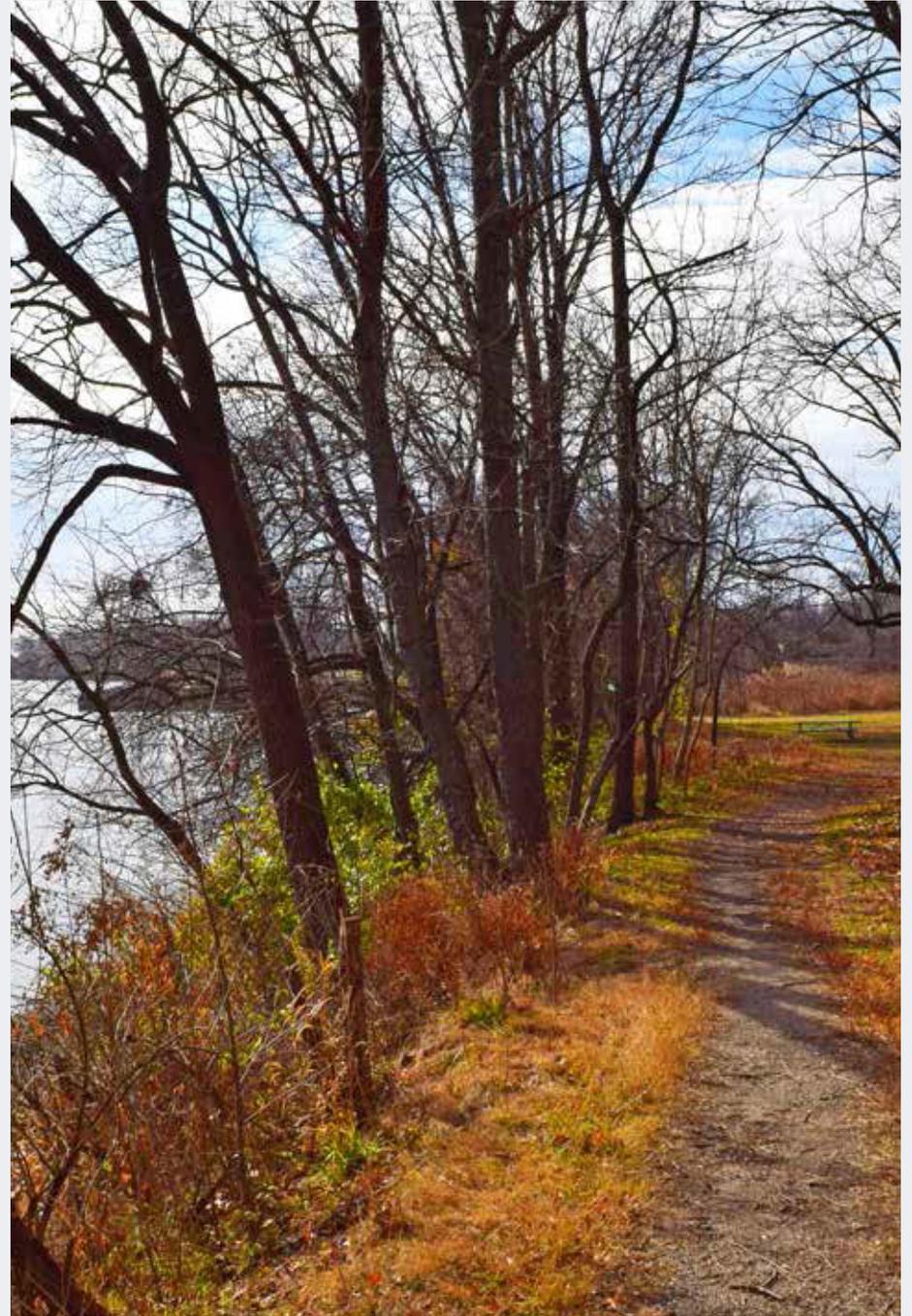


Delaware River waterfront, Marcus Hook

# Barriers:

## Experiences of Exclusivity

- Local communities may feel excluded or not welcomed if public access areas are designed, communicated, implemented, and managed in ways that do not recognize the existing community interests



Bartram's Garden, Philadelphia

# Barriers: Pollution

- Sources of pollution exist throughout the entire Delaware River watershed
- Although extensive progress has been made, only certain areas of the tidal region are safe to swim in



