



TIP ACTIONS

Transportation Improvement Program

New Jersey TIP (FY2022-2025)

Pennsylvania TIP (FY2021-2024)

DVRPC RTC | March 2022



Electrical Cable Replacement

DRPA/PATCO | Add Project Back into the TIP

- **TIP Amendment**
- **Action:** Add project back into TIP for FY22-25 Engineering/Right of Way/Construction (ERC) for \$3.85 million (M) SECT 5337/DRPA
- **Reason:** DRPA/PATCO anticipates additional funds from Bipartisan Infrastructure Law (BIL)
- **Background:**
 - *Previous FY2020 TIP project*
 - *\$3.85 M total cost*
 - *Line item provides for systemwide replacement of electrical cable to improve reliability and fire resistance of PATCO Speedline*

TIP ACTION | Proposed - NJ

Request RTC Recommendation of TIP Amendment:

Electrical Cable Replacement

Add \$3.85 M project to the TIP for FY22-25 ERC

- *FY22 (\$200,000 SECT 5337/\$50,000 DRPA)*
- *FY23 (\$960,000 SECT 5337/\$240,000 DRPA)*
- *FY24 (\$960,000 SECT 5337/\$240,000 DRPA)*
- *FY25 (\$960,000 SECT 5337/\$240,000 DRPA)*





MOU to Amend and Modify the NJ TIP B(3)(d):

“When the cost of a Program Line Item increases by more than \$10,000,000.”

Formal, Administrative, and Informational actions represent \$39.8 M overall increase to DRPA/PATCO Transit Program:

\$10.1 M (First-Four)

\$29.7 M (Out-Years)

PATCO Station Platform Rehabilitation

DRPA/PATCO | Cost Increase

- **TIP Modification**
- **Action:** Increase FY22-25 ERC by \$600,000; decrease FY26-31 ERC by \$15.6 M SECT 5307/DRPA
- 10-year period: Overall \$15 M decrease from \$48 M to \$33 M
- **Reason:** Updated cost estimates; DRPA/PATCO anticipates additional funds from BIL
- **Background:**
 - *Line item provides for planning, design, and reconstruction activities of PATCO station platforms*

PATCO Viaduct Preservation

DRPA/PATCO | Cost Increase

- **TIP Modification**
- **Action:** Increase FY22-25 Engineering/Construction (EC) by \$6.5 M and FY26-31 EC by \$6.25 M SECT 5337/DRPA
- 10-year period: Overall \$12.75 M increase from \$1 M to \$13.75 M
- **Reason:** Updated cost estimates; DRPA/PATCO anticipates additional funds from BIL
- **Background:**
 - *Line item to improve and protect Collingswood and Westmont viaducts*

PATCO Interlocking & Track Rehabilitation

DRPA/PATCO | Cost Increase

- **TIP Modification**
- **Action:** Increase FY22-25 EC by \$5.3 M and FY26-31 EC by \$14.7 M SECT 5307/DRPA
- 10-year period: Overall \$20 M increase from \$7.5 M to \$27.5 M
- **Reason:** Updated cost estimates; DRPA/PATCO anticipates additional funds from BIL
- **Background:**
 - *Line Item to rehabilitate and replace interlockings, rail bed, and other rail improvements to ensure overall PATCO system safety, reliability, and minimal service disruptions*

TIP ACTION | Proposed - NJ

Request RTC Recommendation of TIP Modifications

- PATCO Station Platform Rehabilitation
Increase FY24-25 ERC by \$600,000 and decrease FY26-31 ERC by \$15.6 M SECT 5307/DRPA
 - *FY24 (\$160,000 SECT 5307/\$40,000 DRPA), FY25 (\$320,000 SECT 5307/\$80,000 DRPA)*
 - *FY26 (\$2.08 M SECT 5307/\$520,000 DRPA decrease), FY27 (\$6.4 M SECT 5307/\$1.6 M DRPA decrease), FY28 (\$8 M SECT 5307/\$2 M DRPA decrease), FY29 (\$4 M SECT 5307/\$1 M DRPA decrease), FY30 (\$4 M SECT 5307/\$1 M DRPA increase), FY31 (\$4 M SECT 5307/\$1 M DRPA increase)*
 - *10-year period: Overall \$15 M decrease from \$48 M to \$33 M*



TIP ACTION | Proposed - NJ

Request RTC Recommendation of TIP Modifications (continued)

- **PATCO Viaduct Preservation**
Increase FY22-25 EC by \$6.5 M and FY26-31 EC by \$6.25 M SECT 5337/DRPA
 - *FY23 (\$3.6 M SECT 5337/\$900,000 DRPA), FY24 (\$1.6 M SECT 5337/\$400,000 DRPA)*
 - *FY29 (\$1 M SECT 5337/\$250,000 DRPA), FY30 (\$1.5 M SECT 5337/\$375,000 DRPA), FY31 (\$2.5 M SECT 5337/\$625,000 DRPA)*
 - *10-year period: Overall \$12.75 M increase from \$1 M to \$13.75 M*
- **PATCO Interlocking & Track Rehabilitation**
Increase FY22-25 EC by \$5.3 M and FY26-31 EC by \$14.7 M SECT 5307/DRPA
 - *FY23 (\$960,000 SECT 5307/\$240,000 DRPA), FY24 (\$1.44 M SECT 5307/\$360,000 DRPA), FY25 (\$1.32 M SECT 5307/\$330,000 DRPA), FY26 (\$1.44 M SECT 5307/\$360,000 DRPA), FY27 (\$1.44 M SECT 5307/\$360,000 DRPA), FY28 (\$1.44 M SECT 5307/\$360,000 DRPA), FY29 (\$1.44 M SECT 5307/\$360,000 DRPA), FY30 (\$1.44 M SECT 5307/\$360,000 DRPA), FY31 (\$1.44 M SECT 5307/\$360,000 DRPA)*



PATCO Stations Modernizations

DRPA/PATCO | Cost Decrease

- **TIP Modification**
- **Action:** Decrease FY22-25 EC by \$3.5 M and increase FY26-31 EC by \$15 M SECT 5337/DRPA
- 10-year period: Overall \$11.5 M increase from \$9.5 M to \$21 M
- **Reason:** Updated cost estimates; DRPA/PATCO anticipates additional funds from BIL
- **Background:**
 - *FY22-25 decrease from \$9.5 M to \$6 M*
 - *Line Item to modernize all PATCO commuter stations and extend the useful life of the stations and their major components*

TIP ACTION | Proposed - NJ

Request RTC Recommendation of TIP Modification

PATCO Stations Modernizations

- Decrease FY22-25 EC by \$3.5 M and increase FY26-31 EC by \$15 M SECT 5337/DRPA
 - *FY23 (\$4 M SECT 5337/\$1 M DRPA decrease), FY24 (\$400,000 SECT 5337/\$100,000 DRPA increase), FY25 (\$800,000 SECT 5337/\$200,000 DRPA increase)*
 - *FY26 (\$3 M SECT 5337/\$750,000 DRPA), FY27 (\$1 M SECT 5337/\$250,000 DRPA), FY29 (\$500,000 SECT 5337/\$125,000 DRPA), FY30 (\$2.5 M SECT 5337/\$625,000 DRPA), FY31 (\$5 M SECT 5337/\$1.25 M DRPA)*
 - *10-year period: Overall \$11.5 M increase from \$9.5 M to \$21 M*



East College Ave over PA Canal (CB #55) & Old Bethlehem Pike over Three Mile Run (CB #258)

Bucks County | Add New Projects to TIP

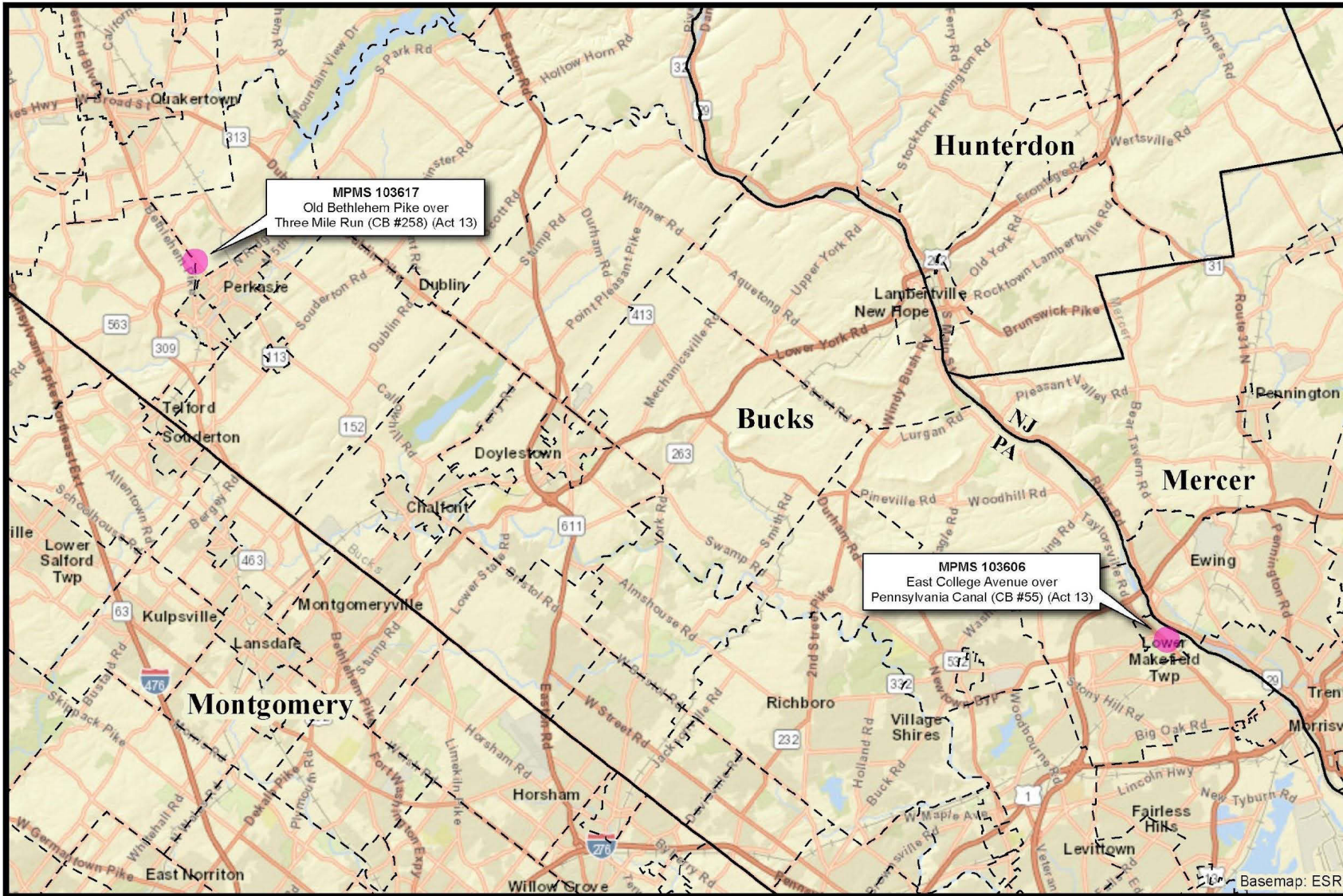
- **TIP Amendment**
- **Action:** Add 2 new bridge projects to TIP using \$2.9 M of Bucks County's Act 13 allocation:
 - FY22 PE: \$150,000 per bridge
 - FY22 FD: \$100,000 per bridge
 - FY23 ROW: \$25,000 per bridge
 - FY23 UTL: \$25,000 per bridge
 - FY23 CON: \$1.3 M for East College Ave over PA Canal, and \$1 M for Old Bethlehem Pike over Three Mile Run
- **Reason:** For replacement or repair of locally owned at-risk deteriorated bridges
- **Background:**
 - *Act 13 funds are additional to the region*

