DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

2010 Congestion Management Process

Supplemental Project Status Memorandum

August 2010

The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals, and the public with a common vision of making a great region even greater. Shaping the way we live, work, and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment, and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region — leading the way to a better future.

The symbol in 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.

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CHAPTER 1

Introduction

The purpose of this memorandum is to document the Delaware Valley Regional Planning Commission's (DVRPC's) efforts to track the status of supplemental strategy commitments to major Single-Occupancy Vehicle (SOV) capacity-adding projects in the nine-county DVRPC area. This document also serves to record efforts to coordinate with project sponsors and state departments of transportation (DOTs) to ensure that SOV capacity-adding projects are consistent with the federally mandated[1] Congestion Management Process (CMP). This memorandum includes tables of agreed-upon supplemental projects for capacity-adding projects, adding to, updating, or revising those recorded in previous editions of this memorandum.

The CMP requires stakeholders to explore alternatives to adding SOV capacity to the road system. Where additional SOV capacity is appropriate, the process requires supplemental strategies that enhance the benefits of the capacity additions and extend the useful life of the capacity-adding project.

As the Philadelphia region's Metropolitan Planning Organization (MPO), DVRPC is charged with developing and implementing the CMP for the region. An element of the federal CMP requirement is to track the status of all CMP commitments, identifying which have been implemented, which are advancing, and which need follow-up. DVRPC staff provides assistance to project stakeholders to develop appropriate commitments and explore options to improve congestion management. DVRPC's work with specific projects is documented in this annual memorandum.

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[1] The requirement that SOV capacity-adding projects have supplemental strategies comes from the Federal Metropolitan Planning Regulation (23 CFR Section 450.320 [e]). The regulation states that when a major SOV capacity-adding project is planned in areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone or carbon monoxide, appropriate analysis of reasonable travel demand reduction and operational management strategies for the corridor in which the project is planned is required. The regulation states that the need for a major SOV capacity addition must be demonstrated, and that if a major SOV capacity addition is warranted, the CMP shall identify strategies to manage the SOV facility safely and effectively. Management and operational strategies shall be incorporated into the project or committed to by the state or MPO for implementation.

This year the memorandum includes information on projects that were discussed with project stakeholders but have not yet advanced to a stage where supplemental commitments have been developed. The purpose of this early outreach is to work cooperatively with project stakeholders to develop long-term solutions to regional congestion. This outreach raises awareness of the need to develop supplemental strategies (ideas to reduce congestion) and supplemental projects (multimodal components to be incorporated in the parent project) for SOV capacity-adding projects.

This memorandum includes an update on commitments from projects in previous memoranda. In some cases, commitments are being updated or revised.

Commitments contained in this memorandum have been reviewed by the project sponsors and by the CMP Advisory Committee and were presented to the DVRPC Regional Transportation Committee for endorsement. This process is indicative of DVRPC's and the Advisory Committee's support for the CMP commitments identified in the memorandum.

Project Review Process

DVRPC staff reviews all of the proposed projects for the current Transportation Improvement Programs (TIPs) for Pennsylvania and New Jersey. All projects that were identified as "major SOV capacity-adding" projects in the TIPs were then reviewed with regard to CMP and supplemental strategy status. For this memorandum, the list of projects was reduced to those that had construction funding programmed in the TIP in 2009 through 2013. Staff contacted the project sponsors to determine if supplemental strategies had been developed for the project. If strategies had not been developed, DVRPC requested to work with the project manager to develop the strategies. Those projects entering or finishing final design or those that were in a later stage of progression are prioritized for planning efforts.

While one purpose of these annual memoranda is to track the status of CMP supplemental commitments, this exercise has helped project sponsors and Departments of Transportation (DOT) project managers become more familiar with the requirements of the CMP. This familiarity is facilitating cooperation among DVRPC and the various project stakeholders to identify the requisite commitments before projects go to design and engineering. Communication between DVRPC staff and DOT project managers regarding development of supplemental projects has improved each year.

DVRPC staff contacted project managers and reviewed project scopes of work. When requested, staff met with managers and stakeholders to identify supplemental strategies for commitments, or to identify components of the project planning process that improve the management of the facility and prolong the benefits of the capacity-adding project. The project managers and stakeholders group were asked to review and revise the list of supplemental projects for inclusion in this memorandum.

Twelve major SOV capacity-adding projects were identified for further CMP investigation in the Pennsylvania and New Jersey TIP databases. Of those 12 projects, two projects in Pennsylvania are completing the Final Design Phase and have finalized lists of commitments. Two projects, also in Pennsylvania, one in Final Design and one in Right-of-Way Acquisition, have preliminary lists of commitments. The remaining projects have not yet entered a phase where supplemental strategies are assessed. In these latter cases, DVRPC has arranged meetings and offered assistance to project stakeholders to participate in design discussions to facilitate commitment development.

Updates of status of commitments from previous memoranda are also included in this report.

The development of supplemental projects for major SOV capacity-adding projects must include work with a multimodal scoping group. The goal of the scoping group is to develop an agreed-upon list of supplemental projects to manage the facility effectively. These projects can be funded through a variety of sources, but the responsible organization/agency must develop a list of commitments that

identifies the parties that are responsible for the supplemental projects' implementation. DVRPC should be involved throughout this process to act as a resource and to assist in the tracking of supplemental project implementation. Ultimately, this involvement will simplify the annual reporting process for all of the participants and ensure that major SOV capacity-adding projects are consistent with the CMP. Major SOV projects that are not consistent with the CMP will not be included for federal funding in the TIP beyond preliminary engineering.

DVRPC strongly encourages project managers and stakeholders to address commitments for projects with numerous phases in one planning effort. This approach allows stakeholders to identify significant, effective supplemental strategies that may not be considered for individual project phases. An example of when to apply this comprehensive view is a series of lane additions that are phased in one or two-mile sections but will ultimately add SOV capacity for a 10-mile stretch of road. When considered as a whole, larger-scale and possibly more effective strategies can be considered for incorporation into the project commitments. This comprehensive approach also reduces the need to repeat supplemental strategy development procedures.

DVRPC has published a series of documents to educate project stakeholders about the CMP and the required CMP procedures. These documents provide useful information to help develop supplemental projects to fully meet related regulations, and are valuable tools for project managers to maximize the benefits that the CMP offers to their projects. The following documents are available online or by request from DVRPC CMP staff.

- *Overview of the Congestion Management Process* (Publication Number 09028A): This 17-page document provides a basic understanding of the CMP.
- *2009 Congestion Management Process Report* (Publication Number 09028B): This report provides technical definitions and appropriate strategies to reduce congestion for the congested subcorridors in the region, as well as strategies that are appropriate everywhere in the region. *The 2009 CMP report is anticipated to be distributed in fall 2010. Strategies and subcorridor maps are posted at www.dvrpc.org/congestionmanagement/2009cmp.htm. Contact DVRPC for details.*
- *Congestion Management Procedures Memorandum* (Publication Number TM09029): The memorandum details the process that project managers should follow to meet CMP requirements. It includes checklists and steps for developing appropriate commitments. *An update to this memorandum is anticipated in the fall of 2010.*

SOV Capacity-Adding Projects

Overview

In this chapter, two types ofparent SOV capacity-adding projects are addressed:

- **Major SOV capacity-adding projects that are being reviewed for supplemental project strategies for the first time.** These parent projects are listed in Tables 1 and 2 and parent project descriptions are included in this chapter. Supplemental strategy projects for projects that have finalized commitments are detailed in Appendix A of this memorandum. Supplemental strategy projects for projects that have preliminary commitments or commitments that are still being developed are detailed in Appendix B of this memorandum.

- **Major SOV capacity-adding projects that have been reviewed in previous memoranda whose commitments are being updated or revised.** These parent projects are listed in Table 3. Parent project descriptions are not included in this chapter because they are detailed in previous memoranda. The updated supplemental strategy projects for these projects are detailed in Appendix C of this memorandum.

Figures 1 (Pennsylvania Projects) and 2 (New Jersey Projects), included at the end of the chapter, are regional context maps that identify the locations of all of the parent projects identified in this memorandum.