Source: DRBC

# Barriers: Ship Traffic

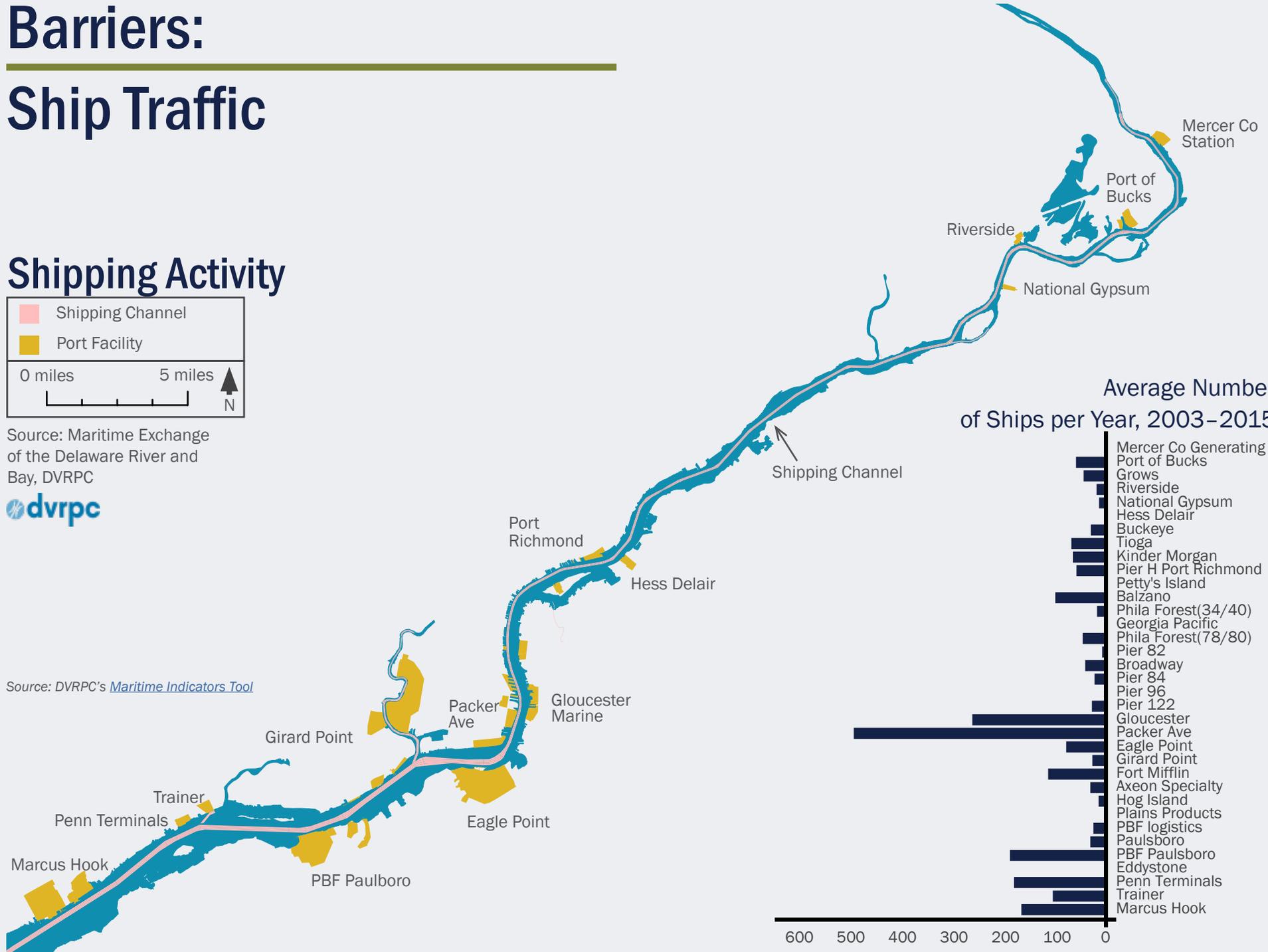
## Shipping Activity



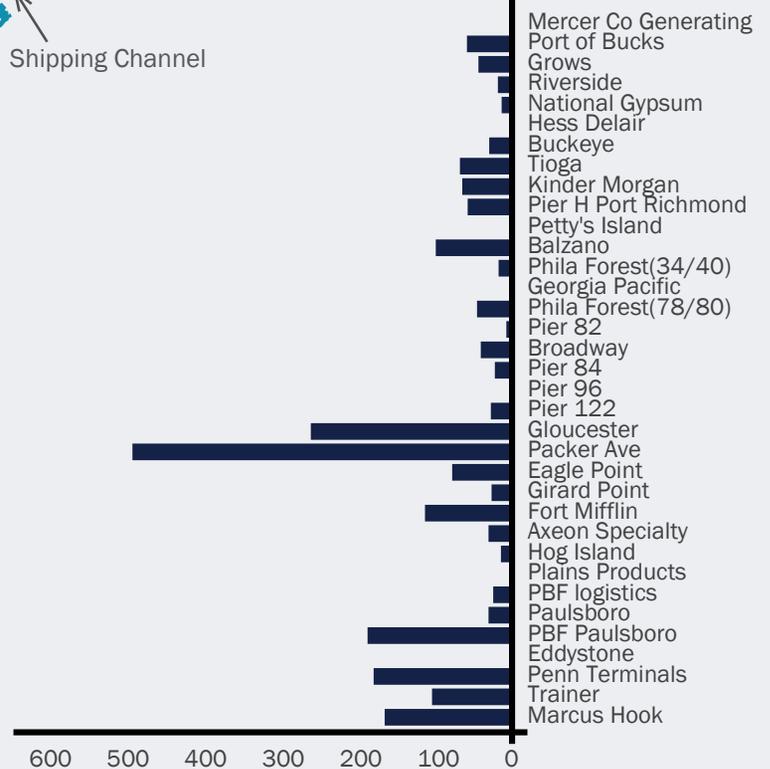
Source: Maritime Exchange of the Delaware River and Bay, DVRPC



Source: DVRPC's [Maritime Indicators Tool](#)



Average Number of Ships per Year, 2003-2015



# Barriers:

## Traveling to Public Access

- Traveling to public access can be difficult and all modes have significant challenges
- Improving the access to the access is often just as important as improving the access itself



Delaware River waterfront, Morrisville



Delaware River Trail near Pier 68, Philadelphia

# Barriers:

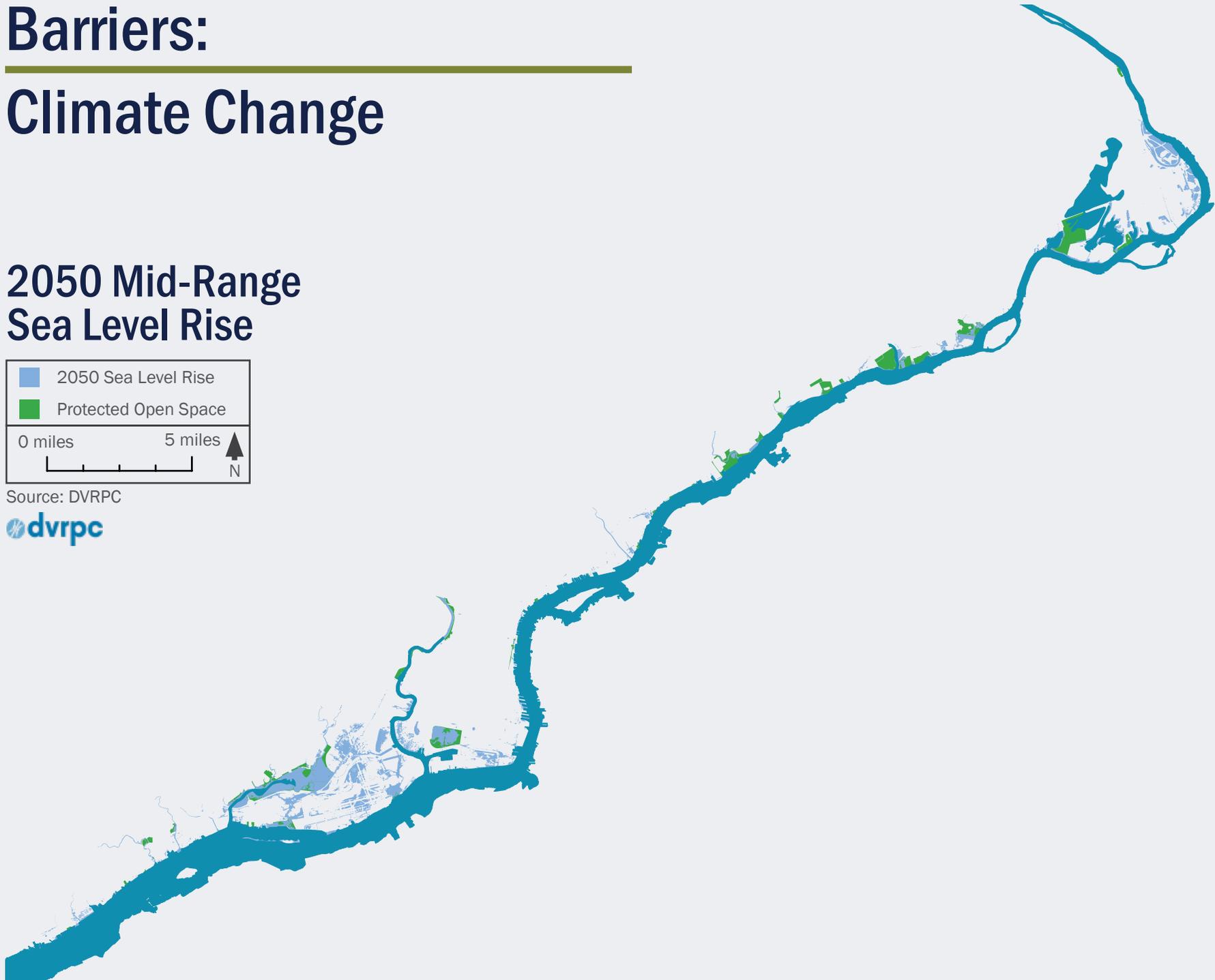
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## Climate Change

### 2050 Mid-Range Sea Level Rise



Source: DVRPC



# Barriers:

## Existing Land Uses

- Many areas along the waterfront are occupied by unwelcoming and intimidating land uses
- Changing land uses requires extensive time, effort, and money



Restricted access area, Philadelphia



Waterfront parking lot, Bristol

# Benefits

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- Supporting healthy communities
- Connecting to the environment
- Enabling economic development
- Access creates more access



