2012–2013 Congestion Management Process (CMP) Supplemental Projects Status Memorandum

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Executive Summary

The *Supplemental Projects Status Memorandum* documents the Delaware Valley Regional Planning Commission's (DVRPC's) efforts to track the status of supplemental project commitments to major Single Occupancy Vehicle (SOV) capacity-adding projects in the nine-county DVRPC region. It records coordination with project sponsors and state departments of transportation (DOTs) to ensure that SOV capacity-adding projects are consistent with the federally mandated Congestion Management Process (CMP). This is the sixth edition.

This memorandum includes new tables of agreed-upon supplemental projects for capacity-adding projects and updates to tables initially recorded in previous editions of this memorandum. Four of the projects selected for updates in this edition have completed construction, including two in New Jersey and two in Pennsylvania. The supplemental project commitment tables for these projects have been updated to reflect the final status of the commitments. Each of these projects successfully completed all of their commitments, thus ending their CMP supplemental project tracking obligations.

In the current economic climate of global recession, it is not surprising that there are fewer major SOV capacity-adding projects than usual advancing to construction throughout the region. State DOTs have had to make do with limited funding, and preservation projects, including bridge and pavement maintenance, have been prioritized in both Pennsylvania and New Jersey. As a result, this report includes just three new major SOV capacity-adding projects that did not already have a documented table of supplemental commitments, all in Pennsylvania. Each of these projects was already in the project pipeline prior to being listed in the Fiscal Years 2013–2016 Transportation Improvement Program (TIP) for Final Design and Construction funds. One project, the Lafayette Street Extension, had developed a preliminary table in 2010; this memorandum includes a final, adopted version of that table.

Since the last edition of this memorandum, a database for tracking CMP supplemental project commitments in New Jersey and Pennsylvania has been created. In addition to tracking the status of individual commitments and sets of supplemental project commitments, the database will store pertinent information that could be useful for future planning and project evaluation efforts (for example, the number of spaces in a new park-and-ride lot).

Good project planning considers the context and long-term needs to address the transportation problem. DVRPC staff continues to offer technical and meeting assistance to any agency developing a major SOV capacity-adding project.

CHAPTER 1

Introduction

The purpose of this memorandum is to document DVRPC's efforts to track the status of supplemental project commitments to major SOV capacity-adding projects in the nine-county DVRPC region. This document also serves to record efforts to coordinate with project sponsors and state DOTs to ensure that SOV capacity-adding projects are consistent with the federally mandated[1] CMP. This is the sixth edition of this memorandum. It includes tables of agreed-upon supplemental projects for capacity-adding projects, as well as updates to commitment tables initially recorded in previous editions of this memorandum.

The CMP requires the lead agency 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 to get the most from the investment.

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 assists project stakeholders with developing appropriate commitments and exploring options to improve congestion management in the region. DVRPC's work with specific projects is documented in this memorandum.

In the past, this memorandum was published each year. In recent years, the TIP cycles have evolved to alternate updates of the New Jersey TIP in one year and the Pennsylvania TIP the next year. Because of this change, and because fewer major SOV projects are progressing through the project pipeline at present, this memorandum will shift to a biennial publication (produced every two years) for the foreseeable future.

This memorandum includes updates of commitments from projects in previous memoranda. Four of the projects selected for updates in this edition have completed construction, including two in New Jersey and two in Pennsylvania. The supplemental project commitment tables for these projects have been updated to reflect the final status of the commitments. Each of these projects

[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 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.

successfully completed all of their commitments, thus ending their CMP supplemental project tracking obligations.

Commitments contained in this memorandum have been reviewed by the project sponsors and by the CMP Advisory Committee and were endorsed by the DVRPC Regional Transportation Committee (RTC) on behalf of the DVRPC Board. This process is indicative of DVRPC's and the Advisory Committee’s support for the CMP commitments identified in the memorandum.