SOV Capacity-Adding Projects

Table 1 lists the Pennsylvania SOV capacity-adding projects included in the fourth round of CMP status review and the current status of each project. Project descriptions are included in this chapter and supplemental projects for the relevant parent projects are detailed in Appendix A to this memorandum.

Table 1. Pennsylvania Major SOV Capacity-Adding Projects

Project	County	MPMS Number(s)	CMP Review Status	TIP Status
Ridge Pike Reconstruction and Widening	Montgomery	16577	Commitments identified	Final Design
I-76/Henderson Road Improvements	Montgomery	16211,48187, 68064	Commitments identified	Construction, Final Design
Lafayette Street Extension	Montgomery	57858,79863, 79864,79928	Preliminary commitments identified	Right-of-way Acquisition
US 422 River Crossing Complex	Montgomery	16703, 66952	Preliminary commitments identified	Final Design
US 1 Bridge Reconstruction and Widening	Bucks	13549	DVRPC participating in commitment development	Entering Final Design
Bristol Road Extension	Bucks	12923	Commitment evaluation postponed until project enters design phase	Design scheduled for later fiscal years
US 202 Section 100	Chester	15385	DVRPC participating in design study	In Study
French Creek Parkway	Chester	57659	Commitment evaluation postponed until project enters design phase	Preliminary Design
Boot Road Extension	Chester	83710	Commitment evaluation postponed until project enters design phase	Preliminary Design

Source: PennDOT Project Managers; PA TIP 2009 – 2012 (DVRPC, 2009)

Ridge Pike Reconstruction and Widening

This project involves reconstructing Ridge Pike from Butler Pike to the Philadelphia County Line. Turning lanes will be added where needed. Traffic signals and drainage systems will be upgraded. This project includes the widening of the roadway from three to four lanes for approximately three-quarters of a mile between Church Lane and the Philadelphia County Line.

This project is in Final Design and supplemental projects for the parent project have been developed.

I-76/Henderson Road Improvements

This project is planned for three phases. Components of each phase are progressing concurrently. Phase I includes construction of a new I-76 westbound off-ramp and relocated I-76 westbound on-ramp from/to the South Gulph and Henderson roads intersection. Also included in Phase I are

intersection improvements and construction of a noisewall along the I-76 westbound on-ramp between South Henderson and Weadly roads. This phase is in Construction.

Phase II includes funding for Final Design for all three projects. Phase II also contains design and construction funds for roadway and intersection improvements along South Gulph Road from Henderson Road through Shoemaker Road.

Phase III will be the widening and intersection improvements along South Gulph Road from PA 320/Trinity Lane to South Henderson Road.

DVRPC published a Henderson Road / I-76 Westbound Ramps Traffic Study (Publication Number 03006) which included a CMS Analysis in October 2003. The project commitments are taken from that report.

Lafayette Street Extension

This project will involve extending Lafayette Street past its current terminus at Ford Street, east to Conshohocken Road, and building slip-ramps at that point to connect Lafayette Street with the Pennsylvania Turnpike. This project has been divided into phases, with the long-term goal of constructing an interchange at the Dannehower Bridge/Lafayette Street intersection at the western end of Lafayette Street.

Phases of this project are currently in Right-of-Way Acquisition. The project sponsors have held two meetings to discuss supplemental projects, and the preliminary commitments for all of the phases are listed in Appendix B of this memorandum.

US 422 River Crossing Complex

This project improves a complicated area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. It has been broken out into phases, which include the modernization of the PA 23 and US 422 interchange (MPMS# 66952), the construction of a full movement interchange at US 422 and PA 363 (MPMS# 64796), and the widening of US 422 and construction of a related four-lane bridge over the Schuylkill River that will be parallel to the existing US 422 bridge (MPMS #70197).

The project sponsors have held a meeting to discuss supplemental project commitments, and those preliminary commitments are listed in Appendix B of this memorandum.

US 1 Bridge Reconstruction and Widening

This roadway reconstruction, widening, and bridge improvement project involves 2.8 miles of roadway and 10 bridge structures. The project includes the addition of a third through-travel lane in each direction between the Street Road interchange and the Penndel interchange (Business US 1) for a distance of approximately 1.8 miles. It also includes the addition, modification, or upgrading of

auxiliary lanes in each direction for the Street Road, Pennsylvania Turnpike, Neshaminy (Rockhill Drive), and Penndel (Business US 1) interchanges.

This project is in Final Design, and the project sponsors are meeting in spring 2010 to begin discussing CMP commitments.

Bristol Road Extension

This project will provide a two-lane extension of Bristol Road (approximately 2,000 feet) from US 202 to Park Avenue. When completed, this improvement would provide a two-lane bypass around Chalfont Borough, which will reduce trips on US 202 and turning movements at the US 202/PA 152 intersection. The project involves relocation of a SEPTA siding track; constructing a bridge across the wetlands; widening the intersection at Bristol Road and US 202 to provide right- and left-turning lanes; redesigning traffic signals and rail road crossing gates at US 202; and the Bristol Road Extension.

As of January 2010, this project is being reevaluated. SEPTA is relocating the siding track to reduce queuing at the traffic light at the intersection of US 202 and Bristol Road, regardless of whether the Bristol Road extension is built.

US 202 Section 100

This project serves as the design phase for improvements to Section 100 of US 202. The final project will include improvements along 7.5 miles of US 202 between Matlack Street and the Delaware State Line to address congestion and deficiencies in the existing transportation network. This project is currently in the Draft Environmental Impact Statement (DEIS) phase. Current alternatives include widening, grade-separation of interchanges, and other intersection improvements. No funds will be programmed for additional phases until the conclusion of the DEIS. This project spans numerous municipalities in both Chester and Delaware counties, including West Goshen, Westtown, Thornbury (Chester), Thornbury (Delaware), Birmingham, Chadds Ford, Concord, and Bethel.

Currently, staff is communicating with project sponsors to encourage smart transportation initiatives and CMP components of this project.

French Creek Parkway

This project will construct a collector road to serve uses in the redeveloped Phoenix Steel site area. The road will consist of one lane by direction with left-turn lanes where needed. The project will also construct two bridges to carry the new road over the French Creek.

This project has not yet begun the environmental review process. CMP staff will continue to work with project sponsors to consider supplemental strategies at the appropriate time.

Boot Road Extension

This project will construct a new bridge over the Brandywine Creek with one travel lane in each direction, which will connect Boot Road (SR 2020) from its current terminus point with Brandywine Avenue (SR 0322) (east side of the bridge) to Viaduct Avenue (SR 3053). The road extensions on both sides of the bridge will be paid for entirely with local funds.

Design funding for this project has been moved to 2012. DVRPC staff will work with the project stakeholders as the project begins preparation of the environmental documents for the bridge design and alignment.

New Jersey SOV Capacity-Adding Projects

Table 2 lists the New Jersey SOV capacity-adding projects included in the fourth round of CMP status review and the current status of each project. Project descriptions are included in this chapter and supplemental projects for the Egg Harbor Road project are detailed in Appendix A to this memorandum.

Table 2. New Jersey Major SOV Capacity-Adding Projects

Project	County	DB Number	CMP Review Status	TIP Status
Egg Harbor Road Widening	Gloucester	D0503	Commitments identified	Final Design
I 295/NJ 38 Missing Moves	Burlington	191A	Commitment evaluation postponed until project is funded	Preliminary Design
US 322 Corridor Congestion Relief Project	Gloucester	07369	Working with project consultant on plan for corridor	Local Concept Development (Sections in construction)

Source: NJDOT Project Managers; NJ TIP 2010 – 2013 (DVRPC, 2009)

Egg Harbor Road Widening

This project will widen Egg Harbor Road for 2.5 miles between CR 635 and CR 654 from two lanes to four, and may include an auxiliary lane for left-turn movements at selected intersections. Significant shoulder widths will also be included. The roadway narrows from a four-lane roadway to two with auxiliary lanes on this stretch of roadway. Washington Township has experienced significant population growth and Egg Harbor Road provides the direct link from the NJ 55 interchange on NJ 47 to the heart of Washington Township at the junction of Hurffville-Cross Keys Road. Supplemental projects include center turn lanes, pedestrian signals, and crosswalks in the project area.