Grays Ferry Crescent Trail, Philadelphia



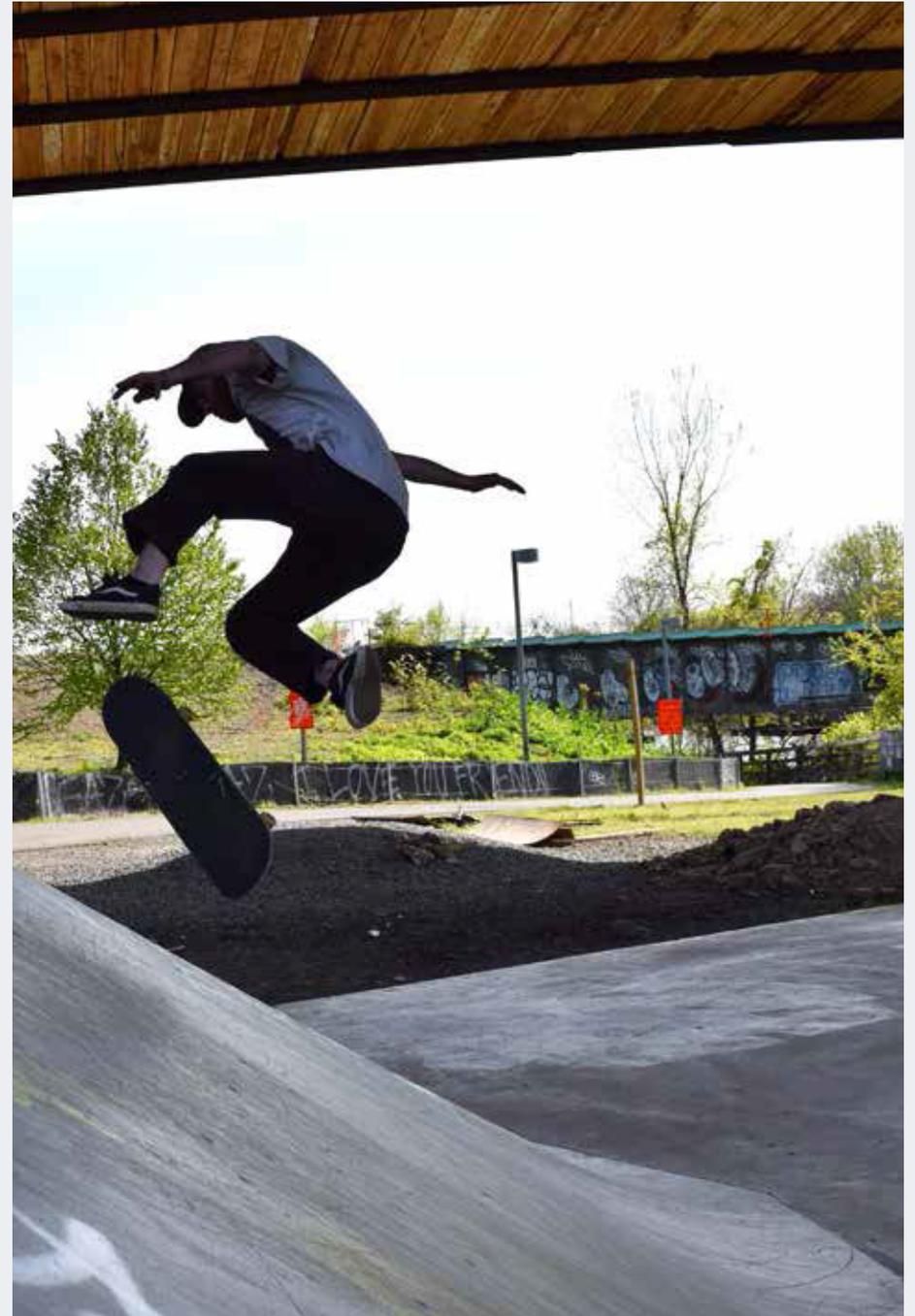
Grundy Memorial Library, Bristol

# Benefits:

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## Supporting healthy communities

- Public access areas help to build community by creating spaces for social encounters
- They also provide for increased opportunities for physical activity



Grays Ferry Crescent Trail, Philadelphia

# Benefits:

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## Connecting to the Environment

- Access to the water improves understanding and appreciation for the natural environment
- Also opportunities for learning, research, and interaction



Neshaminy State Park, Bensalem



Kayaking on the Schuylkill River, Philadelphia

# Benefits:

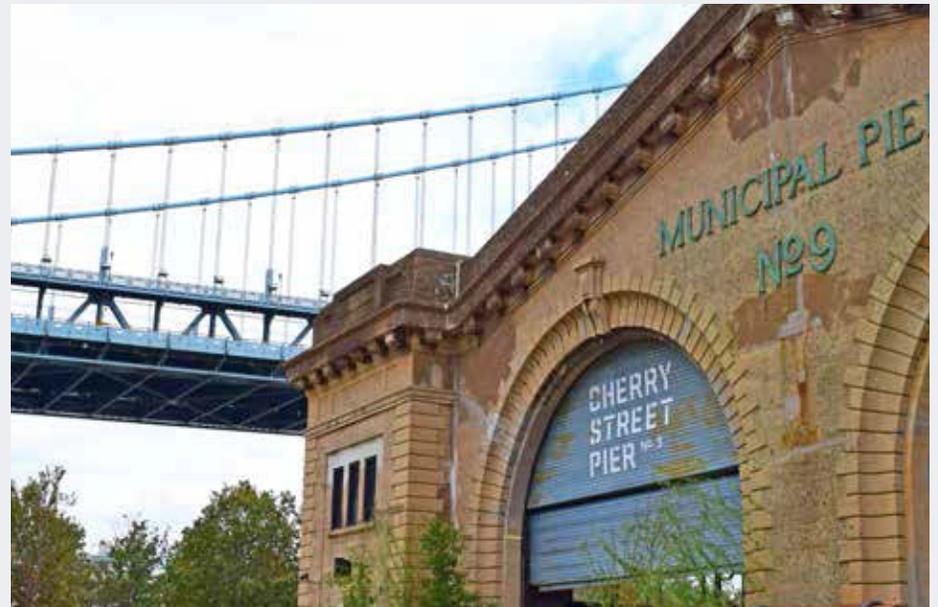
## Enabling Economic Development

- Transitioning from industrial and transportation uses has allowed a mix of activities and development opportunities along the waterfront



Neshaminy State Park, Bensalem

*Image Source: NBBJ, Courtesy of the Riverfront Alliance of Delaware County*



Cherry Street Pier, Philadelphia

# Benefits:

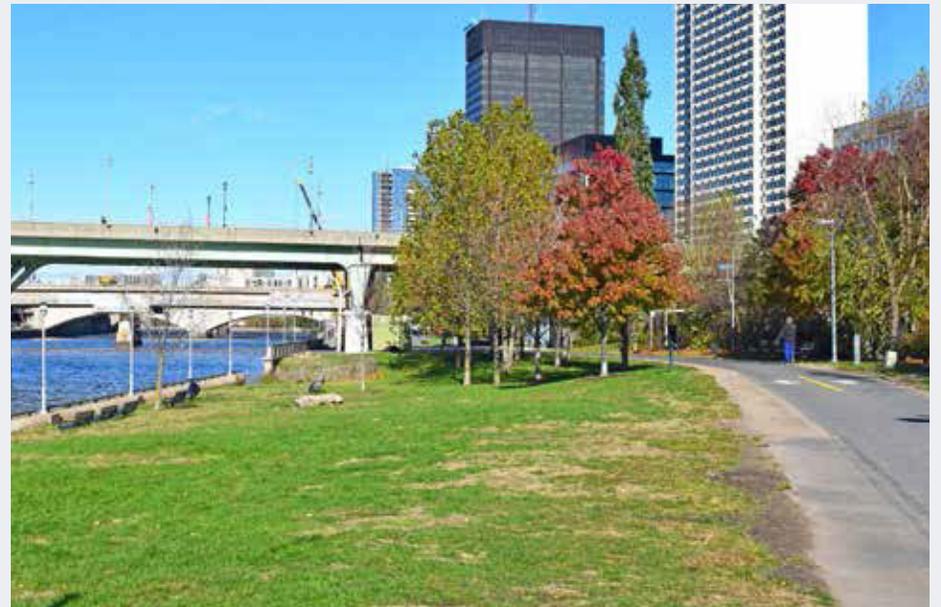
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## Access creates more access

