

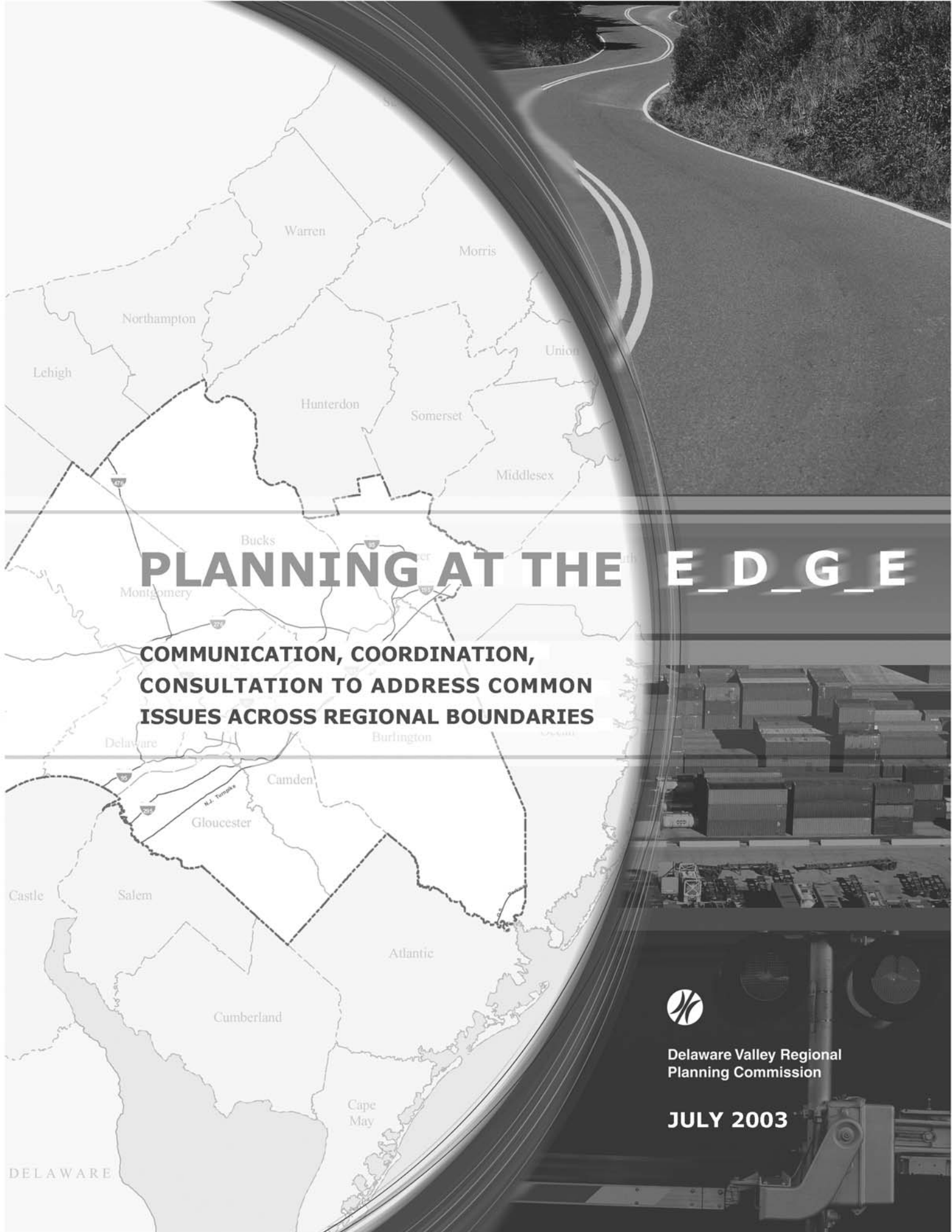
PLANNING AT THE E D G E

**COMMUNICATION, COORDINATION,
CONSULTATION TO ADDRESS COMMON
ISSUES ACROSS REGIONAL BOUNDARIES**



Delaware Valley Regional
Planning Commission

JULY 2003



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DELAWARE

Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency that provides continuing, comprehensive and coordinated planning to shape a vision for the future growth of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties, as well as the City of Philadelphia, in Pennsylvania; and Burlington, Camden, Gloucester and Mercer counties in New Jersey. DVRPC provides technical assistance and services; conducts high priority studies that respond to the requests and demands of member state and local governments; fosters cooperation among various constituents to forge a consensus on diverse regional issues; determines and meets the needs of the private sector; and practices public outreach efforts to promote two-way communication and public awareness of regional issues and the Commission.



Our logo is adapted from the official DVRPC seal, and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole, while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for its findings and conclusions, which may not represent the official views or policies of the funding agencies.

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Executive Summary

Project Background and Purpose

The DVRPC Board supported inclusion of the *Planning at the Edge* project in DVRPC Fiscal Year 2003 Annual Planning Work Program to:

- (1) Identify the range of cross-boundary issues around the region's edge.
- (2) Explore ways to address the issues, both formally and informally, through enhanced coordination and communication with pertinent statewide, planning and operating agencies and Metropolitan Planning Organizations (MPOs).

Regional Perspective

Eight of the Delaware Valley Regional Planning Commission's (DVRPC's) nine member counties (all except Philadelphia) share boundaries with one or more of 15 diverse counties, in four states, that surround the bi-state DVRPC region. Some of these counties are aligned in multi-county, MPOs, while others (all in Pennsylvania) are joint or individual planning agencies with multi-agency committees that perform the MPO function.

A **Study Advisory Committee (SAC)** was formed to involve adjacent planning agencies in the study and to provide review comments on study activities and the draft report. In addition to DVRPC and its member counties, the SAC is composed of representatives from DVRPC's six adjacent MPOs (Wilmington Area Planning Council (WILMAPCO), North Jersey Transportation Planning Agency (NJTPA) and South Jersey Transportation Planning Organization (SJTPO), as well as the Lehigh Valley Planning Commission (Lehigh Valley Transportation Study), Berks County Planning Commission (Reading Area Transportation Study) and Lancaster County Planning Commission (Lancaster County Transportation Coordinating Committee) in Pennsylvania. Additional SAC members include the Pennsylvania (PennDOT), New Jersey (NJDOT), Delaware (DELDOT) and Maryland (MDOT) Departments of Transportation and pertinent public transit agencies: Southeastern Pennsylvania Transportation Authority (SEPTA), New Jersey Transit Corporation (NJ TRANSIT), Delaware Area Regional Transit (DART), the Maryland Area Transportation Corporation (MARC) and AMTRAK.

Current Practice

For some functional planning activities (Air Quality and Airport Systems Planning, for example), DVRPC already is designated as the responsible agency for multi-county and multi-state planning areas that exceed its formal regional boundaries. However, in most instances, cross-boundary planning issue identification, assessment and resolution occurs on a case-by-case basis, depending on the parameters of a particular project or a specific coordination initiative.

The Need for Two-Way Communication

The identification of cross-boundary issues and strategies for resolving them works two ways. DVRPC should be aware of issues in adjacent areas that will have an effect on our region, and adjacent agencies should be aware of issues emanating from the DVRPC region that will affect them. Mechanisms (both formal and informal) are needed to make each agency aware of the issues and to establish a coordination process to address them. The key word and need is for **communication** that enables each agency to be aware of pertinent issues and opportunities for collaboration or individual action.

Study Approach and Components

The study involved three distinct phases, which overlapped to a degree, linked by periodic presentations, discussion and coordination with the Study Advisory Committee.

Phase I – Information-Gathering, Issue Identification and Agency Outreach

This phase included preparation of agency profiles, lists of cross-boundary issues, on site outreach meetings and formation of a Study Advisory Committee. The agencies reviewed and revised the draft issues lists prepared by DVRPC, and the revised issue lists were shared with DVRPC's member counties for their reactions and additions.

Phase II – Demographic and Transportation Information Analysis and Mapping

This phase included analysis of demographic and transportation-related information (such as population and employment trends and forecasts, commuting flows and traffic volumes on major arterials and pertinent public transit information) for the counties that surround the DVRPC region, compared with similar information for DVRPC's boundary counties.

Phase III – Defining Proposed Institutional Coordination, Information-Sharing and Priority-Setting Approaches

This phase included development of proposed communications and coordination approaches to better address and respond to cross-boundary issues, within the framework of existing planning statutes and authorities. Criteria for determining the priority of issues and projects for joint action were also developed. A summary of current DVRPC cross-boundary coordination activities was included in this phase, highlighting two case studies of inter-regional coordination:

- WILMAPCO's Interstate Coordination Initiative
- DVRPC/NJTPA's Central New Jersey Transportation Forum

Planning at the Edge

Chapter 1: Introduction and Study Background

Eight of the Delaware Valley Regional Planning Commission's (DVRPC's) nine member counties (all except Philadelphia) share boundaries with one or more of 15 diverse counties, in four states, that surround the bi-state DVRPC region (see Figure 1). Some of these counties are aligned in multi-county, metropolitan planning organizations (MPOs), while others (all in Pennsylvania) are joint or individual planning agencies with multi-agency committees that perform the MPO function. The agencies that participated in this study are listed in Appendix B.

In some cases (Air Quality and Airport planning, for example), DVRPC already is designated as the responsible agency for multi-county and multi-state planning areas that exceed its formal boundaries. However, in most instances to date, cross-boundary planning issue identification, assessment and resolution occurs on a case-by basis, depending on the parameters of a particular project or a specific coordination initiative.

It must be remembered that the identification of cross-boundary issues and strategies for resolving them works two ways. DVRPC should be aware of issues in adjacent areas that will have an effect on our region, and adjacent agencies should be aware of issues emanating from the DVRPC region that will affect them. Mechanisms (both formal and informal) are needed to make each agency aware of the issues and to establish a coordination process to address them. The key word and need is for **communication** that enables all concerned to be aware of pertinent issues and opportunities for collaboration or individual action.

The DVRPC Board supported inclusion of the *Planning at the Edge* project in DVRPC Fiscal Year 2003 Annual Planning Work Program to:

- (1) Identify the range of cross-boundary issues around the region's edge and
- (2) Explore ways to address them, both formally and informally, through enhanced coordination and communication with the pertinent statewide, planning and operating agencies and MPOs.

The resulting project scope of work includes outreach and coordination activities, analysis of demographic and transportation information and issue identification components, as well as the development of proposed new or enhanced coordination and issue resolution approaches. It is hoped that the information and ideas generated in the initial study will gain agency acceptance and that the recommended strategies and actions can be implemented to achieve better awareness of common issues and the means to address them.

Study Approach and Components

The study involved three distinct phases, which overlap to a degree, linked by periodic presentations, discussion and coordination with the Study Advisory Committee. This final report summarizes the study process and findings, as well as the recommended coordination and communications approaches (described later) that were mutually agreed to by the participating agencies. The steps undertaken in each study phase are summarized below.

Phase I – Information-Gathering, Issue Identification and Agency Outreach

This phase initially included preparation of an agency profile of each of the entities contacted by DVRPC staff (by letter and phone calls) to inform them about the study, to enlist their support for issue and resource identification and to request their participation on the Study Advisory Committee. These steps were followed by on site outreach meetings with agency Directors and/or senior staff to review draft issues lists prepared by DVRPC, to discuss existing coordination, information and issue resolution mechanisms. The revised issue lists were then shared with DVRPC's eight boundary counties for their reactions and additions. Proposed criteria for ranking the priority of the identified issues were also developed and were coordinated with the SAC. The outcome of this task is summarized in Chapter II, with more details in Appendix A.

Phase II – Demographic and Transportation Information Analysis and Mapping

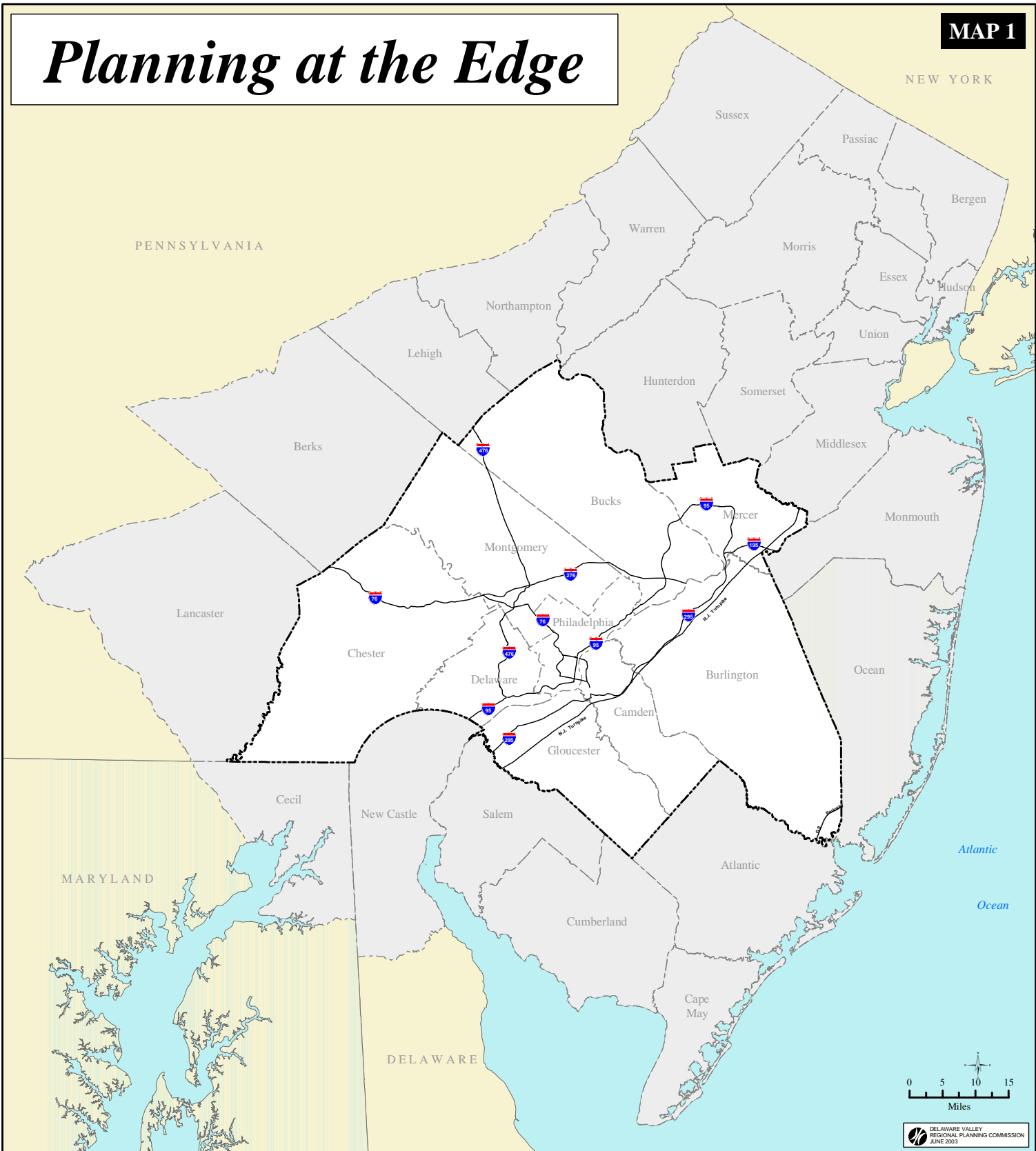
This phase included analysis of demographic and transportation-related information (such as population and employment trends and forecasts, commuting flows and traffic volumes on major arterials and pertinent public transit information) for the counties that surround the DVRPC region, compared to similar information for DVRPC's boundary counties. The outcome of this task is summarized in Chapter III.

Phase III – Defining Proposed Institutional Coordination and Information-Sharing Approaches

This phase includes a summary of existing DVRPC cross-boundary coordination efforts, including case studies of current inter-regional coordination initiatives involving WILMAPCO and Chester and Delaware counties and the Central New Jersey Transportation Forum that includes both DVRPC and the Northern Jersey Transportation Planning Authority (NJTPA). From this information, DVRPC developed proposed communications and coordination approaches to better address and respond to cross-boundary issues, within the framework of existing planning statutes and authorities. Specific review and acceptance from the Study Advisory Committee was sought during the preparation of these recommendations. The outcome of this task is included in Chapters IV and V.

Planning at the Edge

MAP 1



Study Advisory Committee Membership and Role

The Study Advisory Committee (SAC) met twice during the study process, at DVRPC's office in Philadelphia, to review the draft issues, demographic and transportation trends and the proposed communication and coordination techniques and project priority approaches. A third meeting will be held in July 2003 to review the draft final report and to continue the issues and project coordination process through the continuation project included in DVRPC's FY 2004 Annual Planning Work Program.