This project is in Final Design and supplemental projects for the project have been developed.

I-295/NJ 38 Missing Moves

The existing I-295 and NJ 38 interchange does not provide all of the direct traffic movements between the two roadways. This project will provide for the construction of the missing moves via direct and semi-direct connector ramps. The adjacent signalized intersections at Marter Avenue and Briggs Road will be upgraded as part of this project.

This project is unfunded in the current TIP program. Staff will work with project sponsors to develop commitments when the project is revived.

US 322 Corridor Congestion Relief Project

This corridor improvement project includes selected widening of US 322, intersection improvements, and the construction of the Mullica Hill Bypass in Gloucester County, New Jersey. Widening of specific sections are in construction with local funding. The larger corridor plan is in local concept development. The NJ DOT's project consultant is working with the county and municipalities to develop a smart transportation strategy for relieving congestion in the corridor.

DVRPC staff is working with NJDOT, the project consultant, and stakeholders throughout concept development to help provide appropriate analysis of reasonable (including multimodal) travel demand reduction and operational strategies, as required. Where SOV capacity additions are necessary, the CMP will help develop supplemental strategies.

Updated Commitments

Periodically, it is necessary to update or revise CMP commitments that were identified in previous memoranda. These annual memoranda provide an opportunity to update the status of previous commitments or to revise commitments that may have changed as the project has progressed through project development and construction.

In this memorandum, commitments for the suite of I-95 reconstruction projects in the City of Philadelphia will be updated, along with the commitments from the Marlton Circle Elimination, the Collingswood Circle Elimination, and the NJ 73 Widening at Fox Meadow/Fellowship Road projects. Commitments to the US 322/2nd Street Interchange project in Delaware County, Pennsylvania, are being revised from those listed in the 2008 memorandum.

Table 3 is a list of parent projects, in both states, that have updates to their supplemental project commitments. These updates are detailed in Appendix C of this memorandum.

Table 3. Projects with Updated Commitments

Project	County	MPMS or DB NUM Number / Project Identifier	Project Status	Commitment Status
I-95 Reconstruction	Philadelphia	All sections in Philadelphia	Sections proceeding with design and construction	Update
NJ 73/70 Marlton Circle Elimination	Burlington	DB# 567	In Construction	Update
NJ 30/130 Collingswood Circle Elimination	Camden	DB# 155B	Completed	Update
NJ 73 widening at Fox Meadow/Fellowship Road	Burlington	DB# 94068	In Construction	Update
US 322/2nd Street Interchange	Delaware	MPMS # 57780	In Construction	Revision

Source: NJDOT and PennDOT Project Managers, DVRPC, 2010

The changes to the CMP commitments for the I-95 reconstruction projects, Marlton Circle Elimination, Collingswood Circle Elimination, and NJ 73 Widening at Fox Meadow/Fellowship Road are minor updates. These projects and their lists of commitments were addressed in previous memoranda. Since those project descriptions remain unchanged, they are not detailed here.

Commitments for the US 322 project have been revised to reflect the recent proposed development of the Chester Waterfront and ongoing construction in the project area. Improvements to pedestrian facilities and local streetscapes are not appropriate at this time because these improvements will certainly be replaced and improved upon the construction of recreational facilities, including the Philadelphia Union Soccer Stadium, that are planned for the Chester Waterfront. Replacement commitments include construction of infrastructure, including ramp lighting, traffic beacons, and wiring for traffic lights, and improved signage, which will be included in the construction of the project in advance of the planned waterfront development.

Updated commitments for these projects are reviewed in Appendix C of this memorandum.

Ongoing Coordination

A number of projects that were considered for review of supplemental project commitments for the 2010 memoranda have not progressed to a point where commitments have been developed. DVRPC has continued to communicate with the project sponsors to make them aware of the need for supplemental commitments and to also offer assistance developing smart transportation solutions and CMP commitments to the region's congestion challenges.

Specifically, DVRPC staff is communicating with the US 322 Corridor Congestion Relief project team in New Jersey and the US 202 Section 100 project study team in Pennsylvania to help evaluate appropriate strategies to address congestion in those corridors.

DVRPC staff is also working closely with the US 422 River Crossing Complex, Lafayette Street Extension, and US 1 bridges project sponsors to identify and finalize CMP commitments for these major SOV capacity-adding projects. Preliminary commitments are identified in Appendix C of this memorandum.

DVRPC staff continues to offer assistance to state DOTs and other project sponsors to identify safety, access management, and additional CMP strategies that may offer immediate improvements to congested corridors through road safety audits, corridor studies, and local grant programs.

DVRPC will include recommendations to incorporate CMP practices and procedures, including the adoption of CMP supplemental strategy commitments, into DVRPC's official comments on Draft and Final Environmental Impact Studies. The CMP should be considered when selecting a preferred alternative for major capacity-adding projects.