East College Ave over PA Canal (CB #55)

- Built in 1973
- Substandard safety features at the bridge approaches
- Classified as “poor” due to condition of substructure and advanced deterioration of structural elements
- Includes safety upgrades to the bridge railing and guide rail

Old Bethlehem Pike over Three Mile Run (CB #258)

- Built in 1955
- Substandard safety features at the bridge approaches
- Classified as “poor” due to condition of super/substructure and advanced deterioration of structural elements
- Includes safety upgrades to the bridge railing and guide rail



TIP ACTION | Proposed - PA



- **Request RTC Recommend Board Approval of TIP Amendment**
- **East College Ave over PA Canal (CB #55) & Old Bethlehem Pike over Three Mile Run (CB #258)**
Add 2 new bridge projects to TIP using \$2.9 M of Bucks County's Act 13 allocation:

FY22 PE: \$150,000 per bridge

FY22 FD: \$100,000 per bridge

FY23 ROW: \$25,000 per bridge

FY23 UTL: \$25,000 per bridge

FY23 CON: \$1.3 M for East College Ave over PA Canal, and \$1 M for Old Bethlehem Pike over Three Mile Run

ADA Ramps

City of Philadelphia | Add New Projects to TIP

- **TIP Amendment**
- **Action:** Add 2 new projects totaling \$500,000 STP/State 581 for FY22 PE:
- ADA Ramps Center City Phila: \$400,000 (\$320,000 STP/\$80,000 State 581)
- 2022-23 ADA Ramps Phila: \$100,000 (\$80,000 STP/\$20,000 State 581)
- **Reason:** For repair or reconstruction of damaged/deteriorated ADA facilities
- **Background:**
 - *ADA Ramps Center City Phila: repair/reconstruct ~107 ADA ramps on Market, Chestnut, and Walnut Streets*
 - *2022-23 ADA Ramps Phila: improve ~258 ADA ramps along Chestnut, Walnut, Fifth, and Spring Garden Streets*

TIP ACTION | Proposed - PA



- **Request RTC Recommend Board Approval of TIP Amendment**
- **ADA Ramps**
Add 2 new projects totaling \$500,000 STP/State 581 for FY22 PE:
 - ADA Ramps Center City Phila: \$400,000 (\$320,000 STP/\$80,000 State 581)
 - 2022-23 ADA Ramps Phila: \$100,000 (\$80,000 STP/\$20,000 State 581)

IIJA/BIL FFY 2022 Funding Allocation

Various Counties | Additional Funding Availability

- **TIP Amendment**
- **Action:** Add \$98.879 M in additional funds in FY22 from the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL)
- Funds will be moved to existing/new line items, and to a specific project for a cost increase
- **Reason:** The DVRPC region is receiving \$115,259,000 in additional FY22 federal funding from the IIJA/BIL
- \$98.879M is being added to the TIP with this action
- **Background:**
 - *IIJA/BIL funds are additional to the region.*
 - *Remaining FY22 IIJA/BIL funds will be added once amounts are finalized by FHWA and PennDOT*

IIJA/BIL FFY 2022 Funding Allocation

Adding the following funds to a specific project:

- \$43,794,000 NHPP IIJA/BIL to FFY 2022 Funding Allocations; shifted to project as part of next action (PA21-73)

Adding the following funds to their respective line items:

- \$41,313,000 Bridge Improvement Program (BRIP) in FY22 to Bridge Investment Program Line Item
- \$7,050,000 HSIP to Regional Safety Initiatives Line Item
- \$6,222,000 Bridge Off-System (BOF) to Bridge Reserve Line Item
- \$500,000 CAQ to CMAQ Line Item

TIP ACTION | Proposed - PA

- **Request RTC Recommend Board Approval of TIP Amendment**

- **IIJA/BIL FFY 2022 Funding Allocation**

Add \$98.879 M in additional funds in FY22 from the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL). Funds will be moved to existing/new line items, and to a specific project for a cost increase:

Adding the following funds to a specific project:

- \$43.794 M NHPP IIJA/BIL to FFY 2022 Funding Allocations; shifted to project as part of next action (PA21-73)

Adding the following funds to their respective line items:

- \$41.313 M Bridge Improvement Program (BRIP) in FY22 to Bridge Investment Program Line Item
- \$7,050,000 HSIP to Regional Safety Initiatives Line Item
- \$6,222,000 Bridge Off-System (BOF) to Bridge Reserve Line Item
- \$500,000 CAO to CMAQ Line Item



I-95 CAP/Waterfront Access

City of Philadelphia | Cost Increase and Add Breakout Project to TIP

- **TIP Amendment**
- **Action:** Increase CON phase of I-95 CAP/Waterfront Access project by \$94,000,000 (FY22: \$2,758,000 BRIP/\$43,794,000 NHPP/Toll Credit; FY29: \$34,949,000 STU/\$12,499,000 STP/Toll Credit) and
- Add Penn's Landing Project Development – Local as new breakout project for \$105,000,000 (\$60,000,000 LOC/\$45,000,000 PRIV) CON in FY22

Reason: CON cost estimate increase as detailed on next slides; project will be delivered on 2 separate contracts

I-95 CAP/Waterfront Access

- **Project Background:**

- Innovative cap structure, viaduct, road, and trail to re-establish connection between Central Philadelphia and the waterfront
- Multimodal enhancements to improve experience for pedestrians, cyclists, and vehicles
- Create and develop public spaces on the bridge/cap structure
 - These elements are not eligible for Federal/State transportation funding

Park at Penn's Landing



I-95 CAP/Waterfront Access – 2 Contracts

- **Contract 1: I-95 Central Access Philadelphia (CAP) / Waterfront Access**
 - Foundation, substructure, superstructure, and other Federal/State funding eligible items
 - Increased CON costs associated with:
 - Increased cost for materials (incl. steel)
 - Retaining walls and deeper foundations due to soil conditions
 - Utility relocation
 - Pavement/barrier improvements; automated lane control with VSL
 - Lighting and trail improvements; external elevator
 - Relocation and restoration of Scottish and Irish memorials

I-95 CAP/Waterfront Access – 2 Contracts

- **Contract 2: Penn's Landing Project Development – Local**
 - Funded via Local and Private funds
 - CON of essential items for public spaces that are ineligible for Federal/State transportation funding
 - PennDOT only responsible for heavy infrastructure
 - City and DRWC responsible for landscape, buildings, and amenities



I-95 CAP/Waterfront Access 5 Components:

- Replace/expand structure near Penn's Landing; new, extended structure spanning I-95 and CC Blvd between Walnut and Chestnut Sts
- Extend South St pedestrian bridge to Penn's Landing
- Construct section of Del. River Trail along CC Blvd.
- Repair/replace existing underwater concrete piles at Penn's Landing
- Enable creation of public spaces on bridge/cap

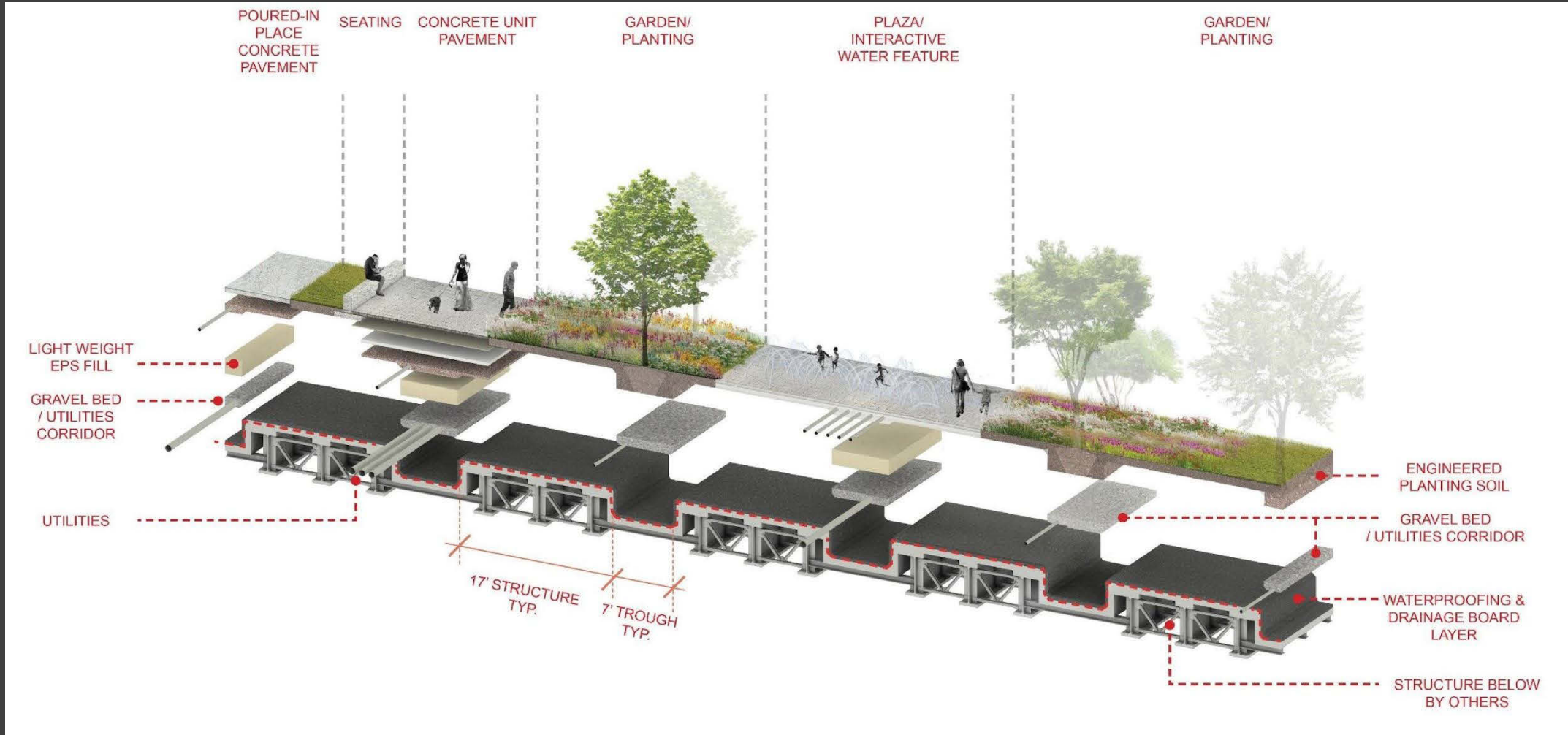
South Street Pedestrian Bridge Extension



