



November 15, 2022 | RTC



TIP ACTIONS

Transportation Improvement Program
Pennsylvania TIP (FY23-FY26)

Wanamaker Avenue Over Darby Creek

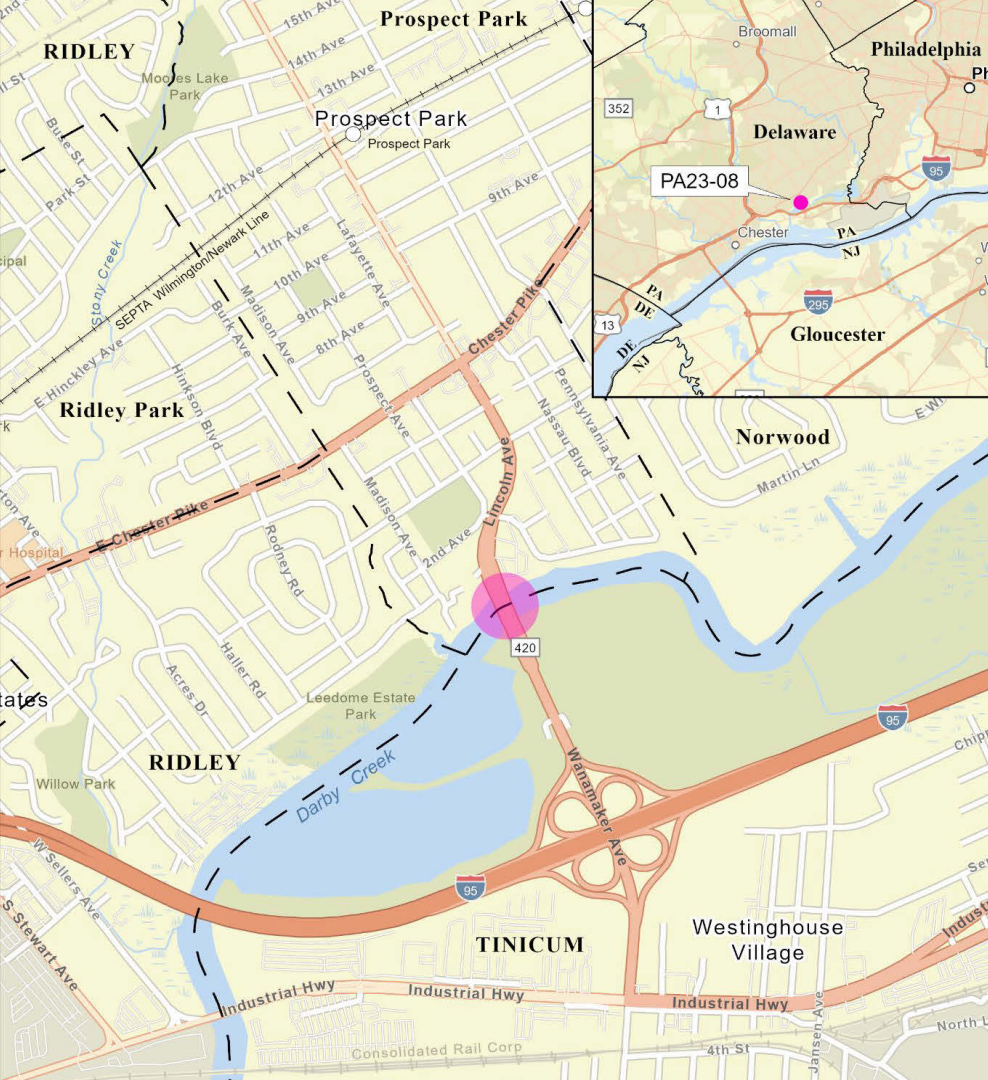
Delaware County | Increase CON Phase Funding

TIP Amendment

Action: Change fund source from State 185/State 581 funds to federal NHPP/STU/BRIP/STP funds and increase Construction (CON) Phase cost by \$15 M. Removing \$25.46 M State funds and adding \$40.460 M federal funds

Reason: Changing state funds to federal funds and increasing federal funds by \$40.46 M to cover various cost increases

Background: Full replacement of both southbound bridge and northbound bridge which carries Wanamaker Avenue over Darby Creek with single structure



Wanamaker Avenue Over Darby Creek

- Raising bridge profile to accommodate shared use trail underpass.
- Shared use trail underpass will be constructed and will connect the existing parking lots along PA 420 at John Heinz National Wildlife Refuge.
- The project was developed to minimize sensitive environmental resources within the project vicinity including the Morton Homestead State Park and the John Heinz National Wildlife Refuge.

TIP ACTION | Proposed - PA

- **Request RTC Recommend Board Approval of TIP Amendment**
- **Wanamaker Avenue over Darby Creek, Delaware County**
 - *To change the fund source from State 185/State 581 funds to federal NHPP/STU/BRIP/STP funds and increase the CON Phase cost by \$15 M*
 - *Removing \$25.46 M (FY23: \$890,000 State 185, FY24: \$2.34 M State 185, FY25: \$2 M State 185/\$1.777 M State 581, FY26: \$4.109 M State 185, FY27: \$14.344 M State 185) from the CON Phase*
 - *Add \$40.46 M (FY23: \$7.907 M NHPP/\$537,000 STP, FY24: \$3.5 M STU/\$2.561 M STP, FY25: \$5.365 M NHPP/\$2.5 M STU, FY26: \$14,000 BRIP, FY27: \$14,000 BRIP, FY28: \$14,000 BRIP/\$2.498 M STU, FY29: \$1.314 M BRIP/\$361,000 STU, FY30: \$14,000 BRIP/\$7.213 M STU, FY31: \$14,000 BRIP/\$1.574 M STU/\$74,000 STP, FY32: \$14,000 BRIP/\$1.574 M STU/\$74,000 STP, FY33: \$14,000 BRIP/\$1.574 M STU/\$74,000 STP, FY34: \$14,000 BRIP/\$1.575 M STU/\$72,000 STP) to the CON Phase*



Schuylkill River Swing Bridge TIGER VII

City of Philadelphia | Increase CON Phase

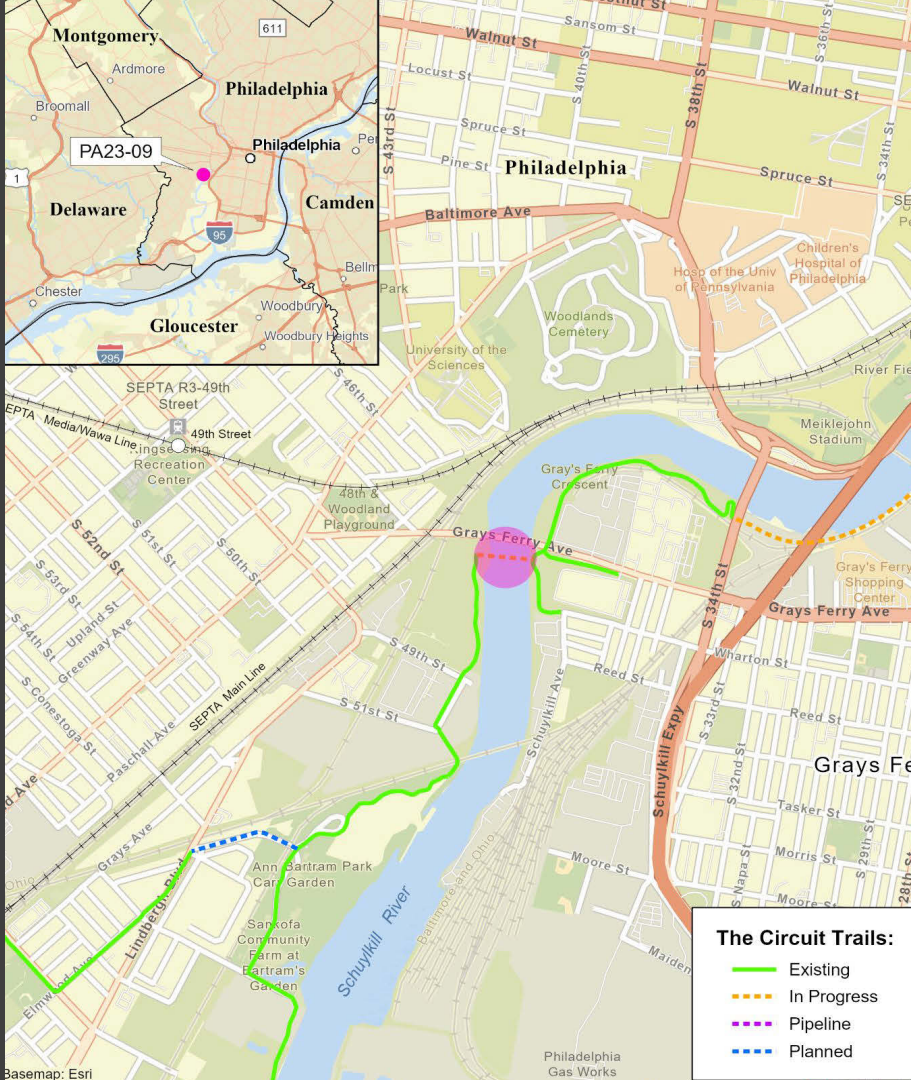
TIP Amendment

Action: Increase CON Phase by \$13.594 M and switch funding to state funding, by removing \$5 M STU funds (FY24: \$2.5 M, FY25: \$2.5 M) and adding \$18.594 M State 185 funds (FY23: \$890,000, FY24: \$2.340 M, FY25: \$1.77 M, FY26: \$3.5 M and FY27: \$10.094 M)

Reason: CON has faced numerous delays and cost increases (\$13.594 M)

Background:

- Support construction of a swing bridge to provide a bicycle and pedestrian connection between the Kingsessing and Grays Ferry neighborhoods of Philadelphia across the Schuylkill River
- FHWA has indicated that they will not participate in the additional project costs at this time due to truss issues



Schuylkill River Swing Bridge TIGER VII

- This Schuylkill River Swing Bridge project is part of the Schuylkill River Trail and the regional trail network, 'The Circuit.'
- This project was awarded a 2015 TIGER grant, as part of a three-project application for Philadelphia called "Closing the Gaps."
- All three TIGER projects address disruptions to Philadelphia's existing transportation network in areas that disproportionately impact low-income and minority communities and better connect those communities to employment and other opportunities.

PHOTO CREDIT: SRDC

Pre-CON



PHOTO CREDIT: SRDC

During CON



RENDERING CREDIT: SRDC



TIP ACTION | Proposed - PA



- **Request RTC Recommend Board Approval of TIP Amendment**
- **Schuylkill River Swing Bridge TIGER VII, City of Philadelphia**
 - Increase the CON Phase of the Schuylkill River Swing Bridge project by \$13.594 M and switch funding from federal to state funding
 - Removing \$5 M federal STU funds (FY24: \$2.5 M, FY25: \$2.5 M)
 - Adding \$18.594 M State 185 funds (FY23: \$890,000, FY24: \$2.340 M, FY25: \$1.77 M, FY26: \$3.5 M and FY27: \$10.094 M)

MLK Drive Bridge

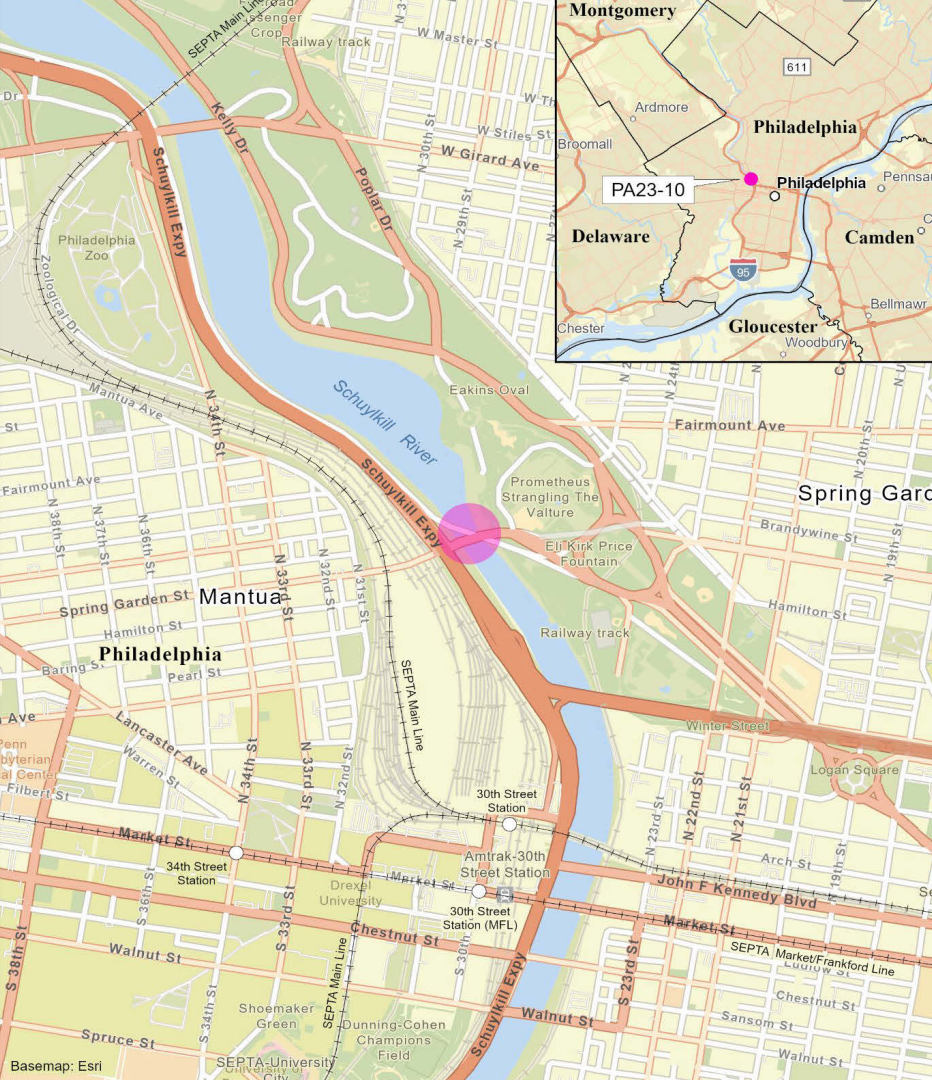
City of Philadelphia | Increase the CON Phase

TIP Amendment

Action: Increase CON Phase of the MLK Drive Bridge by \$8.26 M (FY23: \$2.296 M BRIP/\$25,000 STU, FY24: \$2.603 M BRIP, FY25: \$1.814 M BRIP, FY26: \$1.522 M BRIP) and removing \$3.464 M of State 183 and Local funds (FY24: \$750,000 State 183/\$250,000 LOC, FY25: \$375,000 State 183/\$125,000 LOC, FY26: \$1.473 M State 183/\$491,000 LOC) from the CON Phase for a total project increase of \$4.796 M

Reason: Changing state and local funds to federal funds and increasing federal funds by \$8.26 M

Background: Rehabilitation of the bridge, prevent continued deterioration of the bridge, and to allow for the the bridge to reopen to vehicular traffic, as it is currently closed



MLK Drive Bridge

- Proposed improvements include complete bridge deck replacement, steel repairs, cleaning and painting of existing steel, new expansion joints, new scuppers and down spouting, new bearings, bridge painting, and limited substructure repair.
- Examples of work to be completed due to cost increase are: removal of a portion of the existing bridge, epoxy coated reinforcement bars, fabricated structural steel, and painting of the existing structural steel.
- The existing single five-foot wide sidewalk, used by both pedestrians and bicycles, will be widened to a 10'-6" shared-use path.

TIP ACTION | Proposed - PA

Request RTC Recommend Board Approval of TIP Amendment

MLK Drive Bridge

- *Increase the CON Phase of the MLK Drive Bridge by \$8.26 M (FY23: \$2.296 M BRIP/\$25,000 STU, FY24: \$2.603 M BRIP, FY25: \$1.814 M BRIP, FY26: \$1.522 M BRIP) and removing \$3.464 M of State 183 and Local funds (FY24: \$750,000 State 183/\$250,000 LOC, FY25: \$375,000 State 183/\$125,000 LOC, FY26: \$1.473 M State 183/\$491,000 LOC) from the CON Phase for a total project increase of \$4.796 M*





Thank You!