In addition to DVRPC and its member counties, the SAC is composed of representatives from DVRPC's three adjacent MPOs (Wilmington Area Planning Council (WILMAPCO), North Jersey Transportation Planning Agency (NJTPA) and South Jersey Transportation Planning Organization (SJTPO)), as well as the Lehigh Valley Planning Commission and the Berks County and Lancaster County Planning Commissions in Pennsylvania. Additional members of the SAC include the Pennsylvania (PennDOT), New Jersey (NJDOT), Delaware (DELDOT) and Maryland (MDOT) Departments of Transportation and pertinent public transit agencies (Southeastern Pennsylvania Transportation Authority (SEPTA), New Jersey Transit Corporation (NJ TRANSIT) Delaware Area Regional Transit (DART) and the Maryland Area Transportation Corporation (MARC). AMTRAK was also invited to serve on the SAC. The SAC will be maintained during the FY 2004 continuation project; additional agencies may be added as required.

Chapter 2: Agency Outreach; Defining Inter-Regional Issues

Introduction

This chapter summarizes Phase I of the project. In order to establish contact, achieve a higher level of interest and generate responses from each of the adjacent planning areas, DVRPC staff created lists of perceived cross-boundary issues to serve as the basis for initial discussion. The preliminary issues were based on DVRPC staff knowledge of activities occurring along the edge of the respective regions. The issues included five main topic areas: transportation corridors, public transit, air quality, environmental planning, and development pressures. Between October and December 2002, DVRPC staff met with each of the planning agencies to discuss the preliminary list of issues. The preliminary issues lists were supplemented by discussion at the inter-agency meetings, by DVRPC member-county review and from participant comments at subsequent SAC meetings. A summary of the issues of concern for each adjacent planning area is provided below. A more comprehensive list of the issues is provided in Appendix A.

Delaware Valley Regional Planning Commission (DVRPC)

The Delaware Valley Planning Commission (DVRPC) is the federally designated Metropolitan Planning Organization (MPO) for the bi-state, nine-county, Philadelphia-Camden-Trenton region that consists of Burlington, Camden, Gloucester and Mercer Counties in New Jersey and Bucks, Chester, Delaware, Montgomery and Philadelphia Counties in Pennsylvania.

DVRPC has an eighteen member Board of Directors with the authority and responsibility to make decisions that affect the entire organization and region. The Board creates and defines the duties of the Executive Director and the various DVRPC committees and approves and adopts the annual planning work program and agency budget. The Board has two governor's appointees, representatives from each state's Department of Transportation, the Policy Office in Pennsylvania and the Department of Community Affairs in New Jersey, eight county representatives and the four major cities (Chester, Philadelphia, Camden, and Trenton). Non-voting members include the Federal Highway Administration, Department of Housing and Urban Development, SEPTA, NJ Transit, the Delaware River Port Authority, PATCO, the Federal Transit Administration, the Environmental Protection Agency, the New Jersey Office of Smart Growth, the Pennsylvania Department of Community and Economic Development and the Regional Citizens Committee.

DVRPC has a staff of more than 100 and is supported by nine committees that advise the Board on certain disciplines. These committees include: Regional Transportation Committee (RTC), Regional Citizens Committee (RCC), Delaware Valley Goods Movement Task Force, Information Resource Exchange Group (IREG), Regional Aviation Committee (RAC), Regional Air Quality Committee

(RACQ), Regional Housing Committee (RHC), Tri-County Water Quality Management Board and the Land Use and Development Committee.

North Jersey Transportation Planning Authority (NJTPA)

The North Jersey Transportation Planning Authority (NJTPA) is the federally designed Metropolitan Planning Organization (MPO) for the 13-county northern New Jersey Region that consists of: Bergen, Hudson, Sussex, Warren, Union, Essex, Somerset, Morris, Middlesex, Monmouth, Ocean, Hunterdon and Passaic counties. NJTPA borders the DVRPC region along Burlington, Mercer, and Bucks counties. There are nearly 6 million people living in this region and each year the NJTPA oversees approximately \$1 billion in transportation improvements and investments. The NJTPA Board consists of one local elected official from each of the thirteen counties and from the region's two major cities: Newark and Jersey City. Other Board members include a Governors Representative, the Commissioner of the New Jersey Department of Transportation (NJDOT), the Executive Directors of NJ Transit and the Port Authority of New York and New Jersey, and a Citizens' Representative appointed by the Governor.

The North Jersey Transportation Planning Authority has three standing committee – (1) Planning and Economic Development (2) Project Prioritization and (3) Freight Initiatives. They all make recommendations to the board on action items. A Regional Transportation Committee reviews regional issues. NJTPA prepares and updates three pertinent documents that detail the investments and planning activities that help improve the regional transportation network. They are: 1) the Regional Transportation Plan for Northern New Jersey, *Access and Mobility 2025*, updated every three years, that frames a vision for the development of the region's transportation infrastructure over the next twenty years; 2) the Transportation Improvement Program (TIP), updated annually and; 3) the Unified Planning Work Program (UPWP), updated annually, which summarizes the transportation planning activities of the NJTPA staff and its member agencies.

Census and traffic information reveal a majority of workers who live in the Central Jersey Region either travel to the Philadelphia or New York City regions for employment. Transit is provided through NJ Transit with train and bus service. NJ Transit's Commuter Rail service connects New York City with Philadelphia and has stops in Newark, Elizabeth, Princeton, Hamilton and Trenton, to name a few. Passengers can then transfer to SEPTA to continue their trip to Philadelphia. SEPTA service is available to Levittown, Cornwells Heights, and North Philadelphia. AMTRAK service is available to Trenton and Princeton. In late 2003, the Southern New Jersey Light Rail Transit System (SNJLRTS) will be operating. This transit line will connect the cities of Camden and Trenton to many of the river towns in Burlington and Mercer counties.

NJTPA is categorized as a Severe Non-Attainment Ozone Area, which continues as far south as Wilmington, Delaware. Environmental planning efforts for the

NJTPA area include resource tools and inventories, Watershed Management Planning, Threat Assessments and Greenway Planning. This planning is in addition to the mandatory planning done by the Hackensack Meadowlands Planning Area (HMPA) and Coastal Area Facilities Review Act (CAFRA) areas.

South Jersey Transportation Planning Organization (SJTPO)

The South Jersey Transportation Planning Organization (SJTPO) is the federally designated Metropolitan Planning Organization (MPO) for the South Jersey Region and consists of Atlantic, Cape May, Cumberland, and Salem counties. SJTPO was re-designated in July 1993, replacing three small existing MPO's. SJTPO is governed by the Policy Board and consists of eleven voting members—one elected official from each county, one municipal official from each county (both the Mayor of Vineland and Atlantic City) and one representative from NJ DOT, NJ Transit and the South Jersey Transportation Authority. The Policy Board receives recommendations from a fifteen member Technical Advisory Committee. The four counties of SJTPO have a population density much lower than the other two MPOs because of significant amounts of open space, parklands and wetlands.

SJTPO prepares and maintains three pertinent planning documents. They are: 1) The *SJTPO 2025 Regional Transportation Plan* which serves as the agency's long-range plan and provides a framework for guiding investment decisions over a 20-year period. It includes both short-and long-range strategies and actions leading to the development of an integrated inter-modal transportation system; 2) the Transportation Improvement Program (TIP), which is an annually updated document that includes all federally funded projects for the region scheduled over the next 5 years and; 3) the Unified Planning Work Program (UPWP) which describes all the transportation and air quality planning work that is anticipated during the fiscal year.

SJTPO borders the DVRPC area along the boundaries of Gloucester, Camden and Burlington Counties. In the past two decades, recent transportation improvements, such as Route 55, which connects Route 42 to Vineland, the Atlantic City Expressway, Route 295 and the Garden State Parkway (as well as the introduction of EZPASS) have opened up the South Jersey Region to new development and more importantly, tourism growth. While some development has occurred in the designated regional growth areas of the Pinelands and various interchanges along Route 55, a majority of the development is contained in urban areas served by public water and sewers. Tourism is an important part of the economy in southern New Jersey. Consequently, a majority of the SJTPO transportation improvements involve improving the efficiency of seasonal traffic. The coastal areas in Atlantic and Cape May counties are summertime destinations, causing increased peak hour travel on weekends.

The SJTPO region is served by one commuter rail line, the NJ Transit Atlantic City line that connects to Philadelphia. A majority of the SJTPO workforce is in the casino and gaming industries and use private vehicles to get to work. Transit

cannot serve the needs of these workers because of the shift changes and various resident locations of workers. However, there is extensive express bus service for casino patrons.

Unlike other MPOs in the tri-state region, SJTPO has created the South Jersey Traffic Safety Alliance to help integrate traffic safety into the metropolitan and state planning process. This program works with members of the community and police to identify areas in need of vehicular and pedestrian safety improvements and helps them to work toward implementation.

The SJTPO area covers two different ozone non-attainment areas: Salem and Cumberland counties are part of the DVRPC region's Severe designation and Atlantic and Cape May counties are Moderate Non-Attainment Areas.

Wilmington Area Planning Council (WILMAPCO)

WILMAPCO is the designated Metropolitan Planning Organization (MPO) for the bi-state region that includes New Castle County, Delaware, and Cecil County, Maryland. WILMAPCO is responsible for coordinating transportation plans of the local governments within the region, including towns, cities, counties and states. The WILMAPCO Council is composed of state, county, and municipal representatives and sets the agency's policies. There are six Delaware members and three Maryland members; four represent the states, three are representatives of municipalities in the region, and one represents each county. The Council receives advice from the Public Advisory Committee (PAC), the Technical Advisory Committee (TAC) and several TAC subcommittees regarding specific topics such as Air Quality, Congestion Management and Non-motorized Transportation. The TAC and its subcommittees perform the technical analysis concerning transportation and land use issues and projects, while the PAC provides a citizens' perspective on the impact of transportation and land use decisions on the region.

As an MPO, WILMAPCO is required to produce and maintain three pertinent planning documents: 1) The *Regional Transportation Plan (RTP) 2025, Opening the Door to Change*, which provides a guide for all transportation projects and plans scheduled for the counties of New Castle and Cecil over the next 20 years; 2) the Unified Planning Work Program, which describes all the transportation and air quality planning work that is anticipated during the fiscal year; and 3) the Transportation Improvement Program (TIP), a capital program for all transportation improvements scheduled for the next three years. WILMAPCO's TIP is separated into Program Development for both Delaware and Maryland and is current for FY 2003 through FY 2005, with the new FY 2004 – 2006 TIP expected to be adopted in September 2003. WILMAPCO is also involved in community transportation and land use planning for smaller jurisdictions within its region, including corridor studies, pedestrian and bicycle facilities projects, economic development initiatives, scenic byways and goods movement planning. Partnering with state transportation and environmental agencies as well as local officials, national organizations and neighboring MPOs to ensure compatibility within and across regions is also a major component of

WILMAPCO's work program.

WILMAPCO borders the DVRPC region along the boundaries of Chester and Delaware counties. Transportation corridors are a mutual concern for each region. Heavy trucks, commuters and travelers utilize Routes 41, 1-95, US 202, and US 322 to move between each region. As development is moving further into the rural areas of Chester and Delaware counties, workers are now crossing state lines (primarily Pennsylvania and Delaware) for employment and shopping. Traffic congestion and development have prompted PennDOT to study various locations for bypasses and alternative truck routes. DVRPC is also responding to the congestion in the area; the recently published Land Use and Access Management Strategy for Section 100 of Route 202 in Chester and Delaware Counties and a Land Use Strategy Report for US Route 322 in Delaware County provide recommendations to improve circulation and preserve open space for Pennsylvania municipalities that border New Castle County, Delaware. WILMAPCO is also working with the Baltimore Metropolitan Council, the MPO for the Baltimore metropolitan area, to ensure a similar level of coordination for the southern portion of its region.

WILMAPCO is categorized as a Severe Non-Attainment zone and is included in the broader Severe Non-Attainment Area managed by DVRPC. Conformity with federal air quality standards must be attained each time a new long-range plan is adopted or amended. WILMAPCO works with the Delaware Ozone Action Partners and with their respective transit agencies to promote air quality with programs such as "Ride Transit for Free" when the ozone level is unhealthy.

WILMAPCO has intra-regional bus transit service provided by Delaware Transit Corporation (DTC). Regional rail service is provided by DTC through a contract with SEPTA, whose R2 line connects Claymont, Wilmington, Fairplay and Newark to Philadelphia. Inter-city rail service is provided by AMTRAK via Wilmington. With a rapid increase in population and growing traffic congestion, studies are underway of an extension of Regional Rail service west of Newark to Elkton, Maryland and new transit service from Wilmington to Dover, Delaware. DTC and SEPTA are currently examining an extension of bus service between New Castle County and Chester County to serve the employment center at AstraZeneca Pharmaceuticals in Wilmington.

Lancaster County Planning Commission (LCPC)

The Lancaster County Planning Commission (LCPC) provides the staff to the Lancaster County Transportation Coordinating Committee (LCTCC), the official designated Metropolitan Planning Organization (MPO) for Lancaster County. The LCPC consists of nine Commission Members and an Executive Director appointed by the Board of County Commissioners. The Planning Commission's staff is organized into five categories: Community Planning, Heritage Planning, Economic Development, Long-Range Planning and Transportation Planning. As the staff to the MPO, the LCPC prepares and maintains three pertinent documents. They are 1) the *2001-2025 Long-Range Transportation Plan* (LRTP);

2) the Transportation Improvement Plan (TIP) which prioritizes transportation improvements scheduled in the next four years and; 3) the Unified Planning Work Program (UPWP) that is updated annually and incorporates the planning program and activities to be completed each fiscal year. In addition, LCTC has two permanent subcommittees that help with the transportation duties: the Transportation Technical Advisory Committee (TTAC) and the Citizens Bicycle and Pedestrian Advisory Committee (BPAC). In addition to the federally mandated documents, the transportation staff maintains a Travel Demand Forecasting Model and administers the Lancaster County Municipal Transportation Grant Program.

Several transportation improvements, such as Route 30, the PA Turnpike, Route 41, and the Keystone Corridor AMTRAK service, have opened up Lancaster County for development. This development has mirrored the rapid development Montgomery County experienced in King of Prussia in the 1970s. Planners have named the area at the PA Turnpike's Morgantown interchange "Queen of Prussia" to reflect its potential to be another King of Prussia. While Lancaster County has experienced growth along its boundary with Chester County, especially with the emergence of suburbs such as Exton and Lionville, one of the County's primary goals is to maintain farmland for production and tourism purposes. Lancaster County is famous for their Amish population. Planners at LCPC have implemented growth boundaries for the urban areas in order to preserve the Amish farms and rural character of the county. Between 1990 and 2000, over 75% of the county's growth occurred within these boundaries. In addition, transit has become an alternative mode of transportation with AMTRAK's Keystone Corridor (Philadelphia to Harrisburg) and a new station at Paradise will be constructed (although, as planned, it will not include significant park and ride facilities).

Lancaster County is currently working with DVRPC on a Team PA economic development initiative called *Stay Invent the Future*. This project is intended to retain the 30,000 young college students that come to our region each year for college to stay and become part of the workforce in southeastern Pennsylvania (Berks, Bucks, Chester, Delaware, Montgomery, Philadelphia and Lancaster counties).

Berks County Planning Commission (BCPC)

Berks County shares a boundary with Chester and Montgomery counties. The Commission's transportation planning staff acts as the staff to the federally designated MPO, the Reading Area Transportation Study Coordinating Committee (RATSCC). Officials from the Berks Area Reading Transportation Authority (BARTA), PennDOT, Berks County, municipal officials and the Reading Regional Airport Authority serve as members on the MPO. As the federally designated MPO, RATSCC must prepare and maintain three pertinent planning documents. They are: 1) the Transportation Improvement Program (TIP), prepared by the transportation staff at the BCPC, which is a four year schedule of short-range transportation improvements for the county. The current Berks

County TIP is from FY 2003-2006; 2) the long-range transportation plan, *Berks Vision, 2020*, is the policy, transportation and land use plan for the county and is updated every three years; and 3) the Unified Planning Work Program (UPWP), updated annually, lists the planning functions to be carried out for the coming fiscal year. The RATSCC has two separate committees that serve as technical advisors: the Transportation Coordinating Committee (TCC) and the Bicycle and Pedestrian Committee (BPC).

Berks County is more rural in character than adjacent Montgomery County, except for the City of Reading and surrounding area. Sprawl has led to heavy congestion and traffic volumes on Route 422 (the primary corridor that connects Berks County with Philadelphia) and the PA Turnpike. Alternative transportation routes and modes are being studied to alleviate congestion and decrease travel times.