Park at Penn's Landing – Memorials



Project Elements – Park at Penn’s Landing – CAP Structure



TIP ACTION | Proposed - PA



- **Request RTC Recommend Board Approval of TIP Amendment**
- **I-95 Central Access Philadelphia (CAP) / Waterfront Access**
Increase CON phase of I-95 CAP/Waterfront Access project by \$94,000,000 (FY22: \$2,758,000 BRIP/\$43,794,000 NHPP/Toll Credit; FY29: \$34,949,000 STU/\$12,499,000 STP/Toll Credit) and
Add Penn's Landing Project Development – Local as new breakout project for \$105,000,000 (\$60,000,000 LOC/\$45,000,000 PRIV) CON in FY22



Thank

Connect With Us!  |  |  |  | 

You!

www.dvrpc.org/TIP





MUNICIPAL IMPLEMENTATION TOOL 34:

CULTIVATING A HOMEGROWN ECONOMY

Presentation to the Regional Technical Committee

March 8, 2022

NO
CHEMICALS
USED

VEG
HOMEGROWN
PRODUCE
NO CHEMICALS USED

HOME
GROWN

CELERY UK £1.50 EACH
ROMANESCO UK £2.50
PURPLE CAULI UK £2.50
CAULIFLOWER UK £1.80
HISPI CABBAGE UK £1.30 EACH

Introduction

Over the past two decades, society has demonstrated a shift towards greater support for homegrown economies through increased consumer prioritization of local goods and services.



Source: Spencer Gober, 2021



Introduction



Economic
Environmental
Social

Sustainability

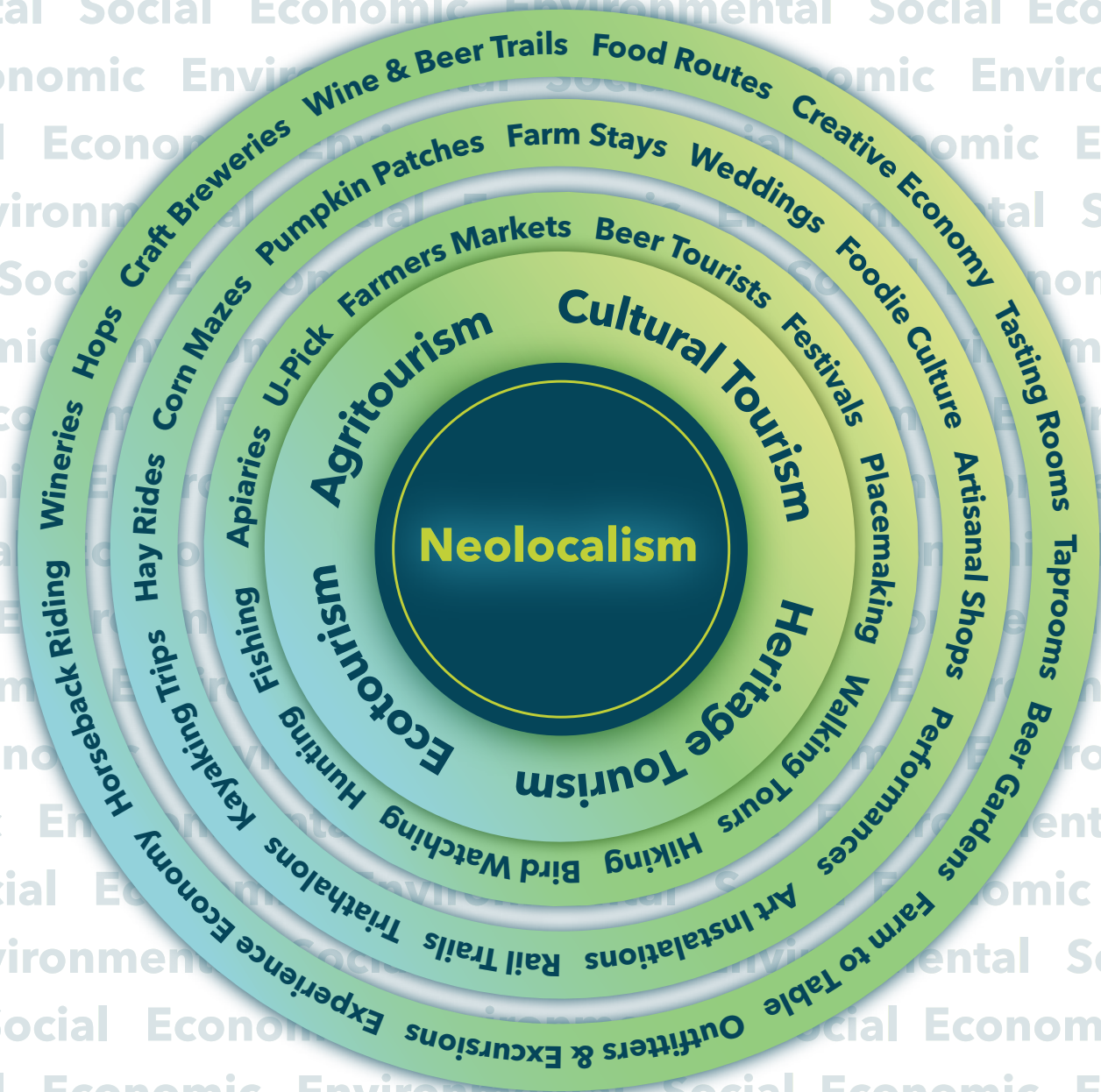
Source: Spencer Gober, 2021



Cultivating a Homegrown Economy | RTC Presentation 03.08.2022

Background

The term *neolocalism* is used to describe the deliberate and intentional seeking out of locally sourced goods, authentic cultural experiences, and more sustainable lifestyle choices as a way to offset the negative impacts that globalization has had on local identities and economies.



Source: DVRPC



The ABCs

Located in the Olde Kensington neighborhood, Perrystead Dairy opened in 2021, and specializes in making cheese from grass-fed milk sourced from family farms within Pennsylvania.



Authentic
Local
Traceable
Unique
Transparent

Attributes

Source: Spencer Gober, 2021



Cultivating a Homegrown Economy | RTC Presentation 03.08.2022

The ABCs

Solebury Orchards, located in Solebury Township, Pennsylvania, offer a pick-your-own experience providing consumers with direct access to their food source through a unique experience.



**Control
Synergy
Conservation
Engagement
Empowerment**

Benefits

Source: Spencer Gober, 2015



Cultivating a Homegrown Economy | RTC Presentation 03.08.2022

The ABCs

Economic growth often leads to increased development pressures that can undermine the very characteristics that led to success in the first place.



Degradation
Displacement
Homogenization
Inauthenticity
Strain on Services

Challenges

Source: Spencer Gober, 2015

Strategies

In order to be successful, strategies should address all three pillars of sustainability:

1. Economic



Develop an approach to branding and marketing.

- Contract with a Brand Consultant
- Create Branded Trails
- Develop Destination Branding
- Evaluate New Data Sources
- Leverage Visitors' Bureaus

Enable diverse opportunities for locally owned businesses.

- Aid Agricultural Diversification
- Allow for Apiaries
- Anticipate Cannabis
- Deploy Digital Infrastructure
- Enable the Craft Beverage Industry
- Enact Local Procurement Policies
- Plan for Short-Term Rentals
- Seek Partnerships
- Zone for Small-Scale Manufacturing

Find and provide funding.

- Fund Facade Improvement Programs
- Join Main Streets Programs
- Leverage U.S. Economic Development Administration Grants
- Provide Grants to Entrepreneurs

1 Create Branded Trails

The Bucks County Ale Trail

As of 2022, nearly 30 craft breweries across Bucks County are connected to, and promoted by, Visit Bucks County through its Bucks County Ale Trail program.

People can participate informally by simply visiting each of the breweries, or formally by signing up online for trail passport.

Participants become eligible for discounts by checking in digitally in at the breweries they visit via the digital passport makes. After checking in at five participating breweries, participants will automatically win a free Ale Trail t-shirt.

More information is available at: www.visitbuckscounty.com

3 Enable the Craft Beverage Industry

Kennett Square Borough, Chester County, Pennsylvania

The Kennett Square Zoning Ordinance identifies specific zones where brewery uses are appropriate, and even goes as far as to specify what brewery sizes are most appropriate within each zone.

Brewery sizes are outlined in the definitions section of the ordinance as either a *brewpub*, *craft brewery*, *microbrewery*, *nanobrewery*, *regional brewery*, or even a *wine bar*.

For more information visit: www.kennettsq.org

5 Plan for Short-Term Rentals

New Jersey Transient Accommodations Tax

In 2018, the State of New Jersey adopted legislation that defines short-term rentals as *transient accommodations*, and empowers local municipalities to impose a tax up to 3 percent of the rental price.

More information is available at: www.state.nj.us/treasury

2 Allow for Apiaries

Pennsylvania Model Ordinance for Beekeeping

The PA State Beekeepers Association, the Penn State Center for Pollinator Research, and the PA Apiary Advisory Board collaborated to develop a model ordinance to help guide municipal adoption of and support for policies that allow for apiaries.

More information can be found at: www.pastatebeekeepers.org

4 Enact Local Procurement Policies

"Buy Camden"

Adopted in April 2021, the City of Camden's "Buy Camden" purchasing policy requires that at least 30 percent of the City's goods and services be contracted out from local businesses.

The policy also provides for the establishment of a Local Business Enterprise designation.

Visit the following for more information: www.ci.camden.nj.us

6 Zone for Small-Scale Manufacturing

Philadelphia's Artisan Industry

The zoning code for the City of Philadelphia defines artisan industrial uses as spaces used by artisans to produce consumer goods, food, beverages, or wearing apparel or accessories by hand manufacturing and small-scale, light mechanical equipment. Artisan industrial uses have no discernible external impacts in terms of noise, vibration, odor, hours of operation, or traffic.