Connect With Us!



www.dvrpc.org/TIP



PJM CITIES AND COMMUNITIES COALITION

Charter Adoption - “Educational Tier”

Brooke Garcher

Program Analyst, Sustainable Energy

November 15, 2022

DVRPC RTC



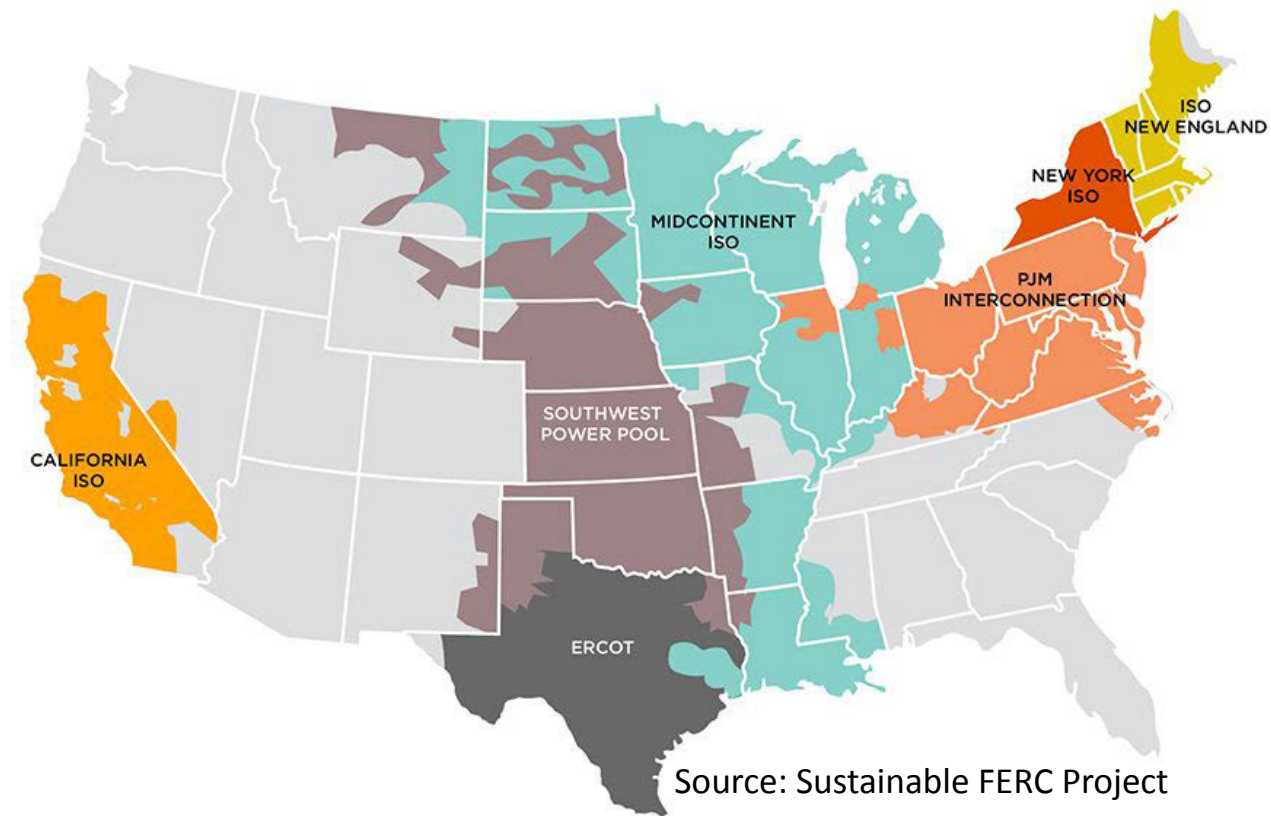
WHAT IS PJM?

PJM is a Federal Energy Regulatory Commission (FERC)-regulated regional transmission organization (RTO) that coordinates, controls, and monitors the electric transmission system serving all or parts of

Delaware, Illinois, Indiana, Kentucky, Maryland, Michigan, New Jersey, North Carolina, Ohio, Pennsylvania, Tennessee, Virginia, West Virginia, and the District of Columbia.

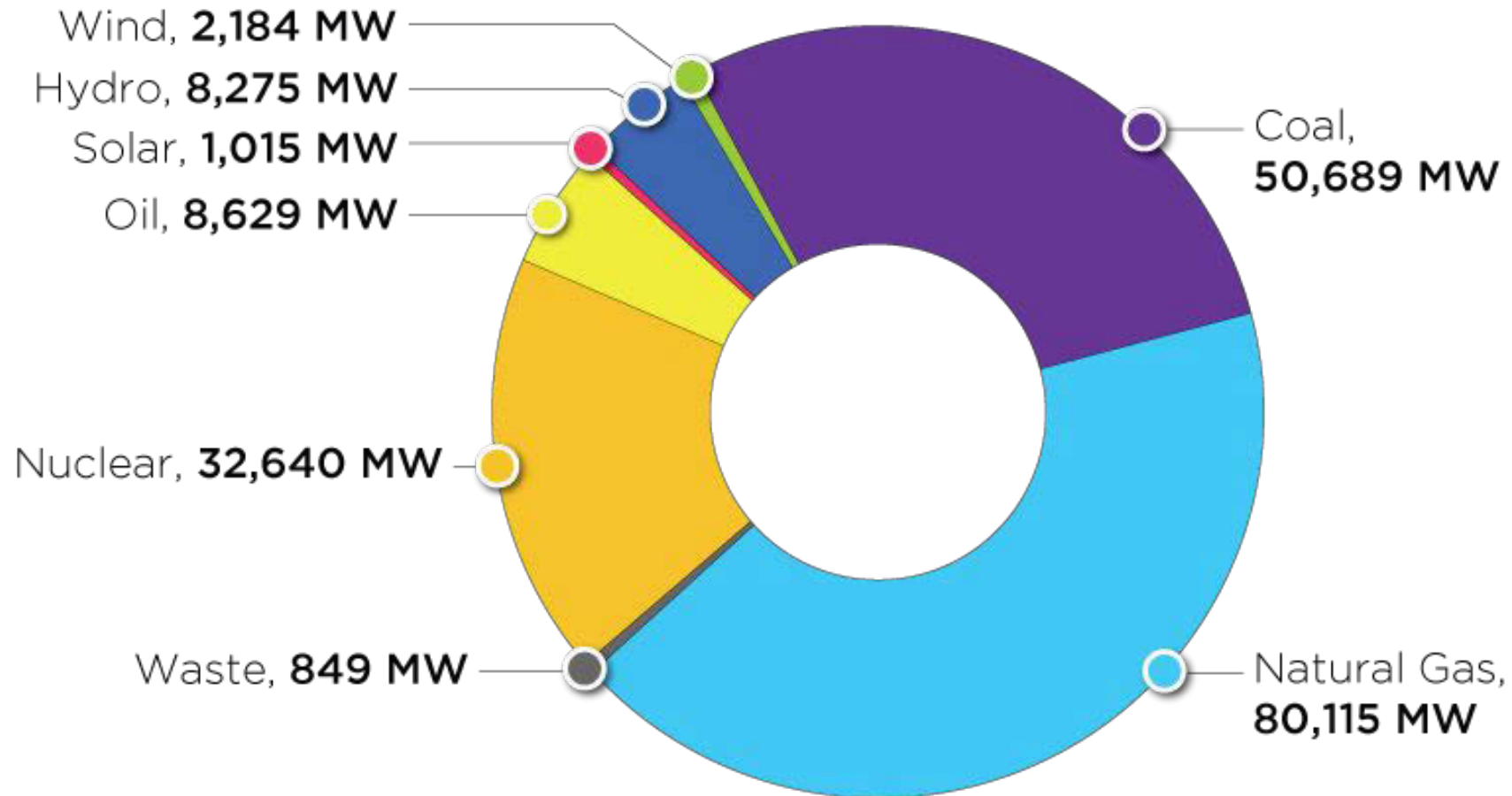
As an RTO, PJM plays an important role:

- Dispatching electricity from current power plants;
- Guiding investment in new electricity sources and the retirement of old power plants;
- Setting wholesale prices for electricity; and
- Helping to maintain a stable, reliable electricity system.



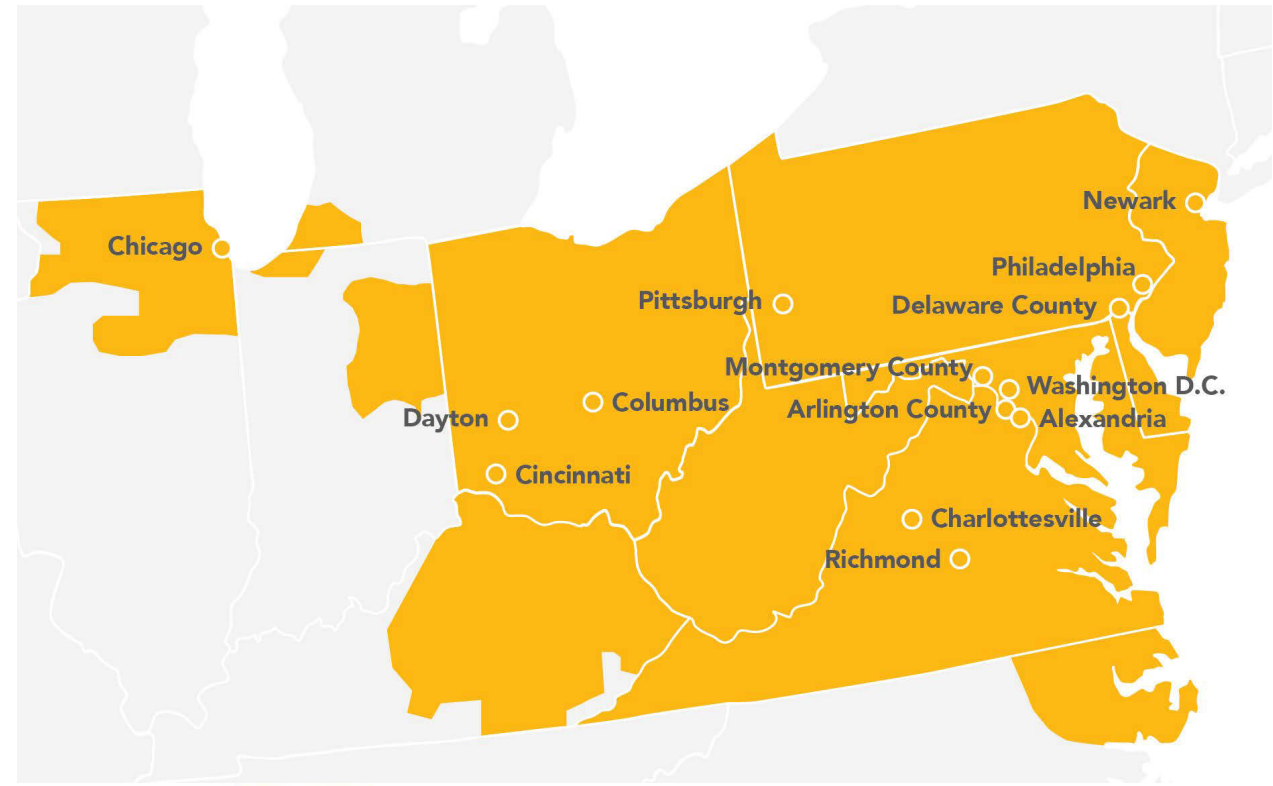
FOSSIL FUELS ARE THE MAJORITY OF INSTALLED CAPACITY IN PJM

Installed Capacity in PJM Territory as of December 2020



PJMCCC MISSION

The PJM Cities & Communities Coalition (PJMCCC) is an independent organization launched in 2020 to coordinate the efforts of local governments in PJM territory that are interested in removing and preventing barriers to decarbonization solutions in their regional wholesale electricity market.



The Coalition provides a platform for members to:

- Educate and build capacity on these issues
- Form partnerships to collaborate with similarly aligned organizations
- Create opportunities for members to work collectively to drive decarbonization within the PJM region
- Raise awareness within PJM more aware of local government decarbonization goals.



MEMBERSHIP STRUCTURE



TIERED MEMBERSHIP

- **Dual Members Tier:** Local governments who are participating members of the coalition but also members of the PJM stakeholder process
- **Participating Tier:** Local governments playing an active role in decision making, may participate in standing committees or working groups, sign on to public statements or other actions, and have access to educational materials
- **Observing Tier:** Local governments with a non-active role but may join public action and have access to education
- **Education Tier:** Members who want to deepen their education but do not have the ability to support in the development or execution of the Coalition's agenda, cannot be referenced in external facing material or be included in engagement activities and/or filings

BENEFITS OF MEMBERSHIP

- Educational and capacity building opportunities around wholesale markets and decarbonization solutions each month from subject matter experts
-
- Partnerships with and contacts are similarly-aligned organizations
-
- Collective work to create solutions and drive decarbonization within the PJM region

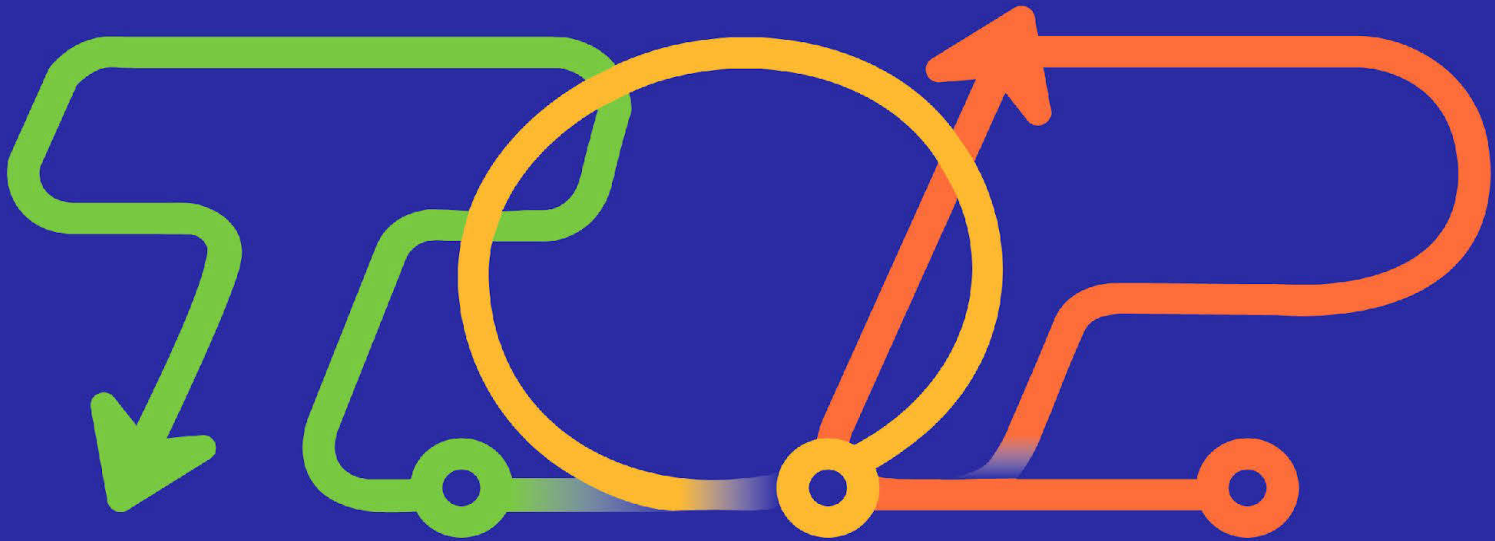


WHY IS THIS RELEVANT TO **dvrpc**?

- More than 45 municipalities and several counties have passed 100% renewable energy or decarbonization goals
- DVRPC's Long Range Plan has a goal to achieve carbon neutrality in region by 2050.
- DVRPC supports local government partners in exploring energy projects and programs.
- **The Regional Power Purchase Agreement Partnership.** Brings together Bucks, Chester, Delaware, Montgomery counties to explore opportunities for aggregate procurement of electricity and renewable energy for county operations.