CHAPTER 2

Project Review Process

DVRPC staff reviewed all of the proposed projects and amendments for the current 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 Final Design or Construction funding programmed in the TIP in Fiscal Years 2013–2016. Staff referenced previous memoranda to determine if supplemental strategies had been developed for each project. In the three cases in which strategies had not been developed, DVRPC worked with the project manager to develop the strategies recorded in the commitment table. Those projects entering or finishing Final Design or those that were in a later stage of progression are prioritized for planning efforts. Projects that propose to add SOV road capacity using federal transportation funds in the Delaware Valley must develop a table of supplemental commitments to be consistent with the CMP or they cannot be funded in the TIP past the Preliminary Engineering phase.

Projects in Preliminary Engineering and the early stages of Final Design are important to this memorandum. The purpose of this early outreach is to work cooperatively with project stakeholders to develop long-term solutions to regional congestion. Regulations require investigation of whether a major element of the problem can be addressed by means other than building new road capacity. If new capacity is necessary, this outreach offers assistance to develop supplemental strategies (ideas to reduce congestion) and supplemental projects (multimodal components to be incorporated in the parent project[2]).

While one purpose of these memoranda is to track the status of CMP supplemental commitments, this exercise has helped project sponsors and 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 that satisfy the requirement for consistent supplemental projects. The project managers and stakeholders were asked to review and revise the existing list of supplemental projects for inclusion in this memorandum.

In the current economic climate of global recession, it is not surprising that there are fewer major SOV capacity-adding projects than usual advancing to construction throughout the region. State DOTs have had to make do with limited funding, and preservation projects, including bridge and

[2] The "parent project" is the original project from which discrete elements may subsequently be broken out as separate subprojects with unique database tracking numbers.

pavement maintenance, have been prioritized in both Pennsylvania and New Jersey. As a result, this report includes just three new major SOV capacity-adding projects that did not already have a documented table of supplemental commitments, all in Pennsylvania. One project, the Lafayette Street Extension, had developed a preliminary table in 2010; this memorandum includes a final, adopted version of that table.

There are also several potential SOV capacity-adding projects, mostly in Pennsylvania, that are early in their development and do not yet have supplemental projects. In these cases, DVRPC has offered to help project stakeholders explore alternatives to adding SOV capacity to the road system and participate in design discussions to facilitate commitment development if analysis determines that the problem cannot be solved without additional roadway capacity. Development of supplemental projects for major SOV capacity-adding projects must include work with a multimodal scoping group whose goal is to identify 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 identify the parties who will be responsible for the supplemental projects' implementation. DVRPC should be involved throughout this process to act as a resource and assist in the tracking of supplemental project implementation. Major SOV projects that are not consistent with the CMP will not be included for federal funding in the TIP beyond Preliminary Engineering.

Project managers and stakeholders are strongly encouraged 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 1- or 2-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 2011 Congestion Management Process* (Publication Number 11042A): This 17-page document provides a basic understanding of the CMP.
- *DVRPC 2012 Congestion Management Process—Limiting Traffic Congestion and Achieving Regional Goals* (Publication Number 11042): This is the most recent CMP report and contains all of the technical information from the CMP.
- *Congestion Management Process 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. This is the latest version of this evolving document adopted by the CMP Advisory Committee.

CHAPTER 3

SOV Capacity-Adding Projects

Overview

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

- **Major SOV capacity-adding projects submitting tables of commitments for the first time.** The parent projects are listed in Table 1, and the project descriptions are included in this chapter. Supplemental commitments for these projects are detailed in Appendix A of this memorandum. The table of supplemental commitments for the Lafayette Street Extension project are also included in Appendix A. This project had previously developed a preliminary set of commitments which were revised and adopted for this edition of the memorandum. Projects with new commitment tables include:
  - Boot Road Extension Bridge over Brandywine Creek;
  - French Creek Parkway—Phase 1; and
  - I-95 and Aramingo Avenue, Adams Avenue Connector.
- **Major SOV capacity-adding projects whose commitments are being updated or revised.** These parent projects are listed in Tables 1 and 2. Parent project descriptions are included in this chapter as a refresher, although they were also detailed in previous memoranda. These descriptions have been updated here to include the most recent project information. The updated supplemental strategy projects for these projects are detailed in Appendix B of this memorandum.