More information can be found at: www.phila.gov

Source: Spencer Gober, 2021

Strategies

In order to be successful, strategies should address all three pillars of sustainability:

1. Economic
2. Environmental



Preserve, improve, and utilize the existing built environment.

Activate Vacant Storefronts
Adopt and Implement Complete Streets Policies
Draft Form-Based Codes
Make Wayfinding Easy
Restore, Preserve, and Utilize Historic Landmarks and Sites

Protect agricultural, cultural, and natural landscapes.

Accommodate Electric Vehicles
Ban Plastic Bags
Build Trails and Connect to the Circuit
Conserve Farmland
Maintain Important Viewsheds
Preserve Open Space
Protect Watersheds

1 Adopt Complete Streets Ordinances

Narberth Borough Montgomery County, Pennsylvania

DVRPC partnered with Narberth Borough and the Narberth Cycling Club to build a protected bike lane on Windsor Avenue as a 10-day pilot project.

The partnership was done as part of DVRPC's Experimental Pop-ups (EXPO) program, which was created as a way in which to assist community efforts to design, implement, and measure projects that apply various pedestrian, bicycle, transit, and roadway strategies that address safety and placemaking.

The Narberth pop-up demonstrated features of complete streets design, and ran for a 10 day period in November 2020.

Visit the following for more information:
www.dvrpc.org/expo



Source: Betsy Mastaglio, 2020.

3 Build and Connect to the Circuit

Elk Township, Gloucester County, New Jersey

In 2020, Elk Township took the first step towards connecting to the Circuit Trails when it applied for and received grant funds through DVRPC's Transportation and Community Development Initiative (TCDI) program to study, and prepare a plan for, improving bicycle and pedestrian transportation connections to the Circuit Trail Network.

More information is available at:
www.dvrpc.org/tcdi

2 Draft Form-Based Codes

Haddonfield Borough, Camden County, New Jersey

A form-based style of zoning was used to develop the zoning regulations for Haddonfield Borough's four Downtown Zoning Districts.

The zoning was put in place in order to implement the Haddonfield Master Plan, and to "create mixed-use, walkable places that are an extension of the traditional pattern of downtown."

More information can be found at:
www.haddonfieldnj.org

4 Conserve Farmland

Farmland Preservation Program

Gloucester County, New Jersey, created the Farmland Preservation Program as a way in which to permanently preserve agricultural lands throughout the county.

This goal is accomplished through the purchase of development rights on active farms, which has resulted in the preservation of more than 21,000 acres of farmland across 300 farms.

Additional information is available at:
www.gloucestercountynj.gov/403/Farmland-Preservation-Program

5 Protect Watersheds

Cramer Hill Waterfront Park

The Office of Natural Resource Restoration, in conjunction with the Division of Coastal Engineering and the Camden Redevelopment Agency, worked in Camden City, New Jersey, to transform the 62 acre former Harrison Avenue Landfill into the Cramer Hill Waterfront Park. The project includes shoreline protection, landfill closure, natural resource restoration, and park construction.

More information is available at:
www.nj.gov/dep/nrr/cramer-hill.htm

Source: Bob Kelly, 2012

Strategies

In order to be successful, strategies should address all three pillars of sustainability:

1. Economic
2. Environmental
3. Social

Source: Spencer Gober, 2015



Cultura



Celebrate and create.

Host Festivals
Incorporate Local Folklore
Promote and Showcase Local Artists and Artisans
Support the Performing Arts

Engage all members of the community.

Be Inclusive
Collaborate across Boundaries
Curate Social Media Content
Embrace and Promote Diversity
Launch Surveys

1 Incorporate Local Folklore

The Firebird Festival

According to local lore, Phoenixville Borough, located in Chester County, Pennsylvania, got its name when the owner of the community's first iron company saw a Phoenix, or Firebird, rising from the flames of the foundry furnaces. In ancient mythology, the Phoenix represents rebirth and renewal, and after a period of economic decline, Phoenixville has enjoyed a period of renewal over the past two decades.

In 2004, the Phoenixville Arts and Entertainment Committee came up with the idea of the Firebird Festival as a way in which to cultivate an artist culture in the community by leveraging local lore and identity.

Each member of the Committee was tasked with organizing the various components of the festival:

1. Craft vendors,
2. Entertainment,
3. Fundraising,
4. Outreach and branding, and
5. Venue.

In the first year, 150 people attended, and it has grown into a 20,000 person event.

More information is available at:
www.firebirdfestival.com



Source: Nicole Dobson, 2012.

2 Showcase Local Artists

Mural Arts Philadelphia

Mural Arts Philadelphia was founded over 35 years ago as a way in which to unite artists and communities around the common goal of transforming public spaces through art.

The success of the program has earned Philadelphia international recognition as the "City of Murals." The murals attract 15,000 people, locals and visitors, annually to tour the city.

Additional information can be found at:
www.muralarts.org



Source: Spencer Gober, 2021.

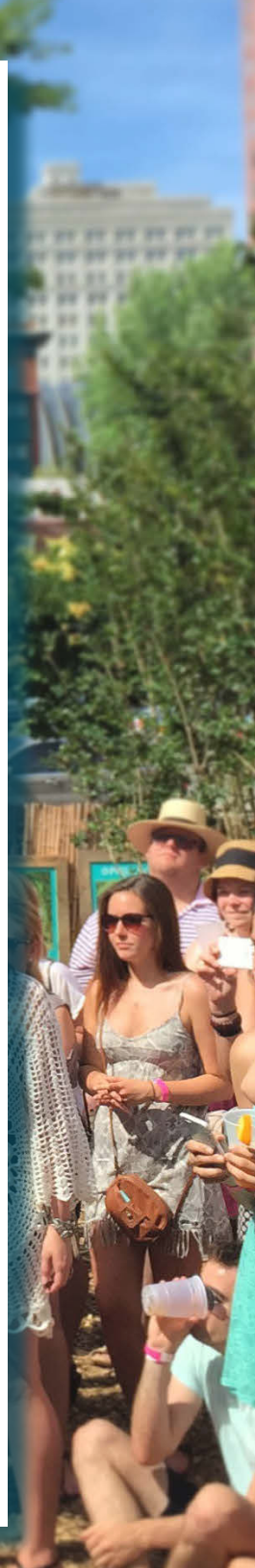
3 Collaborate Across Boundaries

Kennett Region Micro-Transit Study

Kennett Square Borough and Kennett Township identified that their communities faced the collective challenge of providing public transportation services to a growing, and increasingly diverse, population, thanks to success of the region's unique mushroom industry.

So, in 2020, the two communities submitted a joint application for, and were ultimately awarded, a TCDI grant to study this challenge. More specifically, to study possible approaches to and strategies for micro-transit as a way for the region to address current and future mobility needs.

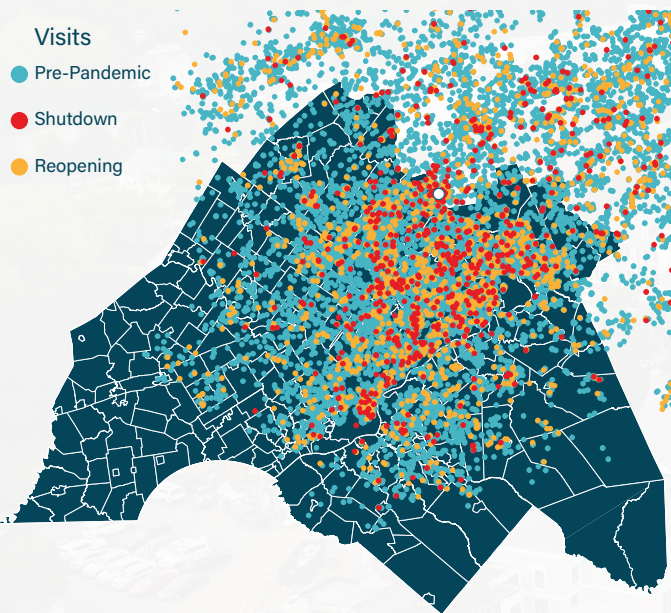
Visit the following page for more information: www.dvrpc.org/tcdi



CASE STUDY

NEW HOPE BOROUGH, BUCKS COUNTY

During the pandemic, New Hope's downtown was the least-impacted in the region during the periods of economic shutdown and reopening.



Characteristics of pandemic-resilient downtowns:

1. Recent development activity
2. Economic, environmental, and social diversity
3. Residential populations
4. Connected to the region's Circuit Trails
5. Walkable and historic built environments.

www.dvrpc.org/communityrevitalization



MUNICIPAL IMPLEMENTATION TOOL 34:

CULTIVATING A HOMETGROWN ECONOMY

Contact Information:

Spencer Gober

sgober@dvrpc.org

215.238.2844

www.dvrpc.org/Products/MIT034

Jeannette Brugger, Bicycle and Pedestrian Coordinator, OTIS
Thom Stead, Senior Transportation Planner, DVRPC
Regional Technical Committee
March 8th, 2022

PennDot Connects Bike Friendly Resurfacing in Philadelphia

What is PennDOT Connects Bike Friendly Resurfacing?

PennDOT Connects is an effort to involve counties, municipalities, and communities early in the planning process of PennDOT projects.

For projects in the City of Philadelphia, DVRPC and OTIS use capacity analysis to assess how PennDOT roads can be redesigned to accommodate new facilities that improve safety for biking and walking.