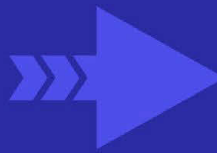
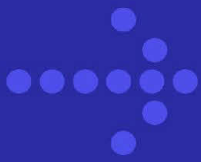
ACTION PROPOSED

**That the Regional
Technical Committee
recommend DVRPC Board
approval a of the adoption
of the PJMCCC Charter at
the Educational Tier**



TRAVEL OPTIONS PROGRAM

DVRPC Regional Technical Committee | November 15, 2022 | Presenter: Stacy Bartels





Funding an Additional TOP Project for FY23 and FY24

Advancing Key Advantage in the Region

Recipient: SEPTA





Background

TOP provides funding from the Surface Transportation Block Grant Program (STBG/STU) to implement selected projects. A set of goals, outcomes, and strategies identified in the Regional TDM Plan are intended to guide the selection of projects to fund through TOP. Any project proposed for funding must be designed to address at least two (2) of the five (5) core plan goals. The *Regional TDM Advisory Committee* also assists DVRPC staff with the selection and recommendation of applications to fund in each two-year period.

For more information on TOP, go to www.dvrpc.org/top.



Background, cont'd

Pilot Round - 4 projects

- 3 completed June 30, 2022; one extended

First Round Non-Construction - 13 projects (9 in PA, 4 in NJ)

First Round Construction - 3 projects (1 in PA, 2 in NJ)

- Due to time needed to complete construction, these were moved to Second Round in FY25 and FY26 (funding and implementation)

This move left a balance in the FY23 and FY24 grant period

Regional TDM Advisory Committee reviewed and evaluated several options and agreed to use these funds on a project that benefits the region



Funding

Balances (federal - over two FYs)

- PA Balance - \$585,135
- NJ Balance - \$150,166

Using federal STBGP/STU funds this round - requires a local match (20%)

Project Proposal Details

- Presenting PA funding for SEPTA's new Key Advantage program
- SEPTA offers three (3) employer-focused programs
 - Key Commuter
 - Key Advantage
 - Key Partner
- Key Advantage is a new approach to implementing employer commuter benefits
 - involves all employees at a work site (initially)
 - provides an "all access" pass
 - employer pays full but discounted cost for the trial period



SEPTA Key Advantage is an employer-based, all-access employee benefit program. Employers with 500 or more employees can enter into an agreement with SEPA, which allows employers to load “all access” passes once per month to eligible employee SEPTA Key cards.

Like any benefit program, employers would include 100% of their employees regardless of whether all employees fully utilize this benefit. Just like the Monthly Anywhere TrailPass, passes loaded through the SEPTA Key Advantage program can be used on all SEPTA modes...

Project Goals

- Enable SEPTA to advance the expansion of [Key Advantage](#)
 - pilot program complete
- Encourage more regular transit usage
 - help reduce congestion
 - help improve air quality
 - help boost ridership
- Allow employers to reduce FICA and payroll taxes; assist them to more efficiently manage and possibly downsize parking needs
- Offer employees savings on a commute by transit, and increase access to a different commute option

Execution of Scope

- Timing: January 2023-June 2024
- Targets
 - 1) companies 500+
 - 2) 50-500
- Locations
 - 1) suburbs (with transit options/connectors)
 - 2) city*
- Tactics - Marketing/Outreach
 - at worksite
 - residential

 - try new approaches to reaching out to employers
 - determine which techniques and tools work best to gain new employee participants

** Phila. businesses will also be covered with outreach related to the City's Commuter Benefit Ordinance*

Action Proposed

That the Regional Technical Committee recommend Board approval of this new project to add to other selected and approved TOP projects for the current FY23 and FY24 TOP grant period, for a total funding amount of \$731,568.

\$585,254 Federal Hwy (STU*, MPMS #117928)

\$146,314 local match

\$731,568 TOTAL

* *formerly CMAQ funds transferred to STU at the state level*

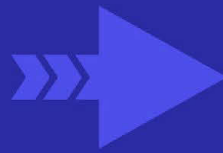
Questions?



TRAVEL OPTIONS PROGRAM

THANK YOU!

more information: sbartels@dvrpc.org





VISION ZERO

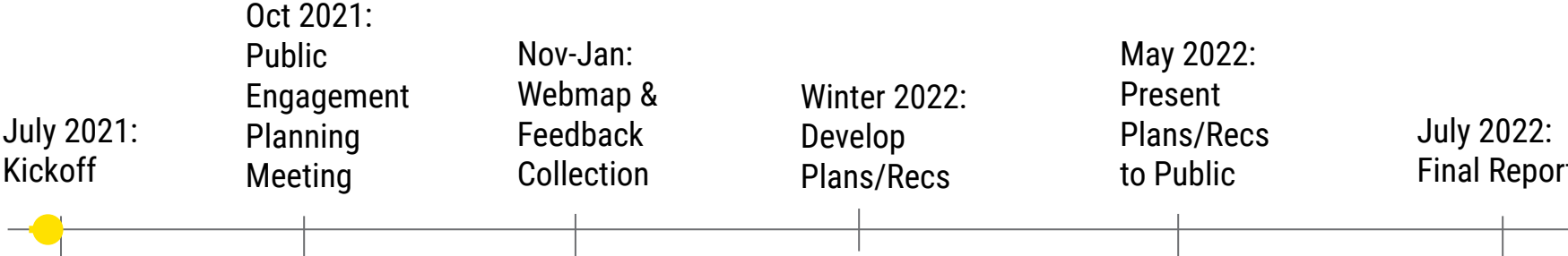
CECIL B. MOORE

Regional Technical Committee

November 15, 2022



Public Engagement Timeline



Create a Public Engagement Plan

VIZ | CBM: Public Engagement Plan



Goal: DVRPC will work to maximize public input on the project recommendations, keep stakeholders and residents updated on the project throughout the study period, and provide an opportunity for feedback on the plan recommendations.

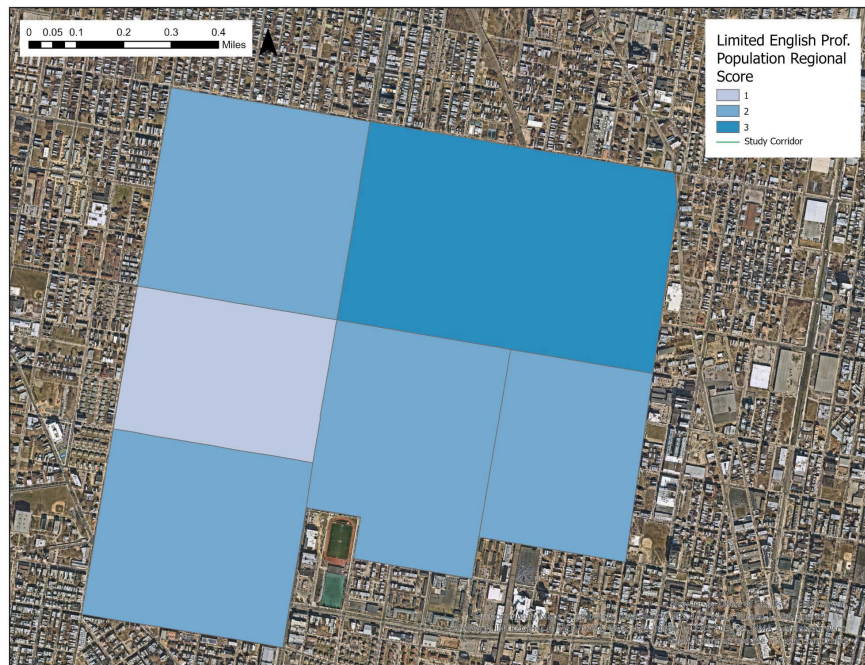
Timeline

October:

- *Internal*
 - Open project webpage
 - Complete **webmap** and survey, send to OTIS for comments
 - Develop promotional materials, including postcard with link to survey, sample social media/newsletter posts, and press release to send to local media
 - Evaluate budget for mailings, develop mailing list based on this
- *External*
 - Follow up with meeting notes from 10/4 meeting, additional opportunities to give feedback
 - Continue outreach to community leaders/organizations, including attending local meetings where possible
 - Bright Hope Baptist Church
 - Tenth Memorial Baptist Church
 - 22nd Police District
 - Dunbar Elementary (send to parents)
 - Alliance for Progress Charter School (send to parents)
 - St. Joe's Prep (send to parents)
 - Norris Homes
 - Gray Manor
 - Blackhawks
 - Dendy Rec Center
 - Temple Area Property Association

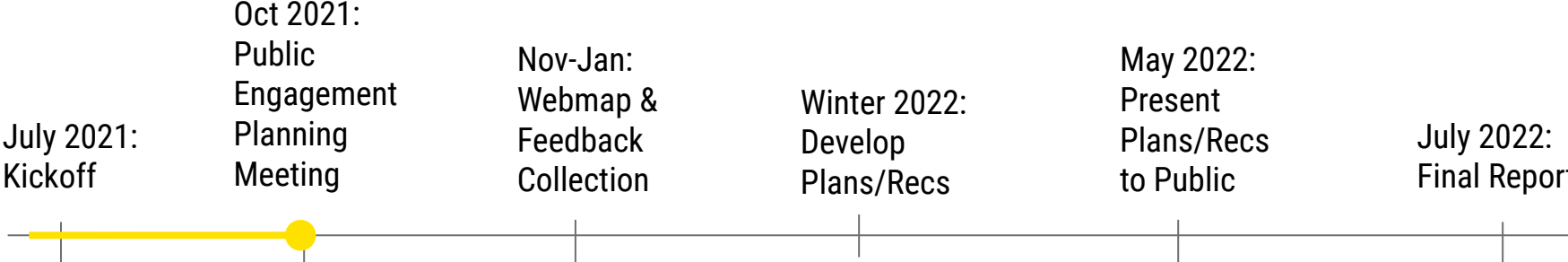
November:

- *Internal*



- Prioritize researching history of planning in the community, identify key events, figures, controversies
- Get elected officials onboard early and often
- Target hard-to-reach groups (e.g. schools) early as well

Public Engagement Timeline



Meet with Community Leaders

- 22nd Police District
- APM
- Beech Community Services
- Bright Hope Baptist Church
- North Central Empowerment Zone
- North Central Special Services District
- Office of Council President Darrell Clarke
- Philadelphia City Planning Commission
- Philadelphia Office of Transportation, Infrastructure & Sustainability (oTIS)
- Public Participation Task Force
- Temple Student Government
- Yorktown Arms Residents
- Yorktown Community Development Corporation
- Yorktown Community Organization
- Local Business Owners
- Local Residents

Multiply Outreach Efforts



VISION ZERO CECIL B. MOORE

PARTNER PROMOTIONAL TOOLKIT

OUTREACH TIMELINE

Weeks of 11/15 to 12/24

CONTACT

Marco Gorini, Senior Transportation Planner; mgorini@dvrpc.org; 617-869-0225

RESOURCES

Graphics available via [this google drive folder](#).

Project Webpage: www.dvrpc.org/cecilbmoore

Survey: cloud.dvrpc.org/webmaps/cbm

[Press Release](#)

Key Message: Share your input about Cecil B. Moore Ave! The Delaware Valley Regional Planning Commission ([DVRPC](#)) and the City of Philadelphia's Office of Transportation, Infrastructure, and Sustainability ([OTIS](#)) want to engage with people who work, live, or go to school in the area and identify future safety improvements based on Vision Zero strategies.

Who to tag:

Twitter -- @DVRPC, @PhillyOTIS, @PhiladelphiaGov

Facebook -- DVRPC; Office of Transportation, Infrastructure & Sustainability; City of Philadelphia Government

Instagram -- @DVRPC, @philaotis

SOCIAL MEDIA TEXT

OR SHARE @DVRPC'S POSTS

Do you drive, bike, walk, or ride on Cecil B. Moore? @DVRPC, @PhillyOTIS, and

For Immediate Release: November 16, 2021

City Contact: press@phila.gov

DVRPC Contact: Natalie Scott, nscott@dvrpc.org

City and Partners Studying Road Safety on Cecil B. Moore Ave *Residents are encouraged to share safety concerns in a survey.*

PHILADELPHIA – City officials and partners announced today a new [Vision Zero](#) safety study along the Cecil B. Moore Ave corridor, between Willington Street and 10th Street. The goal of the project, a partnership with the [Delaware Valley Regional Planning Commission](#) (DVRPC), is to engage with people who work, live, or go to school in the area and identify future safety improvements based on Vision Zero strategies.

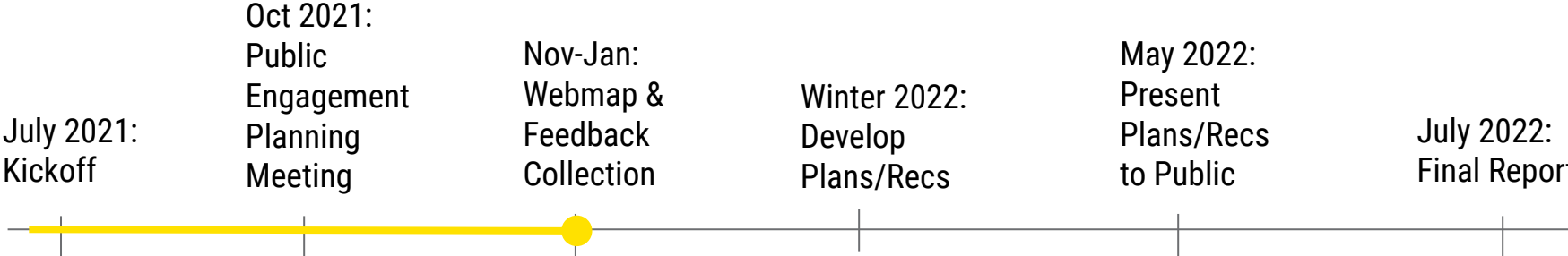
This study is the result of the City's [Vision Zero 2025 Capital Plan](#) that identified Cecil B. Moore Ave as a priority corridor on the High Injury Network, which includes the 12% of Philadelphia streets that account for 80% of serious crashes in the city. From 2014 - 2018 there was a high concentration of crashes at the intersection with Broad Street, including especially high rates of pedestrian fatalities and serious injuries.

"Cecil B. Moore Ave serves thousands of people walking to stores, Temple University, or public transportation. Pedestrians account for 27% of all crash injuries, but represent 50% of all serious injuries or fatalities that happen in the corridor," said Kelley Yemen, Director of Complete Streets with the Office of Transportation, Infrastructure & Sustainability (OTIS).

The City has partnered with DVRPC to engage with the community and other local stakeholders, analyze crash and traffic data, and conduct a road safety audit of the corridor. These efforts will inform the development of a conceptual plan for safety improvements. Once

- Prioritize identifying community events to table/present and gather feedback
- Lead group through participatory budgeting process: how should we spend finite resources for outreach?
- Identify ambassadors from the group – who are the people with the bandwidth to support the project from the community side?

Public Engagement Timeline



Gather Feedback Online



VISION ZERO
CECIL B. MOORE

How to Use the Map | Filter Comments

Pin a comment to the map | Share your ideas about Cecil B. Moore

dvprc | City of Philadelphia

Map labels include: Baptist Church, Philadelphia Police Station 22ND-23D, Liacouras Center, Howard Gittis Student Center, CVS Pharmacy, Temple University, Columbia Field, University Village, 1300 Residence Hall, The Fresh Grocer, Sullivan Progress Plaza, Verizon, Beckett Gardens, Denny Playground, and various streets such as W Montgomery Ave, W Oxford St, W Jefferson St, N Broad St, N 13th St, N 12th St, N 11th St, N 10th St, N 9th St, N 18th St, N 17th St, N 16th St, N 15th St, N 14th St, N 13th St, N 12th St, N 11th St, N 10th St, N 9th St, N 8th St, N 7th St, N 6th St, N 5th St, N 4th St, N 3rd St, N 2nd St, N 1st St, W Berks St, W Oxford St, W Jefferson St, W Montgomery Ave, W Chestnut St, W Market St, W Center St, W 1st St, W 2nd St, W 3rd St, W 4th St, W 5th St, W 6th St, W 7th St, W 8th St, W 9th St, W 10th St, W 11th St, W 12th St, W 13th St, W 14th St, W 15th St, W 16th St, W 17th St, W 18th St, W 19th St, W 20th St, W 21st St, W 22nd St, W 23rd St, W 24th St, W 25th St, W 26th St, W 27th St, W 28th St, W 29th St, W 30th St, W 31st St, W 32nd St, W 33rd St, W 34th St, W 35th St, W 36th St, W 37th St, W 38th St, W 39th St, W 40th St, W 41st St, W 42nd St, W 43rd St, W 44th St, W 45th St, W 46th St, W 47th St, W 48th St, W 49th St, W 50th St.