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

Figure 1: Status of Congestion Management Process Commitments—Pennsylvania Projects

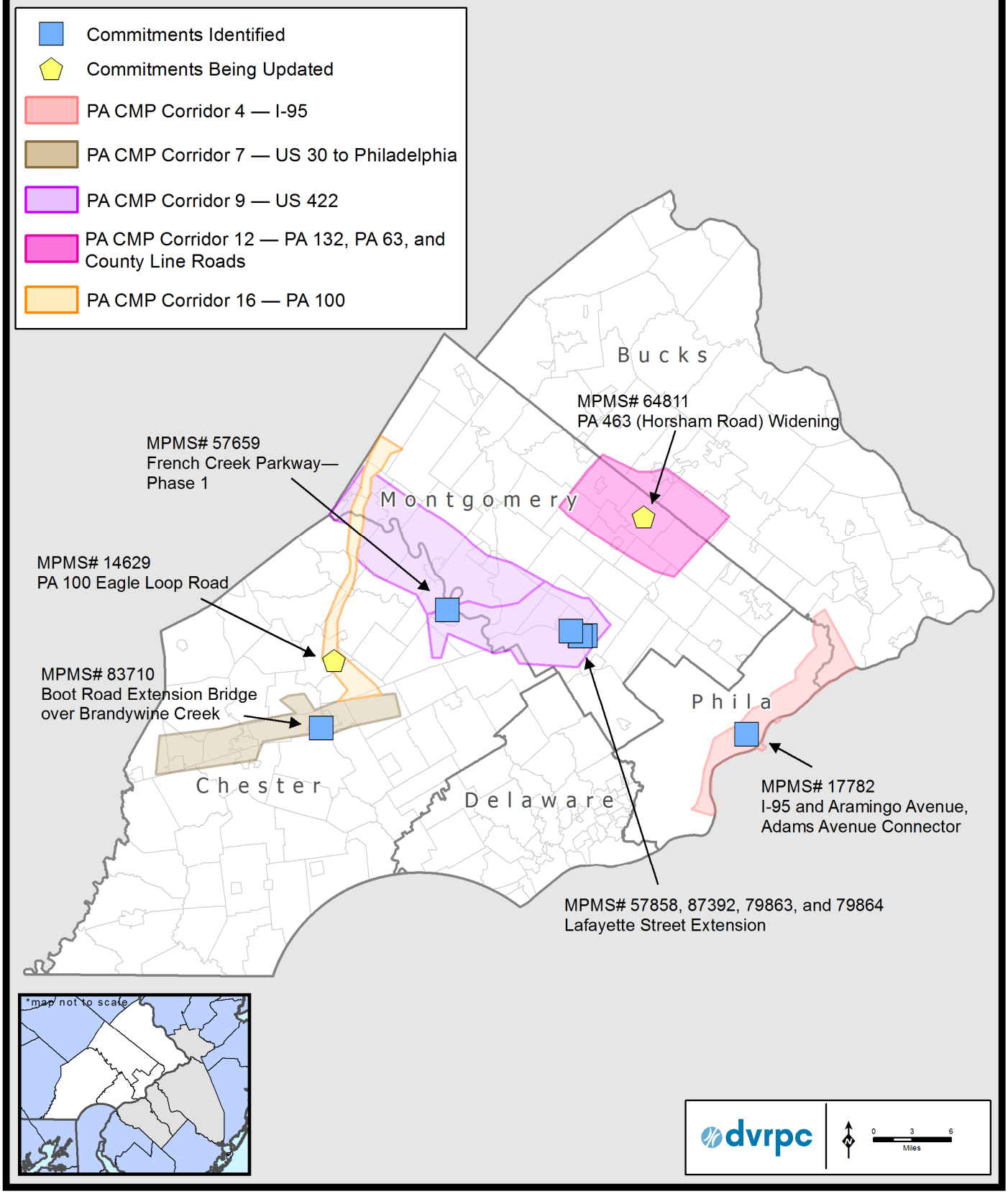
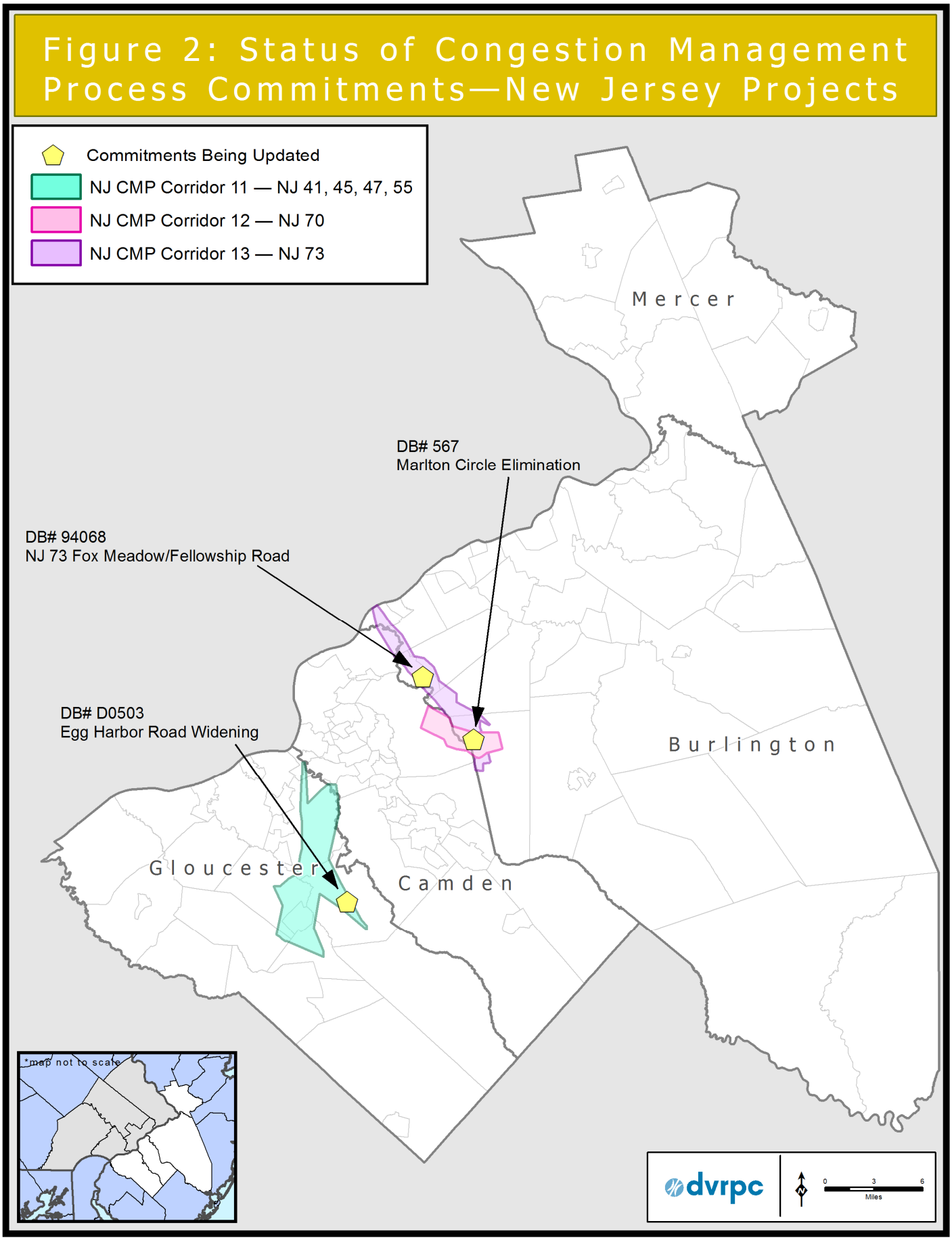


Figure 2: Status of Congestion Management Process Commitments—New Jersey Projects



Updated Commitments

Periodically, it is necessary to update CMP commitments to ensure that they are progressing as planned. This involves contacting the lead agency or organization to find out if, for example, a specific commitment that was planned has now been completed. In some cases, it is necessary to revise CMP commitments that were identified in previous memoranda. However, the scale of commitments must remain the same. An example of a revision would be if repeated efforts to locate a park-and-ride lot have failed and another, comparable strategy is now proposed. These memoranda provide an opportunity to update the status of previous commitments and/or to revise commitments that may have changed as the project has progressed through project development and construction.