DVRPC and OTIS have collaborated on the following resurfacing projects since 2019:

- Benjamin Franklin Parkway (Arch to Eakins Oval)
- Arch Street (15th to 16th)
- Passyunk Avenue (24th to 28th)
- 16th (JFK to Arch)
- Market (30th to 34th)
- Chestnut (34th to Cobbs Creek Parkway)
- Walnut (22nd to Cobbs Creek Parkway)
- 15th (Callowhill to JFK)



16th between JFK and Arch

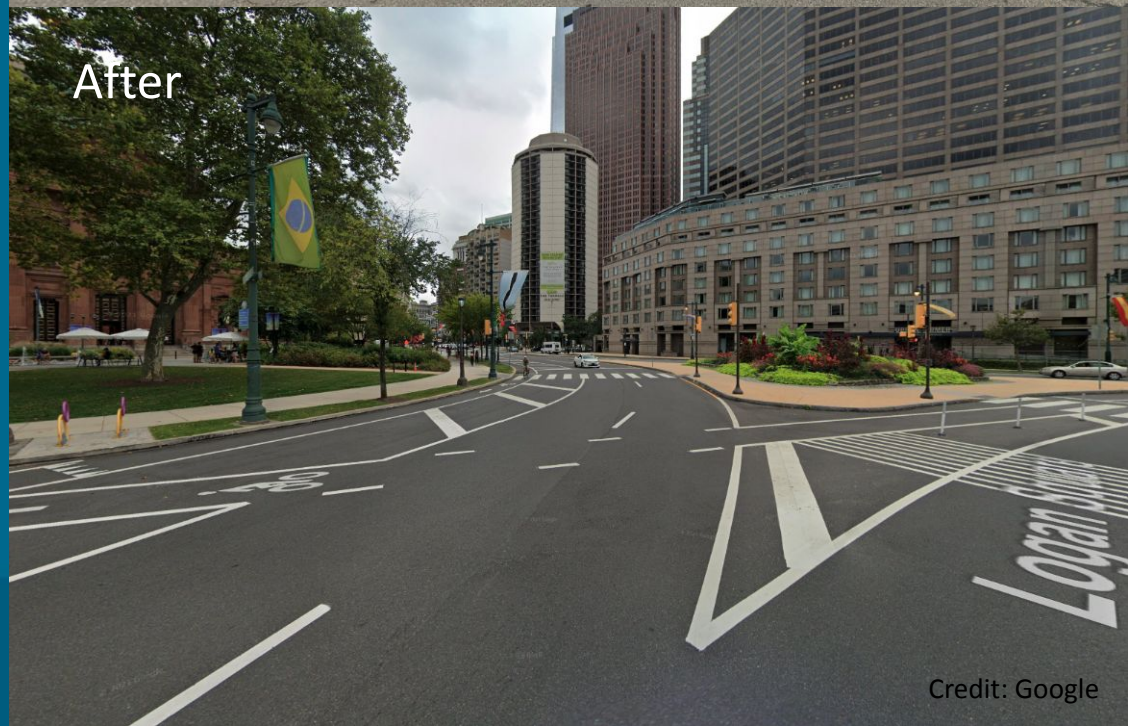
Credit: City of Philadelphia

Benjamin Franklin Parkway (Arch to Eakins Oval)

Before



After



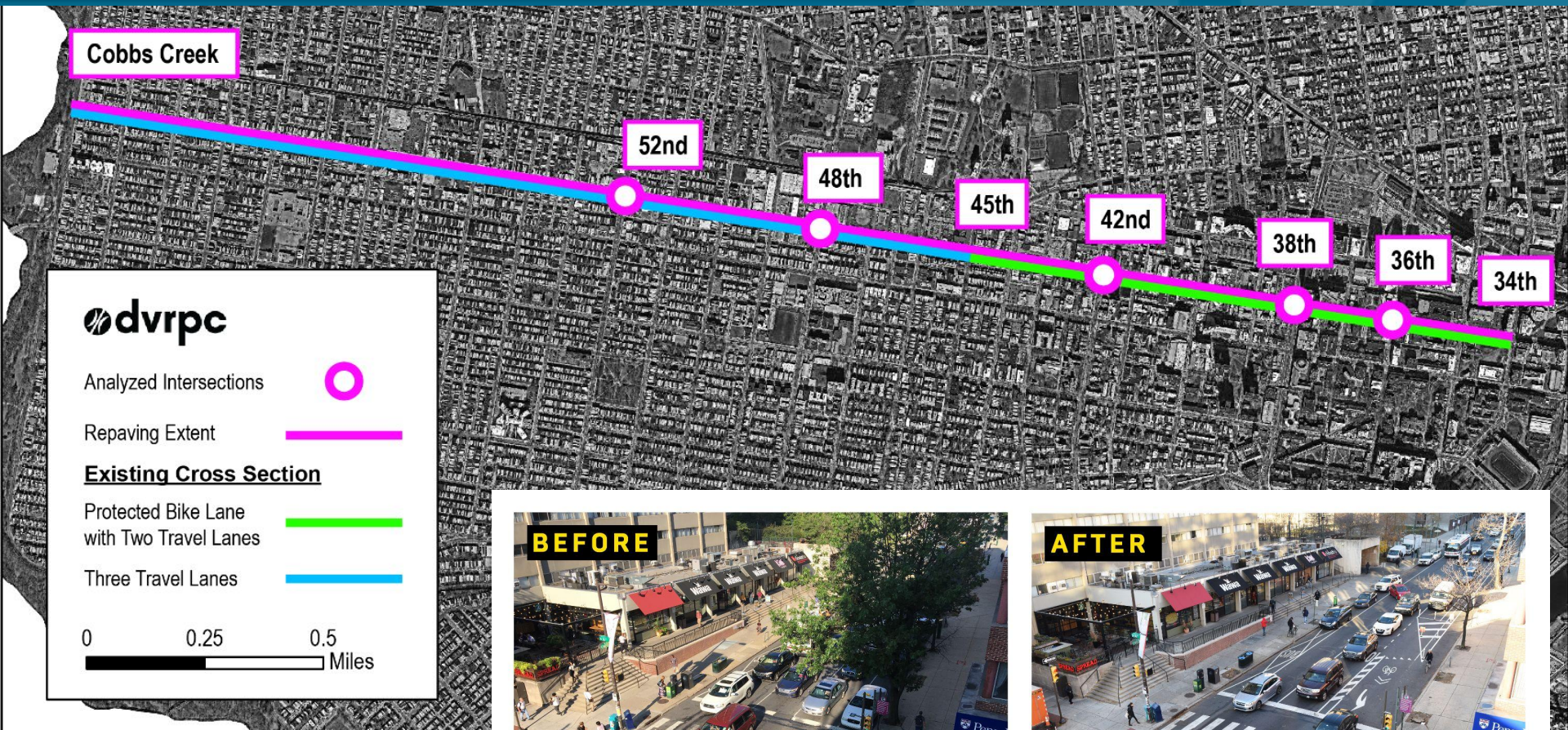
Process

- PennDot releases a 5-year list of roadways due to be repaved.
- DVRPC and OTIS identify roads that could either accommodate new bicycle facilities or need to have existing facilities modified to improve safety.
- DVRPC takes turning movement counts and does observation along the corridor during peak hours to collect existing conditions.
- OTIS and DVRPC develop conceptual designs based on high quality bike network goals and initial traffic observation.

Process Continued

- DVRPC and OTIS test many conceptual design iterations in Synchro to understand and mitigate potential traffic issues associated with designs.
- DVRPC develops a findings memo to share with PennDOT.
- PennDOT determines whether the analysis is acceptable or needs modifications.
- OTIS does outreach to local leaders and community.

Chestnut Street between 34th Street and Cobbs Creek Parkway



Chestnut Street between 34th Street and Cobbs Creek Parkway

DVRPC used Synchro to do traffic analysis, optimization, and simulation, to answer the following questions about Chestnut Street:

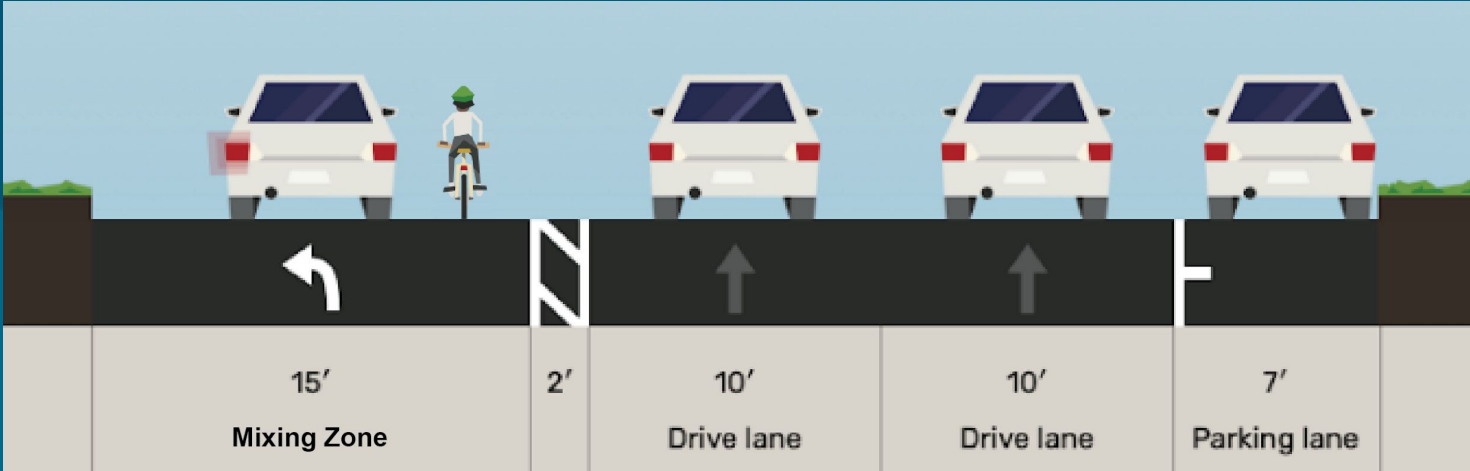
- Do we need the existing mixing zones between 34th to 45th Streets?
- Does a 3 to 2 lane road diet work between 45th to 63rd Streets?
 - If yes, are mixing zones needed?
 - Can we use bike signals at some intersections?