The Berks Area Reading Transportation Authority (BARTA) provides bus transit intra-regionally. Berks County has not had commuter rail service since the early 1980s. However, the proposed 62-mile Schuylkill Valley Metro Rail, connecting Reading to Philadelphia, is currently being studied and would restore rail service to Berks County via Montgomery and Philadelphia counties. Located in Reading, the Reading Regional Airport is served by USAirways with connections in Philadelphia.

In an effort, to preserve valuable farmland, Berks County has undertaken several environmental planning efforts, bicycle trails, and threat assessments. The County has been successful in multi-municipal plans and joint zoning ordinances. Approximately 62 of the 75 municipalities within Berks County have adopted joint comprehensive plans – 20 plans total. In addition, Berks County is part of the Team PA Economic Development Initiative (previously mentioned for Lancaster County). This initiative, *Stay Invent the Future*, is led by the State and works to retain young skilled workers in PA.

Lehigh Valley Planning Commission (LVPC)

The Lehigh Valley Planning Commission (LVPC) provides the planning function for the federally designated Metropolitan Planning Organization (MPO) for Lehigh and Northampton Counties, the Lehigh Valley Transportation Study (LVTS). The transportation planning staff at the Lehigh Valley Planning Commission serves as the technical staff for the LVTS. They must prepare and maintain three pertinent documents. They are: 1) the long-range transportation plan, *The Lehigh Valley Transportation Plan for Surface Transportation*, every three years. The long-range plan documents the current status of transportation projects in the Lehigh Valley; 2) the Transportation Improvement Program (TIP), a prioritized list of transportation improvements for the next four years; and 3) the Unified Planning Work Program (UPWP), updated annually, which lists the planning functions to be carried out by staff in the coming fiscal year. The Lehigh Valley Planning Commission consists of 37 members, of which 19 are elected officials (mayors,

county officials, county executives, members of the boroughs and townships, the Lehigh County Board of Commissioners and the Northampton County Council).

LVTS has two Committees – Coordinating and Technical. The Coordinating Committee membership consists of the cities of Allentown, Bethlehem and Easton (2 votes each); Lehigh and Northampton counties (3 votes each); and 1 vote each for PennDOT Central Office, PennDOT District 5 (Chair), LVPC (Secretary), LANTA and LNAA. The technical committee reviews items brought before the group and recommends actions to the coordinating committee. The coordinating committee is the policy body that formally adopts items reviewed by the technical committee. LVTS Technical Committee is made up of representatives from the Pennsylvania Department of Transportation’s Central Office and District 5-0 Office, Allentown, Bethlehem, Easton, Lehigh Valley Planning Commission, Lehigh and Northampton Transportation Authority (LANTA) and the Lehigh-Northampton Airport Authority (LNAA).

Transit service is provided by the Lehigh-Northampton Transportation Authority (LANTA) which operates a fixed route bus system. There is no commuter or passenger rail service in the Lehigh Valley. Inter-regional buses serve Philadelphia, New York City, and Atlantic City, operated by Trans-Bridge, Greyhound and Carl R. Beiber Bus Company, all private carriers.

The Lehigh Valley Region borders the Delaware Valley, but differs in development and travel patterns. The counties of Lehigh and Northampton have a stronger orientation to the western New Jersey–New York City area than to Philadelphia. Growth pressures are coming from Phillipsburg in Warren County, New Jersey, and pushing toward the Allentown, Easton, and Bethlehem areas. Traffic congestion on I-78, the main east to west arterial, as well as Route 22, experiences heavy passenger and cargo truck traffic to and from the New York City area. The LVPC priorities for its transportation network revolve around improving traffic flow within the region and to improve travel efficiency into and from western New Jersey.

Determining Priorities: Alternative Ways to Establish Issue and Project Priorities

The *Planning at the Edge* study process included on-site interviews and coordination with representatives of each of the Metropolitan Planning Organizations and pertinent county planning agencies that border the DVRPC Region. Through this coordination process, various issues and projects with cross-boundary implications were identified, as summarized in this Chapter. The complete list of issues and projects is included in Appendix A, organized by agency. No attempt was made by the respondents or DVRPC staff to prioritize the issues or projects, either within an agency’s list or across all of the responses.

As a possible future exercise, the question of **how to prioritize** the issues and projects is considered here, and various ranking factors are proposed. **Whether to prioritize** the identified issues and projects is a different question that will require careful evaluation by agency Boards and staff, most likely on a case-by-case basis.

Setting Priorities: A simple answer to the task of setting priorities for a given list of issues and projects is that federal officials and the region's state and local elected officials will continue to address or initiate priority actions as needed. While this fact may seem to be self-evident, it is still useful to consider the question of priorities and to derive an objective approach that includes factors that may be of assistance in establishing an action agenda to address current or future inter-regional priorities.

Priority Factors: Potential factors that could be used to determine whether a given issue or project is a high priority are summarized. Note that the Project Scale category could be further refined to provide High, Medium and Low ranges. While it may be difficult to establish a list of priorities based on a straight one to ...n ranking, it may be less difficult to establish High, Medium and Low priority groupings.

Broad Policy Consistency

A given project or issue:

- relates to a key Federal initiative
- relates to a Governor's statewide initiative
- responds to identified inter-regional needs and goals
- can result in short and/or long-term regional or inter-regional economic gain and benefits

Long-Range Plan/TIP Consistency

The project or issue:

- appears on pertinent regional plan(s)
- appears on pertinent agency's TIP (by phase)
- is identified as a study area or corridor in regional plans
- appears on pertinent county plans
- implements one or more regional or county plan policies

Issue or Project Scale

The project or issue has these attributes and characteristics:

- Number of jobs in area or corridor to be served
- Total population in area or corridor to be served
- High traffic/truck volumes
- Level of transit ridership (existing or potential)
- Level of Service
- Total freight tonnage
- Number of accidents (daily or monthly)

Level of Public Support

The Project or issue reflects:

- Widespread public support
- Widespread public controversy
- Potential public support or controversy
- A new issue or project

Working with the Study Advisory Committee, the development of example issue and project priorities may be undertaken as part of DVRPC's Fiscal Year 2004 Planning at the Edge work program.

Chapter 3: Inter-Regional Demographic and Travel Analysis

Phase II of the study involved reviewing population and employment information for the participating counties to reveal the extent of development in the study area region and potential cross-regional impacts. While the majority of counties have experienced varying degrees of increases in population and employment, several counties have encountered slight population losses.

Utilizing data from the U.S. Census Bureau and forecasts calculated from the various MPOs, one can examine the differences and similarities between the respective counties and the future trends that are expected to develop. While particular locations within a county may grow or decrease at a significantly faster rate than the county as a whole, the focus here is on countywide population and employment to provide an overall background to the study goals. In addition, although the primary emphasis is on the counties located adjacent to the DVRPC region, the influence and impact of Philadelphia cannot be ignored. Philadelphia's effect on growth and development extends beyond the metropolitan area, attracting residents and jobs to the region, generating congestion on local highways and encouraging public transit use by commuters traveling to and from the City. Consequently, the study includes Philadelphia County in portions of the analysis.

Population

Table 1a and **Table 1b** list the population census for the years 1990 and 2000 for all 24 counties in the study; **Table 1c** shows the population for year 2020 as projected by each of the MPOs for their respective counties. **Map 2** illustrates the 2000 population for the entire study region. (Note that 2020 population forecasts for the counties in the SJTPO region are based upon 2000 forecasts rather than the 2000 census numbers listed in **Table 1b**.)

The 2000 population for the study area ranged from a high of 1.5 million in Philadelphia to a low of 64,300 in Salem County. The two counties with the most residents after Philadelphia, Middlesex and Montgomery, have almost identical populations of about 750,000 residents. The two least populated counties, Cecil and Salem, should continue to have less than 100,000 residents throughout the forecast period. **Map 2** shows a clear illustration of the more populated counties situated in the middle of the study region and the least populated situated in the most northern and southern areas of the study region. New Castle County is an exception to this pattern. The study region was home to a total of 10.3 million people in 2000, including Philadelphia's approximately 1.5 million residents.

As shown on **Tables 2a** and **2b**, despite losses in several counties, the overall population of the study region increased between 1990 and 2000. This trend is expected to continue between 2000 and 2020. For the 1990-2000 period, the study region grew by 7.8 percent (including Philadelphia) and by 10.2 percent

Table 1a: Population 1990

ALL STUDY AREA COUNTIES		
Philadelphia County	1,585,577	1
Montgomery County	678,111	2
Middlesex County	671,780	3
Monmouth County	553,124	4
Delaware County	547,651	5
Bucks County	541,174	6
Camden County	502,824	7
New Castle County	441,946	8
Ocean County	433,203	9
Lancaster County	422,822	10
Burlington County	395,066	11
Chester County	376,396	12
Berks County	336,523	13
Mercer County	325,824	14
Lehigh County	291,130	15
Northampton County	247,105	16
Somerset County	240,279	17
Gloucester County	230,082	18
Atlantic County	224,327	19
Cumberland County	138,053	20
Hunterdon County	107,776	21
Warren County	91,607	22
Cecil County	71,347	23
Salem County	65,294	24

Source: U.S. Census Bureau

Total Population 9,519,021
Population w/o Phila. 7,933,444

Table 1b: Population 2000

ALL STUDY AREA COUNTIES		
Philadelphia County	1,517,550	1
Middlesex County	750,162	2
Montgomery County	750,097	3
Monmouth County	615,301	4
Bucks County	597,635	5
Delaware County	550,864	6
Ocean County	510,916	7
Camden County	508,932	8
New Castle County	500,265	9
Lancaster County	470,658	10
Chester County	433,501	11
Burlington County	423,394	12
Berks County	373,638	13
Mercer County	350,761	14
Lehigh County	312,090	15
Somerset County	297,490	16
Northampton County	267,066	17
Gloucester County	254,673	18
Atlantic County	252,552	19
Cumberland County	146,438	20
Hunterdon County	121,989	21
Warren County	102,437	22
Cecil County	85,951	23
Salem County	64,285	24

Source: U.S. Census Bureau

Total Population 10,258,645
Population w/o Phila. 8,741,095

Table 1c: Population Forecast 2020

ALL STUDY AREA COUNTIES		
Philadelphia County	1,515,010	1
Middlesex County	859,268	2
Montgomery County	838,700	3
Bucks County	719,610	4
Monmouth County	703,494	5
Ocean County	574,279	6
Lancaster County	548,980	7
Delaware County	547,784	8
New Castle County	530,011	9
Chester County	528,000	10
Camden County	514,760	11
Burlington County	496,490	12
Berks County	420,742	13
Mercer County	395,970	14
Somerset County	363,364	15
Lehigh County	347,286	16
Northampton County	316,052	17
Gloucester County	308,330	18
Atlantic County	287,193	19
Cumberland County	169,125	20
Hunterdon County	158,736	21
Warren County	125,873	22
Cecil County	98,987	23
Salem County	77,899	24

Source: DVRPC, individual counties & MPOs

Note: 2020 forecasts for SJTPO counties are based upon 2000 forecasts, not the 2000 census as shown in Table 1b. These numbers will be updated when they become available.

Total Population 11,445,943
Population w/o Phila. 9,930,933

Planning at the Edge

Population: 2000

MAP 2

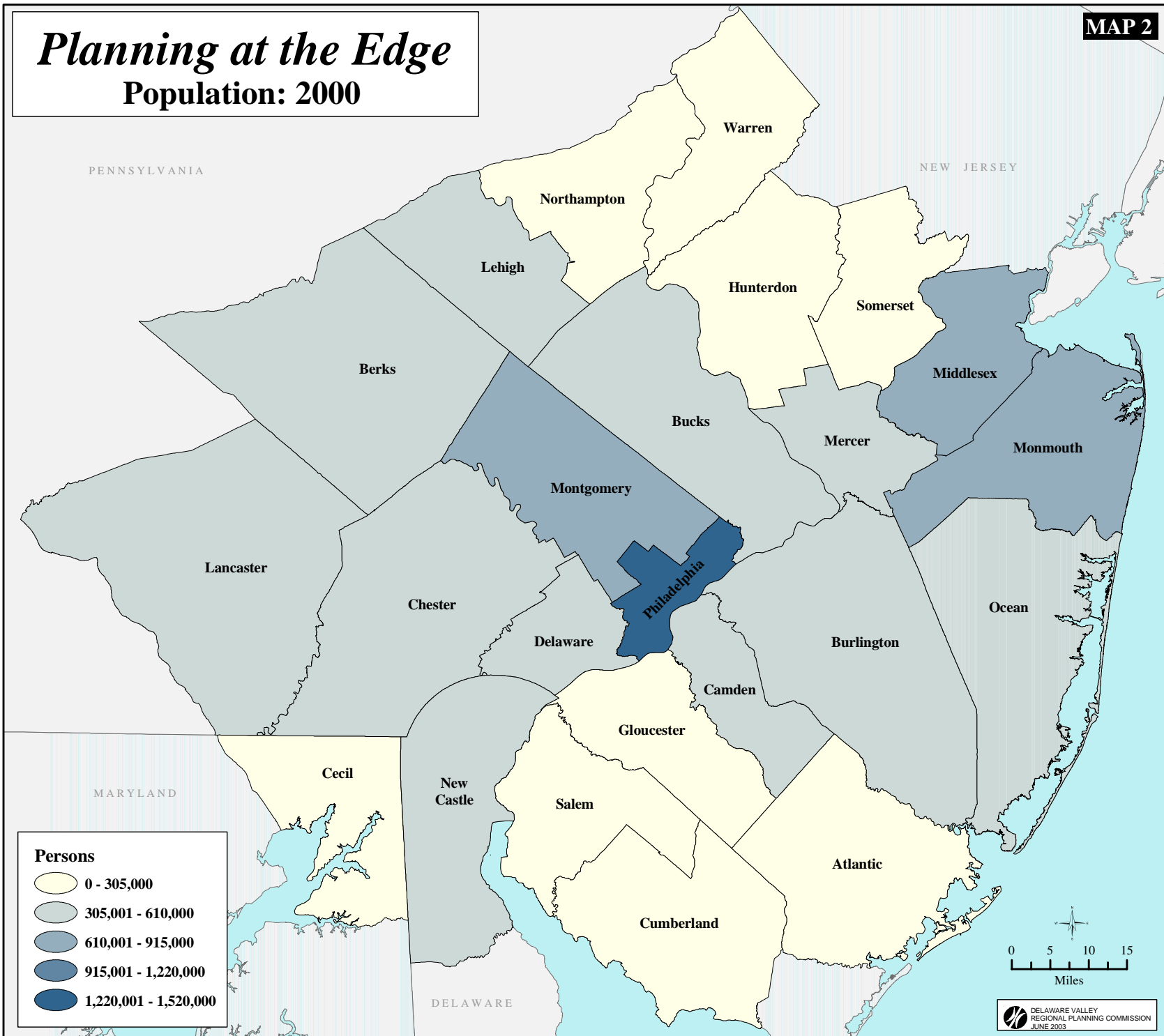


Table 2a: Population % Change 1990-2000

ALL STUDY AREA COUNTIES		
Somerset County	23.8	1
Cecil County	20.5	2
Ocean County	17.9	3
Chester County	15.2	4
Hunterdon County	13.2	5
New Castle County	13.2	6
Atlantic County	12.6	7
Warren County	11.8	8
Middlesex County	11.7	9
Lancaster County	11.3	10
Monmouth County	11.2	11
Berks County	11.0	12
Gloucester County	10.7	13
Montgomery County	10.6	14
Bucks County	10.4	15
Northampton County	8.1	16
Mercer County	7.7	17
Burlington County	7.2	18
Lehigh County	7.2	19
Cumberland County	6.1	20
Camden County	1.2	21
Delaware County	0.6	22
Salem County	-1.5	23
Philadelphia County	-4.3	24

Based upon 1990 and 2000 U.S. Census

Total Population Change **7.8%**
Population Change w/o Phila. **10.2%**

Table 2b: Population % Change 2000-2020

ALL STUDY AREA COUNTIES		
Hunterdon County	30.1	1
Warren County	22.9	2
Somerset County	22.1	3
Chester County	21.8	4
Salem County	21.2	5
Gloucester County	21.1	6
Bucks County	20.4	7
Northampton County	18.3	8
Burlington County	17.3	9
Lancaster County	16.6	10
Cumberland County	15.5	11
Cecil County	15.2	12
Middlesex County	14.5	13
Monmouth County	14.3	14
Atlantic County	13.7	15
Mercer County	12.9	16
Berks County	12.6	17
Ocean County	12.4	18
Montgomery County	11.8	19
Lehigh County	11.3	20
New Castle County	5.9	21
Camden County	1.1	22
Philadelphia County	-0.2	23
Delaware County	-0.6	24

Based upon 2000 U.S. Census and 2020 forecasts made by DVRPC and individual counties/MPOs

Total Population Change **11.6%**
Population Change w/o Phila. **13.6%**

(excluding Philadelphia). For the 2000-2020 period, population growth is expected to continue; by 11.6% (including Philadelphia) and by 13.6% (excluding Philadelphia).