In this memorandum, commitments for the Egg Harbor Road Widening, Marlton Circle Elimination, and NJ 73 Fox Meadow/Fellowship Road projects in New Jersey are being updated from those listed in previous memoranda. In Pennsylvania, the PA 100 Eagle Loop Road and PA 463 (Horsham Road) Widening projects are being updated. All of these projects have completed construction and their supplemental project commitment tables have been updated to reflect that all of the commitments have been completed as planned.

These updates are detailed in Appendix B of this memorandum.

Pennsylvania SOV Capacity-Adding Projects

Table 1 lists the Pennsylvania SOV capacity-adding projects included in the sixth round of CMP status review and the current status of the projects. Brief project descriptions are included in this chapter. Supplemental commitments for the Boot Road Extension Bridge over Brandywine Creek; French Creek Parkway—Phase 1; I-95 and Aramingo Avenue, Adams Avenue Connector; and Lafayette Street Extension projects are detailed in Appendix A. Supplemental commitments for the PA 100 Eagle Loop Road and PA 463 (Horsham Road) Widening projects are detailed in Appendix B.

Table 1: Pennsylvania Major Single Occupancy Vehicle Capacity-Adding Projects

Project	County	MPMS Number(s)	CMP Review Status	TIP Status
Boot Road Extension Bridge over Brandywine Creek	Chester	83710	Commitments identified	Final Design in 2015; construction is scheduled to begin in 2017.
French Creek Parkway—Phase 1	Chester	57659	Commitments identified	Final Design in 2013; construction is scheduled to begin in 2016.
I-95 and Aramingo Avenue, Adams Avenue Connector	Philadelphia	17782	Commitments identified	Construction is scheduled to begin in 2013.
Lafayette Street Extension	Montgomery	57858, 87392, 79863, and 79864	Commitments identified	Final Design is being completed. Construction is scheduled to begin in 2013.

Table 1: Pennsylvania Major Single Occupancy Vehicle Capacity-Adding Projects (continued)

Project	County	MPMS Number(s)	CMP Review Status	TIP Status
PA 100 Eagle Loop Road	Chester	14629	Commitments identified in 2008; updated in 2013	Construction is completed.
PA 463 (Horsham Road) Widening	Montgomery	64811	Commitments identified in 2007; updated in 2013	Construction is completed.

Sources: Pennsylvania Department of Transportation Project Managers; Pennsylvania Transportation Improvement Program 2013–2016 (Delaware Valley Regional Planning Commission, 2012).
Note: CMP = Congestion Management Process. MPMS = Multimodal Project Management System. TIP = Transportation Improvement Program.

Pennsylvania Projects with New Commitment Tables

The Boot Road, French Creek Parkway, and Adams Avenue Connector projects developed commitment tables that were approved by the DVRPC RTC and are now being listed in a *Supplemental Projects Status Memorandum* for the first time. The Lafayette Street Extension project developed a preliminary set of supplemental commitments in 2010. This memorandum includes the final, approved commitment table.

Boot Road Extension Bridge over Brandywine Creek

This project will include the construction of a new bridge over the Brandywine Creek with one travel lane in each direction and sidewalks. The project will provide a more direct connection to the Downingtown Amtrak/Southeastern Pennsylvania Transportation Authority (SEPTA) Train Station and regional bicycle and pedestrian facilities, including PA Bicycle Route L.

