

**PUBLIC COMMENTS AND QUESTIONS**  
**RELATED TO DVRPC BOARD ACTION ITEMS**

**April 26, 2018**

**Agenda Item:**

**2a. Transportation Improvement Program (TIP) Action**  
**PA17-82: Approval of Automated Red-Light Enforcement (ARLE) Round 7**  
**(2017 Funding) Projects, (Various MPMS #s), Various Counties**

**From:** Leonard Fritz  
**County:** Gloucester  
**Zip Code:** 08094  
**Date Received:** 04/16/2018

**Comment/Question:** I think that these improvements are all very much needed. However, I have one major concern, and that is whether or not these projects (and I refer to all of them) have been coordinated with the local municipalities and counties to ensure that any input they have has been incorporated and whether they each have knowledge of other projects (road programs or developments) that may affect the proposed improvements and/or conflict with already approved projects outside of PennDOT.

**Response:** Thank you for your comment. Your original comment was forwarded to the DVRPC Board, DVRPC Office of Capital Programs, and PennDOT.

This program is a competitive funding program for municipalities and counties. Within the program guidance, PennDOT encourages collaboration at the local level. During the application process, PennDOT requires the applicant to identify the level of coordination completed with the municipality. The aim of the funding program is to identify projects at the local level.

**From:** John Boyle  
**County:** Camden/Philadelphia  
**Zip Code:** 08010  
**Date Received:** 4/24/2018

**Comment/Question:** The Bicycle Coalition of Greater Philadelphia supports the pedestrian and bicycle improvements proposed for the ARLE Round 7 projects.

**Response:** Thank you for your comment. Your original comment was forwarded to the DVRPC Board and DVRPC staff.

**2b. Transportation Improvement Program (TIP) Action**  
**PA17-83: PA 252 Bridge over Springton Reservoir, (MPMS #90128),**  
**Delaware County**

**From:** Leonard Fritz  
**County:** Gloucester  
**Zip Code:** 08094  
**Date Received:** 04/16/2018

**Comment/Question:** Will this project require road detours? And if so, has there been proper consideration of weight limits on the other roads, especially bridges, that can handle the loads of the vehicles currently using that route?

**Response:** Thank you for your comment. Your original comment was forwarded to the DVRPC Board, DVRPC Office of Capital Programs, and PennDOT.

This project, State Route 252 DSR (Palmer's Mill Road over the Springton Reservoir), does not require detours. The construction is staged and will maintain existing traffic flow - one lane in each direction) through the site. The weight limit on the existing bridge was considered and assessed for the as-designed project.

**3. DVRPC Regional Trails Program Pennsylvania Grant Awards**

**From:** Michael Clemmons  
**County:** Bucks  
**Zip Code:** 19147  
**Date Received:** 04/16/2018

**Comment/Question:** Recommend that someone examine adding guardrails to Kelly Drive to protect trail users from wayward and uncontrolled auto traffic. Area between Ridge Ave. and Falls Bridge is particularly hazardous. I have seen evidence of out of control vehicles on the trail.

**Response:** Thank you for your comment. Your original comment was forwarded to the DVRPC Board and DVRPC staff who manage the Regional Trails Program, Safety Programs, and the Office of Transit, Bicycle, and Pedestrian Planning.

We are aware of the portion of the Kelly Drive Trail that runs adjacent to and has no

separation from Kelly Drive between Ridge Ave and Falls Bridge in the Gustine Lake interchange area. We currently have no evidence to confirm or deny if vehicles jump the curb and enter the trail more or less frequently than they do along other parts of Kelly Drive. We do understand that the ramps leading onto Kelly Drive in the referenced location give trail users the sense that they are relatively more vulnerable due to the movements of merging vehicles and the lack of separation beyond the six-inch curb.

In addition to the lack of empirical evidence for vehicles entering the trail, the trail geometry in this location is also a limiting factor. An effective guardrail for vehicles would require approximately 2-feet of width and an additional 2-feet of width would be required between the guardrail and the trail so that cyclist's handlebars or pedals would remain sufficiently clear of the guardrail. Since the trail, which just meets the minimum 10-foot requirement for width, currently abuts the roadway in this location, we believe that there is no extra space to accommodate a guardrail in this location at this time.