Figure 1. Regional Context Map of Pennsylvania SOV Capacity-Adding Projects

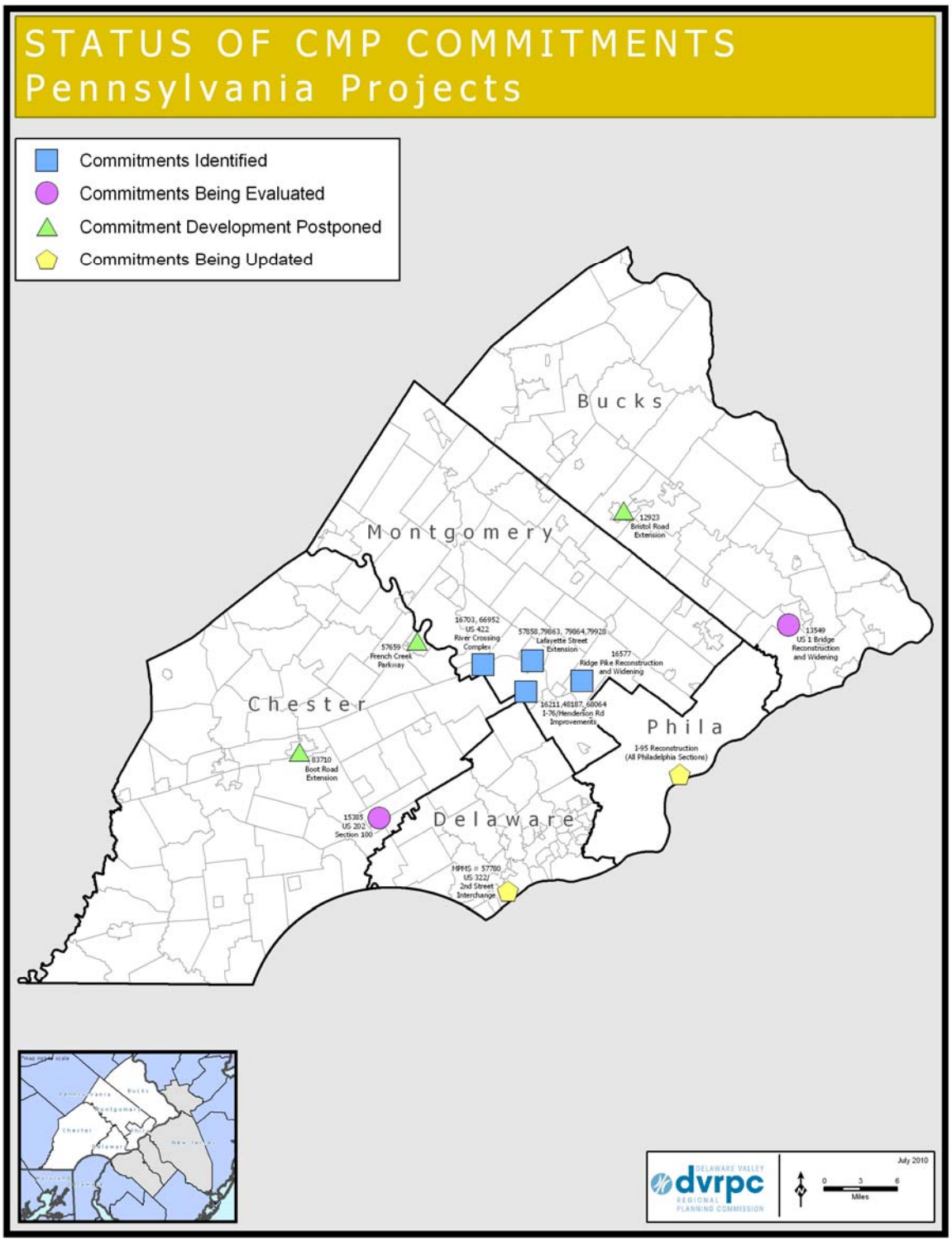
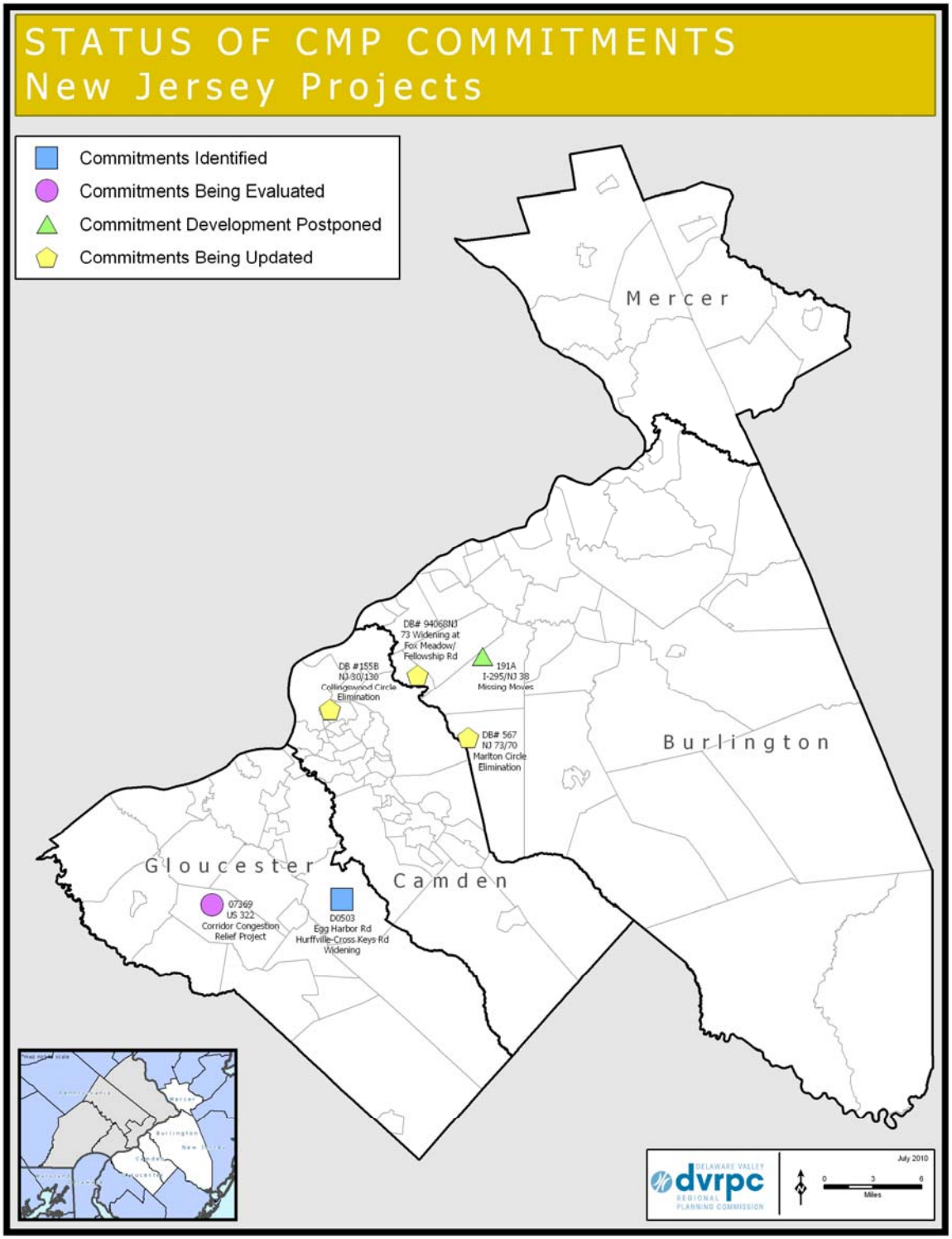


Figure 2. Regional Context Map of New Jersey SOV Capacity-Adding Projects



Conclusions

This document is the fourth annual memorandum tracking the status of supplemental strategies and commitments for major SOV capacity-adding projects in Pennsylvania and New Jersey. A large majority of major SOV capacity-adding projects entering the Construction and Final Design phases have been addressed in previous memoranda.

In the current funding environment, many major SOV capacity-adding projects are taking longer and longer to proceed through the design phases and, in turn, be constructed. Many projects are being reconsidered or re-scoped to accommodate shrinking budgets or smart transportation objectives. In these situations, DVRPC staff continues to work with project managers to develop, revise, and track supplemental project commitments.

DVRPC staff has become involved in the early phases of project development to assist project sponsors in conducting the appropriate analysis of reasonable (including multimodal) travel demand reduction and operational strategies. Where SOV capacity additions are necessary, the CMP staff helps to develop supplemental strategies. This involvement also allows DVRPC staff to offer assistance in developing alternative or short-term improvements, such as access management, safety improvements, or ITS improvements, that may provide short to medium-term congestion benefits as major SOV capacity-adding projects work through the various environmental review and design phases.

Moving forward, DVRPC staff is working on a set of tools to help project sponsors evaluate whether a congested facility can be improved using alternative solutions, rather than expanding capacity on the facility. This analysis is a requirement of the CMP legislation, and DVRPC has been working toward an efficient mechanism to implement this requirement. Evaluation of the necessity of adding SOV capacity to a facility is a required aspect of project development.

The projects reviewed in this memorandum show an increased level of awareness of CMP regulations by the project sponsors and increased cooperation between the project stakeholders and DVRPC CMP staff. The reviewed projects that have planned construction phases contain acceptable CMP commitments. The other projects that are being studied or designed are considering appropriate commitments and alternatives to SOV capacity additions, and project managers have been discussing those options and commitments with DVPRC staff. Commitments identified in previous memoranda are progressing along with the construction of the projects.

It is important to remember that supplemental commitments need to be flexible to accommodate changing conditions, as a project progresses through development to construction, while remaining meaningful. If a project's CMP commitments need to be changed because of feasibility issues, those

commitments should be replaced with commitments that have similar benefits to prolonging the utility of the parent project.

Any changes to adopted commitments should be discussed with the stakeholder group and provided to DVRPC. Changes to commitments should be included in the annual memoranda tracking supplemental strategy commitments so that they can be reviewed and approved by the CMP Advisory Committee.