- Oftentimes, the successful creation of public access in one area helps to increase public demand for access in other areas



Graffiti Pier, Philadelphia

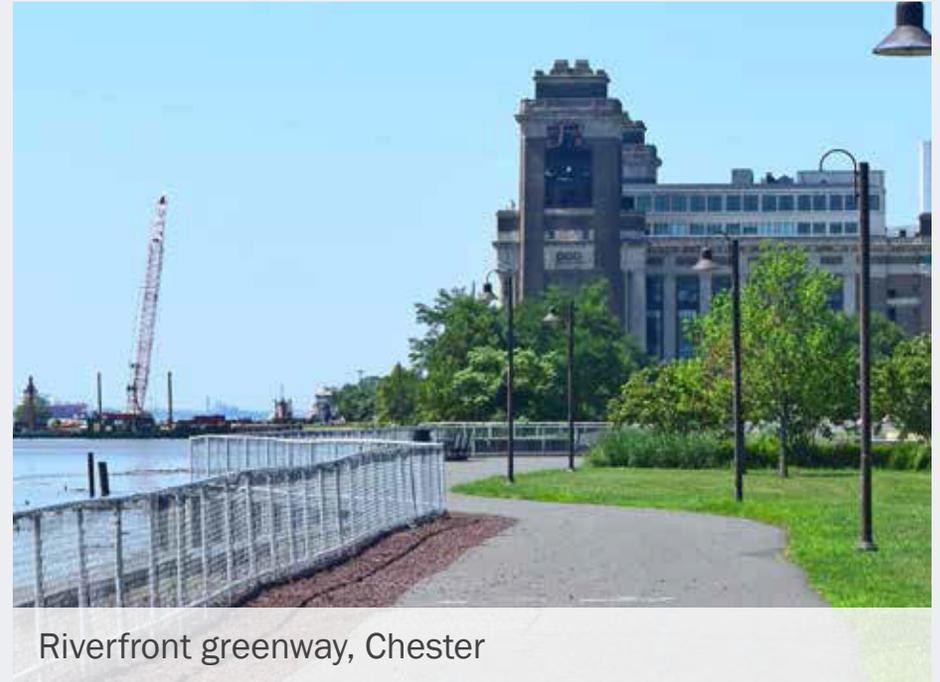


Schuylkill River Trail, Philadelphia

# Recommendations



- Identify a dedicated champion
- Plan and implement from the community perspective
- Do not look at each site in isolation
- Create a reason to go the river
- Install wayfinding signage
- Use regulations to create opportunities
- Design for climate change / sea level rise
- Compile better data on waterfront usage
- Research and implement natural edges

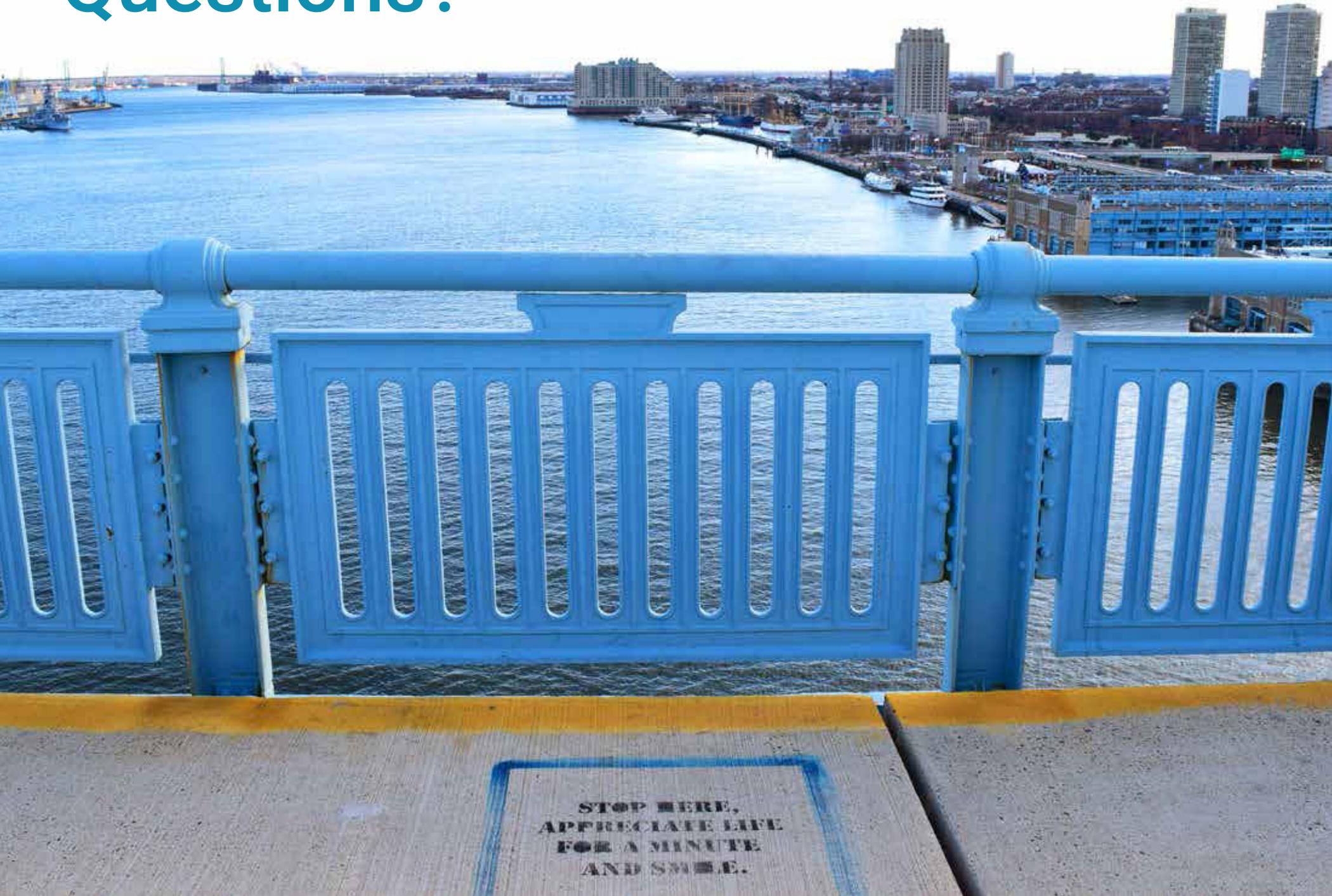


Riverfront greenway, Chester



Lardner's Point, Philadelphia

# Questions?



STOP HERE,  
APPRECIATE LIFE  
FOR A MINUTE  
AND SMILE.