Your comment will also be shared with the City of Philadelphia Parks and Recreation and the Office of Transportation and Infrastructure Systems (oTIS) who own, manage and maintain this trail.

**From:** John Boyle

**County:** Camden/Philadelphia

**Zip Code:** 08010

**Date Received:** 04/24/2018

**Comment/Question:** The Bicycle Coalition of Greater Philadelphia supports the Regional Trails Grant Program Awards.

**Response:** Thank you for your comment. Your original comment was forwarded to the DVRPC Board and DVRPC staff who manage the Regional Trails Program.

DVRPC strongly supports development of the Circuit Trails; multi-use trails are an important part of an integrated and modern transportation system. We appreciate your support and continued involvement in the region.

**PUBLIC COMMENTS AND QUESTIONS**  
**RELATED TO DVRPC NON-ACTION ITEMS**

**From:** Paul Glover  
**County:** Philadelphia  
**Zip Code:** NA  
**Date Received:** 04/16/2018

**Comment/Question:** Hello,  
I would recommend against any new road capacity, such as County Line Road Widening SR:2038 and Bristol Road Extension SR:2025 (which includes a bridge across wetlands).

Facilitating automobile travel merely aggravates dependence on this mode, which must decrease in order to repair the environment and prevent additional wars for oil.

To be fair, I should see maps of each project.

**Response:** Thank you for your comment. Your original comment was forwarded to the DVRPC Board and DVRPC staff.

The projects referenced are not a part of an action item for this month's board meeting. However, the projects referenced are included in the current FY2017 TIP for Pennsylvania. A Draft FY2019 TIP will be released for public comment in May.

We encourage you to review the Draft FY2019 TIP during the public comment period.

**From:** Bridget Chadwick  
**County:** Montgomery  
**Zip Code:** NA  
**Date Received:** 04/25/2018

**Comment/Question:** Dvrpc's long range plan (LRP) Connections 2045 established "a goal of reducing 2005 greenhouse gas (GHG) emissions by 80 percent by the year 2050". Interim goals, such as the 50 percent reduction by 2035 of the 2040 LRP, are not discussed.

Looking at the graph of "Regional GHG Emissions by Year", Figure 26 in the 2045 LRP, it's clear that the region's transportation sector has not reduced GHG emissions since 2005. For the years that DVRPC conducted GHG inventories, 2005, 2010, and 2015, the transportation sector emitted 22 million metric tons of CO2 equivalent (MtCO2e).

To reach our GHG long-term goals we need some interim targets. I would like the DVRPC Board members and staff to consider establishing short-range targets and including them in the front pages of the Transportation Improvement Program along with a summary of transportation GHG trends.

Respectfully submitted by Bridget Chadwick, citizen of Cheltenham Township 4/25/18 □

**Response:** Thank you for your comment. Your original comment was forwarded to the DVRPC Board and DVRPC staff.

You correctly note that the region's reduction in GHG emissions from the transportation sector were approximately the same in 2005, 2010, and 2015. Almost all of the transportation in our region is fueled by gasoline or diesel fuel. The passenger trains, including SEPTA, AMTRAK, and PATCO, are all electric within the region, but well under 1 percent of the passenger vehicles are. Vehicle fuel economy standards are set by the Federal government.

Reducing GHG emissions in the transportation sector is inherently more difficult than reducing GHG emissions in some other sectors, such as buildings and electricity generation. The performance of our region in this area is similar to other regions, and other parts of the world.

DVRPC's long-range plan and work program are centered around efforts expected to lower private vehicle miles travel, including efforts to reduce sprawl through center-based development and support for transit projects. DVRPC is also working to improve freight delivery systems.

DVRPC's Office of Energy and Climate Change Initiatives is active in several projects to prepare our region for electric vehicles. These include the Drive Electric Pennsylvania Coalition, the City of Philadelphia Electric Vehicle Task Force, and a project funded by the National Center for Sustainable Transportation to develop tools to better understand and prepare for our region's transition to electric vehicles. DVRPC hopes these projects will serve to encourage and accelerate the transition to electric vehicles, which emit -- on a lifecycle basis -- much lower GHG emissions than do internal combustion gasoline or diesel vehicles.