The new bridge is one component of the Boot Road Extension project, which will connect Boot Road from its current terminus point with Brandywine Avenue (east side of the bridge) to Viaduct Avenue. The road extensions on both sides of the bridge will be paid for entirely with local funds. The bridge and road will be publicly owned and open to all traffic.

Supplemental commitments include coordination to provide pedestrian and bicycle connections.

French Creek Parkway—Phase 1

This project is the first phase of the design and construction of French Creek Parkway. The project will provide a roadway connection between Main Street and Taylor Alley in the Borough of Phoenixville. It will include a new traffic signal, a new bridge over French Creek, and 0.4 miles of new collector roadway and sidewalk network. The project represents the first phase of the French Creek Parkway Master Plan and will support the redevelopment of a 120-acre brownfield site into a mixed-use development with office, retail, and residential uses.

Supplemental commitments include constructing sidewalks along the new roadway, connecting to and completing the Schuylkill River Trail Extension, and evaluating the feasibility of adjusting local bus routes to serve the new development once it is constructed.

I-95 and Aramingo Avenue, Adams Avenue Connector

This project will construct an extension of Adams Avenue east of Tacony Street to connect to ramps constructed as part of the I-95, Delaware Expressway at Betsy Ross Bridge Interchange project (MPMS# 9151A). It will also provide a connection between I-95 and Torresdale Avenue east of Frankford Avenue. This project is coordinated with the I-95, Betsy Ross Interchange set of projects (MPMS# 47812, 79904, 79905, 79903).

Supplemental commitments include signal improvements, turning movement enhancements such as a dual left-turn lane, and walking and bicycling improvements. The larger set of I-95 reconstruction projects also includes extensive supplemental commitments. (For the I-95 commitments, see the *2010 Supplemental Projects Status Memorandum*, DVRPC Publication 10020.)

Lafayette Street Extension

This project will involve extending Lafayette Street past its current terminus at Ford Street east to Conshohocken Road, as well as reconstructing and widening existing Lafayette Street from Barbados Street to Ford Street. Signal upgrades and turning movement enhancements to local roads in the project area such as Ridge Pike, Conshohocken Road, Fairfield Road, and Diamond Avenue are also planned. The existing Schuylkill River bicycle/pedestrian trail will be brought down to grade and buffered from the roadway. This project has been divided into three phases, with construction of the first phase scheduled to begin in 2013.

Supplemental commitments are being led by the Montgomery County Planning Commission and include transit enhancements, context-sensitive designs, improvements for pedestrians and bicyclists, intelligent transportation system (ITS) elements, and circulation improvements, among others. The project builds on and improves the accessibility of existing transit capacity, including SEPTA's Manayunk/Norristown commuter rail line and Norristown High Speed Line light rail services, both of which are served by the Norristown Transportation Center, located on Lafayette Street. In addition, by improving access to downtown Norristown and its riverfront, the project is expected to spur economic development.

Pennsylvania Projects with Updated Commitment Tables

PA 100 Eagle Loop Road

This project constructed a two-lane loop road with a center turn lane to the east of the Village of Eagle. The new, at-grade road was signed as PA 100. The project was one phase of a series of improvements designed to move traffic along the PA 100 corridor to accommodate commercial and residential development. A series of multi-use trails and pathways were planned and created in support of the transportation plan. Many of the trails were constructed by the developers who benefited from the PA 100 Eagle Loop Road.

PA 463 (Horsham Road) Widening

This project was the continuation of a planned roadway widening of PA 463 from Stump Road to General Hancock Boulevard. The project widened PA 463 from General Hancock Boulevard to North Wales Road. Together the two projects widened PA 463, Horsham Road, in Montgomery

County, from two to a minimum of four lanes. The project included a center/left-turn lane through the project area and left-turn lanes at all intersections, as well as pedestrian and bicycle improvements.

New Jersey SOV Capacity-Adding Projects

Table 2 lists the New Jersey SOV capacity-adding projects included in the sixth round of CMP status review and the current status of each project. Project descriptions are included in this chapter, and supplemental projects are detailed in Appendix B to this memorandum. All of the New Jersey projects listed below are updating commitments developed in previous editions of this memorandum.