Office of Smart Growth  
Presentation to the Regional Technical Committee  
July 2021

# Devon Station Multimodal Access Study

# Agenda



- Project Background
- Existing Conditions Highlights
- Guiding Principles
- Recommendations
- Implementation Guidance & Next Steps

# SMART GROWTH

WHAT WE DO



REGION-WIDE  
RESEARCH & ANALYSIS



PLACE-BASED  
STUDIES

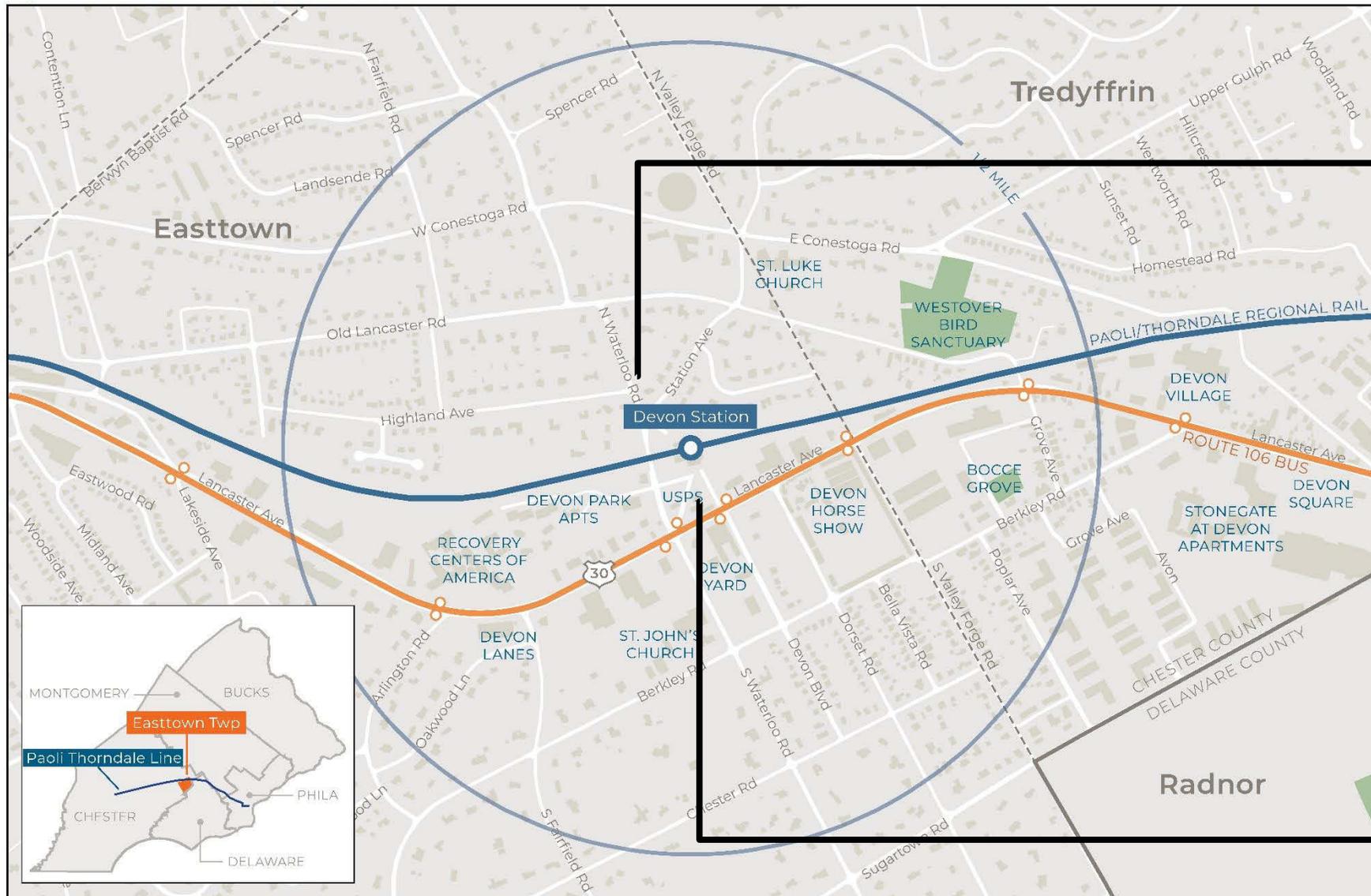


TOOLS & TECHNICAL  
ASSISTANCE

# Project Background & Study Area



# Project Background & Study Area

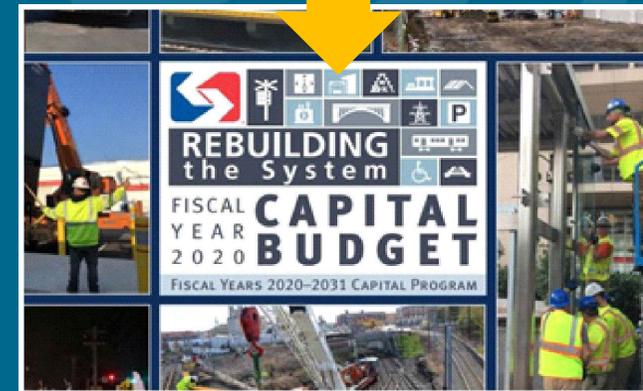
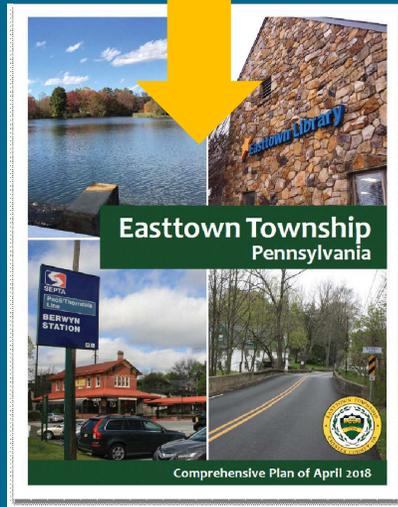




# Station Area Conditions



# Study Background





# Study Goals

- Analyze station area
- Develop concepts for safe walking and biking access to station
- Recommend land use strategies that complement the station



# Station Area Conditions







# Station Area Conditions





# Guiding Principles

- Provide Safe Routes to Transit
- Make Transit, Walking, and Biking the Modes of Choice
- Promote Transit-Supportive Development Patterns
- Enhance Sense of Place

# Recommendations

# Comprehensive Station Area Recommendations



Improve pedestrian safety at key intersections

1 Preserve and enhance existing station building

Study expanding Waterloo Road tunnel

Create bicycle-friendly corridors

Explore placemaking opportunities in strategic locations

Existing Sidewalk    New Sidewalk    Bus Stop Enhancement



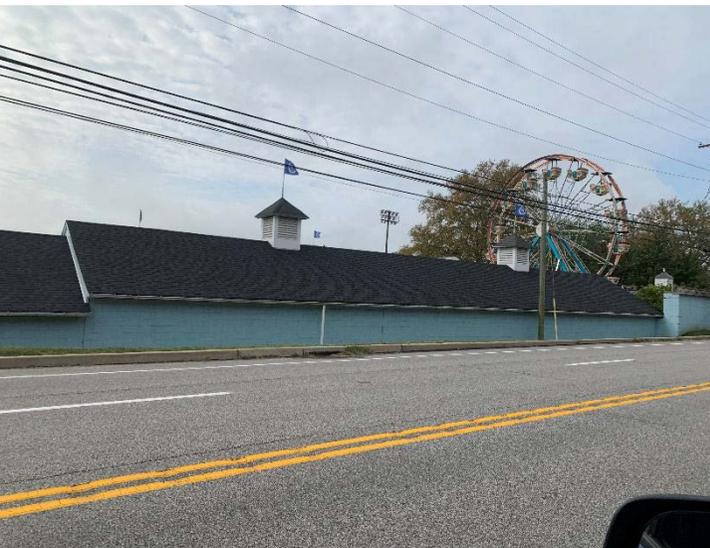
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# Provide Safe Routes to Transit

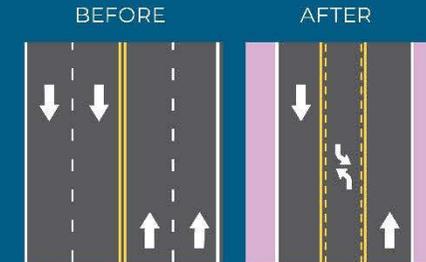


# Provide Safe Routes to Transit



## What is a road diet?

A road diet reconfigures a roadway by removing at least one vehicular travel lane to improve safety and better accommodate other users. A road diet will be evaluated for parts of Lancaster Avenue in Berwyn in order to create a Complete Street.