VISION ZERO

CECIL B. MOORE

Community Survey

Vision Zero is a strategy to eliminate all traffic-related deaths and severe injuries, while increasing safety, health, and mobility for all. As part of the City of Philadelphia's Vision Zero Action Plan 2025, Cecil B. Moore Avenue from Willington Street to 10th Street was identified as a top ten corridor. For more information, please visit www.dvrpc.org/cecilbmoore.

How do you use Cecil B. Moore Avenue?

1. When you use Cecil B. Moore Avenue, what do you use it for? [check all that apply]

- | | |
|---|--|
| <input type="checkbox"/> Commute to work | <input type="checkbox"/> Go out to restaurants or bars, socialize or entertainment |
| <input type="checkbox"/> Commute to school | <input type="checkbox"/> I do not currently use Cecil B. Moore Avenue |
| <input type="checkbox"/> Run errands or go shopping | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Go to religious services | |

2. How frequently do you travel to destinations on or near Cecil B. Moore Avenue?

- Every day
- Every week
- Every few weeks
- Every month
- Every few months
- Never

3. Thinking about the last month, how have you traveled to destinations on or near Cecil B. Moore Avenue? [check all that apply]

- | | |
|--|------------------------------------|
| <input type="checkbox"/> Driving by myself | <input type="checkbox"/> Bus/Train |
| <input type="checkbox"/> Driving with others | <input type="checkbox"/> Uber/Lyft |
| <input type="checkbox"/> Walking | <input type="checkbox"/> Taxi |
| <input type="checkbox"/> Biking | |

4. Are there types of travel from the previous question that you would like to do more, and what keeps you from traveling that way more often?

What is your vision for Cecil B. Moore Avenue?



Spread the word



VIZ VISION ZERO
CECIL B. MOORE

WE WANT TO HEAR FROM YOU!
¡QUEREMOS ESCUCHARTE!

Do you live, work, or travel along Cecil B. Moore Avenue?

To participate, visit:
Para participar, visite:
www.dvrpc.org/cecilbmoore



We want to hear your concerns about traffic safety on Cecil B. Moore.

  City of Philadelphia



- Don't rely on online feedback – not a replacement for face-to-face surveys/discussions – and allocate resources accordingly
- Careful with survey language, practice before finalizing to ensure accessible questions
- Consider an incentive (like a raffle) to encourage participation
- Don't skip the mailing, even if results are not guaranteed

Public Engagement Timeline



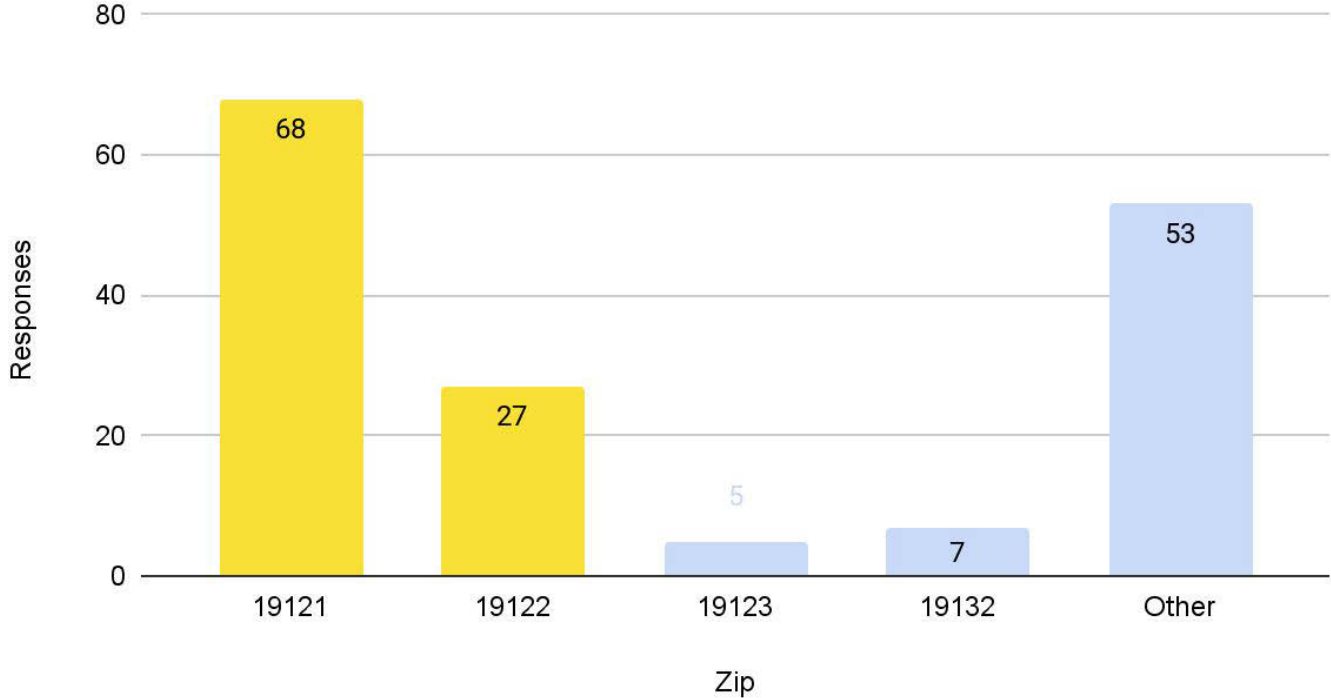
Engagement by the numbers

- 196 surveys returned (128 paper surveys, 68 online)
- 51 “pins on the map”
- >3,000 postcards mailed/handed out to neighbors with link to survey
- 30 posters put up along the corridor
- Eight weeks of Facebook and Instagram ads targeted at 19121 and 19122
- Outreach to >20 local organizations
- Face-to-face intercept surveys collected at 2 locations

Who We Heard From: *Zip Code*

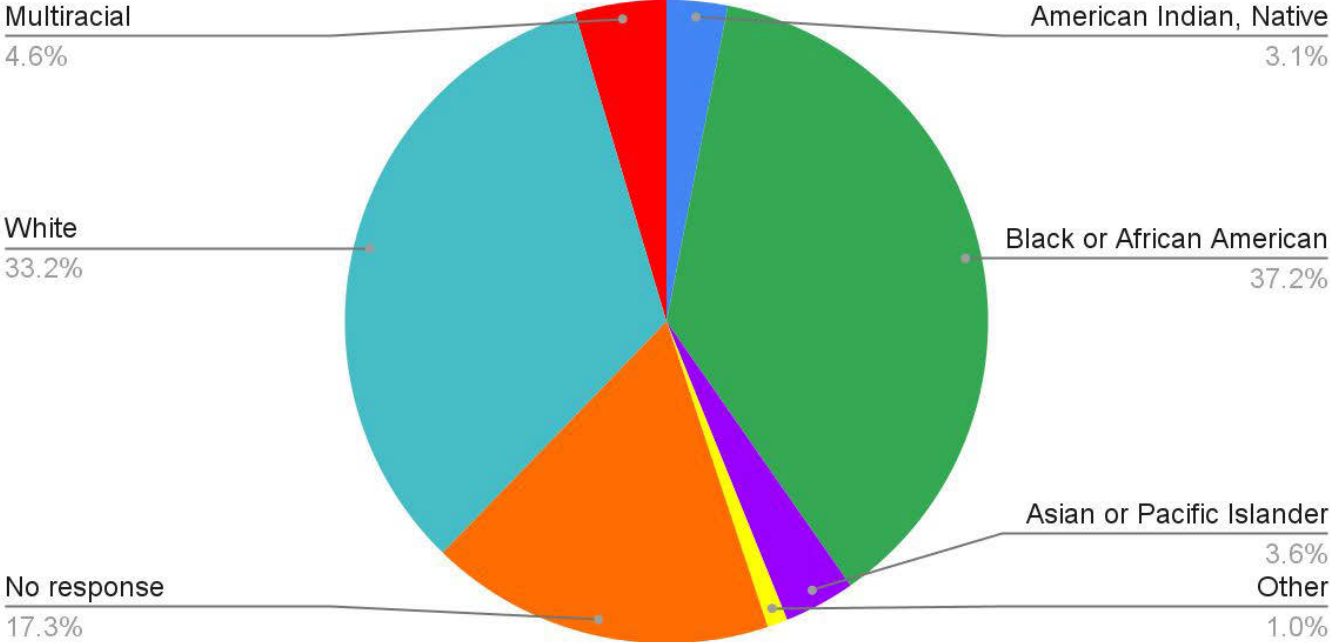


Zip Code of Responses



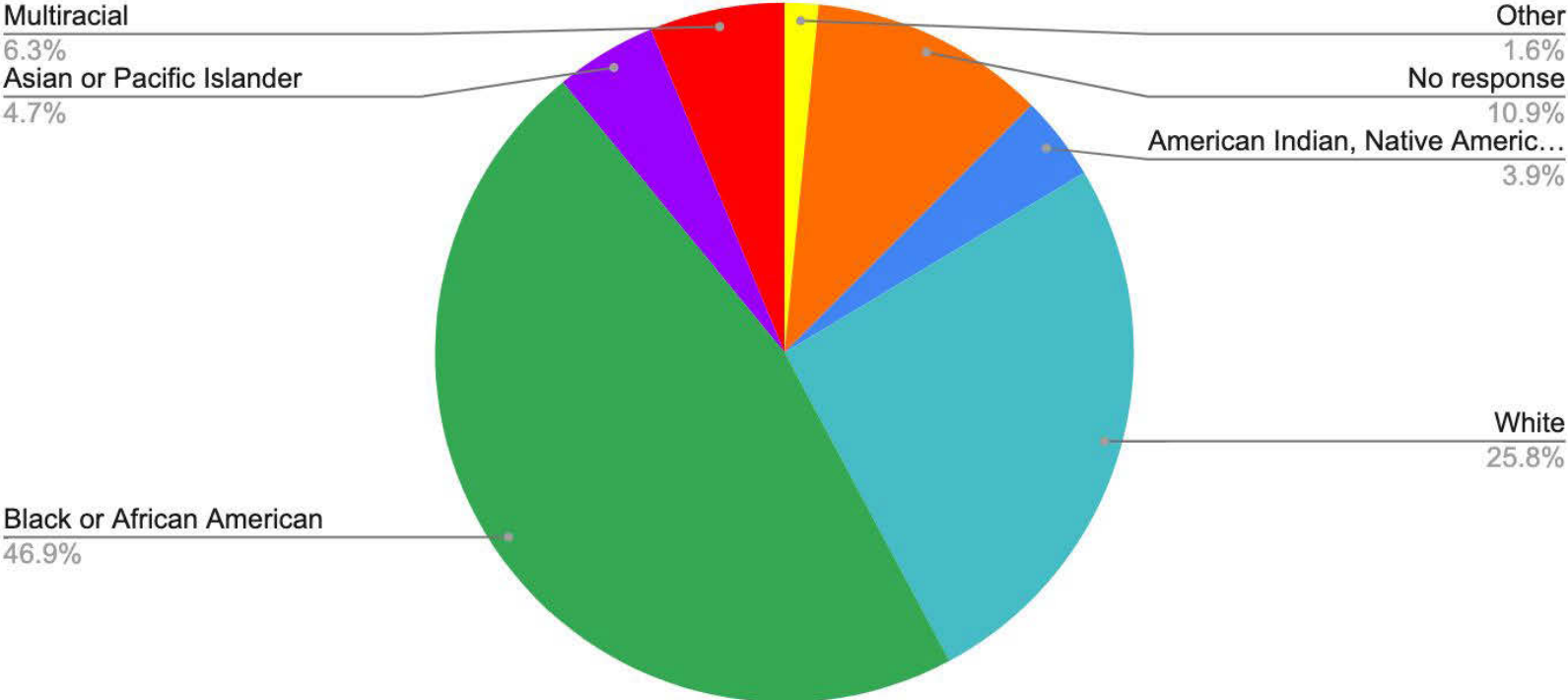
Who We Heard From: *Race*

With which race do you identify? (Online + In Person Responses)



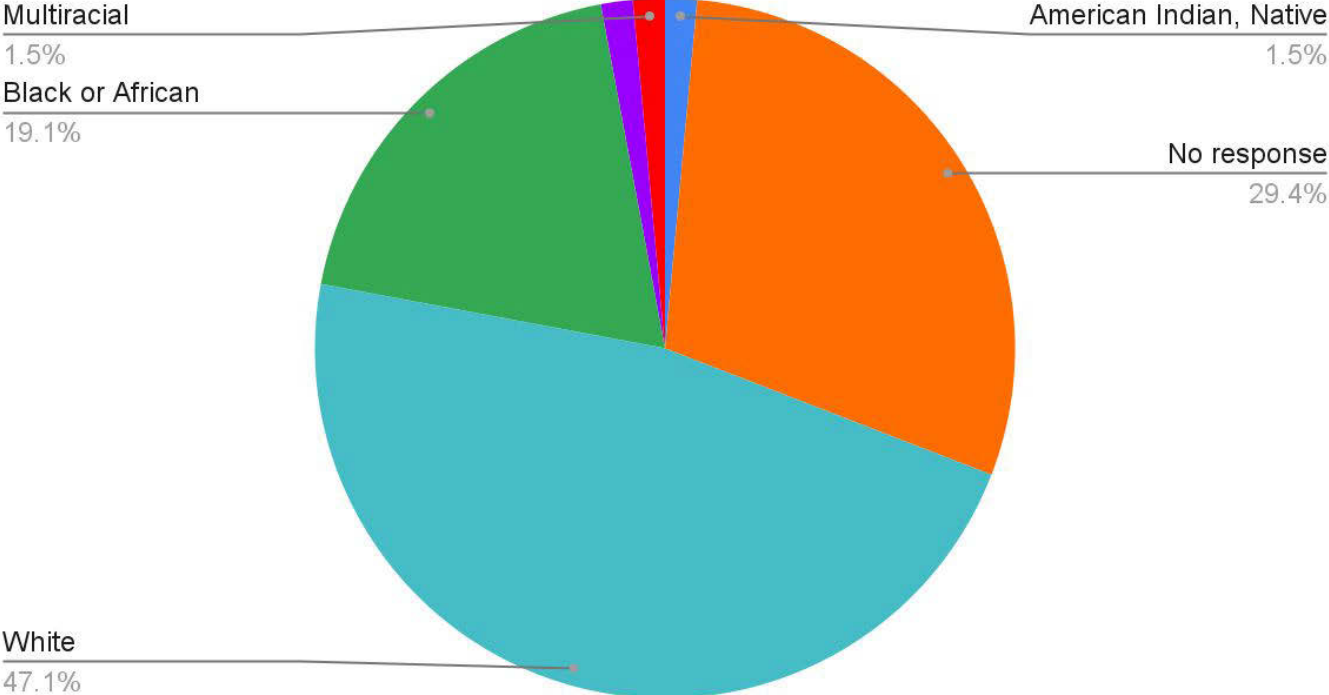
Who We Heard From: *Race*

With which race do you identify? (In Person Responses)



Who We Heard From: *Race*

With which race do you identify? (Online Responses)



- Make zip code required!
- Follow up meeting with ambassadors to “ground-truth” outreach findings

Public Engagement Timeline



Gather more feedback



VISION ZERO

CECIL B. MOORE

Vision Zero | Cecil B. Moore

Vision Zero | Cecil B. Moore



What is Vision Zero?

Vision Zero is a strategy to end all traffic-related deaths and severe injuries by making streets safer for all who use them, from pedestrians and bicyclists to drivers and riders of public transit. The City of Philadelphia adopted a Vision Zero Action Plan that aims to eliminate traffic deaths by 2030.

Why this section of Cecil B. Moore?

Cecil B. Moore Avenue from Willington Street to 10th Street was identified by the City of Philadelphia as a top priority for safety improvements due to its high rate of severe crashes.

How did we arrive at these recommendations?