Table 2: New Jersey Major Single Occupancy Vehicle Capacity-Adding Projects

Project	County	DB Number(s)	CMP Review Status	TIP Status
Egg Harbor Road Widening	Gloucester	D0503	Commitments identified in 2010; updated in 2012	Construction delayed due to funding issues. Construction scheduled to begin fall 2013.
Marlton Circle Elimination	Burlington	567	Commitments identified in 2008; updated in 2010 and 2012	Construction completed.
NJ 73 Fox Meadow/Fellowship Road	Burlington	94068	Commitments identified in 2008; updated in 2010 and 2012	Construction completed.

Sources: New Jersey Department of Transportation Project Manager, 2013; New Jersey Transportation Improvement Program 2012–2015 (Delaware Valley Regional Planning Commission, 2011).
Note: CMP = Congestion Management Process. DB = Database. TIP = Transportation Improvement Program.

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, including an auxiliary lane for left-turn movements at selected intersections. Planned supplemental projects include center turn lanes, pedestrian signals, and crosswalks in the project area.

Marlton Circle Elimination

The Marlton Circle, at the intersection of NJ 70 and NJ 73, was eliminated and a grade-separated interchange (NJ 73 over NJ 70) was constructed to replace it. The primary objective was to improve traffic flow and thereby reduce congestion on NJ 73 and NJ 70 through the intersection.

Crosswalks and pedestrian signals were installed in the project area where appropriate, and computerized traffic signals and closed-circuit TV were tied into NJDOT's South Jersey Traffic Operations Center (SJ TOC).

NJ 73 Fox Meadow/Fellowship Road

Before the project, NJ 73 was two lanes in each direction with shoulder/acceleration/deceleration lanes. The improvements provided three northbound lanes and three southbound lanes along NJ

73 at the intersection of Fox Meadow Road. Auxiliary/acceleration/deceleration lanes were constructed at the Fox Meadow Road exits and at the Main Street Bridge ramps of NJ 73.

Fellowship Road was also realigned at the traffic signal at Fox Meadow Road. The Main Street Bridge was replaced to provide proper vertical clearance over NJ 73. This required Main Street reconstruction and replacement of the bridge over the Pennsauken Creek. The project also included drainage improvements at the railroad bridge.

The project included extra wide shoulders southbound to accommodate bicycles on NJ 73 and sidewalks on Fox Meadow Road from NJ 73 to Main Street. Signals were computerized and tied into the SJ TOC.

Ongoing Coordination

A number of projects that have been in development for years were considered for review of supplemental project commitments for the 2012–2013 memorandum. These projects are still in early stages. Project managers are federally required to explore, document, and coordinate with DVRPC to determine whether the problem can be addressed by means other than adding new SOV capacity. After that step, DVRPC continues to communicate with the project sponsors to develop smart transportation solutions and CMP commitments to the region's congestion challenges. DVRPC staff also offers assistance to state DOTs and other project sponsors to identify operational, 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. To fully meet federal regulations, DVRPC staff and project sponsors need to start working together at the point of considering alternatives. The federal regulations state 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.

Specifically, DVRPC staff is communicating with the US 322 Corridor Congestion Relief project team in New Jersey and the PA 41 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 202 and US 1 Loop Roads, and US 1 bridges project managers to identify and finalize CMP commitments for these major SOV capacity-adding projects.

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 problems that may appear to call for major capacity-adding projects. Again, DVRPC staff is available to provide technical and meeting support as free resources to the project sponsor.

New Supplemental Project Tracking Database

In Fiscal Years 2012 and 2013, DVRPC's CMP staff developed a database to store and track CMP supplemental commitments. All of the commitment tables that were listed in previous memoranda, dating back to the first edition in 2007, were entered into the database.

The database is designed to track the specific commitments listed for each project, as well as both the status of individual commitments and of the table as a whole. Possible commitment statuses range from Planned to Completed. Possible statuses for the table as a whole include Preliminary, Adopted, and Completed. A table of supplemental commitments can be considered "closed" when all of its commitments are completed.