Counties with notable forecasted increases in population are Hunterdon County, where a 30 percent increase is forecasted, and Salem County, where a 1.5 percent decrease during the 1990-2000 period is forecasted to change to a 20 percent increase. The county with the greatest increase during the nineties (nearly 24 percent between 1990 and 2000), Somerset County, is forecasted to continue growing at this rate through 2020. Most of the counties in the study region are forecasted to experience 10 to 20 percent increases in population by 2020, as shown on **Map 3**.

Employment

Table 3a and **Table 3b** list the employment forecasts for 2000 and 2020. The tables represent the number of jobs in each county and in the study region (as opposed to the number of employed residents of each county). **Map 4** illustrates employment for 2000.

With the exception of Philadelphia with 786,150 jobs, year 2000 employment ranged from 23,860 in Salem County to 491,200 in Montgomery County. Middlesex County follows Montgomery County closely with 422,700 jobs. Similar to **Map 2**, **Map 4** shows employment concentrated in the middle of the study region, with the exception of Ocean County, and the least amount of jobs in the northern and southern areas of the region, with the exception of Somerset County. The total number of jobs in the study region for 2000 totals 5.1 million, including Philadelphia's nearly 800,000 jobs.

Employment forecasts 2020 resulted in expected growth for all twenty-four counties, as shown in **Table 4**, with a cumulative increase of 17.5 percent (including Philadelphia) and 19.5 percent (excluding Philadelphia). However, the rise in employment will vary greatly, from six percent in Philadelphia County to 53 percent in Hunterdon County. The majority of the counties with the highest numbers of employment in 2000 will experience the least amount of percentage change through 2020. As illustrated on **Map 5**, all 10 counties expected to increase their employment by more than 20 percent are located along the outer edge of the study region.

TRAFFIC AND TRANSPORTATION

Highways and public transit provide inter-regional connections and impact growth and traffic congestion. To understand their magnitude, traffic counts and rail and bus ridership between counties need to be considered. Traffic counts on the region's highways, periodically taken by DVRPC, provide background information for key highways that are relevant to the study. A report published by DVRPC in September 2002, *Regional Cordon Line Stations for the Delaware Valley Region*,

Planning at the Edge

Population Change: 2000 - 2020

MAP 3

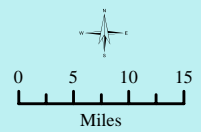
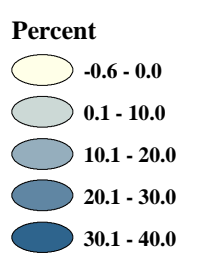
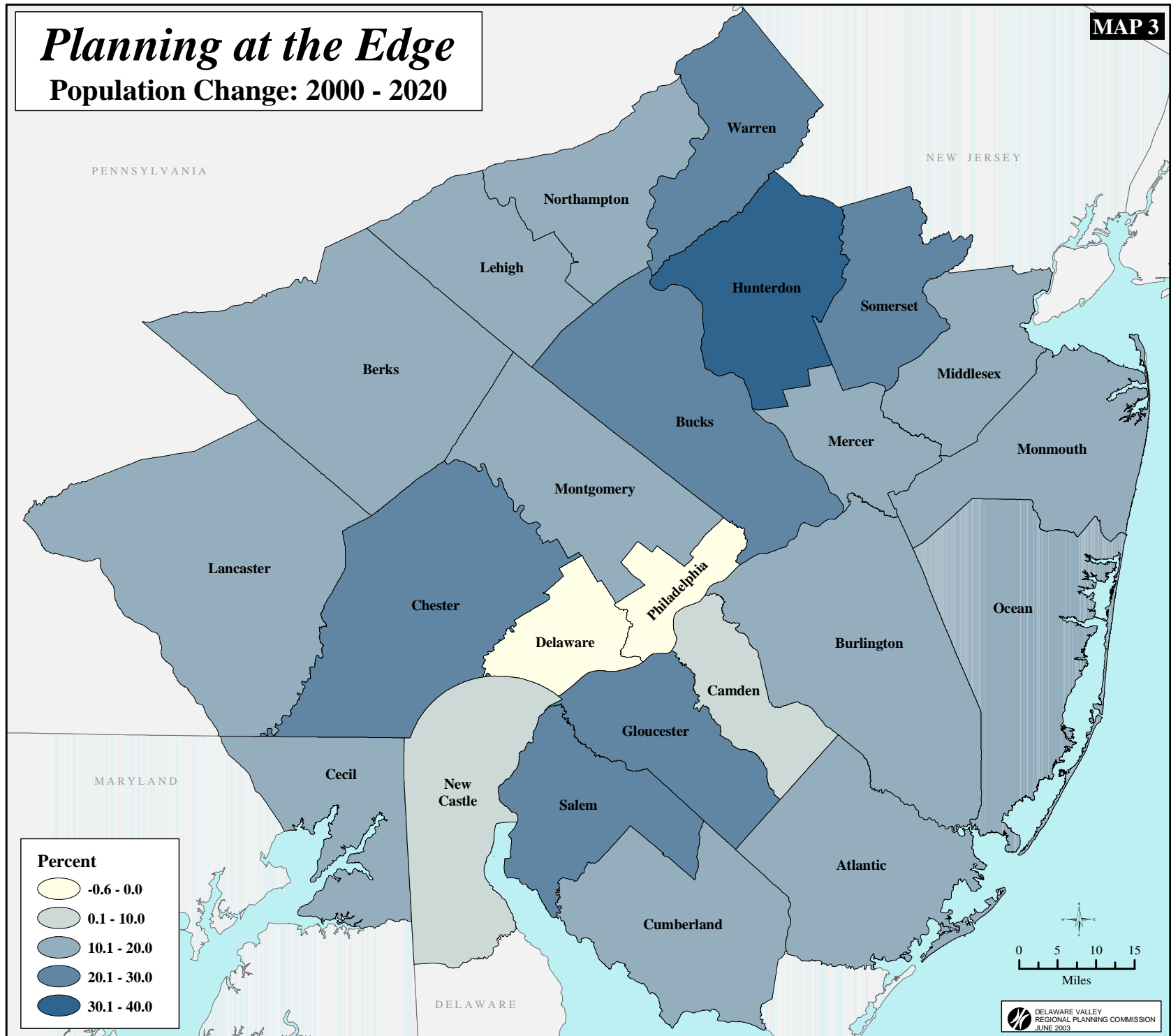


Table 3a: Employment Forecast 2000

ALL STUDY AREA COUNTIES		
Philadelphia County	786,150	1
Montgomery County	491,200	2
Middlesex County	422,699	3
New Castle County	296,246	4
Bucks County	271,880	5
Mercer County	236,650	6
Delaware County	236,330	7
Lancaster County	235,686	8
Monmouth County	232,652	9
Camden County	232,290	10
Chester County	230,350	11
Lehigh County	210,244	12
Burlington County	207,050	13
Somerset County	176,995	14
Berks County	168,100	15
Atlantic County	143,797	16
Ocean County	137,658	17
Northampton County	114,003	18
Gloucester County	99,700	19
Cumberland County	63,254	20
Hunterdon County	55,725	21
Warren County	38,090	22
Cecil County	32,100	23
Salem County	23,859	24

Source: DVRPC, individual counties & MPOs

	Total
Employment	5,142,708
Employment w/o Phila.	4,356,558

Table 3b: Employment Forecast 2020

ALL STUDY AREA COUNTIES		
Philadelphia County	833,550	1
Montgomery County	551,450	2
Middlesex County	500,875	3
New Castle County	337,628	4
Lancaster County	326,549	5
Bucks County	323,470	6
Monmouth County	282,242	7
Chester County	277,500	8
Delaware County	265,900	9
Mercer County	264,150	10
Somerset County	258,971	11
Camden County	258,690	12
Burlington County	240,400	13
Lehigh County	219,888	14
Berks County	189,397	15
Atlantic County	185,218	16
Ocean County	183,060	17
Northampton County	132,460	18
Gloucester County	117,350	19
Hunterdon County	84,954	20
Cumberland County	84,112	21
Warren County	47,642	22
Cecil County	38,700	23
Salem County	27,623	24

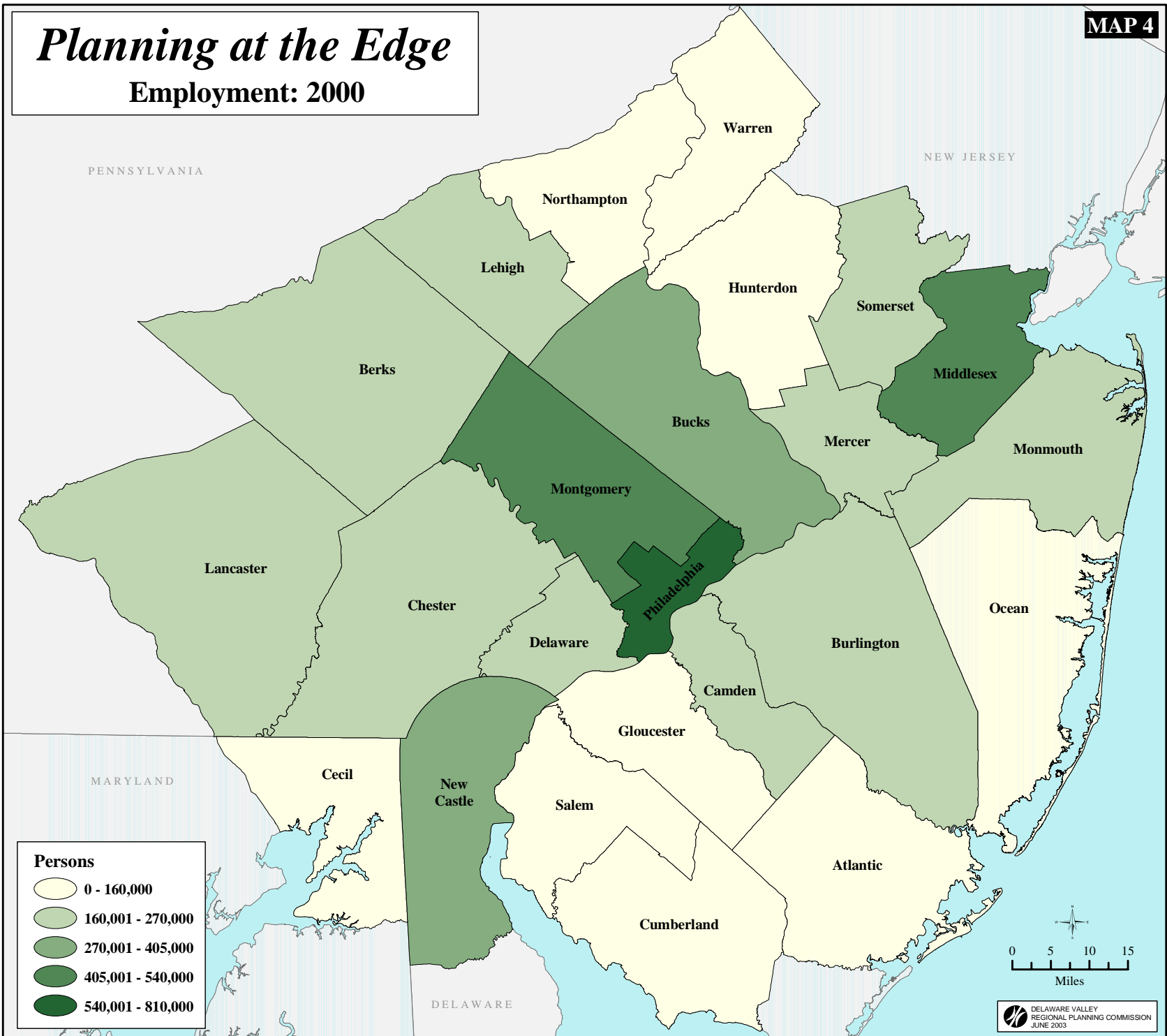
Source: DVRPC, individual counties & MPOs

	Total
Employment	6,031,779
Employment w/o Phila.	5,198,229

Planning at the Edge

Employment: 2000

MAP 4



Persons

- 0 - 160,000
- 160,001 - 270,000
- 270,001 - 405,000
- 405,001 - 540,000
- 540,001 - 810,000

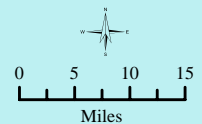


Table 4: Employment Change 2000-2020

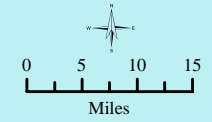
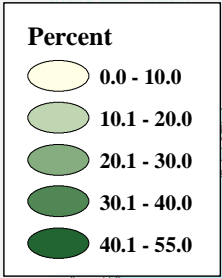
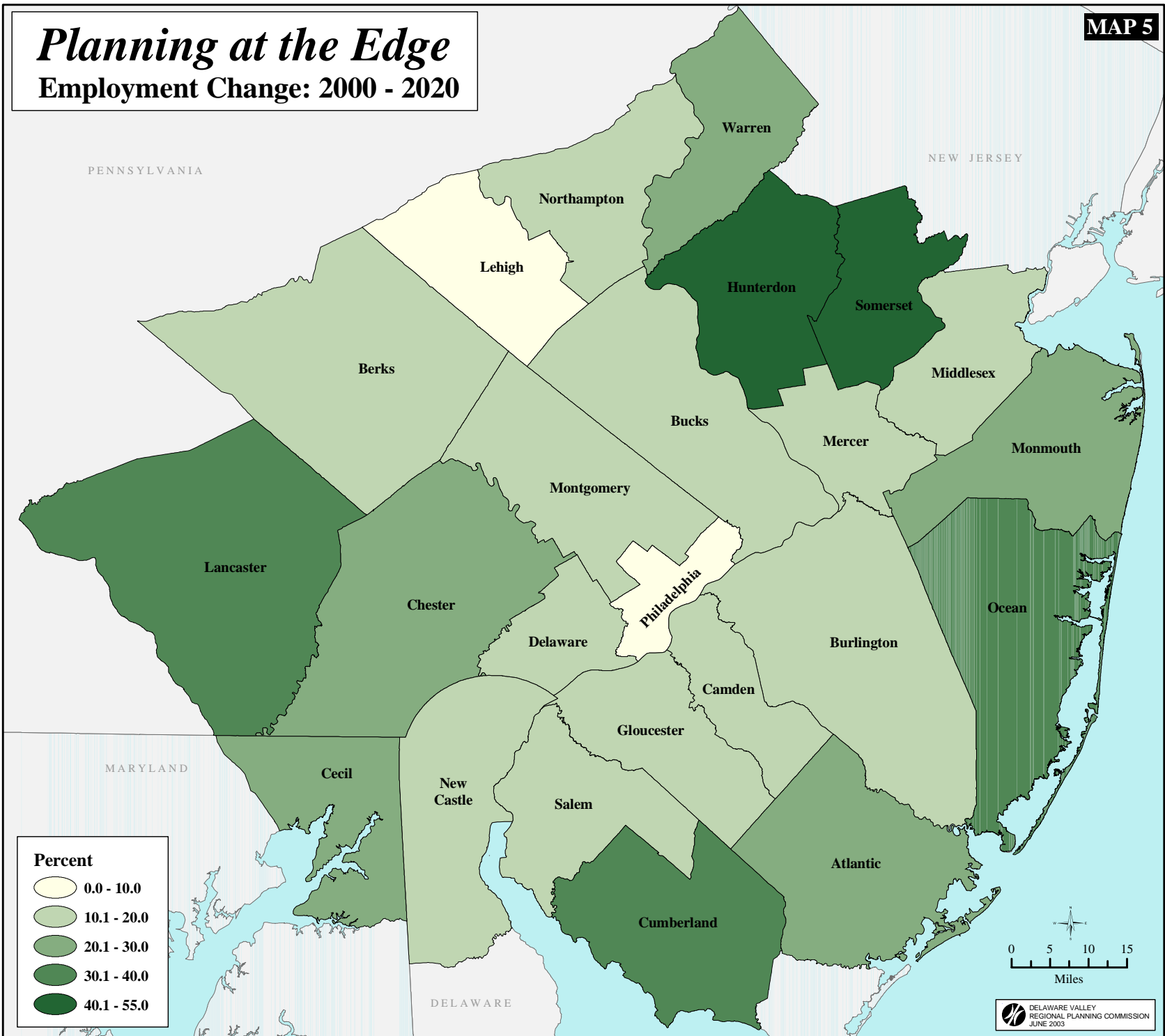
ALL STUDY AREA COUNTIES		
Hunterdon County	52.5	1
Somerset County	46.3	2
Lancaster County	38.6	3
Cumberland County	33.0	4
Ocean County	33.0	5
Atlantic County	28.8	6
Warren County	25.1	7
Monmouth County	21.3	8
Cecil County	20.6	9
Chester County	20.5	10
Bucks County	19.0	11
Middlesex County	18.5	12
Gloucester County	17.7	13
Northampton County	16.2	14
Burlington County	16.1	15
Salem County	15.8	16
New Castle County	14.0	17
Berks County	12.7	18
Delaware County	12.5	19
Montgomery County	12.3	20
Mercer County	11.6	21
Camden County	11.4	22
Philadelphia County	6.0	23
Lehigh County	4.6	24
Total Employment Change	17.3%	
Employment Change w/o Phila.	19.3%	

Based upon 2000 and 2020 forecasts made by DVRPC, individual counties & MPOs

Planning at the Edge

Employment Change: 2000 - 2020

MAP 5



provides a breakdown of the type of traffic (passenger vehicles/light trucks versus heavy trucks), as well as public transit ridership.