The project team at DVRPC began by looking at crash data and collaborating with members of the community and other local stakeholders to conduct a safety audit of this section of Cecil B. Moore. We used the information gathered to develop these traffic safety recommendations.

Cecil B. Moore Project Recommendations

[CBM | Traffic Safety Concerns \(5.5 MB\) \(pdf\)](#)

[CBM | Project Goals & Safety Toolkit \(2.49 MB\) \(pdf\)](#)

[CBM | Recommendations for Willington St to 15th St \(1.65 MB\) \(pdf\)](#)

[CBM | Recommendations for Broad St to 13th St \(1.92 MB\) \(pdf\)](#)

[CBM | Recommendations for 12th St to 10th St \(1.86 MB\) \(pdf\)](#)

Survey

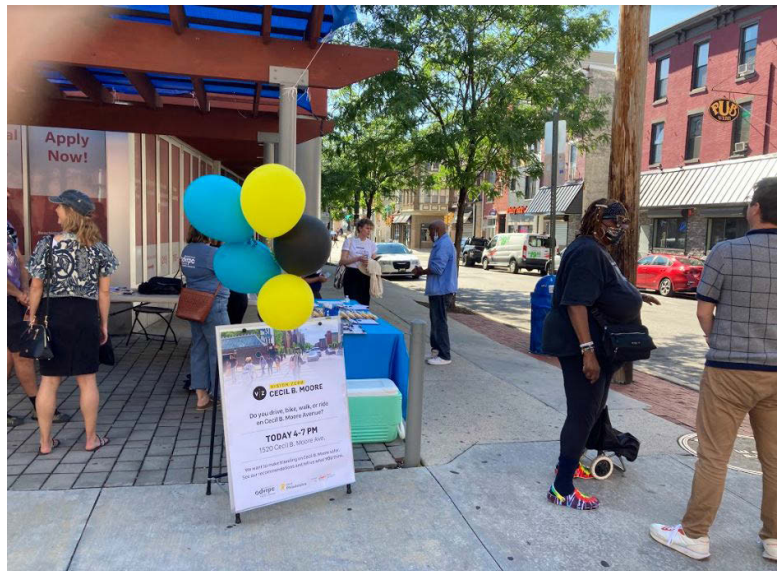
Questions

CLOSED: This survey has concluded.

Tell us what you think about the recommendations

This is your chance to tell us what YOU think about the Vision Zero recommendations for Cecil B. Moore Ave. To review the recommendations, download the PDFs under "Cecil B. Moore Project Recommendations" at the top right of the project homepage. The survey will close on Thursday, June 30, 2022.

TAKE SURVEY



Design accessible content

VIZ VISION ZERO
CECIL B. MOORE

Willington Street to 15th Street

Existing Conditions

Existing bus operation creates conflict with parked and moving vehicles.

Proposed Improvements

High visibility crosswalks at intersections with high pedestrian volumes.

Curb extensions for pedestrians and bus operation improvement.

Designate new loading zone in front of businesses.

15th Street bus stop removed for bus stop consolidation. (Not yet approved by EPP)

Added pedestrian signals.

dvrpc City of Philadelphia

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VIZ VISION ZERO
CECIL B. MOORE

Goals and Safety Toolkit

Project Vision

Creating a safer environment for active transportation users can be achieved through these components:

Safety

Vision Zero

Mobility

Efficient operations for all road users

Curb Extension

What are they?

- Extension of sidewalk
- Relocates street space for pedestrian usage

How do they help?

- Shorter crosswalk distances
- Increased pedestrian space
- Direct access to buses
- Buses do not exit travel lane

High Visibility Crosswalk

What are they?

- Flashing pedestrian beacons
- Bright, clear crosswalk paint

How do they help?

- Slows/traps traffic for crossing pedestrians
- Increases visibility of pedestrians

Bus Loading Island

What are they?

- Similar to curb extension
- Pedestrian island for bus riders

How do they help?

- Direct access to buses
- Keeps pedestrians safe from vehicle traffic
- Buses do not exit travel lane

Protected Intersection

What are they?

- A turn wedge with a modular speed bump allows large trucks to turn while keeping car turns slow.

How do they help?

- Protects pedestrians/bicyclists from turning vehicles
- Prevents vehicle from cutting corners on turns.
- Slows turning speeds

Parking-separated Bike Lane

What are they?

- Bike lanes separated from vehicle traffic by parking lane
- Buffer protected bike lane

How do they help?

- Creates separate space for bicyclists
- Parking lane protects bicyclists from traffic
- Decreases crashes up to 37%

Loading Zone

What are they?

- Designated space for trucks to service local businesses
- Designated space for passenger drop-off

How do they help?

- Allows trucks to service local business
- Prevents double-parking

dvrpc City of Philadelphia

The Delaware Valley Regional Planning Commission (DVRPC) is a partnership of 15 local governments in the Philadelphia region. For more information, visit www.dvrpc.org. ©2018

Get feedback on outreach



INFORMATION POP-UP

VISIÓN CERO: EL ENCUENTRO DE INFORMACIÓN PARA CECIL B. MOORE

Do you walk, bike, or drive on Cecil B. Moore from Willington St. to 10th St.? Stop by this informational pop-up to learn about traffic safety recommendations for the corridor.

¿Caminas, monta bicicleta, o manejas en la avenida de Cecil B. Moore, desde Willington St. hasta 10th St.? Pasa por este encuentro de información para saber cuales son las recomendaciones de seguridad para esta área de la avenida.

WHEN

Tuesday, June 14, anytime from 4 - 7pm



HAVE YOU HEARD?

¿HAS OÍDO?

We want to make traveling on Cecil B. Moore safer. Come see our recommendations and tell us what **YOU** think.

Nosotros deseamos mejorar la Avenida Cecil B. Moore. ¡Ven a ver nuestras recomendaciones y dínos qué te parece!


WHEN

Tuesday, June 14, anytime from 4 - 7pm

Reach different audiences

Scoop USA newspaper

SUPPORT OUR ADVERTISERS



VIZ VISION ZERO
CECIL B. MOORE

HAVE YOU HEARD?
We want to make traveling on Cecil B. Moore safer.
Come see our recommendations and tell us what YOU think.

WHEN
Tuesday, June 14
Anytime from 4 - 7pm
Spanish translation will be available.


WHERE
1520 Cecil B. Moore Ave.
Outdoors

dvrpc
DELIVERING VISION ZERO
PLANNING COMMUNITIES

City of Philadelphia

Sponsored by
U.S. AIR FORCE
COMMUNITY

To learn more about the Vision Zero: Cecil B. Moore project, visit:
www.dvrpc.org/cecilbmoore



WURD radio



Amadee Braxton

Marco Gorini

pair that with the crash data
that we have with other kind of

Play (k)

1:01:43 / 1:50:09



- Use tools like Hemmingway to check language
- Prioritize cost-effective measures
 - Flyering vs. radio/newspaper ads
- Grow project mailing list and keep in touch!

Public Engagement Timeline



Evaluate how things went

Project Step	What Worked	What Didn't Work	Goals for Hunting Park
<p><i>Data Collection/Analysis</i></p> <ul style="list-style-type: none"> Crash Summaries Collision Diagrams Synchro Analysis Traffic Counts/Speed Data Signal Plans Equity Analysis <p><i>Steering Committee</i></p> <ul style="list-style-type: none"> Composition and initial outreach 	<ul style="list-style-type: none"> Good job @ sharing updates 	<ul style="list-style-type: none"> Sensitivity @ crash diagrams → reach out to PennDOT earlier (Philly police doesn't have CRNs) 	<ul style="list-style-type: none"> Add previous studies section to this step → NOT at end (to share w/ steering committee and partners) Flag elective outreach Reach out to non-Council elected officials Suggested to draft this chapter once it is completed (NOT at end) Scheduling for counts, speeds, etc. at once (DVRPC can also do some counts)
<p><i>Community Outreach Planning</i></p> <ul style="list-style-type: none"> Public Outreach plan (methods, timeline) Community Outreach Committee composition Oct Public Engagement Planning 	<ul style="list-style-type: none"> Council was invited to all (?) outreach meetings Liked separation of outreach 	<ul style="list-style-type: none"> June pop-up event was staff-heavy (not a lot of bang for how much effort went into this) Would've liked to have had letters of endorsement (from resident groups, 	<ul style="list-style-type: none"> Put together public outreach plan + committee earlier Work more with public folks for implementation and outreach planning (Bonita, interviews, focus groups,



VISION ZERO

CECIL B. MOORE

Thank You!

Questions?



City of
Philadelphia



Mobility Choices:

Transportation Conversations in three Black and Latino communities in the Greater Philadelphia Region

ENGAGEMENT LESSONS LEARNED

DVRPC Regional Technical Committee Presentation
November 15, 2022



Why did DVRPC do this study?

- There are major **mobility inequities** in historically underserved communities of color in our region.
- Interested in why people use the modes of travel that they do. More **qualitative data** can help to create a fuller picture of transportation need.
- This research can **inform our work program** and start conversations about community needs and concerns we should all consider in our work.

Research Questions

Why do individuals use the modes of travel that they do?

Which modes feel best or safest?

Why do other modes not feel like the best or safest option?

Which modes of travel would they use if they had access to them?

Do individuals travel less frequently because of infrastructure, service or safety needs?

Areas Selected

- North Trenton
- Mantua + East Parkside, City of Philadelphia
- Borough of Norristown

Participation

- 185 interactions total
 - 121 surveys
 - 64 focus group attendees

HOW DO YOU GET AROUND?

The Delaware Valley Regional Planning Commission's Mobility Choices Study would like to hear from residents in Norristown, Mantua & East Parkside, and North Trenton about what types of transportation you use and what impacts those choices. Participating will help DVRPC to understand transportation-related needs and barriers in your community, and ultimately explore potential ways to address them.

We want to hear about your transportation needs! www.dvrpc.org/mobilitychoices

Do you live, work, or go to school in any of these communities?

- North Trenton
- Mantua/East Parkside
- Norristown
- Another neighborhood in West Philadelphia
- Other _____

What transportation options do you use at least once a week?
Choose all that apply

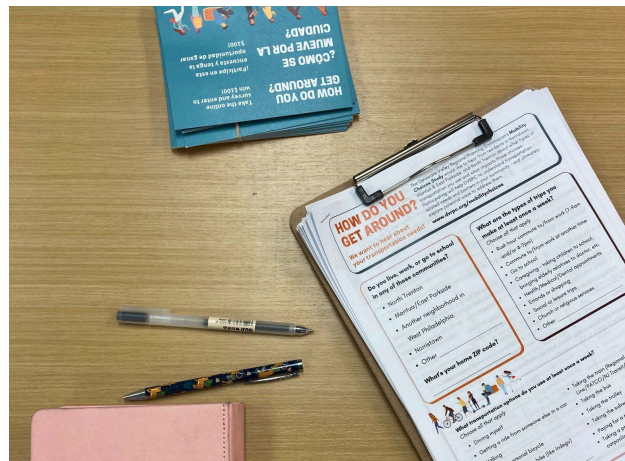
- Driving myself
- Taking the train (Regional Rail/River Line/PA/CO/NJ Transit/NHSL)
- Getting a ride from someone else in a car
- Taking the bus
- Walking
- Taking the trolley
- Riding a personal bicycle
- Taking the subway
- Using a bike share bike (like Indego)
- Paying for a ride (taxi/Uber/Lyft)
- An e-scooter
- Taking a private bus/jimney/ or other carpooling or shuttle service
- Other _____

What is your biggest motivation for choosing how you get around?
Pick up to 5

- Cost
- Transportation safety (fear of car crashes)
- Reliability
- Personal safety (fear of other bodily harm)
- Being close to home
- I need something family friendly
- Being the fastest trip
- Other _____
- Mobility issues or physical strain

Engagement Methods

- Focus groups
- Intercept surveys
- Paper survey
- Online survey
- Community partners



Insights: Focus Groups

- Hour-long group conversation.
- Two held in-person, two virtual.
 - Sizes varied; lesson learned
- Most successful form of data collection for two reasons:
 - Form of interaction allowed for in-depth collection of qualitative data at a personal level
 - Allowed people to tell their stories and interact with one another and the project team
 - Compensation model was attractive
 - Also a tradeoff: transactional relationship
- Effective in both in-person and virtual formats
 - Divided preference
 - Some difficulties in finding a location



Insights: Intercept Surveys

- Brief, in-person interaction that lasted 3-5 minutes
- Conducted in both English and Spanish
 - Allowed for both quantitative and qualitative data collection
 - Allowed for some follow up questions and deeper understanding
 - Raffle was attractive in some communities, but really interaction was brief enough it wasn't burdensome.
- Tradeoff: Dependent on finding gathering places, people in public spaces, and communities who are willing to speak to “officials”



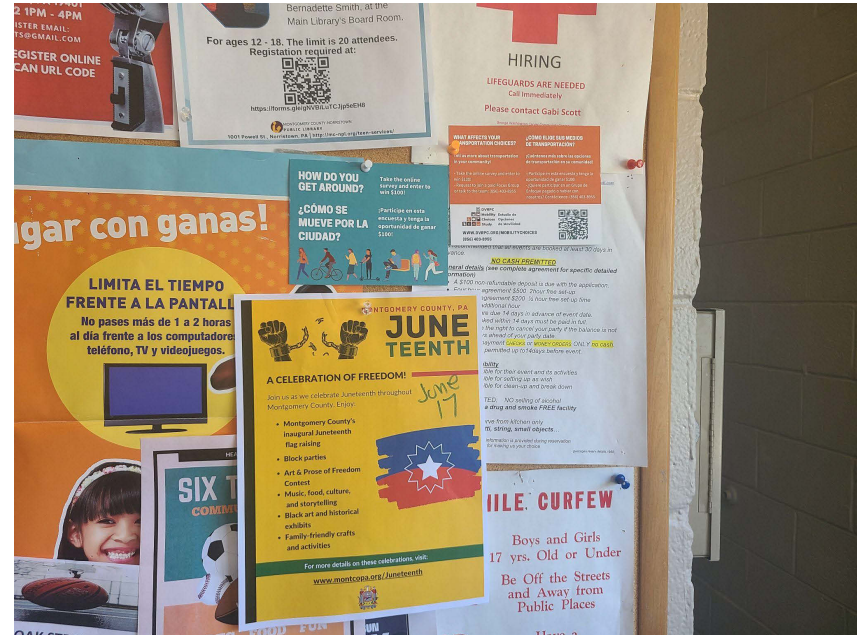
Insights: Online & Paper Survey

- Least effective means of outreach
- Somewhat more effective in the City of Philadelphia, but struggled to reach people online in Norristown and North Trenton
- Highly impersonal form of interaction and easy to ignore
- Most effective when reaching people online for online outreach
- “Meet people where they are”
- Purchased Facebook ads saw limited success
- Only 3 paper surveys collected despite wide distribution through community groups.
 - Paper surveys more successful through intercept/proctored setting



Insights: Working with Community Partners

- **Compensation does not add capacity**
 - *How can we assist overburdened community groups?*
- Spread the wealth - work with many partners
- Participatory Action Research is highly effective!



Overall Insights: What We Learned About Engagement Tactics

- **Layering tactics** is important to ensure equitable access.
- **Timelines** need to be long enough to **build trust** and meaningful relationships.
- Many communities are **over-surveyed and underwhelmed** by what they see in return.
 - *Can you show investment since the last time you studied this place?*
 - *Can you focus on implementing something before going back for another study?*
- **Close the loop.** Many participants are not sure how their information will be used and if anything came out of their participation. Setting methods for further contact creates opportunities for more positive interactions in the future.



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Overall Insights: What We Learned About Mobility Choices

- **Reliability and cost** are the biggest factor in decision making for mobility.
- **Personal and traffic safety** were motivations in all communities
- **Many participants preferred to drive more.** 44% of those surveyed said they wish they could drive themselves more often, while rideshare was desired to be used more by 20% of survey participants.
- The **bus was the most desired** form of transit, with 26% of participants saying they wish they could use them more.
- **Focus on the basics.** Community members were less enthusiastic about large, expensive investments, but want basic infrastructure improvements such as lighting, sidewalks, bus shelters, and safer intersections.
- Overall, there's interest in biking, walking, and transit in these communities, but there isn't the infrastructure to make it a viable option for a lot of people.