A road diet typically involves converting an existing four-lane, undivided roadway segment to a three-lane segment consisting of two through lanes and a center, two-way left-turn lane. Depending on the context, the space gained can be used for bicycle lanes, expanded sidewalks, or some other purpose.

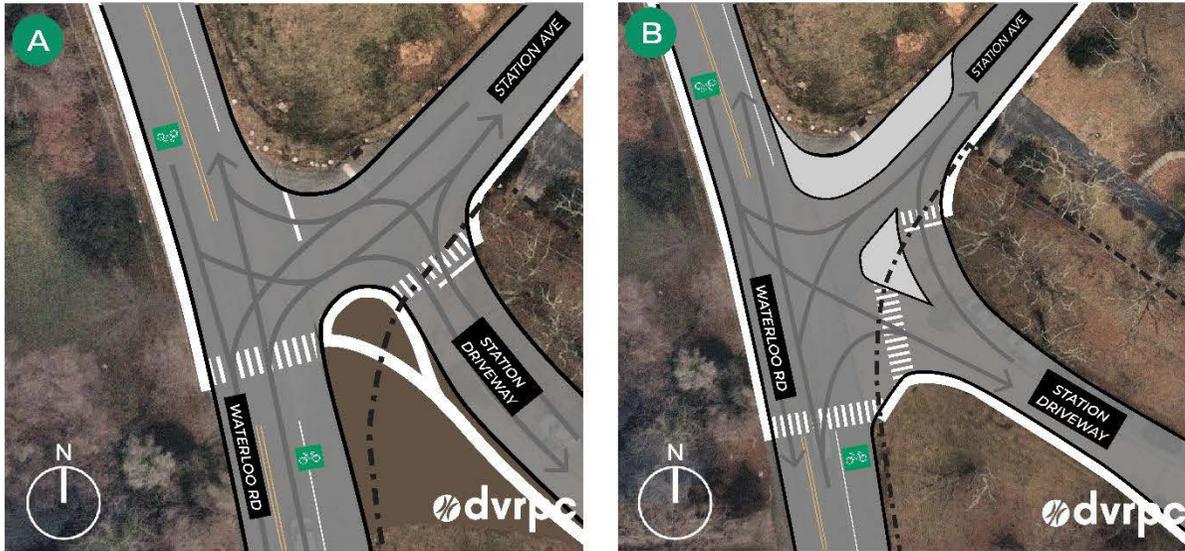


Road Diet in Atlanta, Georgia

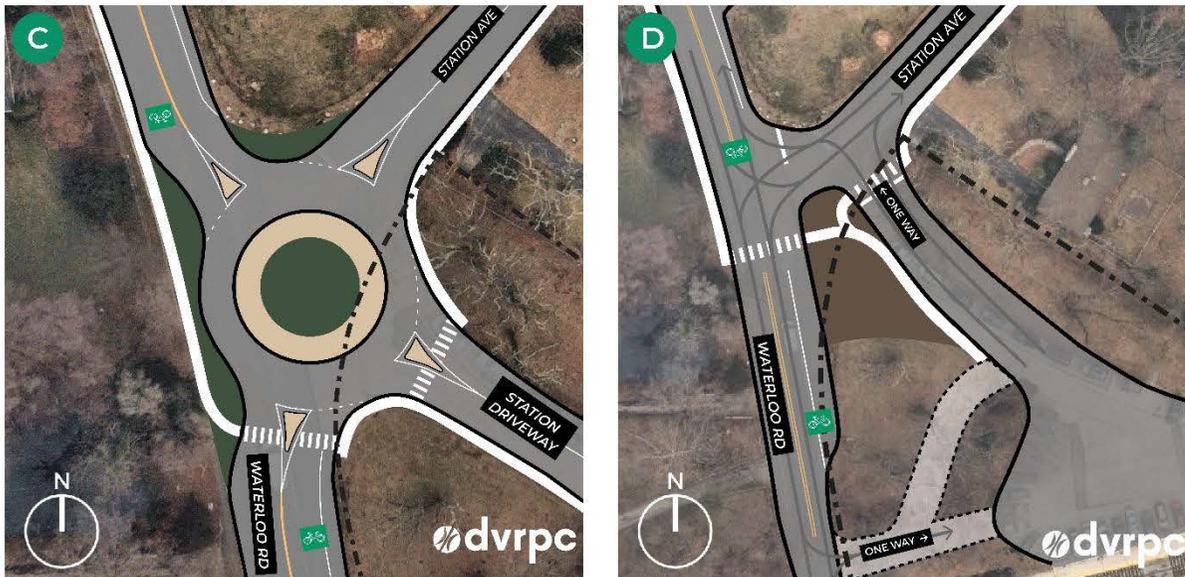
Image Source: Josh Mello, PBIC

# Provide Safe Routes to Transit

Figure 25: N. Waterloo Road Intersection Reconfiguration Concepts



See p. 66 for description of conceptual improvements shown.