The average annual daily traffic (AADT) counts for the year 2000 and the percentage change for 1990 to 2000 and 2000 to 2020 are illustrated on **Map 6**. The most heavily used highways at the particular cordon line stations shown on the map are, by far, the New Jersey Turnpike at the Mercer-Middlesex boundary with 112,801 vehicles and Route 95 at the Delaware County-New Castle County boundary with 110,053 vehicles. The third most traveled crossing, although with substantially less traffic, is Route 1, at the Mercer-Middlesex boundary, which experiences a heavy volume of 66,422 vehicles per day.

Three factors that are taken into account when forecasting AADT are the cordon line station's previous traffic counts, existing land use and the growth characteristics of neighboring cordon stations (not all the cordon stations for which DVRPC has taken counts are shown on **Map 6**). Of the projected percentage changes for 2000 to 2020, 11 highways out of the 22 cordon line stations shown are expected to receive at least 50 percent increases in traffic volumes. In contrast, only three highways experienced more than 50 percent increases between 1990 and 2000.

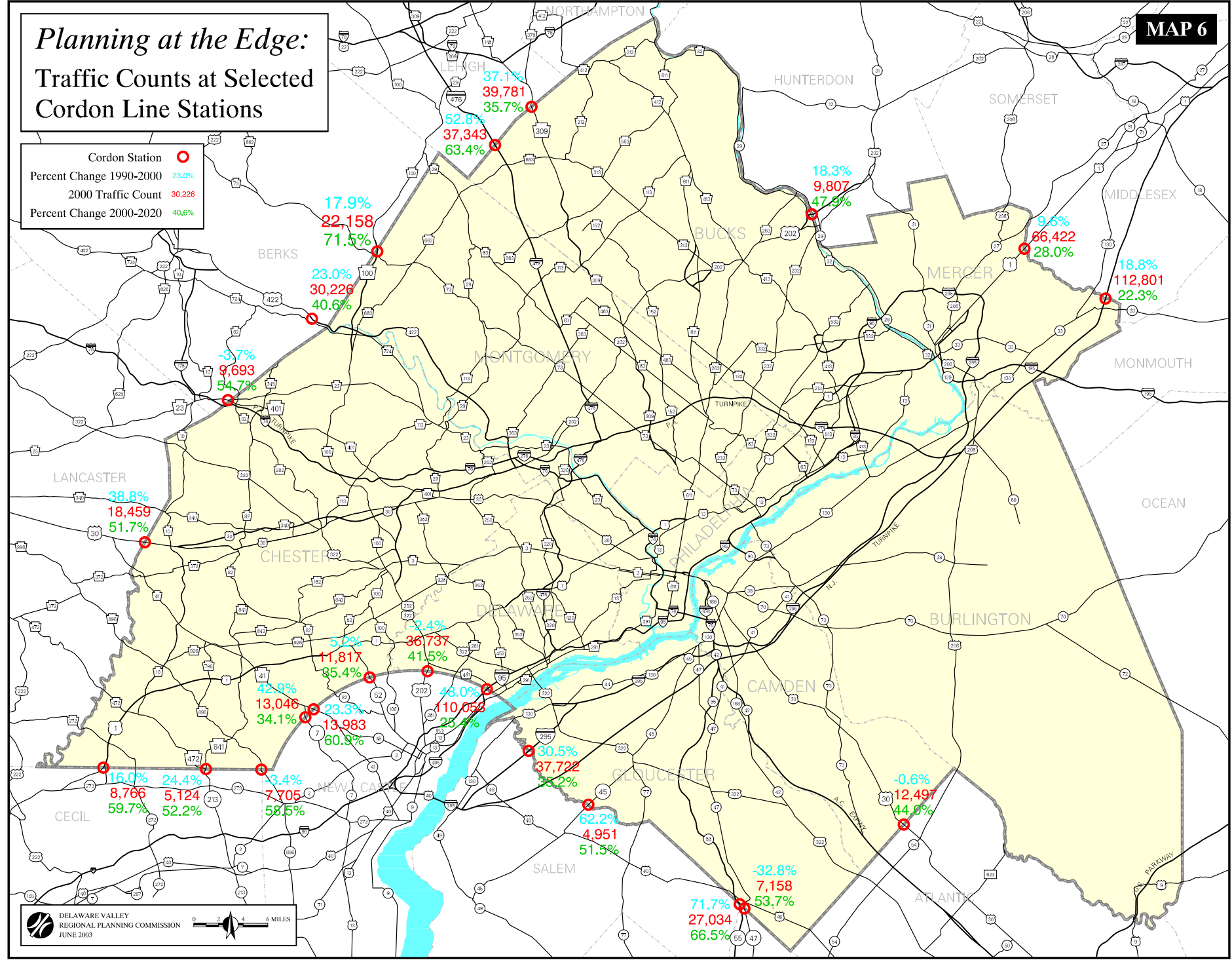
All of the highways in which volumes are expected to increase by more than 50 percent are currently handling no more than an average of 38,000 vehicles per day. The greatest change will be along Route 100 at the Montgomery/Berks counties boundary with an expected increase of 71.5 percent from the current volume of 22,158. Of the corridors with the most traffic in 2000 crossing the cordon line stations, the New Jersey Turnpike and Route 95 are forecasted to show anticipated traffic volume increases of 22.3 percent and 25.4 percent, respectively. Route 1 at the Mercer/Middlesex boundary is anticipated to increase by 28 percent. These percentages represent the lowest forecasted increases (2000 to 2020) for the 22 cordon line stations.

An important element for traffic counting is determining the types of vehicles using regional highways. **Map 7** shows the percentages of vehicular traffic, broken down between passenger vehicles/light trucks and heavy trucks, for two directional flows, along a limited number of highways. This sample was taken from a survey described in the *Regional Cordon Line Stations for the Delaware Valley Region* report. The survey was conducted at specific cordon line stations from 6:45 AM to 7:15 PM in the summer of 2001.


Based upon this sample, heavy trucks accounted for 5.5 to 15 percent of the traffic traveling from the DVRPC region into the adjacent counties. The range of heavy trucks was slightly higher, six to 16 percent, from the adjacent counties into the DVRPC region. The highways experiencing the highest percentages of truck traffic from this sample were Route 41 at the Chester/Lancaster and Chester/New Castle boundaries, Route 30 at the Chester/Lancaster boundary and Route 1 at the Mercer/Middlesex boundary.

Planning at the Edge: Traffic Counts at Selected Cordon Line Stations

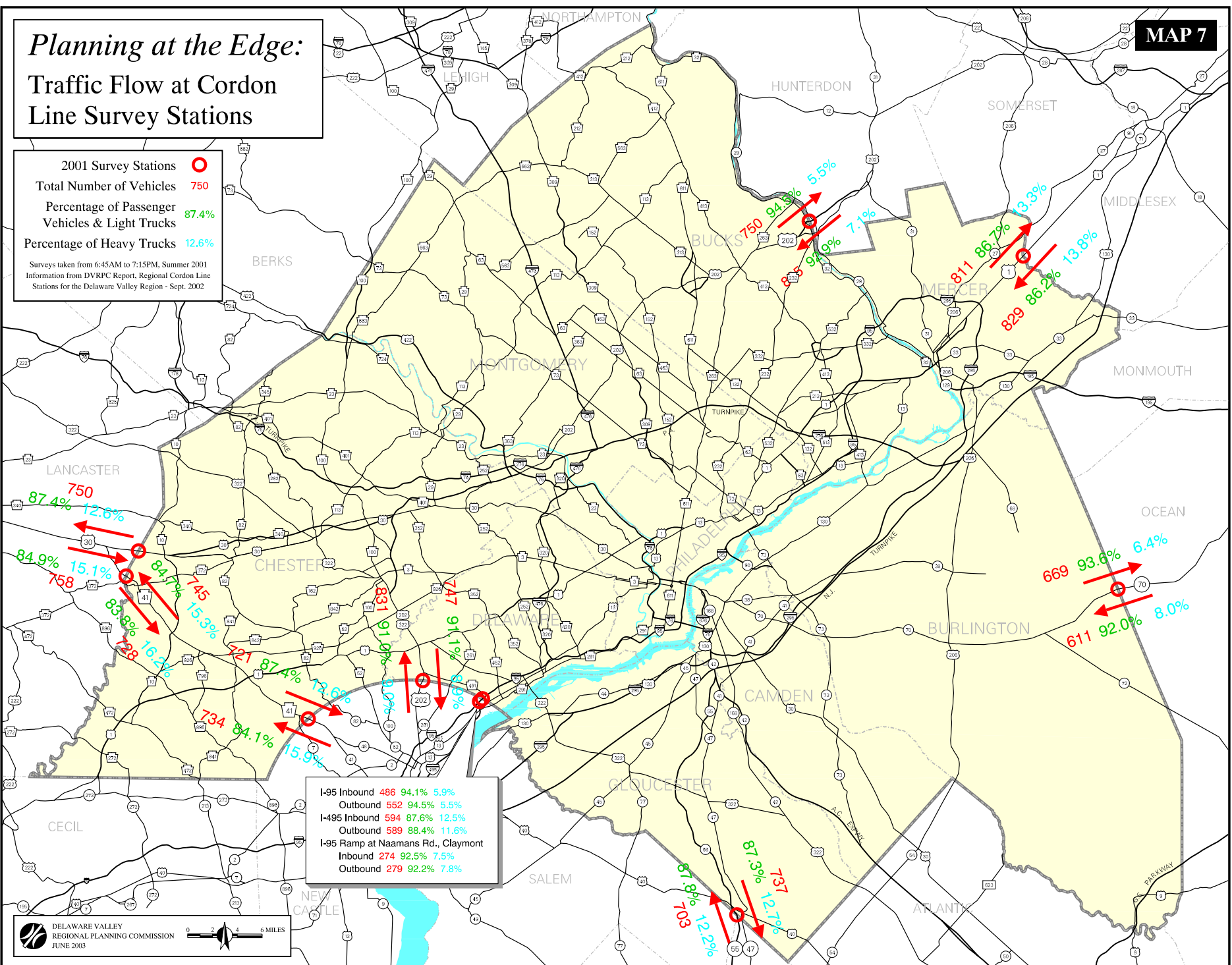
Cordon Station	○
Percent Change 1990-2000	23.0%
2000 Traffic Count	30,226
Percent Change 2000-2020	40.6%



Planning at the Edge: Traffic Flow at Cordon Line Survey Stations

2001 Survey Stations 
 Total Number of Vehicles **750**
 Percentage of Passenger Vehicles & Light Trucks **87.4%**
 Percentage of Heavy Trucks **12.6%**

Surveys taken from 6:45AM to 7:15PM, Summer 2001
 Information from DVRPC Report, Regional Cordon Line Stations for the Delaware Valley Region - Sept. 2002



I-95 Inbound **486** 94.1% 5.9%
 Outbound **552** 94.5% 5.5%
 I-495 Inbound **594** 87.6% 12.5%
 Outbound **589** 88.4% 11.6%
 I-95 Ramp at Naamans Rd., Claymont
 Inbound **274** 92.5% 7.5%
 Outbound **279** 92.2% 7.8%

Besides individual vehicles, rail and bus service transport people across county lines, whether for employment or personal travel. The number of weekday trips and weekday passengers are shown on **Map 8** and **Table 5**, the latter illustrating the location of the cordon line stations where the counts were taken. Not surprisingly, the Amtrak Northeast Corridor line has the highest train ridership, with about 38,700 weekday passengers on 186 one-way trips through the Mercer/Middlesex and Delaware/New Castle county lines. The northeast corridor, regardless of the train operator, transports about 54,400 weekday passengers on 266 one-way trips across the cordon lines. In total, about 57,000 weekday passengers travel on 303 train trips in each direction across the DVRPC regional boundary.

As shown on **Map 8**, inter-regional bus services are provided by one public and eight private carriers, with these services traversing 27 inter-county boundary locations. The two adjoining counties having the greatest number of weekday passengers are Burlington and Ocean counties, with 4,470 traveling on 146 one-way trips along the Garden State Parkway and US Route 9. The next highest total is in Camden and Atlantic counties with about 3,730 weekday passengers on 158 trips along the Atlantic City Expressway, US Route 30 and New Egypt Road. Mercer and Middlesex counties have about the same number of weekday passengers on 176 trips along the NJ Turnpike and US Route 1. Gloucester and Salem counties have the most inter-county bus routes, with six, and have about 2,870 weekday passengers on 106 trips on various highways, including the NJ Turnpike and I-295. In total, about 16,800 weekday passengers travel on 748 bus trips in each direction across the DVRPC regional boundary. In summary, rail and bus lines transport approximately 74,000 weekday passengers on 1,051 one-way trips, crossing various cordon line locations around the DVRPC region.

Map 9 shows changes to the boundaries of the Census-defined Urbanized Area across the study region. The extension of urban development concentrations over the past decade is portrayed, including the continued blending together of different regions, as sprawl and exurban growth continue. These trends portend even more prospects for inter-regional land use, transportation and other infrastructure issues that will need to be addressed by DVRPC and its neighbors in both Pennsylvania and New Jersey.

Planning at the Edge: Cordon Line Crossings by Public Transportation

Rail Carriers:	Weekday Passengers:
Amtrak	15,463
NJ Transit	962
SEPTA	2,457

Bus Carriers:	Weekday Passengers:
Carrier Abbreviation	Weekday Passengers
Bieber Trailways	BBT
Capitol Trailways	CAP
Carolina Trailways	CAR
Greyhound	GRY
Martz Trailways	MTZ
NJ Transit	NJT
Red Rose Transit	RRT
Susquehanna	SUS
Trans-Bridge Lines	TBL