Regional Technical Committee |
November 15, 2022



Regional Data Bulletin

2020
Decennial
Census Highlights

BEN GRUSWITZ, MANAGER
SOCIOECONOMIC & LAND USE ANALYTICS



Unanswered Questions

Pandemic

- Do results reflect “normal” conditions?
- Did operational interruptions and delays impact data quality?

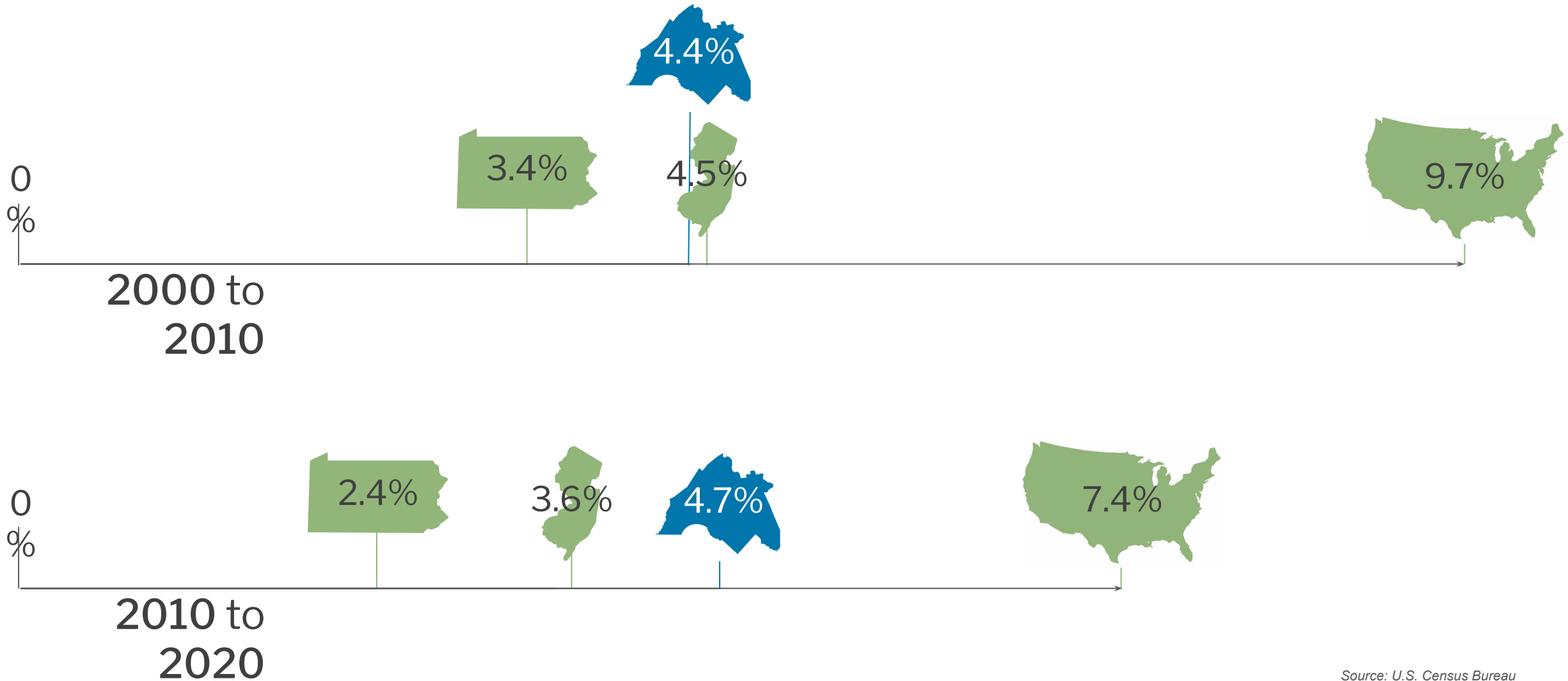
Citizenship and Hispanic origin/race

- Did the fear/confusion over having or not having a citizenship question impact results?

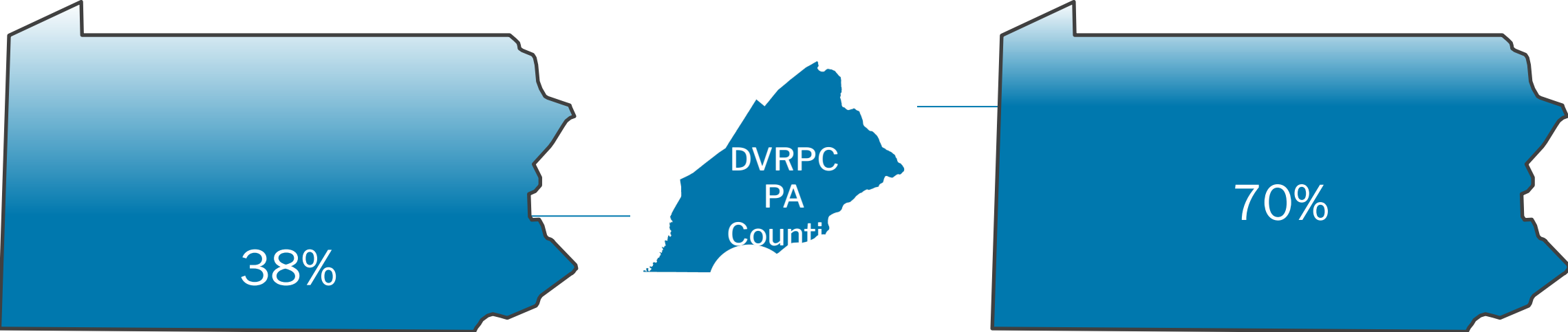
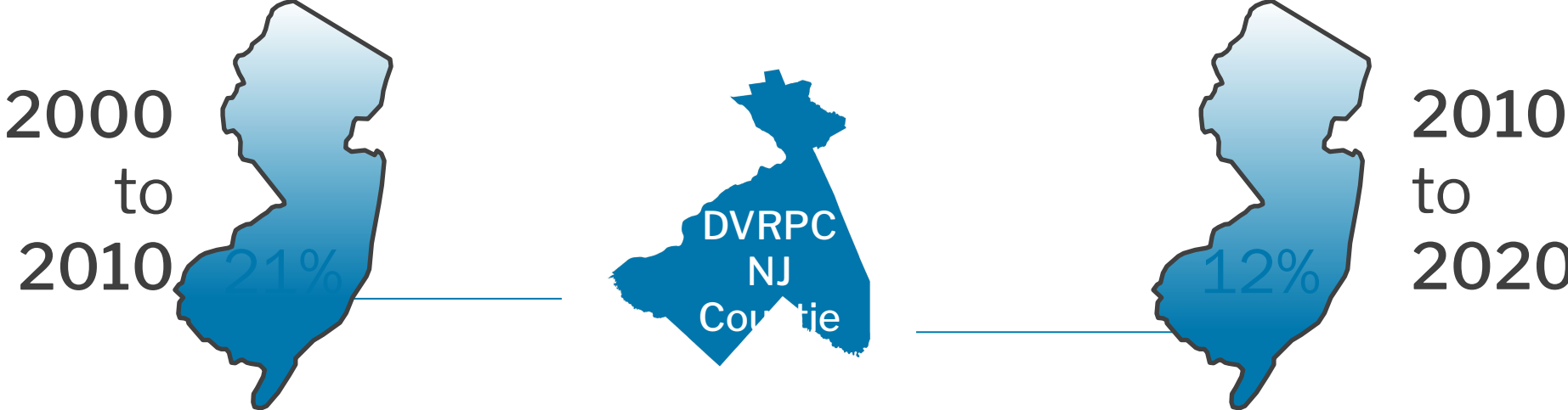
Differential Privacy Policy

- To what extent did introducing false records (a.k.a. “noise”) in order to protect privacy impair the accuracy of the results?

Growth Rates by Decade

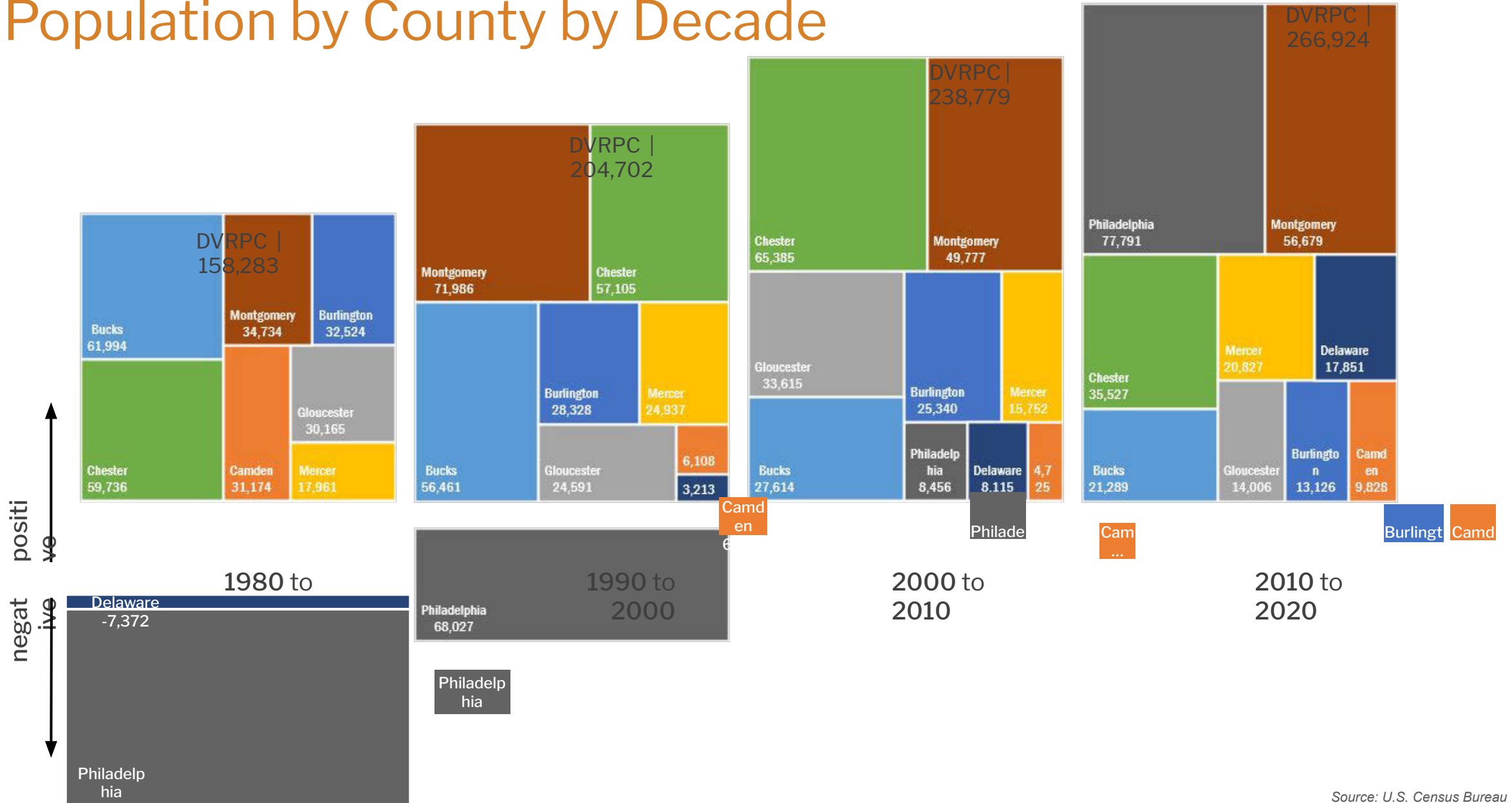


Regional Contribution to Statewide Population Growth by Decade

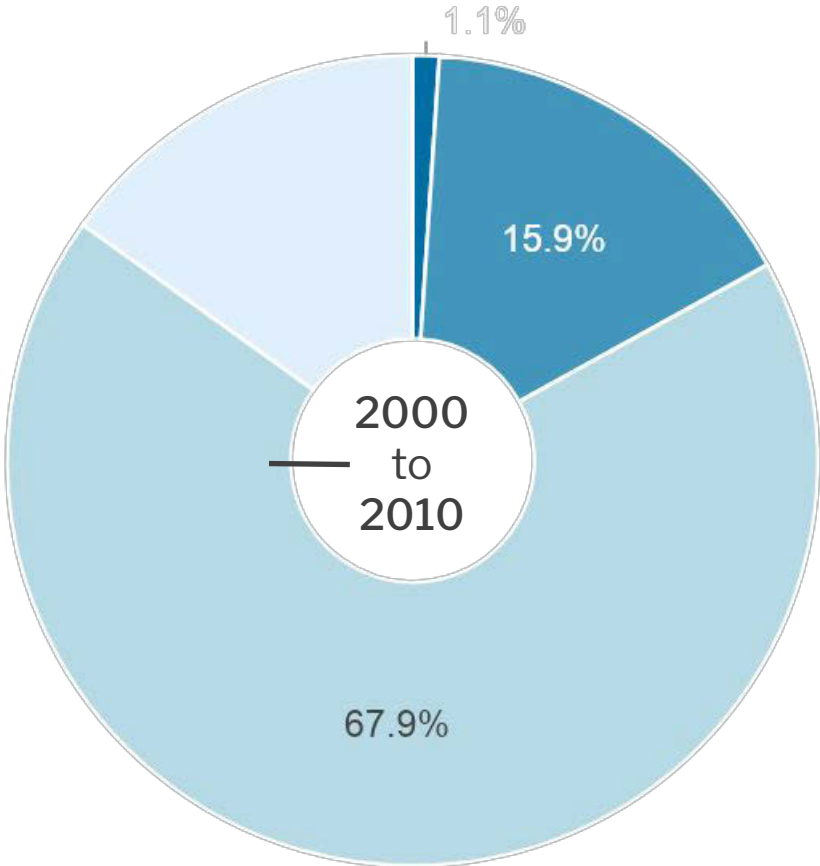
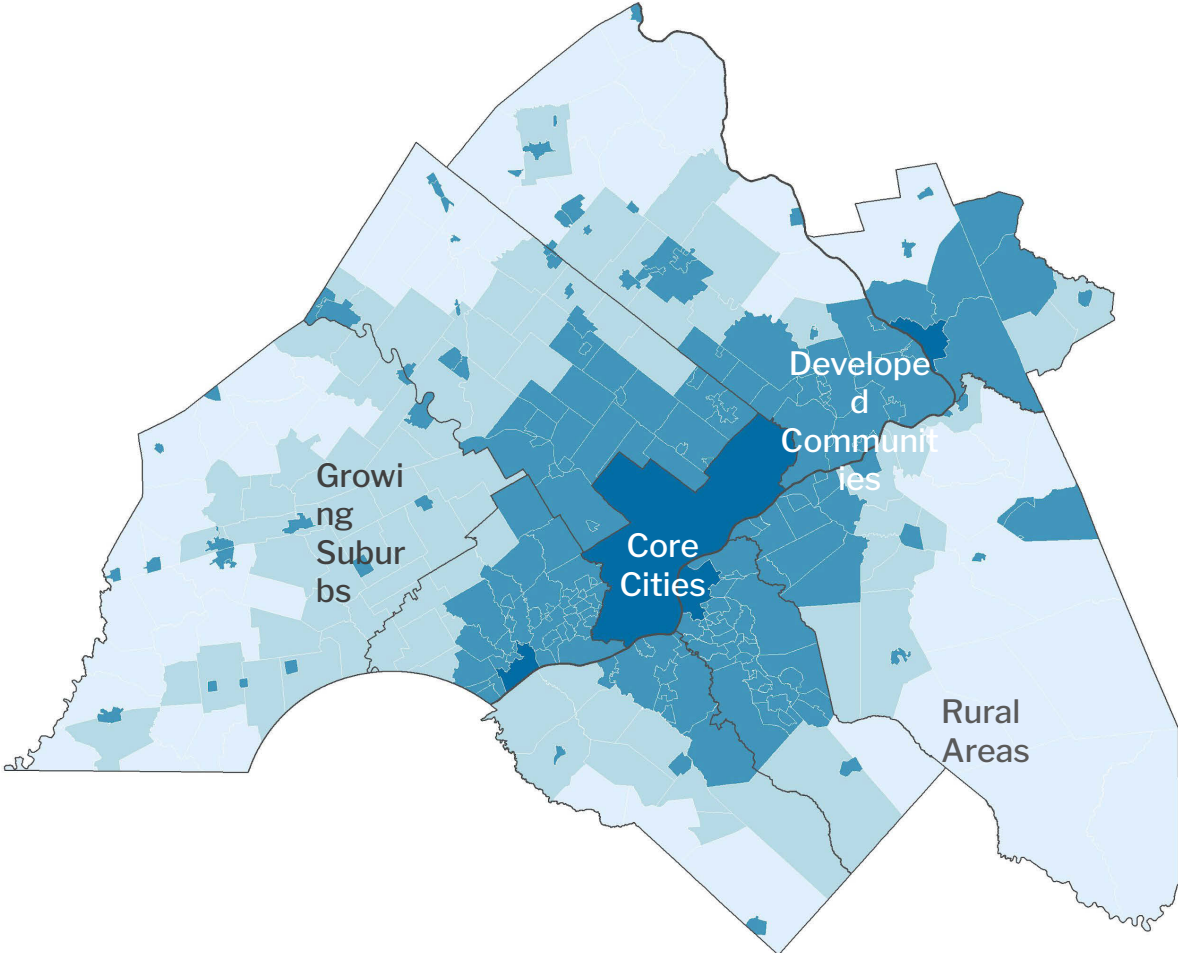