--- Approximate SEPTA Property Boundary

Imagery Source: Nearmap, 2020

-  New sidewalks
-  New crosswalk
-  Bicycle pavement markings

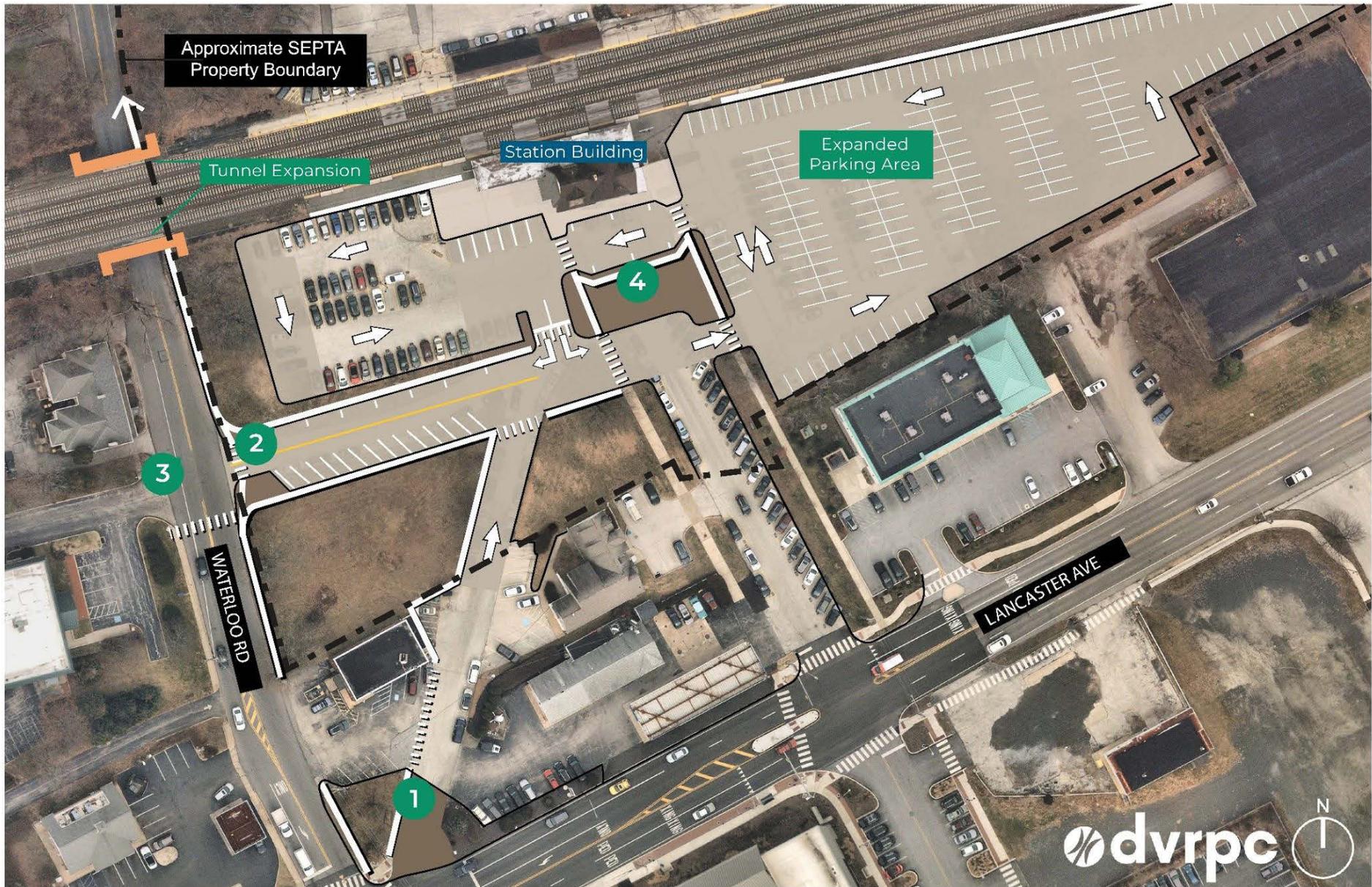
## Intersection and driveway reconfiguration

-  Extension
-  Right-Out
-  Roundabout
-  Separation

# Make Transit, Walking, and Biking the Modes of Choice



# Make Transit, Walking, and Biking the Modes of Choice



See p. 62 for description of conceptual improvements shown.

Imagery Source: Nearmap, 2020

# Make Transit, Walking, and Biking the Modes of Choice

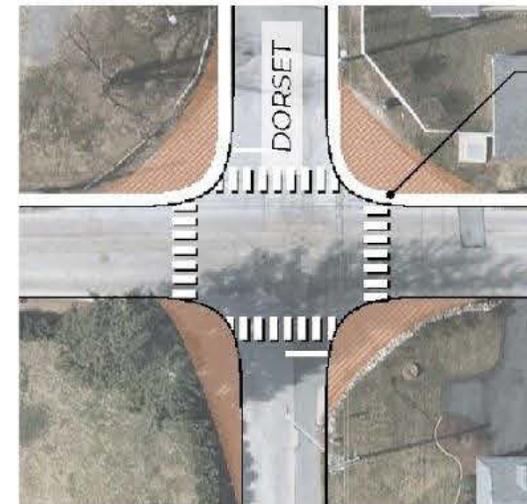


## Existing



This diagram illustrates how these intersections may be reconfigured to make them safer and more comfortable for pedestrians.

## Potential Improvements



New **sidewalks** and **curb ramps**

High-visibility **crosswalks**

**Reduced curb radii** to shorten crossing distances and slow turning vehicles

# Promote Transit-Supportive Development Patterns

## Landscapes3 Suburban Center Example Scenario

*New mixed-use development is more intense than current development*

*New buildings have a design and scale that do not overwhelm the current community character*

*Streets are designed for all users—vehicles, pedestrians, buses, and bicyclists*



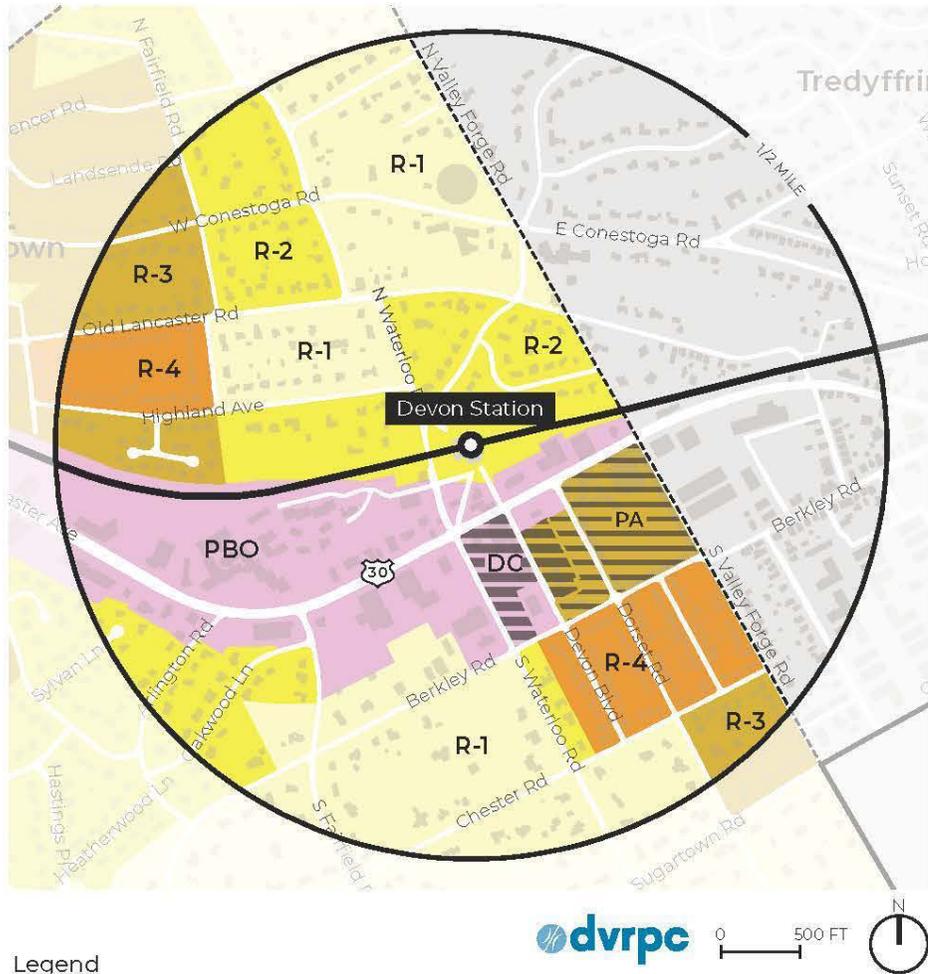
*In this scenario, parking lots in a shopping center have been redeveloped with mixed-use buildings and a walkable streetscape. New development in Suburban Centers should incorporate effective vehicular, pedestrian, transit, and bicycle access.*