APPENDIX A

Status of CMP Commitments by Project (PA and NJ)

Table A-1. Ridge Pike Reconstruction and Widening (MPMS# 16577)

Commitment	Status	Lead Agency/ Organization	Comments/Appropriate Strategy
Construct sidewalks to connect existing sidewalk system (various locations)	Planned	PennDOT	Pedestrian and Bicycle Improvements
New and upgraded traffic lights at seven intersections	Planned	PennDOT	Basic Upgrade of Signals and ITS
Turning lanes at Spring Mill Road, Joshua Road, Barren Hill Road, and Manor Road	Planned	PennDOT	Channelization
Emergency vehicle signal pre-emption	Planned	PennDOT	ITS, Signal Prioritization for Emergency Vehicles

Source: PennDOT Project Manager, Urban Engineers and FY 2009-2012 Transportation Improvement Program for Pennsylvania (DVRPC, 2008)

Table A-2. I-76/Henderson Road Improvements (MPMS# 16211, 48187, and 68064)

Commitment	Status	Lead Agency/ Organization	Comments/Appropriate Strategy
E-Z pass traffic counters on I-76 between US 202 and Gulph Mills interchanges	In Construction	PennDOT	ITS
Upgrade CCTV and fiber optic connections	In Construction	PennDOT	ITS
Incident management and dynamic messaging signs active during construction	In Construction	PennDOT	ITS
Video detection with traffic adaptive features installed on traffic lights at South Gulph and Henderson Road interchange	In Construction	PennDOT	ITS
Continue to investigate expanding transit service in the corridor	Progressing	PennDOT, SEPTA, DVRPC	R6 Extension and Route 100 Spur are contained in DVRPC Long-Range Plan
Construct and expand park-and-ride lots and intermodal connections in corridor	Completed	PennDOT	New and expanded lots include: I-76 & I-476, Lewis Rd at US 422, Matthews Rd at US 202, Paoli Pike at US 202, PA 113 at PA 100, PA 100 at US 30, US 202, and South Gulph Rd.

Table A-2 continued

Commitment	Status	Lead Agency/ Organization	Comments/Appropriate Strategy
I-76 Corridor Traffic Management Program	Completed	PennDOT	Incident Management
Upper Merion Closed Loop System	Completed	Upper Merion Township	Computerized Traffic Signals
Norristown Borough signal coordination	Ongoing	Norristown Borough	Computerized Traffic Signals
Provide left-turn lanes at PA 23 and Balligomingo Road.	Completed	PennDOT	Intersection Improvements
Construct Chester Valley Trail, Cross County Trail, and Schuylkill Trail from Perkiomen Creek to PA 29	Progressing	PennDOT, Chester and Montgomery Counties	Bicycle and Pedestrian Improvements
Replace old Betzwood Bridge and include bicycle and pedestrian facilities	Planned	PennDOT	Bicycle and Pedestrian Improvements
Develop Upper Merion Bicycle Mobility Improvement Program	Progressing	Upper Merion Township	Bicycle and Pedestrian Improvements
Install Bike racks at King of Prussia transportation center, Gulph Mills, and Paoli stations	Planned	SEPTA	Bicycle and Pedestrian Improvements
Construct Norristown SEPTA parking garage and Paoli Intermodal Station	Completed	SEPTA	Improved Transit Service
Implement Automatic Vehicle Locator project on Rt. 124 and 125 kiosks	Planned	SEPTA	Improved Transit Service

Source: PennDOT Project Manager, Boles, Smyth Associates Inc., Henderson Road Congestion Management System Analysis (DVRPC, 2003) and FY 2009-2012 Transportation Improvement Program for Pennsylvania (DVRPC, 2008)

Table A-3. Egg Harbor Road Road Widening (DBNUM D0503)

Commitment	Status	Lead Agency/ Organization	Comments/Appropriate Strategy
New and upgraded traffic signals	Planned	NJDOT	Basic Upgrade of Signals and ITS
Center turn lane	Planned	NJDOT	Channelization
Pedestrian signals and crosswalks	Planned	NJDOT	Pedestrian and Bicycle Improvements

Source: DVRPC Project Manager, McCormick and Taylor, and FY 2010-2013 Transportation Improvement Program for New Jersey (DVRPC, 2009)

APPENDIX B

Draft Preliminary CMP Commitments for Projects in Design

Table B-1. Lafayette Street Extension (MPMS# 57858, 79863, 79864, and 79928)

Commitment	Status	Lead Agency / Organization	Comments/Appropriate Strategy
Install closed loop signal system along Lafayette Street.	Ongoing	Montgomery County Planning Commission	Computerized Traffic Signals. Design being coordinated with PennDOT.
Complete Schuylkill River Trail	Completed	Montgomery County Planning Commission	Bicycle and Pedestrian Improvements
Install wide sidewalks and landscape buffering along Lafayette Street	Ongoing	Montgomery County Planning Commission	10-foot sidewalks and 7-foot landscape buffer in Final Design
Buffer Schuylkill River Trail from roadway	Ongoing	Montgomery County Planning Commission	Final Design has trail spaced from 7 to 48 feet away from road
Increase commuter parking at SEPTA Norristown Transportation Center	Completed	SEPTA	Norristown Transportation Center Parking Garage; 522 spaces
Provide center turn lanes	Ongoing	Montgomery County Planning Commission	Center turn lanes included in Final Design east of Mill Street
Improve frequency of public transit in downtown Norristown	Completed	Montgomery County	County currently buys additional peak, Saturday, and Sunday service from SEPTA
Install transit prioritization technology on traffic signals	Ongoing	SEPTA, Montgomery County Planning Commission, Norristown, Plymouth Township	Transit Signal Prioritization
Install prioritization technology for emergency vehicles on traffic signals	Investigating	Montgomery County Planning Commission, Norristown, Plymouth Township	Signal Prioritization for Emergency Vehicles
Improve street circulation patterns in Plymouth Township	Ongoing	Montgomery County Planning Commission	Final Design includes Ridge Pike improvements, new Connector road, and two-way access along Diamond Ave. from Conshohocken Rd. to Ridge Pike.

Table B-1 continued

Commitment	Status	Lead Agency / Organization	Comments/Appropriate Strategy
Investigate rerouting SEPTA routes onto Lafayette Street	Planned	SEPTA	Extensions or Changes in Bus Routes
Investigate creating a new SEPTA route along Lafayette Street	Planned	SEPTA	New Bus Route
Install commuter or light rail along Lafayette Street. corridor	Completed	SEPTA	R6 Regional Rail and Route 100 Light Rail
Improve street circulation patterns in Norristown Borough	Completed	Montgomery County Planning Commission	Studied as part of Preliminary Engineering; and Value Engineering Study; deemed not feasible by both
Investigate and/or implement proper land use and zoning techniques	Ongoing	Montgomery County Planning Commission, Norristown, Plymouth Township.	Lafayette Street Land Use Study completed 5/06. Norristown in process of implementing zoning changes.
Manage road, trail, and pedestrian traffic during construction	Ongoing	Montgomery County Planning Commission	Traffic Control Plan is part of Final Design contract
Implement traffic-calming features	Ongoing	Montgomery County Planning Commission	On-street parking, crosswalks, 25 mph limit designed as part of PE. Raised or landscaped median being included in Final Design
Implement context-sensitive design features	Ongoing	Montgomery County Planning Commission, Norristown Borough	Wide sidewalks, landscaping buffers, on-street parking, trail landscaping, historic lighting, street furniture all designed in Final Design; ongoing coordination with Norristown
Create detour plan for cars, bikes, pedestrians	Ongoing	Montgomery County Planning Commission	Detour plans are part of Final Design contract
Install automated toll collection at Turnpike interchange	Ongoing	Montgomery County Planning Commission	EZ Pass-only toll booths are being designed as part of Final Design contract
Install ITS components	Ongoing	Montgomery County Planning Commission	To be included in Final Design, pending outcome of PennDOT TMP

Table B-1 continued

Commitment	Status	Lead Agency / Organization	Comments/Appropriate Strategy
Improve truck access along the corridor	Ongoing	Montgomery County Planning Commission	Widened lanes and direct access from turnpike to Norristown part of Preliminary Engineering design. Meets project goal of keeping them off Main Street and side streets
Investigate ramp metering at turnpike interchange	Ongoing	Montgomery County Planning Commission	Will be looked at under Final Design
Improve the freight rail system within the corridor	Ongoing	Montgomery County Planning Commission	New RR bridge to be reconstructed at Conshohocken Road and Ross Street
Provide the public with construction news and traffic routing information	Planned	Greater Valley Forge TMA	Possible website management, e-mail updates, brochures
Investigate bus shelters along Main Street	Completed	Greater Valley Forge TMA/Norristown Borough	Norristown planning staff and Council do not support shelters at this time

Source: Montgomery County Planning Commission (August, 2007)

Table B-2. US 422 River Crossing Complex (MPMS# 16703, 64796, 66952, 70197, and 87942)