Source: U.S. Census Bureau

40 Years of Change Absolute Change in Regional Population by County by Decade



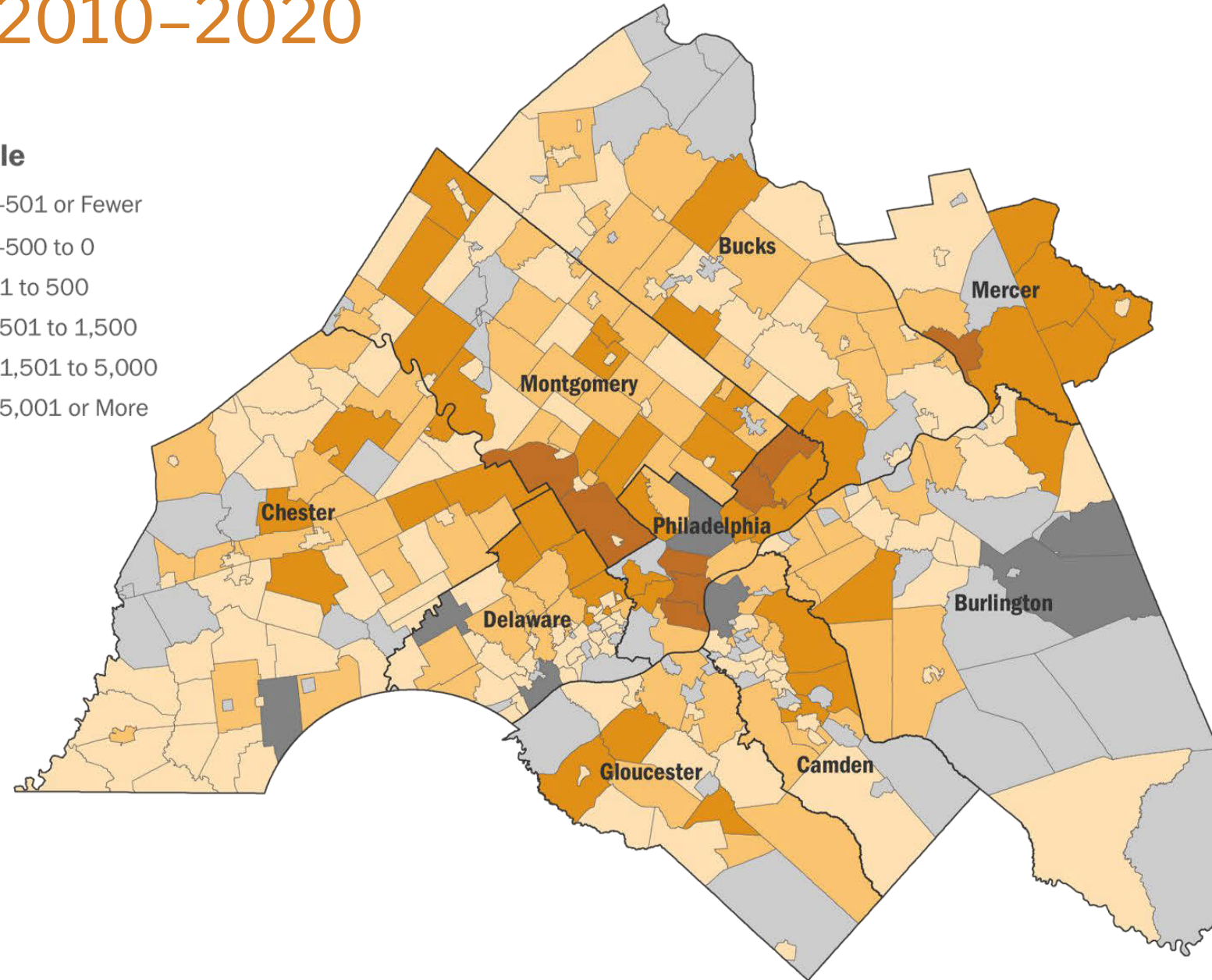
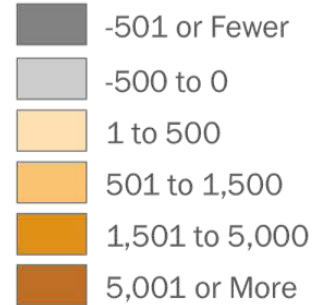
Population Growth Share by Connections 2050 Planning Area and Decade



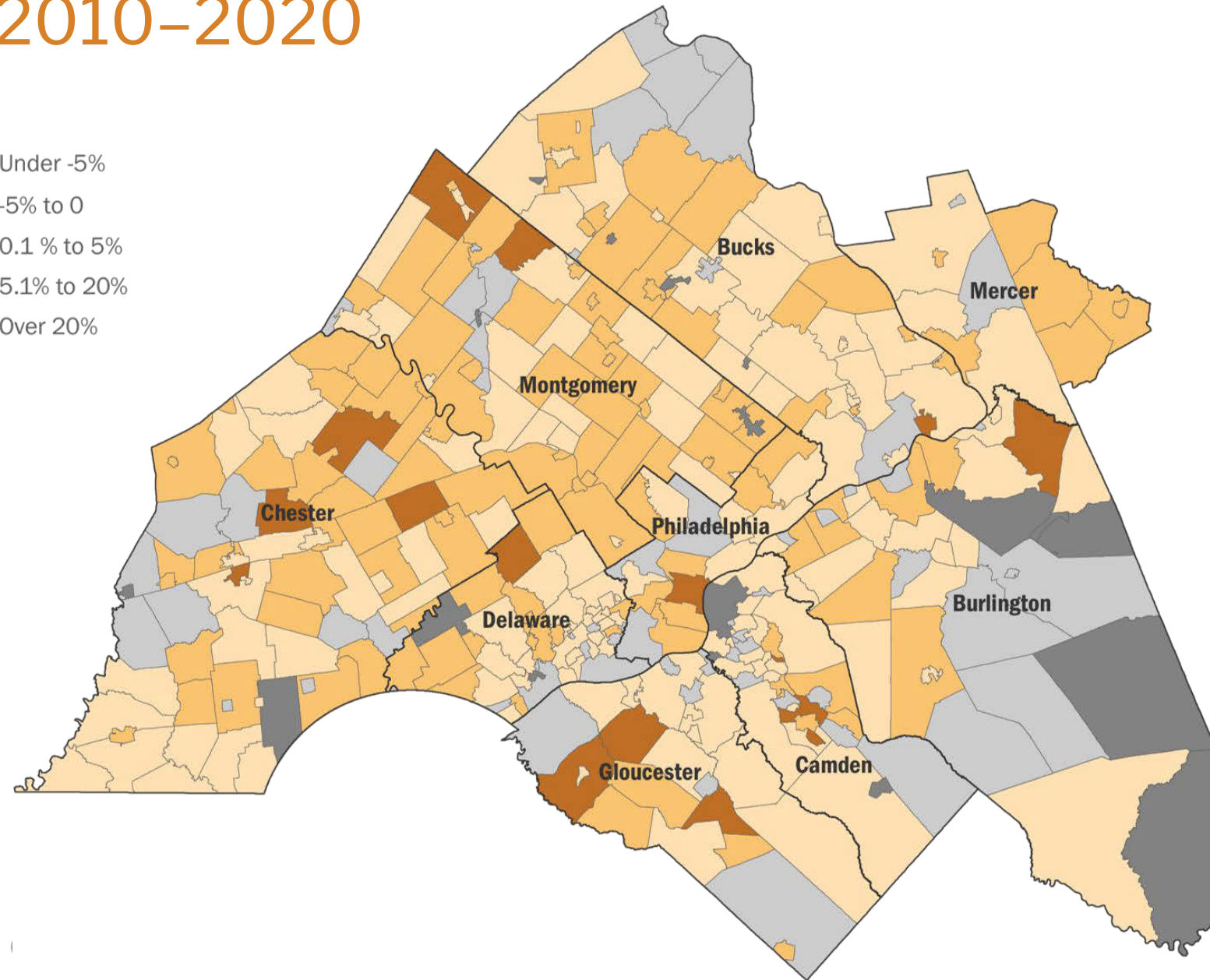
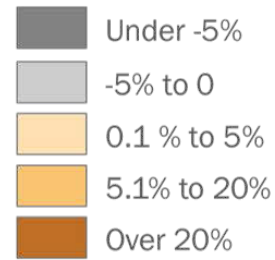
Source: U.S. Census Bureau

Absolute Population Change by Municipality and District, 2010–2020

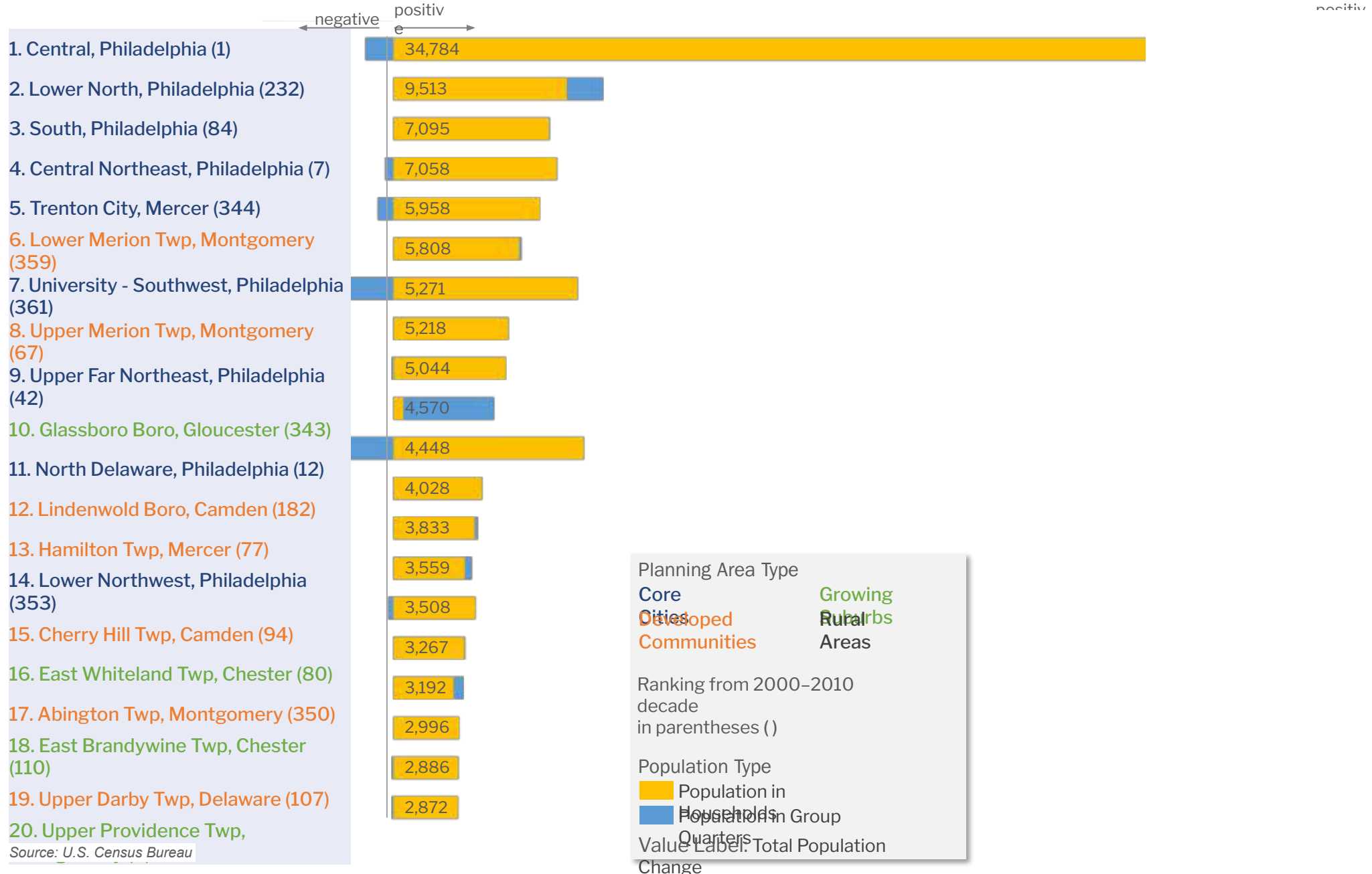
People



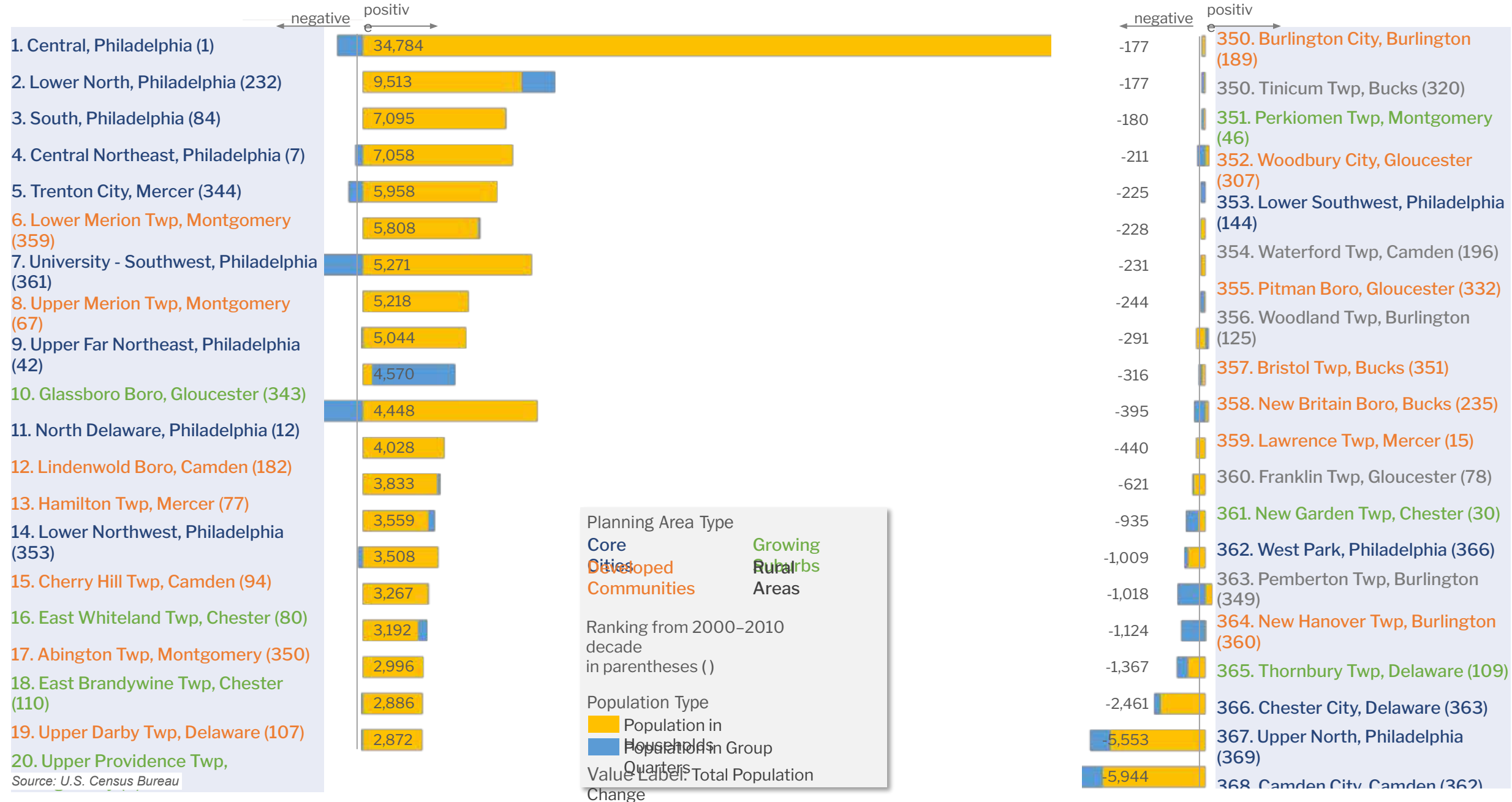
Percentage Population Change by Municipality and District, 2010–2020