38th and Chestnut Existing Conditions

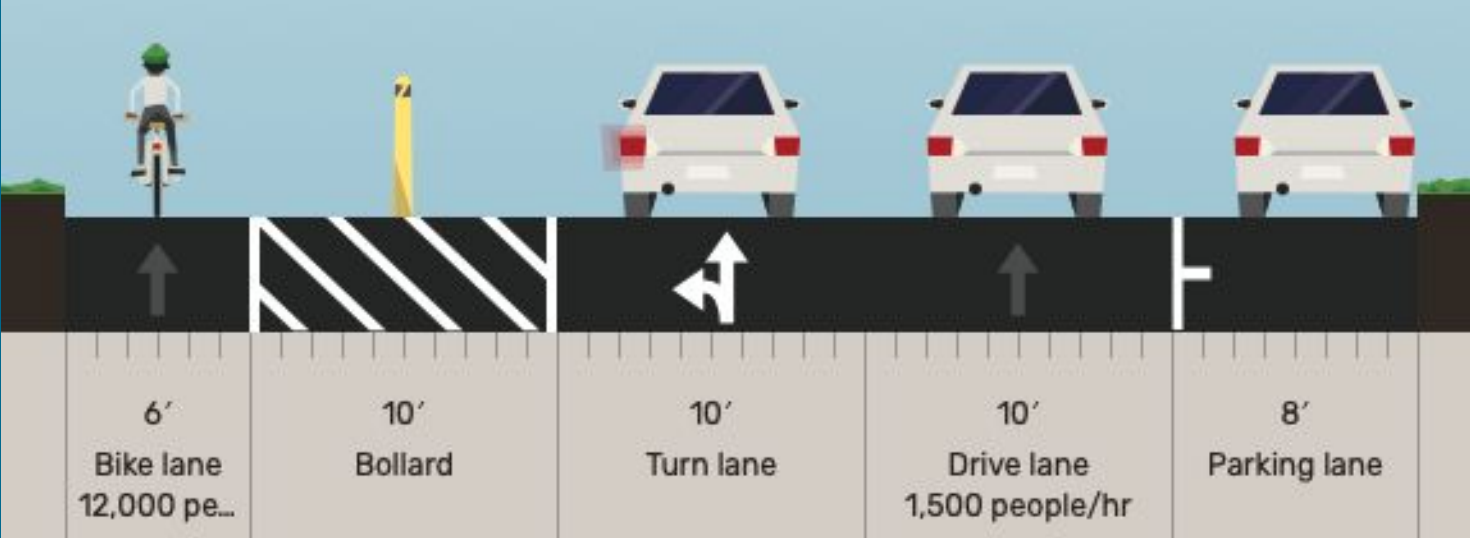


Credit: Nearmap, Google

Existing

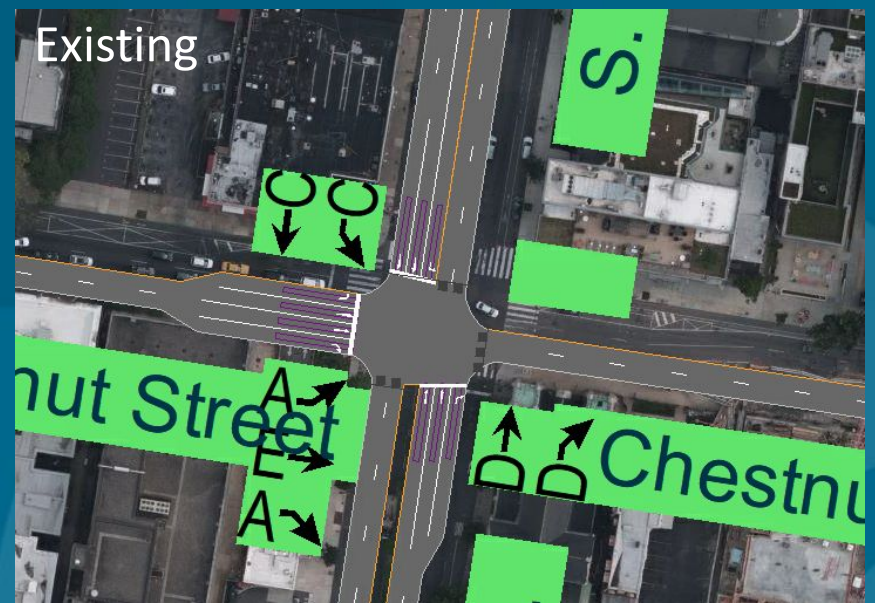


Proposed



Credit: Streetmix

- Synchro uses a map of the street grid that includes data for traffic volumes, travel lanes, traffic signal plans, pedestrian crossings, bikes, and bus stops.
- Uses microsimulation and equations from the Highway Capacity Manual to calculate delay (s), queueing (ft), and Level of Service.
- We created an existing and proposed scenario to compare how proposed changes will impact traffic.



Source: DVRPC

Traffic volumes

TIMING SETTINGS														
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	PED	HOLD
Lanes and Sharing (#RL)														
Traffic Volume (vph)	148	1657	150	0	0	0	0	635	123	28	451	0		
Future Volume (vph)	148	1657	150	0	0	0	0	635	123	28	451	0		
Turn Type	Perm	—	Perm	—	—	—	—	—	Perm	Perm	—	—		
Protected Phases		2		—	—	—	—	8			4			
Permitted Phases	2		2	—	—	—	—		8	4				
Permitted Flashing Yellow	—	—	—	—	—	—	—	—	—	—	—	—		
Detector Phases	2	2	2	—	—	—	—	8	8	4	4	—		
Switch Phase	0	0	0	—	—	—	—	0	0	0	0	—		
Leading Detector (ft)	50	50	50	—	—	—	—	50	50	50	50	—		
Trailing Detector (ft)	0	0	0	—	—	—	—	0	0	0	0	—		
Minimum Initial (s)	26.0	26.0	26.0	—	—	—	—	18.0	18.0	18.0	18.0	—		
Minimum Split (s)	32.0	32.0	32.0	—	—	—	—	24.0	24.0	24.0	24.0	—		
Total Split (s)	51.0	51.0	51.0	—	—	—	—	39.0	39.0	39.0	39.0	—		
Yellow Time (s)	3.5	3.5	3.5	—	—	—	—	3.5	3.5	3.5	3.5	—		
All-Red Time (s)	2.5	2.5	2.5	—	—	—	—	2.5	2.5	2.5	2.5	—		
Lost Time Adjust (s)	0.0	0.0	0.0	—	—	—	—	0.0	0.0	0.0	0.0	—		
Lagging Phase?	—	—	—	—	—	—	—	—	—	—	—	—		
Allow Lead/Lag Optimize?	—	—	—	—	—	—	—	—	—	—	—	—		
Recall Mode	Max	Max	Max	—	—	—	—	Max	Max	Max	Max	—		
Speed limit (mph)	—	30	—	—	30	—	—	30	—	—	30	—		
Actuated Effct. Green (s)	45.0	45.0	45.0	—	—	—	—	33.0	33.0	33.0	33.0	—		
Actuated g/C Ratio	0.50	0.50	0.50	—	—	—	—	0.37	0.37	0.37	0.37	—		
Volume to Capacity Ratio	0.20	1.05	0.26	—	—	—	—	0.56	0.30	0.16	0.39	—		
Control Delay (s)	5.1	47.3	5.6	—	—	—	—	44.9	41.3	22.1	22.3	—		
Queue Delay (s)	0.0	20.1	0.0	—	—	—	—	0.0	0.0	0.0	0.0	—		
Total Delay (s)	5.1	67.4	5.6	—	—	—	—	44.9	41.3	22.1	22.3	—		
Level of Service	A	E	A	—	—	—	—	D	D	C	C	—		
Approach Delay (s)	—	58.0	—	—	—	—	—	44.3	—	—	22.3	—		
Approach LOS	—	E	—	—	—	—	—	D	—	—	C	—		
Queue Length 50th (ft)	21	~593	22	—	—	—	—	215	79	11	103	—		
Queue Length 95th (ft)	m28	m#688	m31	—	—	—	—	273	136	32	145	—		
Stops (vph)	44	1382	47	—	—	—	—	620	119	20	321	—		
Fuel Used (g/hr)	1	29	1	—	—	—	—	12	2	0	6	—		

Signal Timings

Delay and LOS

Queuing

38th Street Findings

Removing the mixing zone would:

- Would increase delay from Level of Service E to F
- Worsen Average and 95th Percentile Queues that already exceeded capacity

Recommendation: Retain Mixing Zone

Findings

- Do we need the existing mixing zones between 34th and 45th Streets? **Some are needed**
- Does a 3 to 2 road diet work between 45th and 63rd Streets? **Yes**
- If extended 45th to 63rd, would more mixing zones be needed and where? **Yes, 48th and 52nd**
- Can we make a bike signals work at the more challenging intersections with mixing zones to replace them? **No**

Chestnut Street Engagement & Design Process



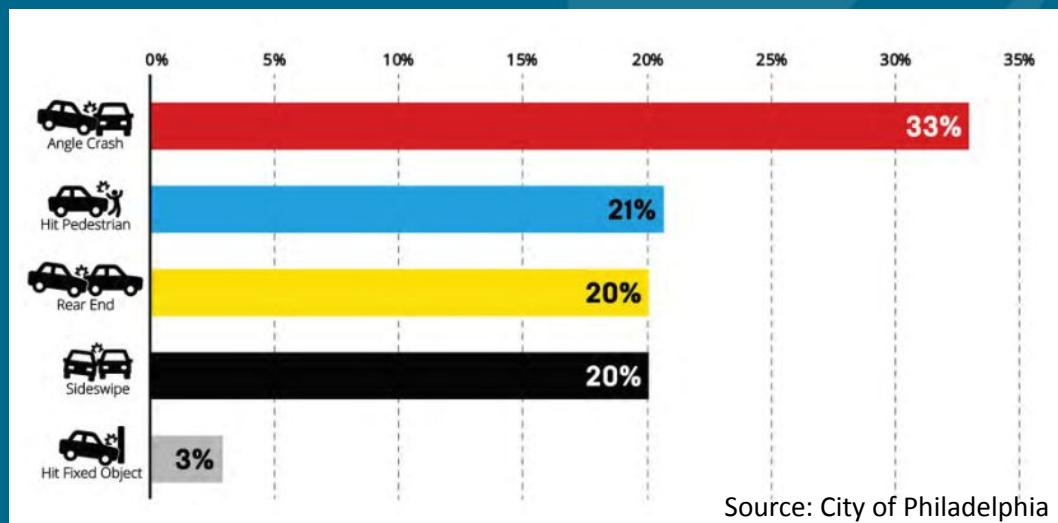
Process

After DVRPC presented a favorable analysis in Fall of 2020, the City Team moved forward with the project

- City and agency working group
- Robust engagement process, Spring - Fall 2021
- Design, Winter 2022
- City Council Legislation, Winter 2022

Crash History (2016-2020)

- There were 634 crashes on Chestnut & Walnut 2016-2020
- 89% of crashes were due to aggressive driving. 137 people walking were hit by drivers on Chestnut & Walnut Streets 2016-2020
- Almost 30% of people walking hit by drivers were under 18 or over 65 yrs old.
- Crashes killed 3 people, aggressive drivers killed 2 of those people.



Project Timeline

- 2020, 2021 Traffic Analysis
- 2021 Engagement & Information Sharing
 - On-line civic meetings w 4 Civic Groups
 - Project Website
 - Door to door flyering & conversations
 - Posters along the corridor
 - Public open houses (outside)
 - Corner meetings
 - On-line public survey
 - In-person tabling on 60th Street
- 2022 Final Steps
 - Design
 - Parking & loading layout with PPA
 - Business loading survey for new LZs



Source: City of Philadelphia

Project Survey



CHESTNUT & WALNUT STREETS

Paving and Complete Street Safety Project: Public Survey



INSTRUCTIONS: We want to know what you think will make Chestnut and Walnut streets in West Philadelphia safer. The questions in this survey will help us learn from you. Please fill out all three (3) pages. When you finish the survey, please mail it back to us using the pre-paid return envelope provided.

To answer these questions online, visit bit.ly/west-chestnut-walnut

PART 1: How do you use Chestnut and Walnut Streets Today?