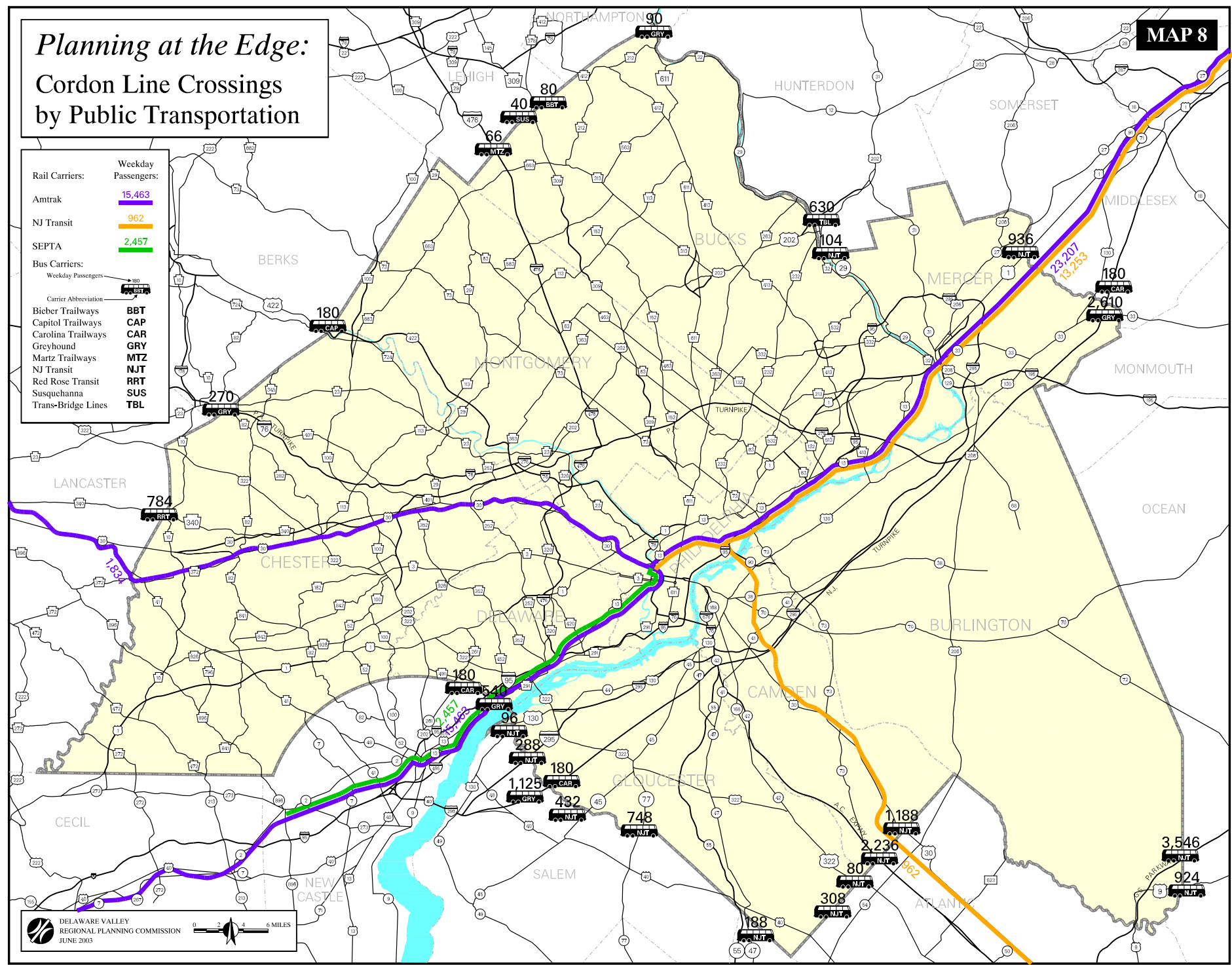


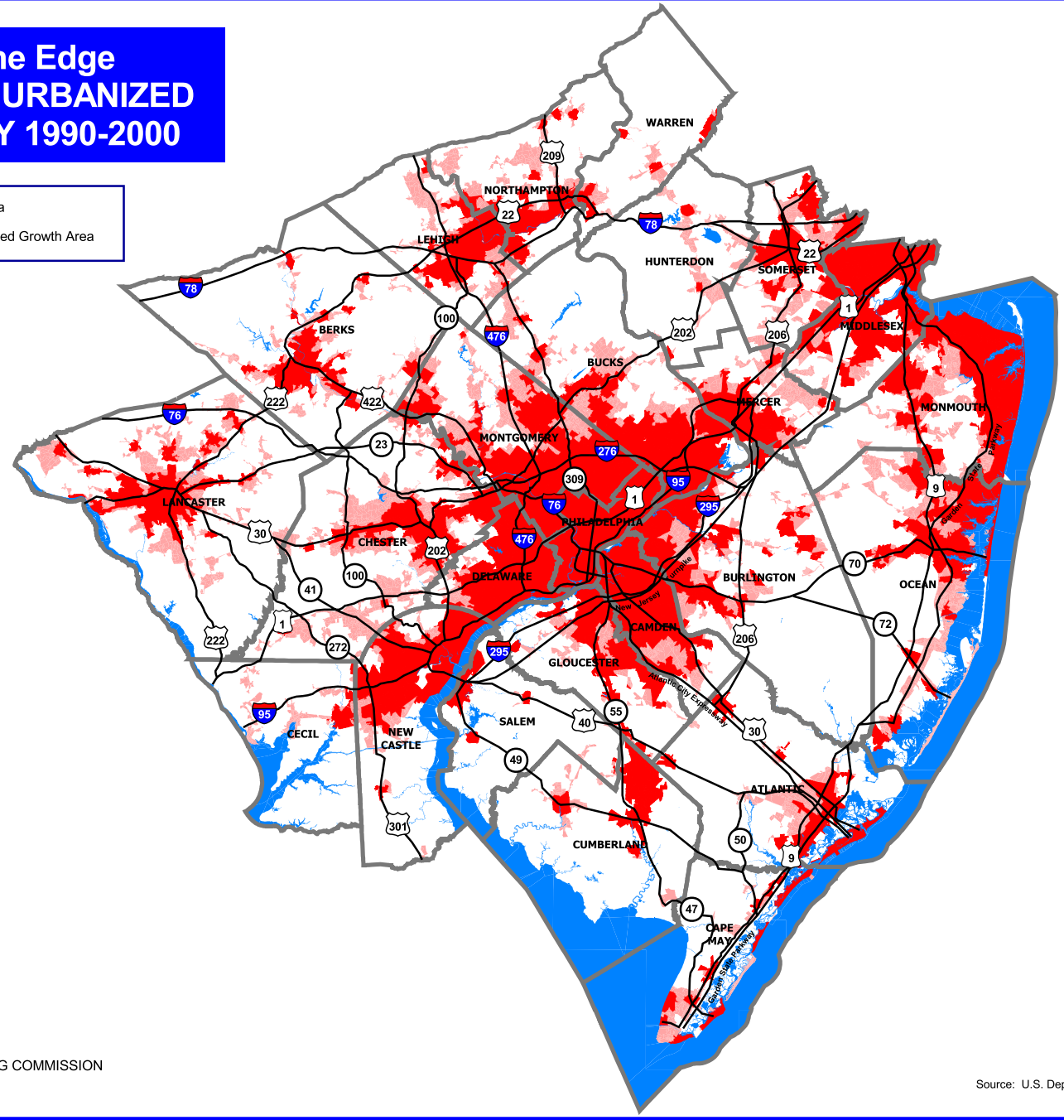
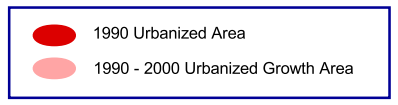
Table 5: PUBLIC TRANSPORTATION

RAIL				
Line	Carrier	Counties	Weekday Trains	Weekday Passengers
Northeast Corridor	Amtrak	Delaware/New Castle	82	15,463
Northeast Corridor	SEPTA	Delaware/New Castle	35	2,457
Harrisburg Line	Amtrak	Chester/Lancaster	22	1,834
Northeast Corridor	Amtrak	Mercer/Middlesex	104	23,207
Northeast Corridor	NJ TRANSIT	Mercer/Middlesex	45	13,253
Atlantic City Line	NJ TRANSIT	Camden/Atlantic	15	962
Total			303	57,176

BUS				
Highway	Carrier	Counties	Weekday Trips	Weekday Passengers
I-95	Carolina Trailways	Delaware/New Castle	8	180
I-95	Greyhound	Delaware/New Castle	24	540
PA 340	Red Rose Transit	Chester/Lancaster	34	784
I-76	Greyhound	Chester/Berks	12	270
US 422	Capitol Trailways	Chester/Berks	8	180
US 202	Trans-Bridge Lines	Bucks/Hunterdon	28	630
I-476	Martz Trailways	Bucks/Lehigh	4	66
PA 309	Bieber Trailways	Bucks/Lehigh	8	80
PA 309	Susquehanna	Bucks/Lehigh	4	40
PA 611	Greyhound	Bucks/Northampton	4	90
NJ 29	NJ Transit	Mercer/Hunterdon	4	104
US 1 North	NJ Transit	Mercer/Middlesex	52	936
NJ Turnpike	Greyhound	Mercer/Middlesex	116	2610
NJ Turnpike	Carolina Trailways	Mercer/Middlesex	8	180
US 9	NJ Transit	Burlington/Ocean	42	924
GS Pwy	NJ Transit	Burlington/Ocean	104	2352
New Egypt Road	NJ Transit	Camden/Atlantic	14	308
US 30	NJ Transit	Camden/Atlantic	54	1188
AC Expwy	NJ Transit	Camden/Atlantic	90	2236
US 322	NJ Transit	Gloucester/Atlantic	4	80
NJ 47	NJ Transit	Gloucester/Cumberland	12	188
NJ 77	NJ Transit	Gloucester/Salem	22	748
Woodstown Rd.	NJ Transit	Gloucester/Salem	18	432
NJ Turnpike	Greyhound	Gloucester/Salem	50	1125
NJ Turnpike	Carolina Trailways	Gloucester/Salem	8	180
I-295	NJ Transit	Gloucester/Salem	12	288
US 130	NJ Transit	Gloucester/Salem	4	96
Total			748	16,835

This data is from the *Regional Cordon Line Station for the Delaware Valley Region Report*. The counts are total one-way trips crossing the regional cordon line in each direction (thus, 15,463 weekday passengers mean that on a typical weekday 15,463 total passengers cross the cordon either entering or leaving). The counts were taken between the two closest survey points on each side of the cordon line. The rail numbers were provided by the respective authority. The bus numbers were derived from average load numbers provided by the respective bus company, with the weekday trip numbers derived from available schedules. NJTransit numbers were derived from the NJT May 2001 Median Ridership Report. SEPTA numbers were derived from the 2001 Regional Rail Census. These numbers, the bus numbers in particular, are on the conservative side.

Planning at the Edge CHANGES IN THE URBANIZED AREA BOUNDARY 1990-2000



Chapter 4: Identifying Inter-Regional Coordination Techniques and Approaches

Background

DVRPC staff initiated coordination meetings with representatives from each of the adjacent Metropolitan Planning Organizations (such as WILMAPCO and the NJTPA) and pertinent county planning agencies (such as Berks County) to define inter-regional issues and projects. Review and acceptance of the resulting issue and project summaries by DVRPC's member counties also occurred through the Study Advisory Committee (SAC) process.

Through the outreach, issue coordination and SAC meetings, examples of inter-regional cooperation were summarized (see Chapter 5). Two formal DVRPC inter-regional projects (Air Quality Management and Regional Airport Planning), one informal DVRPC program (Goods Movement) and two ad hoc case studies of inter-regional cooperation (WILMAPCO/Southeastern Pennsylvania and the Central New Jersey Transportation Forum) were identified. Based on the coordination and communication techniques used for each of these programs or projects, the following list and description of techniques and approaches was developed.

Mission

To establish formal linkages and informal approaches between DVRPC and external planning agencies, that encourage inter-regional coordination and communication on intergovernmental issues, programs, projects and facilities.

Goals

The defined coordination and communication techniques and approaches are intended to:

- (1) Enhance Inter-Regional and Intergovernmental Communication, Coordination and Cooperation
- (2) Identify Issues, Establish Priorities and Achieve Resolution
- (3) Promote Land Use and Transportation Plan Consistency
- (4) Identify Common Projects and Facilitate Implementation
- (5) Promote and Share Best Practices and New Technologies of Mutual Benefit
- (6) Foster Common Policy Positions and Advocate Legislative Change

Proposed Techniques

(As reviewed and supported by the SAC.)

Communication (Note: The DVRPC examples are illustrative.)

- Share Meeting Minutes.
Distribute minutes from DVRPC Board, various DVRPC Technical Committees (Regional Air Quality, Regional Airport, Regional Transportation Committee, Goods Movement Task Force, Information and

Regional Exchange Group, Housing, etc.) and Regional Citizens Committee.

- Post Meeting Notices and Extend Invitations to Participate (as above).
- Share Newsletters and Related Informational Materials (As above).
- Maintain Pertinent Information Through the Internet and Agency Websites. (Meeting calendar, Transportation Improvement Program, Year 2000 Census, aerial photography, transportation data, land use information, forecasts, plan descriptions, study summaries, extended regional database, etc.).
- Maintain Email Contacts.
Provide meeting notices and other information to pertinent staff via group email notices.
- Provide Speakers for Presentations on Pertinent Topics.
Present pertinent studies, projects and plans at Board meetings, technical and citizen committees, county and local government and private sector organization meetings.

Coordination

- Committee Membership.
Add external agency membership on study advisory committees, task forces and project-related activities for projects, studies and plans of mutual benefit or interest.
- Best Practices and Innovations.
Share information and demonstration of new technologies through the web site, at meetings, training sessions and conferences.
- Periodic Meetings.
Maintain *Planning at the Edge* Study Advisory Committee. Meet with adjacent agencies (two to three times a year) to maintain regular contact, continue to identify issues and projects, determine action priorities and define implementation strategies and solutions.

Cooperation

- Co-Sponsor Conferences, Training Sessions and Meetings.
Select issues and topics of common interest.
- Create Formal Joint Committees and Task Forces.
Address specific issues, problems and projects.
- Develop Mutual Policy and Legislative Positions.
Advocate advancement on a joint basis with the respective legislative delegations and/or in coordination with national associations.
- Share data and other information (such as traffic counts).

Commitment

Demonstrate shared commitment through such actions as:

- Memoranda of Understanding (MOUs)
- Shared Policy Positions
- Plan and Project Consistency Statements

- Co-Signed or Individual Letters of Support
- Co-Authored Reports and Studies
- Prepare an Annual Summary of Key Trends, Issues and Data

As part of DVRPC's Fiscal Year 2004 *Planning at the Edge* work program, an effort will be made to work with the SAC to better define coordination and communication approaches that will facilitate inter-regional knowledge and action.

Chapter 5: Case Studies of Inter-Regional Coordination Activities

Introduction: This chapter highlights several current inter-regional coordination approaches that can be distinguished by their origin and level of formality. The Regional Aviation Committee and the Regional Air Quality Committee are examples of **formal** DVRPC-administered committees that were established in response to federal initiatives and requirements with the support of the respective multi-state members and the US Department of Transportation and the US Environmental Protection Agency, respectively. The DVRPC Goods Movement Task Force, while it is also a formal DVRPC committee, gets involved with inter-regional issues on an **informal** basis. The WILMAPCO Interstate Initiative and the Central New Jersey Transportation Forum are examples of **ad hoc** issue or project oriented coordination efforts that have or could evolve into more formal and structured approaches over time.

Regional Aviation Committee

The Regional Aviation Committee (RAC) was formed in 1979 to advise FAA and the states concerning aviation facility development issues. The regional area for this effort is the nine-county DVRPC area and New Castle County, Delaware, Cecil County, Maryland and Salem County, New Jersey. This larger region is defined by FAA as the Greater Philadelphia aviation market area. Members of the committee include local, state, and federal officials, airport owners and operators, consultants, interested citizens, the news media and related professionals. The group investigates and advises on: issues involving airport-specific development objectives, processes and problems; federal and state funding programs and regulatory practices; the definition of regional system future capacity needs and strategies for implementation; local zoning and governance issues; and citizen participation. DVRPC staff has been funded continuously since 1979 to maintain and update the Regional Aviation Systems Plan (RASP) and to carry out studies seen necessary by the RAC, FAA and the states, through DVRPC's continuing aviation planning effort, to provide for the needs of the current and future regional aviation system. Currently, the RASP includes three commercial service airports, 21 public use reliever and general aviation airports, two military only bases, and several heliports or heliport sites.

Regional Air Quality Committee

The Regional Air Quality Committee (RAQC) was formed in 1991 in response to the significant air quality issues facing the region and to the specific requirements of the Clean Air Act Amendments (CAAA) of 1990. It provides a regional forum for these issues and serves as an information exchange for the 14 counties in four states that are part of the Philadelphia Ozone Non-Attainment Area. Other representatives include federal and state transportation and environmental agencies, transit operators, toll authorities and the DVRPC Regional Citizen Committee. The RAQC serves to advise the DVRPC Board on all air quality issues.

The RAQC has met infrequently in the past several years. Attendance had become sporadic. Many RAQC members also attended other DVRPC committees, such as the RTC and Ozone Action, and were not able to commit to an additional meeting. The CAAA of 1990 urged extensive coordination among the states within a nonattainment area. In practice, however, the states act quite independently and no pressure from US EPA has materialized to compel coordination. Finally, reviewing and approving DVRPC conformity findings is the only real action item reserved for the RAQC and this does not require the participation of Delaware and Maryland representatives. Because the reviews are technically detailed, they were handled by a conformity subcommittee. In recent years, the Interagency Consultation Group has taken over this responsibility.

Freight Advisory Committee

DVRPC's freight planning work program is spearheaded by a freight advisory committee, the Delaware Valley Goods Movement Task Force. The committee, which has met quarterly since 1992, is co-chaired by DVRPC and PennDOT and is staffed by DVRPC. The Task Force's primary function is to assure the ongoing participation of the local freight community in DVRPC's formulation of transportation plans, programs and studies.

The Task Force is open to all members of the region's freight community, and it enjoys a broad and diverse membership. Each freight mode (truck, rail, ship, and air) is represented, as are shippers, economic development agencies and other freight interests. Three subcommittees (Data, Planning and Shippers) led by industry representatives further bolster the committee structure.