Commitment	Status	Lead Agency / Organization	Comments/Appropriate Strategy
Connect traffic signals to fiber optic cable along Trooper Road	In design	PennDOT	Computerized Traffic Signals
Coordinate appropriate signals with Upper Merion closed loop system	In design	PennDOT	Computerized Traffic Signals
Battery back-up for signal installations	In design	PennDOT	Computerized Traffic Signals
Consider bus priority and tracking	Ongoing	SEPTA	Transit Signal Prioritization
Install bus shelters	Ongoing	SEPTA	Enhanced Transit Amenities and Safety
Adjust bus service for Routes 99,125 & 139	Being considered	SEPTA	Increased Transit Service
Investigate additional express R-6 service	Being considered	SEPTA	Increased Transit Service
Signal prioritization for emergency vehicles	In design	PennDOT	Signal Prioritization for Emergency Vehicles
Provide responder training through US 422 Coalition and GVFTMA	Ongoing	US 422 Coalition and GVFTMA	Incident Management
Expand expressway service patrols on US 422	Being considered	PennDOT	Incident Management
Consider VMS on PA 29 alternate to US 422	Being considered	PennDOT	Incident Management
Provide US 422 info on websites and business expos	Ongoing	GVFTMA	Incident management
Lower Providence Township Master Plan for Valley Forge Corporate Center Redevelopment Plan	Ongoing/Being investigated	Lower Providence Township	Economic Development Oriented Transportation Policies
Investigate Rt. 100 Extension to King of Prussia	Being investigated	SEPTA/DVRPC	This project is in 2035 DVRPC Long-range Plan

Table B-2 continued

Commitment	Status	Lead Agency / Organization	Comments/Appropriate Strategy
Investigate R6 Extension	Ongoing	Montgomery County, SEPTA	Montgomery County R6 Extension Study
Investigate bus operations along expressway shoulders during peak periods	Under consideration	PennDOT	Involves PennDOT and FHWA policy decisions
Consider express bus service to Philadelphia along US 422 and I-76	Under consideration	SEPTA	GVFTMA discussing shuttle from Norristown to Limerick outlets
Transit service outreach for elderly and identified minorities	Under consideration	DVRPC / District EJC coordinators	Environmental Justice
Complete construction of the Schuylkill River Trail	Ongoing	Chester and Montgomery Counties	Bicycle and Pedestrian Improvements
Investigate expanding existing or creating new park-and-ride lots	Under consideration	PennDOT	Park-and-Ride Lots
Develop promotional materials for park-and-ride lots	Under consideration	PennDOT	Park-and-Ride Lots
Improve signage for park-and-ride lots	Under consideration	PennDOT	Park-and-Ride Lots
Continue GVFTMA Corporate Shuttles to rail stations	Ongoing	GVFTMA	Increased Transit Service
Incorporate appropriate safety improvements	Ongoing	PennDOT	Safety Improvements and Programs
Extend Chester Valley Trail under US 422 to connect to Valley Forge Trail	Ongoing	PennDOT	Bicycle and Pedestrian Improvements
Improve directional signage in project area	Ongoing	PennDOT	Signage Improvements
Consider intersection improvements along alternate routes	Under consideration	PennDOT	Intersection Improvements
Consider adopting appropriate smart growth strategies developed through US 422 Multimodal Master Plan	Under consideration	Municipalities and Counties	Smart Growth Transportation Policies

Source: PennDOT Project Manager (August, 2008)

APPENDIX C

Update of CMP Commitments for Selected Projects

Table C-1. I-95 Reconstruction All Current Sections (also see project-specific tables)

Commitment	Status	Lead Agency/ Organization	Comments/Appropriate Strategy
Upgrade traffic signal equipment on Torresdale Avenue – Harbison to Linden	Completed	PennDOT	SR 1004 Section I-95 (MPMS# 17794)
Upgrade traffic signal equipment on Holme Avenue – US 1 to Willits; Willits Road – Holme to Crispen	Completed	PennDOT	SR 1016 Section I-95 (MPMS# 17795)
Upgrade traffic signal equipment on Frankford Avenue – Bridge Street to Bucks County Line	Completed	PennDOT	SR 13 Section S59 (MPMS# 17648)
SR 0013 traffic signal improvements from Bristol Borough to Philadelphia; Knight Road from Philadelphia to Street Road	Completed	PennDOT, City of Philadelphia	SR 13 Section I-95 (MPMS# 13745)
Traffic signal improvements on Allegheny Avenue from I-95 to Broad Street	Completed	City of Philadelphia	Corridor-wide
Broad Street intersection signal improvements	In construction	PennDOT	SR 611 Section I-95 (MPMS# 17796)
Signal improvements; New State Road/Tacony Street; Bridge Street to Old State Road; approx 11 intersections	Completed	PennDOT	SR 1007 Section I-95 (MPMS# 17797)
Knights Road intersection and signal improvements and interconnection (approx 12 intersections) from Frankford Avenue to Bucks County Line	Completed	PennDOT	SR 1015 Section I-95 (MPMS# 17798)
Roosevelt Boulevard intersection improvements	Completed	PennDOT	Corridor-wide
Traffic signal improvements, closed loop system (18 intersections) State Road; Milmer Street to Grant Avenue; Princeton Avenue from Van Dyke St to State Road; Bleigh Avenue at I-95 off-ramp	Completed	PennDOT	SR 1007 Section S60 (MPMS# 17661)
Academy Avenue to Grant Avenue signal improvement	Completed	PennDOT	SR 1013 Section S27 (MPMS# 17646)
Signal intersection and corridor improvements on Academy Road from Linden Avenue to Woodhaven Road (11 intersections)	Completed	PennDOT	SR 1013 Section S48 (MPMS# 17660)

Table C-1 continued

Commitment	Status	Lead Agency/ Organization	Comments/Appropriate Strategy
Tyson Avenue signal improvements and corridor optimization from Rising Sun to Torresdale Avenue	In design	PennDOT, City of Philadelphia	SR 0095 Section RS1 (MPMS# 48195)
Park-and-ride lots for SEPTA, including: Bensalem; Trevose; Yardley; Woodbourne; and Philmont	Completed	PennDOT	SR 95 Section L00(MPMS# 12872)/ L01(MPMS# 13642); SR 95 Section TPR (MPMS# 13510); SR 95 Section YPR (MPMS# 13508); SR 95 Section WPR (MPMS# 13511); Section 95 Section PPR (MPMS# 16449)
ITS traffic and incident management systems (cameras, variable messages signs, and detectors) along I-95 between Allegheny Ave and Academy Road	Completed	PennDOT	SR 0095 Section RS1 (MPMS# 47314)
Cornwell Heights shuttle	Ongoing	PennDOT	Transit Improvements
Provide SEPTA additional cars, signal improvements, track upgrades, shuttle service at Bensalem Park-and-Ride	Completed	PennDOT	Corridor-wide
Prepare and maintain a Transportation Management Plan for I-95 Corridor	Completed	PennDOT	First issued with section ITB. Baker to maintain.
Implement Incident Management Systems strategies along I-95 Corridor	Planned	PennDOT, City of Philadelphia	All Sections
Coordination of ITS with Delaware River Port Authority, Delaware River Joint Toll Bridge Commission, Burlington County Bridge Commission	Planned	PennDOT	ITB will connect I-95 ITS with DRPA
Maintain website to update public about I-95 projects and potential detours and delays	On-going	PennDOT	www.95revive.com
Westmoreland Viaduct structure restoration, including I-95 SB off-ramp to Allegheny Ave	Completed	PennDOT	SR 0095, Section RS2 (MPMS# 50575)
I-95 bridge restoration over AMTRAK widened to accommodate Academy Avenue merge onto I-95 SB	Completed	PennDOT	SR 0095 Section RS3 (MPMS# 47783)
State Rd Viaduct structure restoration, including widening I-95 SB off-ramp to Bleigh Avenue	Completed	PennDOT	SR0095 Section RS3 (MPMS# 47783)

Source: PennDOT Project Manager, May, 2007. Updated July, 2009.