1. Why do you usually visit Chestnut or Walnut Street in West Philadelphia? (check all that apply)

- I live here
- I work here or I own a business here
- I go to school here
- I travel along Chestnut or Walnut Streets
- Other: _____

2. How do you travel around the City?

	Almost always	Very often	Once in a while	Almost never
Walk				
Take transit				
Ride a bicycle				
Drive by myself				
Drive with others				
Cab/Uber/Lyft				

3. What three words come to mind when you think of Chestnut and Walnut Streets in west Philadelphia?

4. Please number the following from 1 to 5, where 1 is most important to you and 5 is least important to you.

- Safe Pedestrian Crossings
- Quick Drive Times
- Less Aggressive Driving
- Safe Bike Lanes
- On-Street Parking and Loading

PLEASE COMPLETE AND RETURN BY JULY 15, 2021

PLEASE COMPLETE AND RETURN BY JULY 15, 2021

PART 2: What should Chestnut and Walnut Streets look like in the future?



Below and on the next page, there are three (3) options for Chestnut Street and two (2) options for Walnut Street. **Please look at each option and rate it using the stars in the pink box.** Look for the checklist and pencil icon. When you see that, you know it's time to rate each option.

Chestnut Street Option 1: Don't Change Anything



63rd Street to 45th Street: This option would leave Chestnut Street the way it is. Chestnut Street would keep three (3) lanes of traffic and two (2) parking lanes. People walking would still cross 30 feet of traffic lanes. People riding bikes would still have to ride with cars.



Please rate this option by circling the stars you think it deserves in the box to the right. 1 star is a low rating and 5 stars is a high rating.



PLEASE COMPLETE AND RETURN BY JULY 15, 2021

PLEASE COMPLETE AND RETURN BY JULY 15, 2021



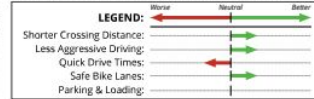
CHESTNUT & WALNUT STREETS

Paving and Complete Street Safety Project: Public Survey

Chestnut Street Option 2: Make Chestnut Street like Walnut Street



63rd Street to 45th Street: This option would make Chestnut Street look like Walnut Street. Chestnut Street would have two (2) traffic lanes and two (2) parking lanes. People walking would cross 20 feet of traffic. People riding bikes would have a paint-buffered bike lane next to the traffic lanes.



Please rate this option by circling the stars you think it deserves in the box to the right. 1 star is a low rating and 5 stars is a high rating.



PLEASE COMPLETE AND RETURN BY JULY 15, 2021

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Chestnut Street Option 3: Make Chestnut Street Consistent



63rd Street to 45th Street: This would make Chestnut Street between 63rd and 45th Streets match 45th to 34th Streets. It would have two (2) traffic lanes, two (2) parking lanes, and a protected bike lane. There would be flex posts in the painted buffer. People walking would cross 20 feet of traffic, not 30 feet.



Please rate this option by circling the stars you think it deserves in the box to the right. 1 star is a low rating and 5 stars is a high rating.



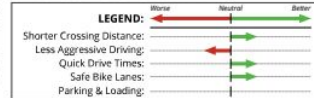
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PLEASE COMPLETE AND RETURN BY JULY 15, 2021

Walnut Street Option 1: Don't Change Anything



22nd Street to 63rd Street: This option would leave Walnut Street the way it is. Walnut Street would keep two (2) traffic lanes and two (2) parking lanes. People walking would still cross 20 feet of traffic. People riding bikes would have a paint-buffered bike lane next to traffic lanes.



Please rate this option by circling the stars you think it deserves in the box to the right. 1 star is a low rating and 5 stars is a high rating.



Survey Responses

- 1,763 total survey responses
- 1,569 online survey responses (89% of total)
- 194 paper survey responses (11% of total)
- 69% of all respondents living in target neighborhood
- Top 5 neighborhoods were target neighborhoods



Source: City of Philadelphia

Options for Chestnut Street

(45th - 34th) Leave As Is



(63rd - 45th) Option 1: Existing Layout



(63rd - 45th) Option 2: Road Diet & Paint Buffered Bike Lane Layout

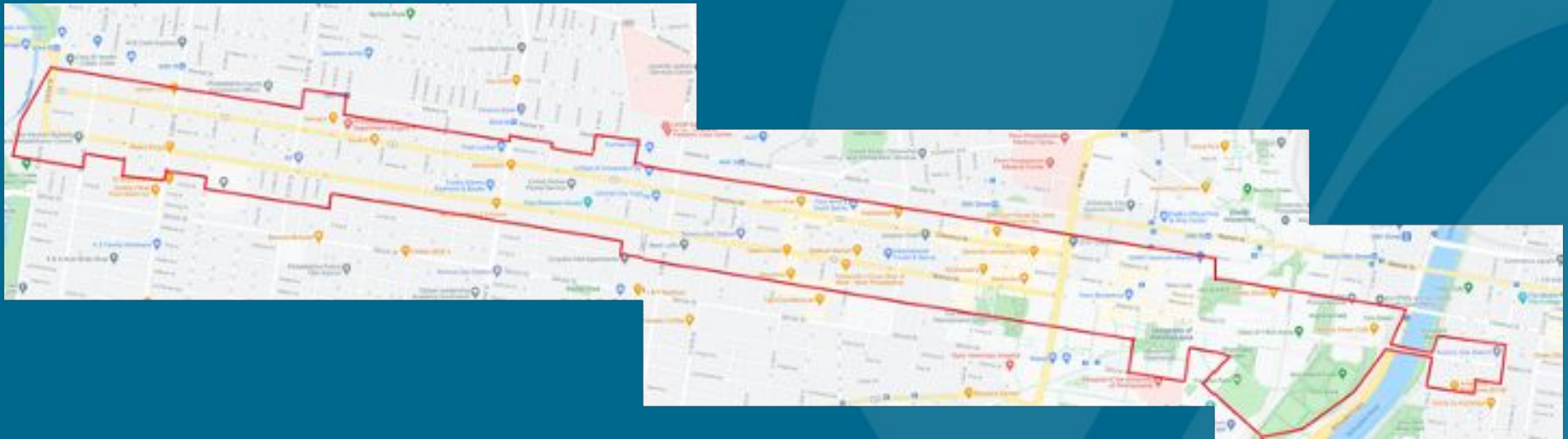


(63rd - 45th) Option 3: Road Diet & Parking Separated Bike Lane



Public Surveys in Paper

- OTIS sent 3492 surveys by snail mail along the 6-mile corridor



Source: Google

Flyers with QR Codes

Interns posted posters with QR codes to the project website and public survey link



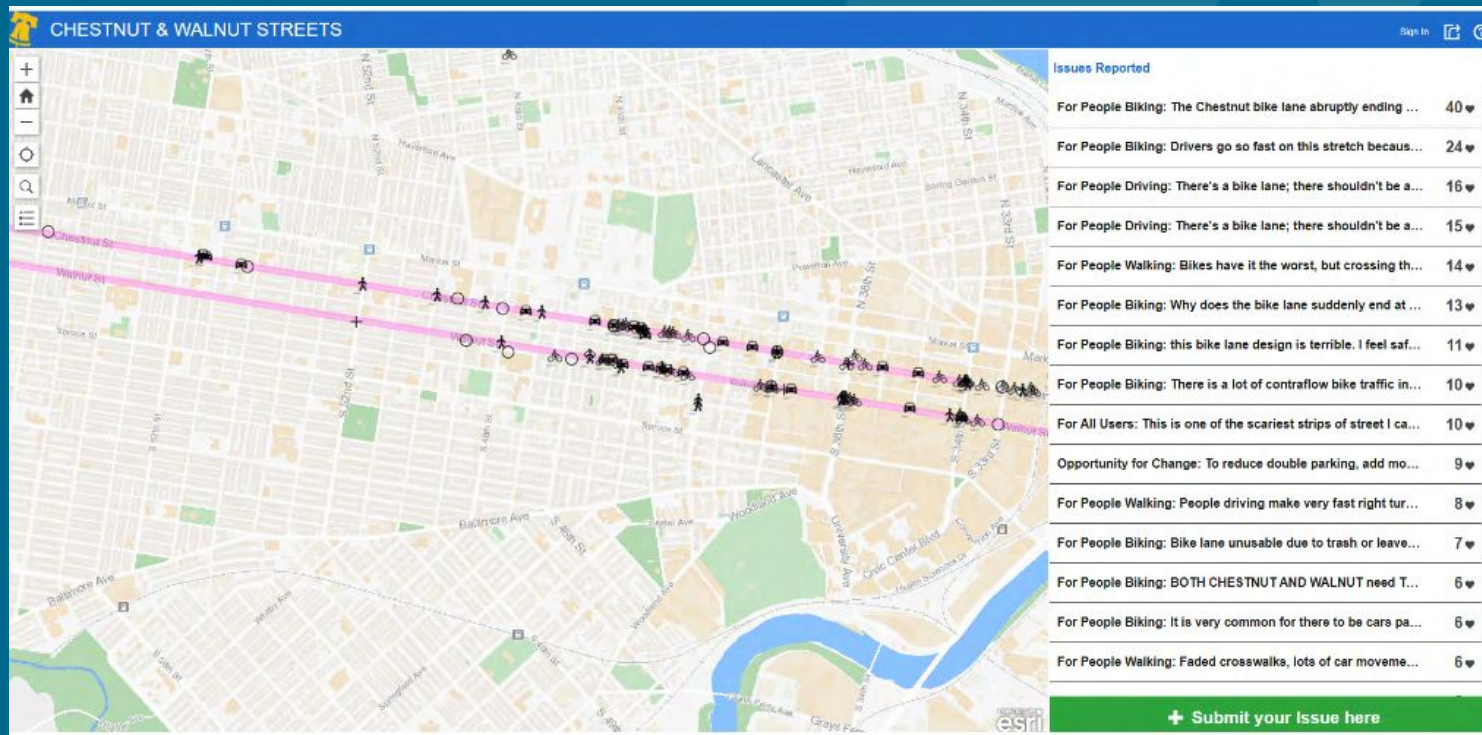
Source: City of Philadelphia

Explanatory Videos

- OTIS recorded a series of short videos explaining the project, goals, and each design option.
- 3 short videos:
 - Project Overview (3 minutes)
 - Existing Conditions (5 minutes)
 - Future Options (7 minutes)
- 1,147 combined views with an average of 382 unique views per video.
- See the videos at bit.ly/cwphl-videos



Interactive Web Map



Source: City of Philadelphia

Project Next Steps

- Legislation for Chestnut Street (63rd - 45th) moving forward
- City staff working on finalizing parking & loading layout
- Streets Department finalizing design
- PennDOT contractors to install in 2022 paving season



Thank You!



Questions?