The Task Force seeks to capitalize on the Philadelphia-Camden region's rich legacy of freight transportation activity, while remaining sensitive to the needs of local communities. A primary function of the committee is to identify strategies and projects that facilitate the flow of goods. However, the committee's agenda is continually evolving, and, in recent years, collaborative initiatives with partners outside the DVRPC region have taken on added importance.

WILMAPCO's Interstate Coordination Initiative

In late spring 2002, after the development of DVRPC's Fiscal Year 2003 Work Program project description but before the July initiation of this study, DVRPC was contacted by WILMAPCO's Executive Director and invited to participate in a similar cross-boundary issues identification and coordination process. Following an initial meeting in New Castle County, to discuss common issues, it was agreed to establish a separate coordination committee, chaired by WILMAPCO, that would meet periodically to discuss mutual issues not already covered by other approaches (such as DVRPC's Air Quality, Goods Movement and Airport committees). Committee membership includes: WILMAPCO; DVRPC; Chester County and Delaware County, Pennsylvania; New Castle County, Delaware; Cecil County, Maryland; MDOT, DeIDOT and PennDOT (District 6-0, which covers southeastern Pennsylvania); SEPTA, DTC and MARC.

The participants agreed to meet on a quarterly basis for now, with presentations and discussion on studies, projects and related information of mutual interest. Meeting agendas and minutes are prepared by WILMAPCO staff, and posted on the WILMAPCO web site. Three meetings were held during the DVRPC study process. This voluntary, cooperative approach, offers a model for addressing common issues, and its scope may be expanded to include issue and project briefings for local elected officials, as well as the development of common policy positions on cross-boundary issues.

DVRPC and NJTPA's Central New Jersey Transportation Forum

The central New Jersey Region is increasing in population and traffic congestion. The Route 1 corridor, primarily through Mercer County, has prompted regional action through the Central New Jersey Transportation Forum. This forum meets on a quarterly basis and consists of representatives of the two MPOs - DVRPC and NJTPA - as well as the counties, local authorities, the Department of Transportation and other key stakeholders in the Route 1 Corridor. Their actions have prompted further study of a bus rapid transit (BRT) feasibility analysis and additional NJ Transit links along the Amtrak Northeast Corridor. In addition the heavy traffic on Route 1, summer seasonal traffic becomes a problem on Route 9 (Garden State Parkway) and Route 195, Route 202 and Route 206.

Chapter VI – Conclusions and Next Steps

The *Planning at the Edge* project began with the premise that mutual benefits would follow from enhanced coordination and communication among the MPOs and counties that surround DVRPC's nine-county region. The identification of common inter-regional issues and ways and means to enhance communication and information among the cooperating agencies was also explored. The establishment of a Study Advisory Committee (SAC), while primarily intended to guide the current study process, has the added benefit of providing a forum for continued discussion of existing or new inter-regional issues, projects and opportunities for shared action.

With the adoption of the agency's Annual Planning Work Program in January 2003, DVRPC is committed to continuing the *Planning at the Edge* project for at least another fiscal year (through FY 2004), focusing on follow-up actions that resulted from the initial study. If this on-going coordination approach is successful, it is likely that staff will recommend continuing the project for FY 2005 and beyond.

Based on current trends and plans, growth and development will continue in the Delaware Valley region, expanding further into once rural areas and continuing to overlap across traditional county and regional boundaries. Thus, the concept of regionalism should not be confined to a single area and its components, but extends to broader regions of influence (and impacts). To address this changing and expanding framework for planning and decision-making, it is essential to enhance communication and coordination among the disparate planning and implementing agencies with responsibility for land use, transportation and other infrastructure systems. *Planning at the Edge* offers one region's approach to respond to these new challenges and to develop a common agenda for the future.

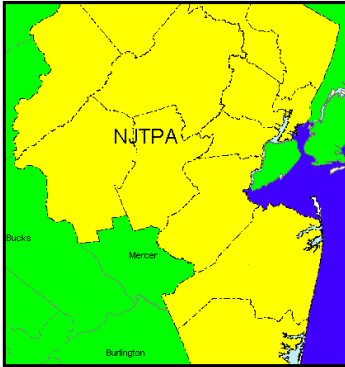
Appendix A

Cross-Boundary Planning, Growth & Transportation Issues/Projects Identified by Study Area Planning Agencies

North Jersey Transportation Planning Authority (NJTPA)

Newark, NJ

Executive Director, Joel S. Weiner



Long-Range Plans

- DVRPC:** *Horizons 2025* Land Use and Transportation Plan with Regional, County and Municipal Population and Employment Forecasts to 2025
- NJTPA:** *2025 Access and Mobility* Regional Transportation Study (refined in September 2002)
- New Jersey State Development and Redevelopment Plan (State Plan):** Currently being updated; focus is now moving toward implementation.

Transportation Improvement Program (TIP)

- DVRPC:** Capital program of priority highway, bridge and transit projects coordinated and consistent with the first four years of PennDOT's 12-year Program and NJDOT's Capital Program. Current NJ TIP is for FY 2003 to 2005; FY 2003 TIP for PA and NJ was adopted in June 2002.
- NJTPA:** Current TIP for 12-county region is for FY 2003 to 2005, effective October 2002.

Transportation and Land Use Corridors

- Route 1:** Congestion on east-west roadways that cross these two corridors.
- Route 1, Penns neck Area:** EIS to address mobility issues around Washington Road and Harrison Street.
- Route 31 at CR 518:** Safety and operational improvements at intersection, including construction of one through lane and an exclusive left-turn lane at all four approaches. There are truck restrictions.
- Route 202:** Heavy congestion, transit being looked at as an alternative.
- Route 130:** Study conducted by consultants Parsons Brinckerhoff and Tony Neleson. North to South Corridor.

- Route 92:** Opposition in Mercer County because of impacts. Penns Neck Bypass has more support. This highway issue is being on the agenda of the Central NJ Transportation Forum.
- Central New Jersey Transportation Forum:** Led by DVRPC, working with NJTPA, stakeholders, municipalities and county government officials from the Route 1 corridor area, meet quarterly to discuss cross boundary issues that are affecting this corridor.
- Seasonal Traffic:** Seasonal traffic on the state's major highways such as the Garden State Parkway and the NJ Turnpike create congestion problems during peak hour traffic on weekends in the summer months.

Public Transit Service

- West Trenton Line:** Study being conducted to reactivate service from Trenton to New York. Study has been put on hold. Some towns have supported the connection. (Hopewell, Montgomery, Hillsborough) This proposed rail service would also connect to the Raritan Valley Line.
- Monmouth-Ocean-Middlesex (MOM) Rail Line:** Study being conducted to use existing Conrail freight tracks for passenger service that will connect with the Monmouth Junction and the Northeast Corridor Line. Revised Environmental Impact Statement (EIS) is on NJ Transit's website. Includes enhanced bus service on Route 9.
- Bus Rapid Transit (BRT) alternative:** Another Central NJ Transportation Forum initiative are studies being conducted to determine viability of BRT in the area. The Greater Mercer TMA will examine BRT technology and right-of-way issues in Central Jersey. The study will include forecasted BRT ridership and its potential impact to alleviate traffic congestion. There is an associated feeder bus service that will connect to Hightstown and Lawrenceville.

Goods Movement Planning

- Port Inland Distribution Network (PIDN):** study being conducted to alleviate cargo truck traffic. Six South Jersey locations are being considered as inland container terminals for cargo shipped to North Jersey. Cargo would be shipped on smaller barges around Cape May and the Delaware River.
- New Jersey Turnpike:** Trucks seek alternative routes due to toll increases and lack of truck stops and other amenities. New growth and warehousing around Interchange 8A and vicinity.
- Route 31 and Route 179:** Experience high volumes of truck traffic. Hunterdon County is leading the study team.
- Port of New York and New Jersey:** Open 5 days a week. Heavy truck volumes. Study will look toward DVRPC region for relief.
- I-78:** Jamesburg and New Brunswick Area travel west along this road.

Environmental Studies and Programs

- Clean Air Non-Attainment Issues:** Severe Non-Attainment Area (NY)
- Threat Assessment (for Natural Lands Trust):** developing a methodology to determine an area's likelihood of development. This will be incorporated in the

Trust's Smart Conservation project, which is intended to develop a methodology to prioritize potential conservation areas.

- Municipal Use of Natural Resource Protection Tools:** DVRPC-prepared on-line summary of the region's 352 municipalities use of these tools with sample ordinances, to be completed this year.

- Protected Lands Inventory:** future expansion to all adjacent DVRPC counties

- Crosswicks Watershed Management Area 20 (Mercer, Monmouth, Ocean, Burlington):** information gathered as part of watershed plan. Project timetable reduced to two years from four. On hold for now; DVRPC would like to continue project through two National Park Service programs (Wild & Scenic Program and Rivers, Trails & Conservation Program).

- Plumstead Township, Ocean County:** part of Area 20. Applied for grant to do conservation element of Master Plan and create an ordinance. DVRPC will be the consultant.

- Goal Oriented Zoning (GOZ) Building Analysis:** computer program created by the Regional Planning Partnership which shows build out impacts with respect to water quality and pollution. Also shows impacts if best zoning practices are implemented

- Trails Clearinghouse:** on-line mapping of all trails in nine-county region.

- East Coast Greenway:** Along Delaware and Raritan Canal, from New Brunswick to Trenton.

- Cape May to High Point Trail:** Primarily on-road. Bikeway workshops for the Bicycle and Pedestrian Master Plan. This is a state initiative.

- River to Bay Greenway (Camden, Burlington, Ocean):** 70 miles from Delaware River to Barnegat Bay, linking existing and proposed open space. To be done through the Trust for Public Land.

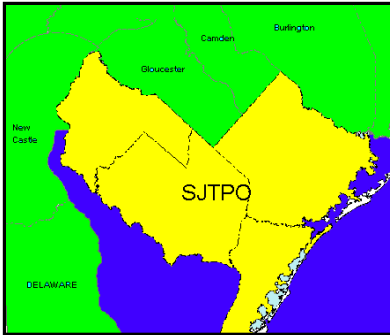
- Route 29 Scenic Byway (Stockton to Frenchtown):** Acquisition of scenic easements and land in viewshed of Route 29 Scenic Byway, through partnership with NJ Green Acres Program.

Infrastructure Planning

- Sewer:** Limited service in the Pinelands Area.

- Water:** Aquifer recharge and salt intrusion.

**South Jersey Transportation Planning Organization (SJTPO) Executive
Vineland, NJ
Director, Timothy Chelius**



Long-Range Plans

- DVRPC:** *Horizons 2025* Land Use and Transportation Plan with Regional, County and Municipal Population and Employment Forecast to Year 2025.
- New Jersey State Plan:** Currently being updated; moving toward implementation.
- SJTPO:** The SJTPO Regional Transportation Plan (RTP) serves as the guide for the region's transportation decisions and related goals. Updated in May 2001. No Land Use planning involved.

Transportation Improvement Program (TIP)

- DVRPC:** TIP is a capital program of priority highway, bridge and transit projects coordinated and consistent with the first four years of the PennDOT's 12-year Program and NJDOT's capital program. Current NJ TIP is FY 2003 to 2005; FY 2003 TIP for PA and NJ was adopted in June 2002 and became official in October 2002.
- SJTPO:** Maintains a TIP for the Southern New Jersey Area-Atlantic, Cape May, Cumberland and Salem Counties. The current SJTPO TIP is FY 2003 to 2005. It was adopted in June 2001, and amended in July 2002.
- Traffic Safety Program:** Award-winning, state-funded outreach and public participation to promote traffic safety.
- WILMAPCO:** Capital program for all transportation investments that lists all project descriptions, scopes and justification and anticipated schedules for the next three years. WILMAPCO's TIP is separated into Program Development for New Castle County, Delaware and Cecil County, Maryland.

Transportation/Land Use Corridor Projects

- Route 55:** High traffic volumes and growth pressures. This four-lane limited access highway passes through the urbanized areas of Cumberland County-Millville and Vineland. Pittsgrove Township, Salem County, could be a possible area for increased growth and development due to the interchanges at Route 55. Industrial growth could occur at the Route 42/55 interchange as well.
- Route 30:** Two-lane road East-West Route that is used as both a local and regional route to Atlantic City. Camden County is conducting a transportation

and economic development study for their portion of Route 30. Growth has occurred in areas such as Hammonton, Egg Harbor Township and Galloway.

- Atlantic City Expressway:** Major expressway to Atlantic City from Philadelphia area, carrying local and regional travelers.
- Route 295:** North–South Limited Access Expressway that runs parallel to I-95 (the NJ Turnpike). Salem County has experienced increased growth with a majority of its residents traveling to Philadelphia County or New Castle County for employment.
- US 322:** East-West Route that runs parallel to the Atlantic City Expressway and provides the region as an alternative to the ACE and Route 30. Connects Pennsylvania with Atlantic City and other shore communities, passing through urbanized areas such as Hammonton.
- NJ Route 47:** Parallels NJ 55 and connects Gloucester County with Cumberland and Salem counties.
- US 130:** Connects Trenton with Salem County, providing access to the Delaware Memorial Bridge.
- NJ 45:** Connects Gloucester County with Cumberland and Salem counties.
- NJ 40:** Traverses the southeastern portion of Gloucester County connecting it with Cumberland County.
- Cross County Connection:** Only TMA that serves the SJTPO region.
- Route 206:** Hammonton to Trenton travel demand. (2-lane highway)
- Route 9 (Garden State Parkway):** Multi-municipal transportation corridor plans. New territory for SJTPO.
- Seasonal Traffic:** Season traffic on the state’s major highways, the Garden State Parkway and the Atlantic City Expressway, create congestion problems during peak hours on the weekends in the summer months.

Public Transit Service

- Atlantic City Line (NJ Transit):** Connects Atlantic City and Philadelphia, PA.
- EZPASS:** This system has been installed throughout NJ and allows accessibility to and from the Delaware Valley region.
- NJ Transit Bus Routes:** Connect Gloucester and Camden counties and Philadelphia to the SJTPO Region.
- NJ Transit:** A proposed Cape May Transit line is included in NJ Transit’s long-range plan. The proposed rail service would extend from Tuckahoe to Cape May. Winslow (Camden County) could connect to it via the Atlantic City Rail Line.

Goods Movement Planning

- PIDN Study:** Salem County being studied as possible relief port for Port of NJ/NY.

Infrastructure Planning

- Sewers:** Lack of sewers in SJTPO area.

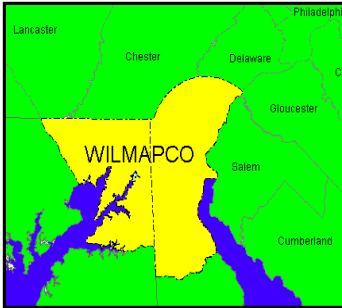
Economic Development Activities

- Areas of Municipal Distress:** Vineland
- Corridor Development:** Route 55, Route 45, Route 47
- Rural Economic Development:** No major issues at present.
- Economic Development Study:** Route 9 (Garden State Parkway)

Environmental Studies and Programs

- Pinelands Commission and Area:** Provides for preservation of a large part of the SJTPO area.
- Clean Air Non-Attainment Issues:** Moderate Non-Attainment Area; included in two Air Quality Regions. Cumberland County and Salem County are part of the DVRPC Severe Non-Attainment area.
- Emergency Evacuation Planning:** Salem Plant, “Emergency Mobility Study” involves 2025 Modeling for a hurricane event.

Wilmington Area Planning Council (WILMAPCO)
Newark, DE
Executive Director, Ms. Tigist Zegeye



Long-Range Plans

- DVRPC:** *Horizons 2025* Land Use and Transportation Plan with Regional, County and Municipal Population and Employment forecasts to 2025
- Chester County:** *Landscapes* County Comprehensive Plan and Vision Partnership Implementation Program
- Delaware County:** Updated and Revised County Comprehensive Plan (in process)
- WILMAPCO:** Regional Transportation Plan (RTP) 2025: *Opening the Door to Change*

Transportation Improvement Program (TIP)

- DVRPC:** Capital program of priority highway, bridge and transit projects coordinated and consistent with the first four years of PennDOT's 12-year Program and NJDOT's capital program. Current PA TIP is FY 2003-2006. The TIP was adopted in June 2002.
- WILMAPCO:** Capital program for all transportation investments that lists project descriptions, scopes, project justifications and anticipated schedules for the next three years. WILMAPCO's TIP is separated into Program Development for New Castle County, Delaware and Cecil County, Maryland. The TIP is current from 2003 to 2005. The 2004 to 2006 TIP is expected to be approved in September 2003.

Transportation/Land Use Corridor Studies and Projects

- Route 41:** Corridor Land Use Alternatives/Management Study in Chester County and PennDOT EIS.
- US 202:** Section 100 Land Use and Access Management Strategies Study in Chester and Delaware counties.
- US 322:** Land Use Strategies in Delaware County.
- I-95:** Major north to south corridor.