*Image Source: CCPC*



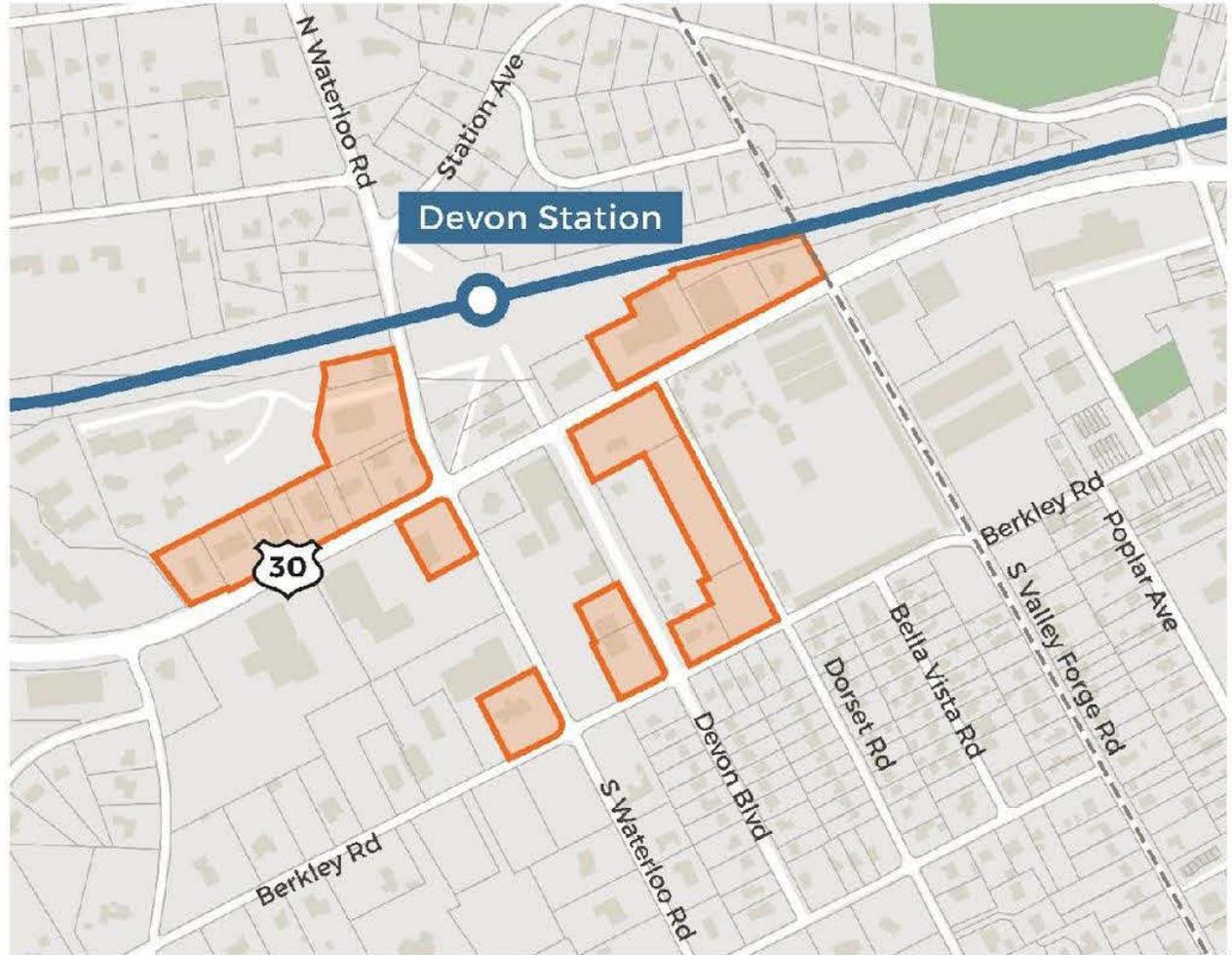
# Promote Transit-Supportive Development Patterns

Figure 15: Devon Station Area Existing Zoning



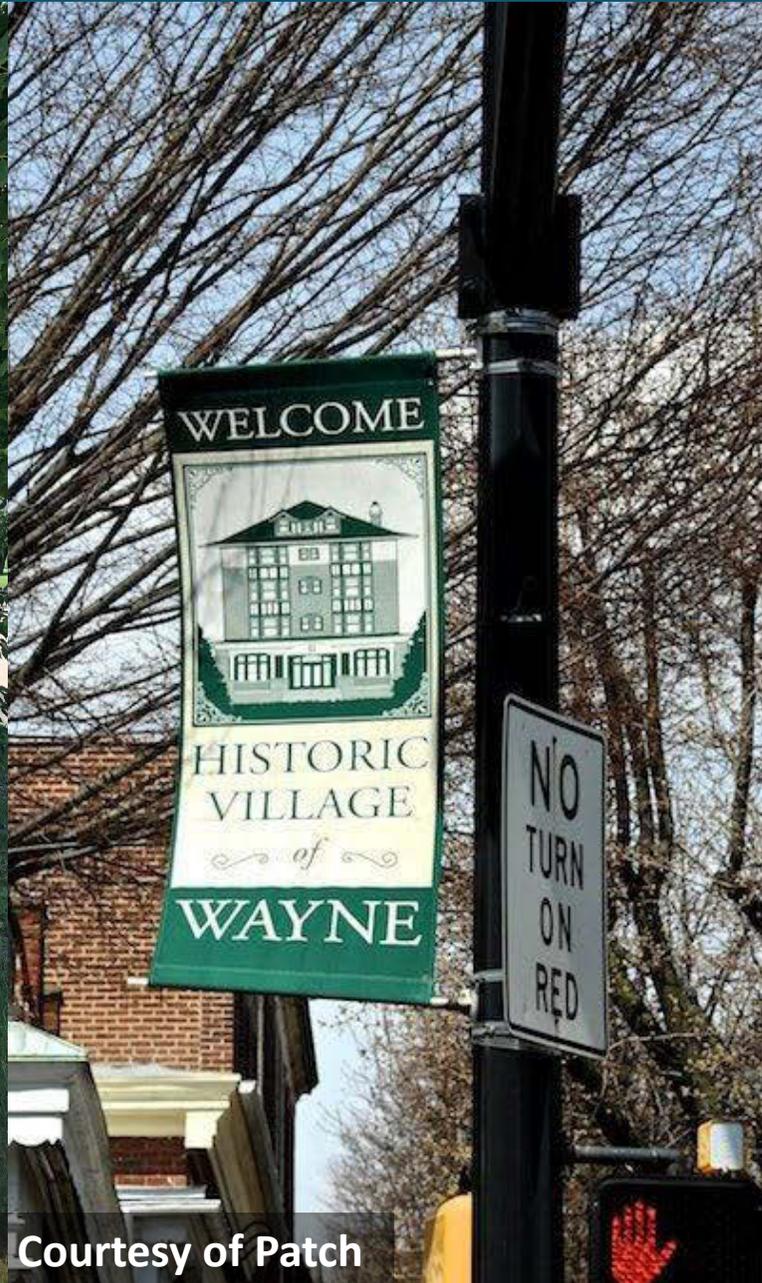
- Legend
- R-1-Residential
  - R-2-Residential
  - R-3-Residential
  - R-4-Residential
  - PBO-Professional/Business
  - PA-Planned Apartment Overlay
  - DC-Devon Center Overlay

Figure 20: Potential Redevelopment Sites in Devon Center



- 0 250 feet

# Enhance Sense of Place



Courtesy of Patch



Courtesy of Tredyffrin Township Democrats

# Potential Next Steps for Partners

- Evaluate and prioritize actions that can be taken at the local level, such as bikeways on residential streets and placemaking on central corridors
- Initiate discussions with PennDOT for treatments to Lancaster Avenue and Waterloo Road
- Enhance safety on SEPTA property in advance of future station improvements

# Thank You!



<https://www.dvrpc.org/Reports/20008.pdf>

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