Contact: Thom Stead, tstead@dvrpc.org

Jeannette Brugger, jeannette.brugger@phila.gov



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SPORTATION MANAGEMENT ASSOCIATION

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Cross County Connection TMA's Safety and Sustainability Initiatives

Patrick Farley, AICP, PP
Program Director
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(856) 596-8228

Bicycle & Pedestrian Safety Audit Program



Mixing with traffic traveling south on US 40



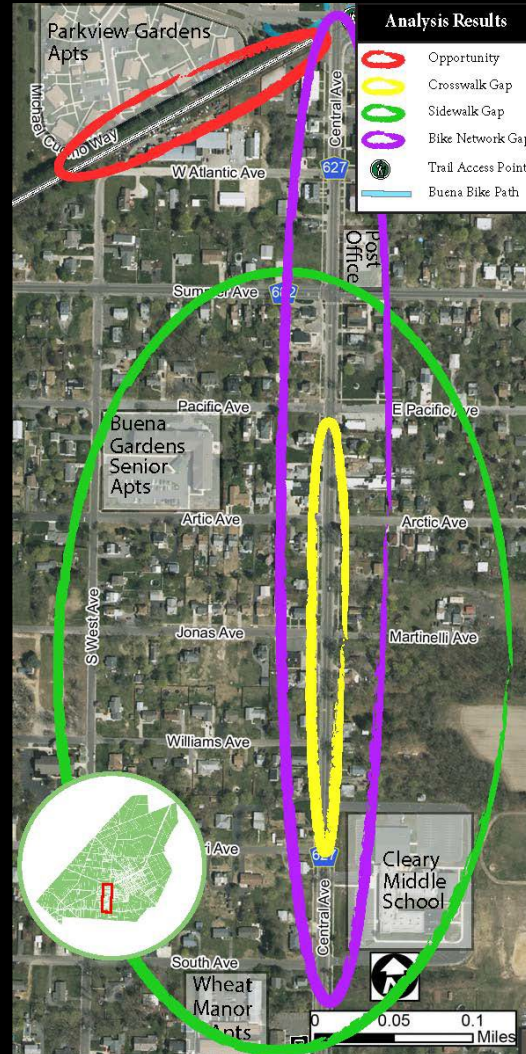
Scope Depends on Community Need

Small scale

- Pedestrian Safety at intersections
 - Curb ramps
 - Crosswalks
 - Crossing distance
 - Signal timing

Medium Scale

- Corridor Study – a few blocks
 - Can bicycle facilities be added?
 - Is streetscape safe/welcoming for pedestrians?
 - Are there places to cross the street?



Format



- CCCTMA field visit and observations
- Introductory stakeholder meeting
- Survey (optional)
- Community walking audit
- Report

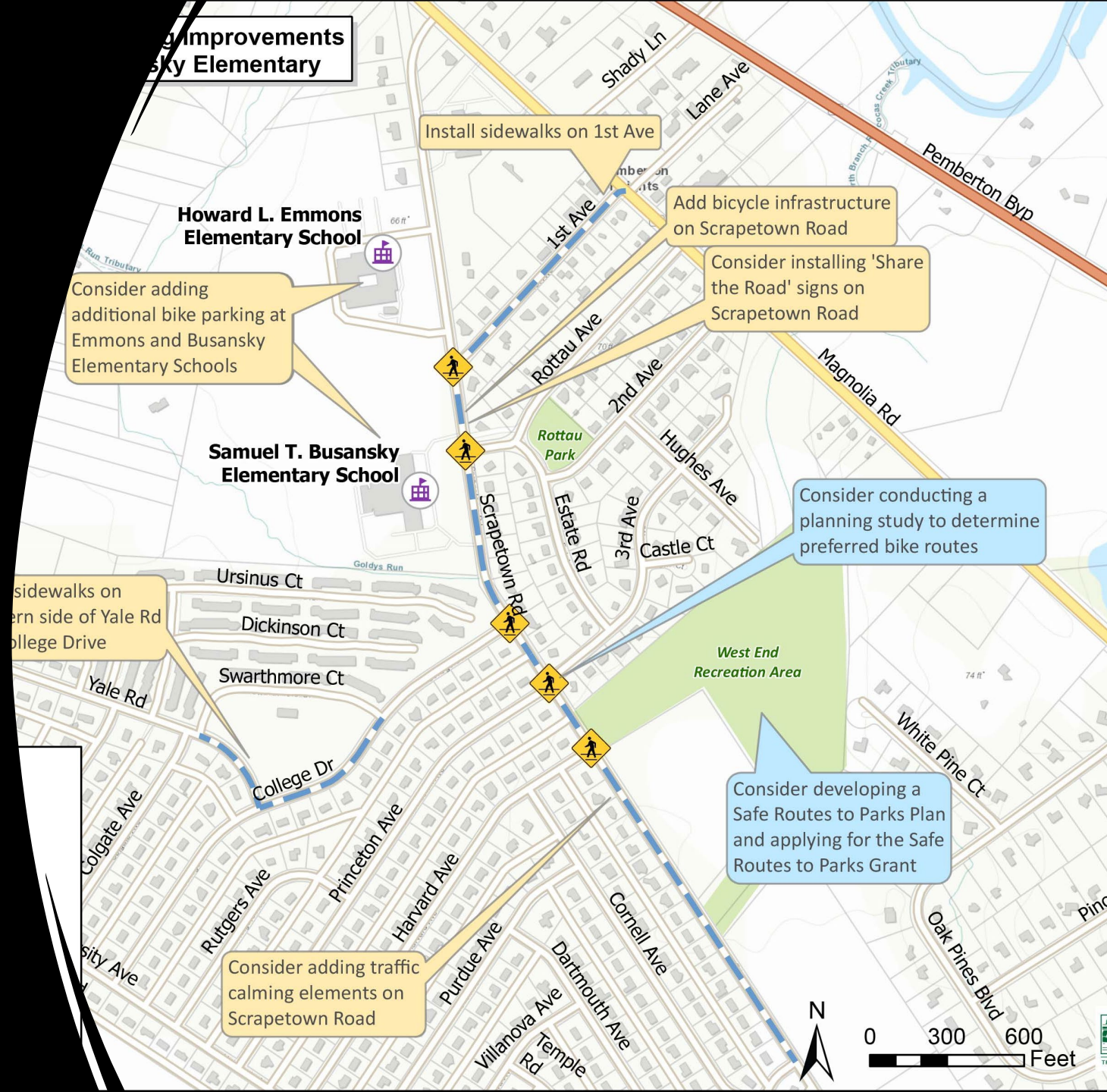
Audits during a pandemic

- Stakeholder meeting
- Virtual audit
- Field Audit
- Report



2021 Travel Plans and Safety Audits

- Travel Plans
 - Pennsville Township
 - Pemberton Township
 - Both applied for SRTS Grant in 2021 with CCCTMA assistance
 - Pennsville became a member as a result
- Audit follow-up
 - Somerdale – Street Smart NJ and NJDOT cooperation
 - Hamilton Township – Street Smart NJ and Sustainable Jersey certification



Electric Vehicles

- Webinars
- EV Newsletter
 - Establish CCCTMA as subject matter experts
 - Grant notifications
 - 103 distinct EV contacts
- TMA EV “Potluck”
 - Fosters collaboration and mutual support
- EV Primer



Electric Vehicle Webinars/Workshops

- Three Workshops
 - August 2020 – Intro to technology & charging stations
 - June 2021 – Charging station planning best practices & funding programs
 - December 2021 - NJDCA Statewide Model EV Parking and Zoning Ordinance Workshop
- Speakers:
 - NJDEP
 - NJDCA
 - Charging station companies
 - Commercial real-estate companies
 - Leading municipalities



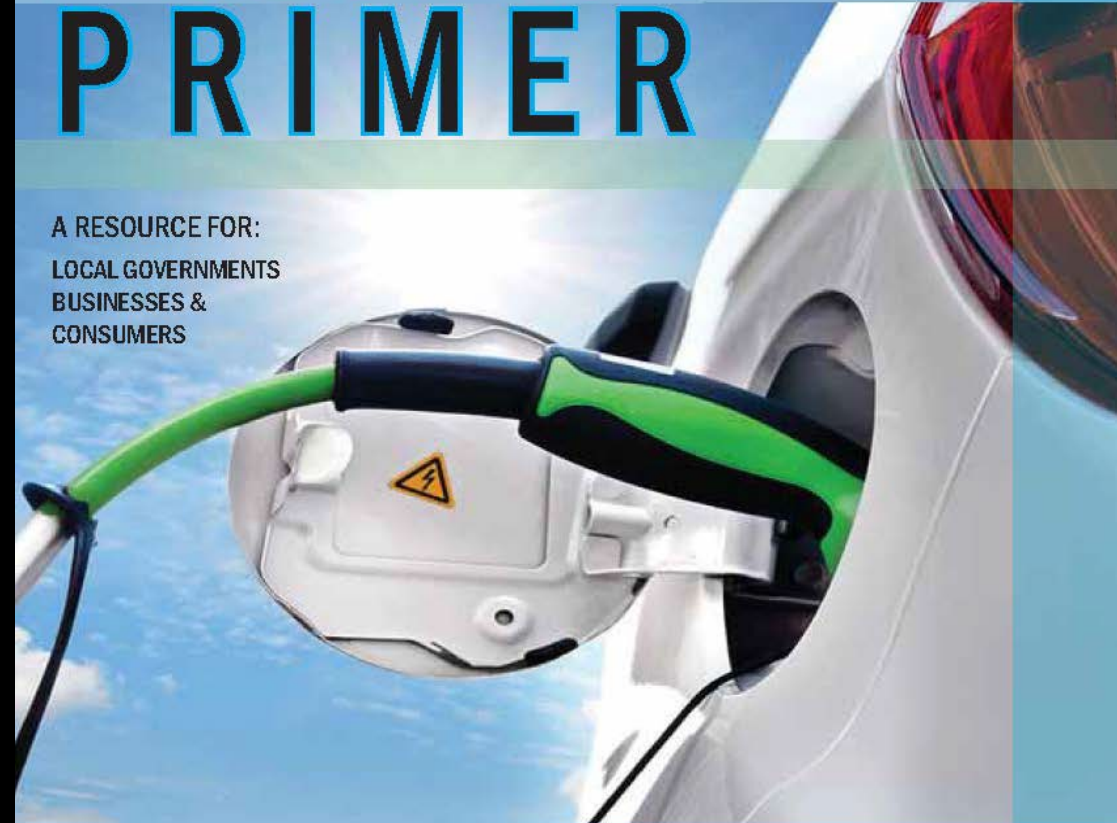
EV Primer

- EV Basics
- Introduction to Charging Stations
- Legislative Update
- Making Municipalities EV Friendly
- State Programs & Incentives
- [Download here](#)

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September 2021

Thank
You!



**CROSS
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TRANSPORTATION MANAGEMENT ASSOCIATION

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