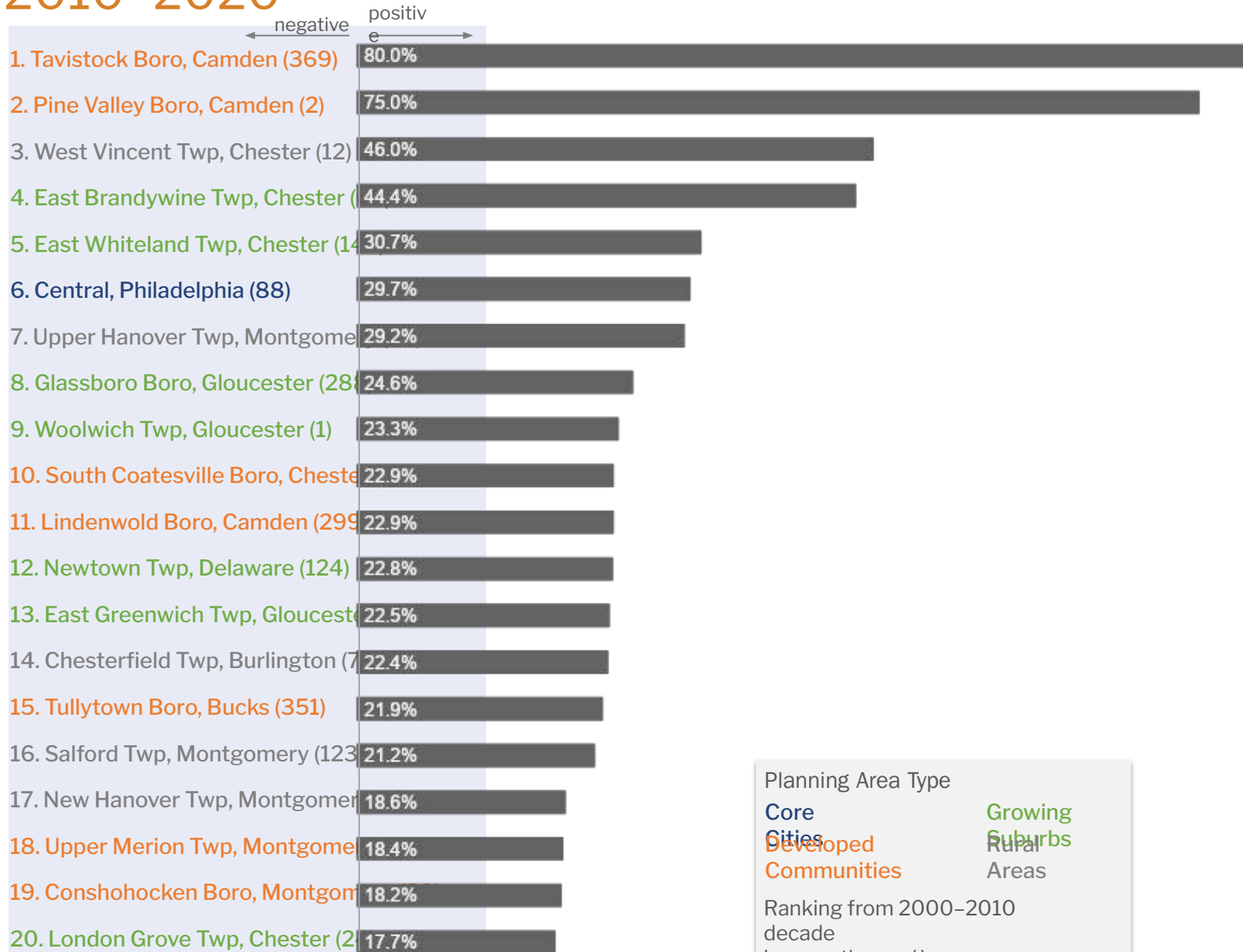
Top 20 Municipalities and Districts Absolute Change, 2010–2020



Top 20 Municipalities and Districts Absolute Change, 2010-2020



Top 20 and Bottom 20 Municipalities and Districts Percentage Change, 2010–2020

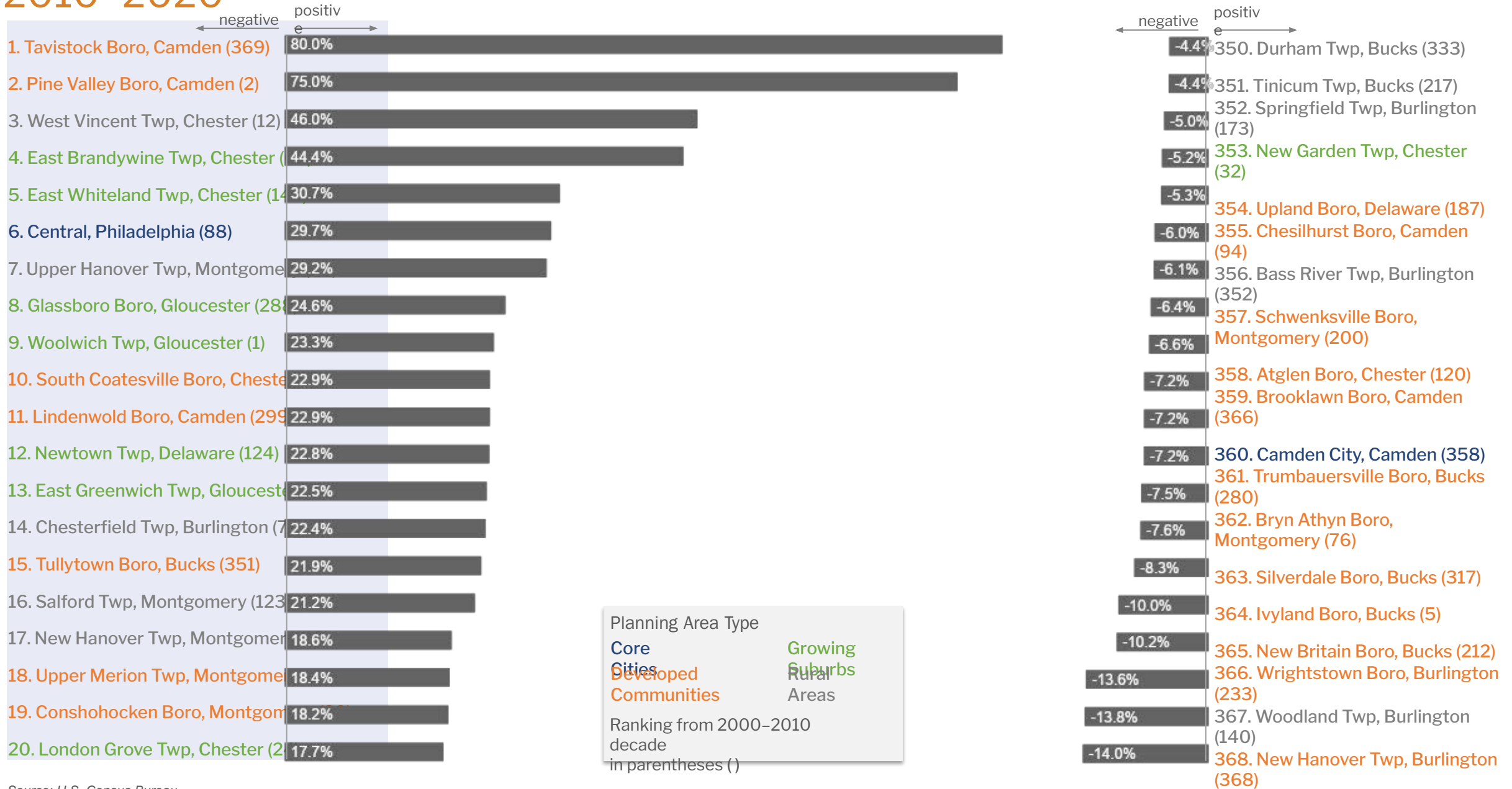


Planning Area Type

- Core Cities
- Developed Communities
- Growing Suburbs
- Rural Areas

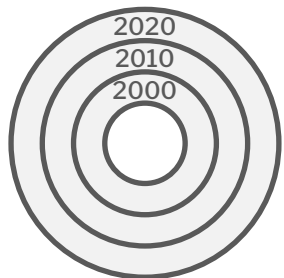
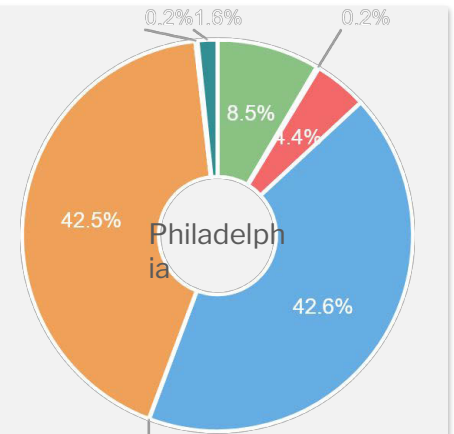
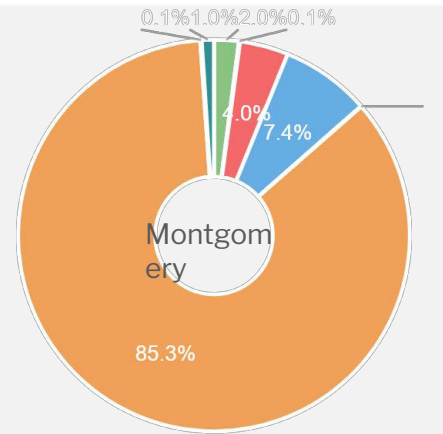
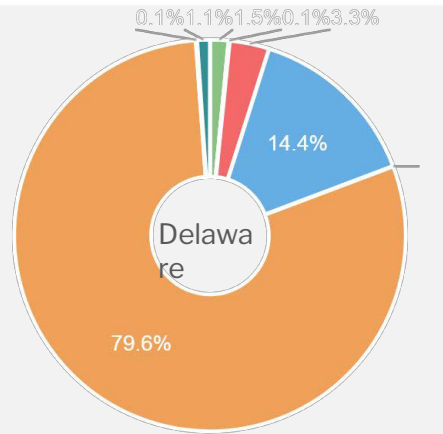
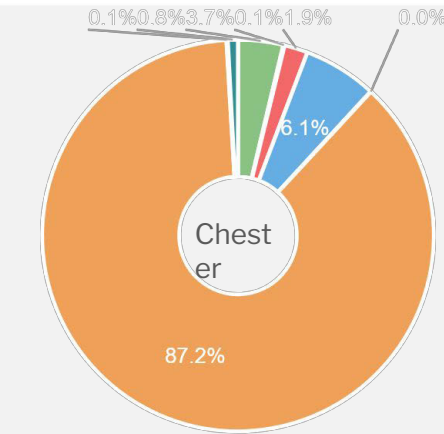
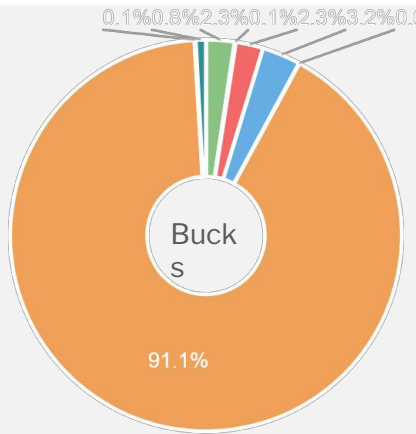
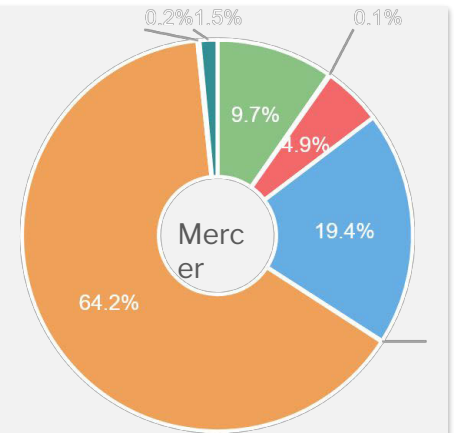
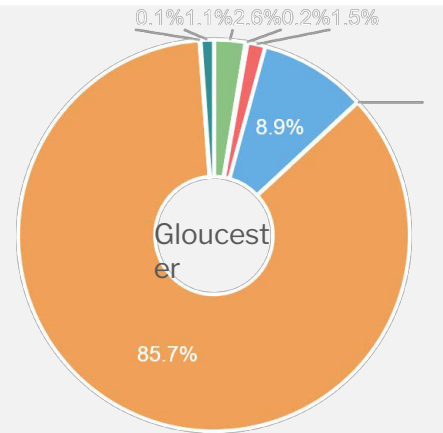
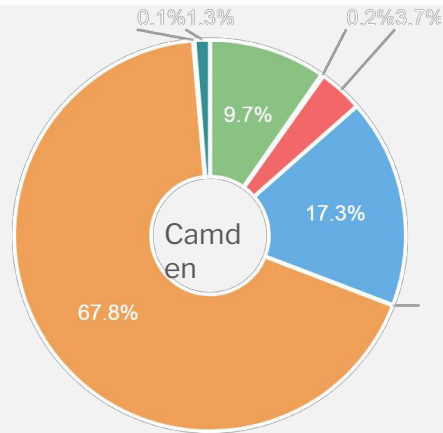
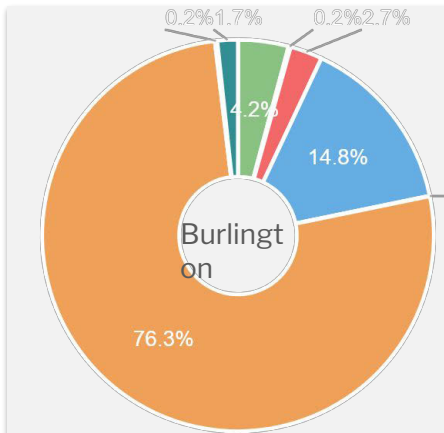
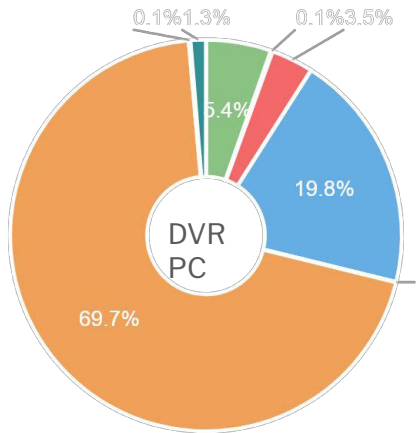
Ranking from 2000–2010 decade in parentheses ()

Top 20 and Bottom 20 Municipalities and Districts Percentage Change, 2010–2020



Source: U.S. Census Bureau

Distribution of Race and Ethnicity Groups by Region and County; 2000, 2010, and 2020



Hispanic or Latino

Any race

Non-Hispanic

American Indian and Alaska Native alone
 Asian alone
 Black or African American alone

Native Hawaiian and Other Pacific Islander alone
 White alone
 Some other race alone

Two or more races

Live! at
dvrpc.or

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DB22012 | October 2021

Regional Data Bulletin

2020
Decennial
Census Highlights



Discussion

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