Table C-2. I-95 Reconstruction Section GIR, Race Street to Ann Street

Commitment	Status	Lead Agency/ Organization	Comments/Appropriate Strategy
Provide replacement parking area at corner of Delaware Avenue and Columbia Avenue with the opportunity to expand existing capacity	In design	PennDOT	SR 0095, Section GR2 (MPMS# 79825)
Add sidewalk along west side of Delaware Avenue from Columbia Avenue to Cumberland Avenue	In design	PennDOT	SR 0095, Sections GR1 (MPMS# 79686) & GR2 (MPMS# 79825)
Provide two-way, signed, 10' shared-use path along east side of Aramingo Avenue NB	In design	PennDOT	SR 0095, Sections GR1 (MPMS# 79686), GR3 (MPMS# 79826) & GR4 (MPMS# 79827)
Maintain 5' bike lane along both sides of Delaware Avenue/Richmond Street	In design	PennDOT	SR 0095, Sections GR1 (MPMS# 79686) & GR2 (MPMS# 79825)
Maintain SEPTA Trolley Route 15 on Girard Avenue and Richmond Street and evaluate potential new stops/platforms	Ongoing	SEPTA, PennDOT	SR 0095, Sections GR1 (MPMS# 79686), GR3 (MPMS# 79826) & GR4 (MPMS# 79827) - PennDOT has been coordinating with SEPTA for required track adjustments
Replace / maintain all existing sidewalks along local streets	In design	PennDOT	SR 0095, Sections GR1 (MPMS# 79686), GR2 (MPMS# 79825), GR3 (MPMS# 79826), GR4 (MPMS# 79827) & GR5 (MPMS#s79828\57874)
Construct sidewalks, traffic signals, signing, and pavement markings improving pedestrian access and safety	In design	PennDOT	SR 0095, Sections GR0 (MPMS# 80094), GR1 (MPMS# 79686), GR2 (MPMS# 79825), GR3 (MPMS# 79826), GR4 (MPMS# 79827) & GR5 (MPMS#s 79828\57874)
Maintain public parking system under I-95 Viaduct from Cumberland Street to Ann Street	In design	PennDOT	SR 0095, Sections GR3 (MPMS# 79826) & GR4 (MPMS# 79827)
Add traffic signal at Girard Avenue and Richmond Street intersection	In design	PennDOT	SR 0095, Sections GR1 (MPMS# 79686)
Add traffic signal at I-95 NB ramp terminals with Delaware Avenue/Richmond Street	In design	PennDOT	SR 0095, Sections GR3 (MPMS# 79826)
Add traffic signal at I-95 SB off-ramp to Aramingo Avenue SB	In design	PennDOT	SR 0095, Sections GR0 (MPMS# 80094) & GR4 (MPMS# 79827)
Provide interconnect between traffic signals along Richmond Street/Delaware Avenue and Aramingo Avenue	In design	PennDOT	SR 0095, Sections GR3 (MPMS# 79826) & GR4 (MPMS# 79827)

Table C-2 continued

Commitment	Status	Lead Agency/ Organization	Comments/Appropriate Strategy
Maintain SEPTA Bus Routes 43, 54, 60, and 89	Ongoing	SEPTA	SR 0095, Sections GR0 (MPMS# 80094), GR1 (MPMS# 79686), GR2 (MPMS# 79825), GR3 (MPMS# 79826), GR4 (MPMS# 79827) & GR5 (MPMS#s79828\57874)
Maintain PA Bicycle Route E	Ongoing	PennDOT	SR 0095, Sections GR0 (MPMS# 80094), GR1 (MPMS# 79686), GR2 (MPMS# 79825), GR3 (MPMS# 79826), GR4 (MPMS# 79827) & GR5 (MPMS#s79828\57874)

Source: PennDOT Project Manager, May, 2007. Updated July, 2009.

Table C-3. I-95 Reconstruction Section AFC, Ann Street to Wheatsheaf Lane

Commitment	Status	Lead Agency/ Organization	Comments/Appropriate Strategy
Restripe streets for bike lanes – Allegheny Avenue, Castor Avenue	Completed	Philadelphia. Dept. of Streets, PennDOT	SR 0095, Section AF1 (MPMS# 79911)
SEPTA – Reactivated the Route 15 trolley along Richmond Street	Completed	SEPTA	SR 0095, Section AF1 (MPMS# 79911)
Implement ITS Technology on I-95 between Ann Street and Wheatsheaf Lane	Planned	PennDOT, City of Philadelphia	Section ITB
Maintain 5' bike lanes on Allegheny Avenue and Castor Avenue	In design	PennDOT	SR 0095, Section AF1 (MPMS# 79911)
Provide interconnect between signals on Allegheny Avenue	In design	PennDOT	SR 0095, Section AF1 (MPMS# 79911)
Construct sidewalk along south side of Westmoreland Street, across former ramp, making pedestrian travel safer and easier between playgrounds	In design	PennDOT	SR 0095, Section AF1 (MPMS# 79911)
Construct sidewalk along south side of Castor Avenue, across former ramp, making pedestrian travel safer and easier	In design	PennDOT	SR 0095, Section AF1 (MPMS# 79911)

Source: PennDOT Project Manager, May, 2007. Updated July, 2009.

Table C-4. I-95 Reconstruction Section BRI, Wheatsheaf Lane to Orthodox Street

Commitment	Status	Lead Agency/ Organization	Comments/Appropriate Strategy
Adams Avenue/Torresdale Avenue – Modify signal timings, provide dual left-turn lanes and a separate right-turn lane for Adams Avenue WB approach	Planned	PennDOT	MPMS# 17782
Church Street/Tacony Street – Install traffic signal and provide exclusive right-turn lane for Tacony Street NB approach	Planned	PennDOT	I-95 Sections BSR and BRI
Installation of closed-loop signal system with time-based coordination back-up along the Aramingo Avenue and Tacony Street arterials	Planned	PennDOT	I-95 Sections BSR and BRI
Provide turn lanes on Aramingo Avenue - Modify signal timings	Planned	PennDOT	I-95 Sections BSR and BRI
Tacony Street/Aramingo Avenue – Modify signal timings	Planned	PennDOT	I-95 Sections BSR and BRI
Betsy Ross Bridge Off-Ramp/Richmond Street – Install traffic control signal	Planned	PennDOT	I-95 Sections BSR and BRI
Lefevre Street/Richmond Street – Modify signal timings	Planned	PennDOT	I-95 Sections BSR and BRI

Source: PennDOT Project Manager, May, 2007. Updated July, 2009.

Table C-5. I-95 Reconstruction Section BSR, Orthodox Street to Levick Street

Commitment	Status	Lead Agency / Organization	Comments/Appropriate Strategy
Wakeling Street/Torresdale Avenue – Modify signal timings	Planned	PennDOT, City of Philadelphia	I-95 Sections BSR and BRI
Bridge Street/Torresdale Avenue – Modify signal timings	Planned	PennDOT, City of Philadelphia	I-95 Sections BSR and BRI
Torresdale Avenue/Harbison Avenue – Modify signal timings, restripe Harbison Avenue to provide exclusive left-turn lanes, provide exclusive left-turn lane for Torresdale Avenue WB approach	Planned	PennDOT	I-95 Sections BSR and BRI
Provide turn lanes on Harbison at Bridge Street, - Modify signal timing	Planned	PennDOT	I-95 Sections BSR and BRI
Bridge Street/Tacony Street – Provide left-turn lanes for all approaches, modify signal timings	Planned	PennDOT	I-95 Sections BSR and BRI
Arsenal Access/I-95 SB off-ramp/Tacony Street – Provide right-turn lane for I-95 off-ramp EB approach new signal	Planned	PennDOT	I-95 Sections BSR and BRI
Modify signal timings on Tacony Street (Kirk and Comly streets)	Planned	PennDOT, City of Philadelphia	I-95 Sections BSR and BRI

Source: PennDOT Project Manager, May, 2007. Updated July, 2009.