Other Planning Studies and Issues

- Regional Air Quality Conformity Assessment:** Part of 13-County, four-State Severe Non-Attainment Area

- Regional Airport Planning:** Potential Role of New Castle County Airport as a Commercial Service in the 12-County, four-State Regional Airport System, with planning done by DVRPC.

Goods Movement Planning

- Lancaster County Harrisburg-Wilmington Freight Study:** Primarily Routes 30 and 41, focusing on truck traffic.
- I-95 Corridor Coalition Study:** Completed study of rail passenger and freight bottlenecks in the Mid-Atlantic Region.
- Port Security Concerns:** Post 9/11 for Delaware River Ports. Also may be considered a relief port for NY/NJ (currently being studied).

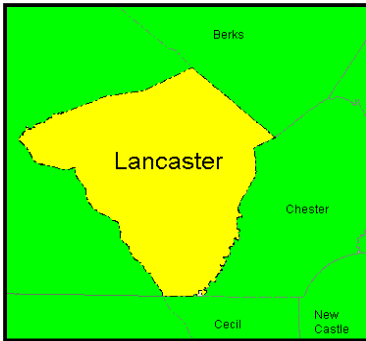
Public Transit Service

- Bus:** Restoration of bus service along US 202 from Wilmington to West Chester
- SEPTA:** Rail service to Wilmington and Newark. Both stations have capacity-improving projects underway. There are currently only two tracks south of Wilmington.
- AMTRAK:** Northeast Corridor Connections.
- Downstate Transit Study:** Dover to Wilmington commuter rail. Feasibility Study is underway, looking at three routes north of the canal and two routes south of the canal with a connection to Newark Station
- Newark, DE to Elkton and Perryville, MD:** This is the Track A Study. Travel demand forecasts do not support going beyond Perryville.
- DTC (Delaware Transit Corporation):** Bus service into Chester County, especially the AstraZeneca Pharmaceuticals site. There is no turnaround so efforts are underway to get a developer to build a turnaround in Centreville. DART/First State bus service is offered throughout the State of Delaware.

Environmental and Open Space Planning

- Open Space:** Protection of the historic Brandywine Valley
- Sewer Study:** DVRPC and 10,000 Friends of Pennsylvania. Involves a sewer inventory, population served and location of growth relative to sewer service areas.
- Threat Assessment:** DVRPC study for the Natural Lands Trust to develop a methodology to determine an area's likelihood of development. This will be incorporated in the Trust's Smart Conservation Projects, which is intended to develop a methodology to prioritize potential conservation areas.
- Trails Clearinghouse:** On-line mapping of all trails in the nine-county region.
- Pennsylvania Coastal Zone Management Program:** Impacts along the Delaware River.

**Lancaster County Planning Commission
Lancaster, PA
Executive Director, Ron T. Bailey**



Long-Range Plans

- DVRPC:** *Horizons 2025* Land Use and Transportation Plan with Regional, County and Municipal Population and Employment Forecasts to 2025
- Lancaster County:** Long-Range Transportation Plan 2025

Transportation Improvement Program (TIP)

- DVRPC TIP:** Capital program of priority highway, bridge and transit projects coordinated and consistent with the first four years of PennDOT's 12-Year Program and NJDOT's capital program. Current PA TIP is FY 2003 to 2006; FY 2003 TIP for PA and NJ was adopted in June 2002.
- Lancaster County TIP:** Current through 2004.

Transportation/Land Use Corridor Projects

- Route 41:** Corridor truck travel from Harrisburg to Wilmington. From US 30 to PA 926, traffic safety improvements at various intersections and along corridor (TIP) from Delaware State Line to PA 926, continue study of alternatives (including widening and limited realignments) and complete environmental study (TIP). This affects the counties of Chester, Lancaster and Delaware in Pennsylvania.
- Route 30:** This highway has been upgraded and widened to accommodate growing traffic congestion in Lancaster County. PennDOT is conducting a study for a bypass around the City of Coatesville in Chester County. Information can be found at usroute30.com.
- Route 23:** Corridor study being conducted that stops at the county line of Berks County. Does not directly affect the Delaware Valley region.
- PA Turnpike:** The Morgantown Interchange is located on the boundary between Lancaster and Berks counties. Recent development has caused congestion at this interchange. This area has been coined "Queen of Prussia" after King of Prussia and the development it experienced in the 1990s. Development at the Morgantown area may also have been induced by the potential Turnpike slip ramps at PA 29. This would result in a 20-minute commute from the Morgantown Area into the Great Valley Area.

Public Transit Service

- New rail station at Paradise on Amtrak Keystone Corridor. Land acquisition is underway, but there are plans for only limited parking spaces. Although this would add a new station for commuters, it would increase frustration for potential park and ride users.

Goods Movement Planning

- Enola Branch:** Potential diversion of Norfolk Southern freight service from the Schuylkill River Corridor to accommodate Schuylkill Valley Metro. Requires SEPTA/Norfolk-Southern agreement.

Environmental Studies and Programs

- Clean Air Non-Attainment Issues:** Moderate Area
- Sewer Study:** DVRPC with 10,000 Friends of Pennsylvania. Includes Sewer Inventory, Population Served and Location of Growth Relative to Sewer Service Areas. This study will show limited effects along the Chester County boundary, since the area is primarily rural, but potential conflicts along the Berks County boundary, where there is more dense residential zoning.
- Water:** PA American Water (adjacent to Coatesville Water Line) Company in Chester County is in conflict and may affect the future availability of public water to Lancaster County. There is back up water from the Susquehanna River for the City of Chester. However, current zoning will allow development around the water line. (Conestoga River Watershed). 75% percent of Lancaster County is still served by wells.
- Threat Assessment:** DVRPC for the Natural Lands Trust. Developing a methodology to determine an area's likelihood of development. This will be incorporated in the Trust's Smart Conservation project, which is intended to develop a methodology to prioritize potential conservation areas.
- Trails Clearinghouse:** DVRPC on-line mapping of all trails in nine-county region.
- Municipal Use of Natural Resource Protection Tools:** DVRPC on-line summary of the region's 352 municipalities use of these tools with sample ordinances; to be completed this year.
- Protected Lands Inventory:** DVRPC inventory with future expansion to all adjacent counties.
- Historic Preservation:** Route 23 Corridor Study has historical significance regarding the Underground Railroad, goat paths and the county's historic rural landscape.

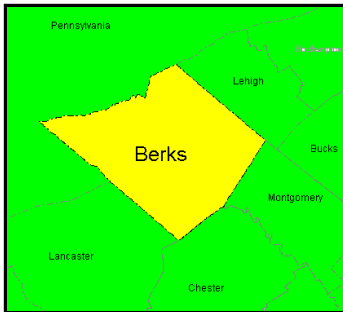
Team PA Economic Development Activities

- Stay Invent the Future:** Initiative to retain young, skilled workers to come to and remain in Pennsylvania.
- Computerized Database of Vacant/Available Commercial and Industrial Space:** DVRPC inventory now on the DVRPC website.

Planning and Preservation Efforts

- Southern Border:** Development is welcomed but goal is to avoid extensive growth that has occurred in Chester County. Pressures from the east (Philadelphia Region).
- Growth Boundary Approach:** These inter-municipal agreements were essential to maintain the rural character of Lancaster County.
- Large Number of Amish Farms:** Need to preserve culture and agriculture.

**Berks County Planning Commission
Reading, PA
Executive Director, Glenn Knoblauch**



Long-Range Plan

- DVRPC:** *Horizons 2025* Land Use and Transportation Plan with Regional, County and Municipal Population and Employment Forecasts to 2025.
- Berks County: Berks Vision 2020: A Comprehensive Plan for the County of Berks** includes a policy plan, future land use plan and a toolbox for municipal officials.

Transportation Improvement Program (TIP)

- DVRPC:** Capital program of priority highway, bridge and transit projects coordinated and consistent with the first four years of PennDOT's 12-Year Program and the NJDOT's capital program. Current PA TIP is FY 2003 to 2006; FY 2003 TIP for PA and NJ was adopted in June 2002.
- Berks County:** The federally mandated organization responsible for preparing the TIP is the Reading Area Transportation Study Coordinating Committee (RATSCC). The Berks County Planning Commission's transportation planning staff serves as the staff to the MPO. The TIP is a capital program of transportation projects and is coordinated and consistent with the first four years of PennDOT's 12-Year Program. The current TIP is 2003-2006.

Transportation/Land Use Corridor Projects

- Route 422:** Congestion and maintenance issues. Study is currently being conducted to assess and determine a vision for the roadway from Reading to the Montgomery County line. PennDOT is working on a plan to rebuild the oldest expressway portion from Sanatoga to Douglassville, including improving the design of the interchanges.
- Route 100:** Possible future upgrade in Montgomery County to current expressway standards, including the elimination of at-grade intersections through closure or grade separation. Proposed study from Montgomery County to Lehigh County will investigate safety and capacity issues.
- Colebrookdale Spur:** Old rail line from Pottstown to Boyertown, owned by Penn Eastern Lines, Inc. It is currently used by only one business, a plastics manufacturer; if or when it is determined to be not needed or not cost effective for rail purposes, Montgomery County proposes that it be converted to a trail.

- Route 29:** Linkage to Montgomery County. Study being undertaken of the Route 29 and Route 100 intersection.

Public Transit Service

- Schuylkill Valley Metro:** Sixty-two (62) mile rail corridor from Philadelphia through Montgomery/Chester to Reading/Wyomissing (Berks County). SEPTA/BARTA (Berks Area Reading Transportation Authority). It is projected that by 2020 MetroRail will service over 27,000 new transit trips, with a total ridership of 50,000 per day.

Goods Movement Planning

- No major issues were raised.

Airport Projects

- Reading Regional Airport
- Small Regional Airports in Montgomery County are not regulated by or linked to any entity in Berks County.

Environmental Studies and Programs

- Schuylkill River Heritage Corridor:** Historic, tourism and culture.
- Clean Air Non-Attainment Issues:** Attainment/Maintenance Area
- Threat Assessment:** Berks County Planning Commission is working with the Natural Lands Trust to develop a threat assessment (a methodology to determine an area's likelihood of development) that will be similar to that used by DVRPC. The product will be integrated into the County's upcoming Greenway, Park and Recreation Plan.
- Protected Lands Inventory:** Future expansion to all adjacent DVRPC counties.
- Horseshoe Trail:** Valley Forge to Dauphin County. Multi-county trail that would connect with the Appalachian Trail. Threatened by continued residential development. Some trail preservation easements have been purchased.
- Agricultural Preservation:** Capped easement offers per acre are less than those in neighboring Montgomery County, which have resulted in slower progress in purchasing such easements inside Berks County's eastern boundary.

Infrastructure Planning

- Sewer:** Douglass Township (Montgomery County) is proposing to extend sewers to serve the Sassamansville area, which could adversely impact farmland preservation efforts in the upper part of the township, as well as potentially effecting Berks County. Significant residential growth is already occurring in Berks County adjacent to the preserved farmland in Montgomery County.
- Water:** Sewer and Water Regionalization Study. The Philadelphia Water Department is conducting a Schuylkill River Threat Assessment.

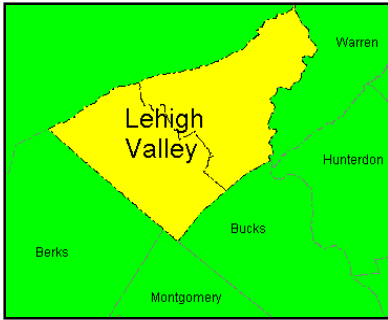
Team PA Economic Development Activities

- Stay Invent the Future:** Initiative to retain young, skilled workers to come to and remain in Pennsylvania
- Computerized Database of Vacant/Available Commercial and Industrial Space:** DVRPC inventory now on the DVRPC website.

Multi-Municipal Planning

- “Joint Municipal Planning Program”:** Used CDBG funds. A total of 62 of the 75 municipalities within the county have adopted joint comprehensive plans – 20 total. There are currently four joint zoning programs. Starting to expand this program to focus on school districts.

**Lehigh Valley Planning Commission
Allentown, PA
Executive Director, Michael Kaiser**



Long-Range Plans

- DVRPC:** *Horizons 2025* Land Use and Transportation Plan with Regional, County and Municipal Population and Employment Forecasts to Year 2025.
- Lehigh Valley Transportation Plan for Surface Transportation:** Purpose is to document the current status of transportation projects in the Lehigh Valley and to recommend solutions to solve long-term transportation problems.
- Comprehensive Plan for Lehigh and Northampton Counties.**

Transportation Improvement Program (TIP)

- DVRPC:** Capital program of priority highway, bridge and transit projects coordinated and consistent with the first four years of the PennDOT's 12-year Program and NJDOT's capital program. Current PA TIP is FY 2003 to 2006; FY 2003 TIP for PA and NJ was adopted in June 2002.
- Lehigh Valley Transportation Study (LVTS) is the federally designated MPO for Lehigh and Northampton Counties:** The Lehigh Valley Planning Commission acts as the staff to the LVTS.

Transportation/Land Use Corridor Projects

- Route 309:** Quakertown Area is a multiple intersection problem, not a congestion problem. Intersects with I-78, which experiences traffic from the east and west.
- PA Turnpike:** Lehigh Valley Interchange; northeast extension has allowed for less driving time to and from the Philadelphia Region to Allentown. Both residential and commercial growth are occurring near the interchange. A majority of the traffic build-up is occurring in Montgomery County rather than Lehigh County.
- I-78:** East to West corridor. Growth is occurring outward toward western New Jersey and moving toward the Easton and Bethlehem areas. The growth pressures for Bucks County and the Lehigh Valley are not along the same corridors.
- Route 22/222:** Growth occurring toward Berks County, but not moving toward the DVRPC region.
- Route 33:** Connection from the Stroudsburg Area to I-78 has been completed.

Public Transit Service

- Quakertown Rail Restoration Study:** Assessed the prospects for restoring passenger rail service to Allentown/Bethlehem from Philadelphia. The study showed that there would be little ridership and high capital cost. The Lehigh Valley's strong commute pattern is to New York City, not Philadelphia.
- Inter-Regional Bus Service:** Provided by Carl R. Beiber Tourways, Greyhound and Susquehanna Trailways. Commuter Bus service to 30th Street Station, Philadelphia, was operated as a pilot program. However, the service was stopped given very low ridership.
- LANTA (Lehigh and Northampton Transit Authority):** Fixed route intra-regional bus system. Improvements have recently been made to Route 22 that will increase service for high priority routes and express bus service.

Goods Movement Planning

- CSX Transportation and Norfolk Southern Corporation:** Rail capacity was restored following the closing of the Bethlehem Steel Corporation plant.
- **Truck Issues:** A multi-modal truck-train transfer is being studied at Bethlehem Steel. A majority of the truck traffic has been relocated from Route 22 to Route 78 and Route 33.

Environmental Studies and Programs

- Clean Air Non-Attainment Status:** Marginal Area

Highest Priorities for the Lehigh Valley

- Route 222 and the I-78 Interchange at Bryansville, which will include relocating sewer connections.
- Bethlehem/Easton/Allentown downtown accessibility.
- Route 22 widening. This is a long-term project although the first phase has been completed.
- Small localized projects.

Appendix B
Planning at the Edge Study
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**Title of Report: Planning at the Edge
Communication, Coordination, Consultation to Address
Common Issues Across Regional Boundaries**

Publication Number: 03030

Date Published: July 2003

Geographic Area Covered: Nine-county, bi-state DVRPC Region; Northern New Jersey Transportation Planning Authority and Southern New Jersey Transportation Planning Organization in New Jersey; Lehigh Valley Planning Commission, Berks County Planning Commission and Lancaster County Planning Commission in Pennsylvania; Wilmington Metropolitan Area Planning Organization in Delaware and Maryland

Key Words: inter-regional, coordination, cooperation, issues, projects, priorities, metropolitan planning organization (MPO), transportation, land use, long-range plans, transportation improvement program (TIP), study advisory committee (SAC), cross boundary

ABSTRACT

This study summarizes inter-regional issues and projects identified through DVRPC staff outreach to adjacent metropolitan planning organizations and counties with the goal of achieving cooperative solutions. A study advisory committee was formed to help guide the study process and to initiate discussion on proposed coordination, communication and cooperation techniques, issue and project priorities and other potential collaborative activities. Tables and maps that summarize county-level demographic and travel information for the broader study area (year 2000 and 2020 forecasts) are included in the report. Examples of successful formal, informal and ad hoc inter-regional cooperation initiatives are also summarized. The *Planning at the Edge* initiative will be continued through a follow-up DVRPC project in Fiscal Year 2004.

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