Table C-6. I-95 Reconstruction Section CPR, Levick Street to Bleigh Street

Commitment	Status	Lead Agency/ Organization	Comments/Appropriate Strategy
Replace sidewalks on Cottman Avenue between Torresdale Avenue and State Road	In construction	PennDOT	SR 0095, Section CP1 (MPMS# 79683)
Replace sidewalks on State Road between Cottman and Princeton avenues	In construction	PennDOT	SR 0095, Section CP1 (MPMS# 79683)
Install sidewalk bump-outs for traffic calming on Princeton Avenue at the Vandike, Hegerman, Edmund, Tulip & Keystone street intersections	In construction	PennDOT	SR 0095, Section CP1 (MPMS# 79683)
Provide 5' wide bike lanes on Princeton Avenue between State Road and Torresdale Avenue	In construction	PennDOT	SR 0095, Section CP1 (MPMS# 79683)
Provide bike lanes and sidewalk on Princeton Avenue between Milnor Street and State Road	Planned	PennDOT	SR 0095, Section CP2 (MPMS# 79685)
Install "Share the Road" signs on New State Road and Millnor Street	In construction	PennDOT	SR 0095, Section CP1 (MPMS# 79683), Section CPU (MPMS# 80014)
Provide two-way traffic on Cottman Avenue (currently 1-way WB) to eliminate "cut-through" traffic in neighborhood	In construction	PennDOT	SR 0095, Section CP1 (MPMS# 79683)
Provide two-way traffic on Princeton Avenue (currently one-way EB) to eliminate "cut-through" traffic in neighborhood and to re-establish residential character of Tacony area	In construction	PennDOT	SR 0095, Section CP1 (MPMS# 79683)
I-95 Corridor-related SR 73 roadway intersection and traffic signal improvements on Cottman Avenue between Torresdale Avenue and State Road	In construction	PennDOT, City of Philadelphia	SR 0095, Section CP1 (MPMS# 79683)

Table C-6 continued

Commitment	Status	Lead Agency/ Organization	Comments/Appropriate Strategy
I-95 Corridor-related SR 73 roadway intersection and traffic signal improvements on State Road/New State Road between Cottman Avenue and Longshore Avenue	In construction	PennDOT, City of Philadelphia	SR 0095, Section CP1 (MPMS# 79683), Section CP2 (MPMS# 79683) for installation and joint monitoring
I-95 Corridor-related SR 1010 roadway intersection and traffic signal improvements on Princeton Avenue between State Road and Torresdale Avenue	In construction	PennDOT, City of Philadelphia	SR 0095, Section CP1 (MPMS# 79683) for installation and joint monitoring
I-95 Corridor-related SR 1004 traffic signal improvements on Torresdale Avenue at Princeton Avenue, Wellington Avenue, Cottman Avenue, and Bleigh Avenue	In construction	PennDOT, City of Philadelphia	SR 0095, Section CP1 (MPMS# 79683) for installation and joint monitoring
Expand I-95 corridor ITS system between State Road and Betsy Ross Interchange	Planned	PennDOT, City of Philadelphia	SR 0095 (MPMS# 79683)
Enhance I-95 corridor Incident Management System between State Road and Betsy Ross Interchange	Planned	PennDOT, City of Philadelphia, DRPA	SR 0095, Section CP2 (MPMS# 79683)
Install ride-sharing promotion signs along Cottman Avenue (SR 73) approaching I-95	Planned	PennDOT	SR 0095, Section CP1 (MPMS# 79683)
Install park-and-ride promotion signs within SR95-CPR construction limits directing motorists to existing facilities	Planned	PennDOT	SR 0095, Section CP2 (MPMS# 79683)
Install ride-sharing promotion signs along I-95	Planned	PennDOT	SR 0095, Section CP2 (79683)

Source: PennDOT Project Manager, May, 2007. Updated July, 2009.

Table C-7. I-95 Reconstruction Section DO1

Commitment	Status	Lead Agency / Organization	Comments/Appropriate Strategy
Upgrade traffic signals along Street Road (PA 132) and Bristol Pike (US-13) in vicinity of the interchange	Planned	PennDOT	SR 0095 Section D01 (MPMS# 46948)
Improve safety, upgrade signing, and pavement markings in the vicinity of the interchange	Planned	PennDOT	SR 0095 Section D01 (MPMS# 46948)
Construct sidewalks along Street Road and Bristol Pike	Planned	PennDOT	SR 0095 Section D01 (MPMS# 46948)
Construct stairs and pedestrian ramp to Eddington Station from Street Road Interchange	Planned	PennDOT/SEPTA	SR 0095 Section D01 (MPMS# 46948)

Source: PennDOT Project Manager, May, 2007. Updated July, 2009.

Table C-8. Marlton Circle Elimination (DB# 567)

Commitment	Status	Lead Agency/ Organization	Comments/Appropriate Strategy
Install crosswalks and pedestrian signals where appropriate	Progressing	NJDOT	Pedestrian and Bicycle Improvements
Install five new signals controlled by South Jersey Traffic Operations Center	Progressing	NJDOT	Computerized traffic signals are a very appropriate strategy for this corridor
Install Closed Circuit TV and link to South Jersey Traffic Operations Center	Progressing	NJDOT	ITS
Maintain vehicle advisories to manage traffic during construction	Progressing	NJDOT/ CCCTMA	ITS

Source: NJDOT Project Manager, October, 2007. Updated January, 2010

Table C-9. Collingswood Circle Elimination (DB# 155B)

Commitment	Status	Lead Agency/ Organization	Comments/Appropriate Strategy
Construct pedestrian overpass in vicinity of Richey Avenue	Completed	NJDOT	Pedestrian and Bicycle Improvements
Installation of sidewalk in project area	Completed	NJDOT	Pedestrian and Bicycle Improvements
Computerize traffic signals and Closed Circuit TV tied to South Jersey Traffic Operations Center	Completed	NJDOT	Very appropriate strategy for this corridor
Include a series of jughandles and connector roads to facilitate traffic flow through intersection	Completed	NJDOT	Local Road Connectivity

Source: NJDOT Project Manager and Dewberry Engineering, November, 2007. Updated January, 2010

Table C-10. NJ 73 Fox Meadow/Fellowship Road (DB# 94068)

Commitment	Status	Lead Agency/ Organization	Comments/Appropriate Strategy
Install sidewalks from NJ 73 to Main Street on Fellowship Road	Progressing	NJDOT	Pedestrian and Bicycle Improvements
Install signal tied into closed loop system at NJ 73 and Fox Meadow Road	Progressing	NJDOT	Very appropriate strategy for this corridor
Construct 10' SB outside shoulders on NJ 73 to make bicycle compatible	Progressing	NJDOT	Pedestrian and Bicycle Improvements
Maintain vehicle advisories to manage traffic during construction	Progressing	NJDOT/ CCCTMA	ITS
Install Crosswalks at NJ 73 and Fox Meadow Road	Progressing	NJDOT	Pedestrian and Bicycle Improvements

Source: NJDOT Project Manager, November, 2007. Updated January, 2010

Table C-11: US 322/2nd Street Interchange (MPMS# 57780)

Commitment	Status	Lead Agency / Organization	Comments/Appropriate Strategy
New traffic light beacons at termini of off-ramps at PA 291	In construction	PennDOT	Computerized Traffic Signals
Improved directional signage through area	In construction	PennDOT	Traveler Information Services
Safety and lighting improvements	Planned	PennDOT	Safety improvements and programs
Improvements to local street network and pedestrian improvements to accompany waterfront development in area	Planned	Developers, City of Chester, Delaware County	Local road connectivity, Access Management and Pedestrian Improvements

Source: PennDOT Project Manager, August, 2009

Abstract Page

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Key Words:	Congestion Management Process, Congestion Management System, Single Occupancy Vehicle (SOV), Supplemental Strategies, Major Capacity, Transportation Improvement Program (TIP), Multimodal

Abstract:

This memorandum is the fourth annual review of the status of supplemental strategies for major single-occupancy vehicle capacity-adding projects in the region's Transportation Improvement Programs. DVRPC worked with project sponsors to identify or update CMP commitments. All projects reviewed were found to be making reasonable progress with supplemental projects in accordance with federal CMP regulations.

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