The database is also able to track additional information pertaining to specific commitments. For example, the number of parking spaces in a newly constructed park-and-ride lot could be stored for future reference, such as to analyze how quickly the new parking spaces were utilized.

CMP staff envisions the database as a useful tool to track and report on the status of CMP supplemental commitments. For example, the database has already been used to create a handout listing projects with uncompleted commitments to help with the decision-making process during TIP development. Staff intends to make this a regular practice going forward. The database will continue to be improved and enhanced over time.

CHAPTER 4

Conclusions

This document is the sixth 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. A database has been created to store and track CMP supplemental commitments.

In the current funding environment, many major SOV capacity-adding projects are taking longer to proceed through the design phases and, in turn, be constructed. Many projects are being reconsidered or rescoped 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.

To meet federal regulations, DVRPC staff has become more 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, CMP staff continues to help develop supplemental strategies. This involvement allows DVRPC staff to offer assistance in developing alternative or short-term supplemental projects, 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 regulation, and DVRPC has been working toward an efficient mechanism to implement this requirement. See the DVRPC reports, *Selecting Software to Evaluate the Anticipated Effectiveness of CMP Strategies* (Publication 10023) and *CMP Strategy Evaluation: Testing Short-Listed Programs* (Publication 12042) for more information.

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 developed acceptable final sets of supplemental CMP commitments in advance of planned construction phases. The other projects that are being studied or designed are considering appropriate commitments and alternatives to SOV capacity additions. 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.

Supplemental commitments remain flexible enough 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 significant changes to adopted commitments should be discussed with the stakeholder group and provided to DVRPC. Changes to commitments should be included in the biennial memoranda tracking supplemental strategy commitments so that they can be reviewed and approved by the CMP Advisory Committee and the DVRPC RTC or Board.

Appendix A

New Congestion Management Process Commitments by Project (Pennsylvania)

Table A-1: Boot Road Extension Bridge over Brandywine Creek (MPMS# 83710)

Commitment	Status	Lead Agency/Organization	Comments/ Appropriate Strategy
Provide sidewalk connection to Downingtown Amtrak/SEPTA train station	Planned	PennDOT/ Downingtown Borough	Walking and Bicycling Improvements
Document coordination of pedestrian/bicycle connections	Planned	PennDOT/SEPTA/ Downingtown Borough	Walking and Bicycling Improvements

Sources: Chester County Planning Commission, 2012; Pennsylvania Department of Transportation Project Manager, 2012; Pennsylvania Transportation Improvement Program 2013–2016 (Delaware Valley Regional Planning Commission, 2012).
Notes: MPMS = Multimodal Project Management System. PennDOT = Pennsylvania Department of Transportation. SEPTA = Southeastern Pennsylvania Transportation Authority.

Table A-2: French Creek Parkway—Phase I (MPMS# 57659)

Commitment	Status	Lead Agency/Organization	Comments/ Appropriate Strategy
Construct sidewalks along new collector roadway	Planned	PennDOT/Phoenixville Borough	Walking and Bicycling Improvements
Coordinate with developer to ensure connection of pedestrian/bicycle facilities to other existing or planned networks	Planned	PennDOT/Developer/ Phoenixville Borough	Walking and Bicycling Improvements
Evaluate feasibility of adjusting local bus routes to serve new development once it is finalized and constructed	Planned	SEPTA	Modifications to Existing Transit Routes or Services
Connect and complete Schuylkill River Trail Extension (see MPMS# 61885)	Planned	Developer/Phoenixville Borough	Walking and Bicycling Improvements
Promote growth in already-developed urban and suburban areas to reduce the rate of loss of undeveloped land	Completed	Phoenixville Borough	Growth Management and Smart Growth policy approaches supported by the state of Pennsylvania and the CMP
Actively redevelop a major brownfield by leveraging investment of federal transportation funds	Planned	Phoenixville Borough	Economic Development Oriented Transportation Policies
When development is finalized and constructed, evaluate TDM and other strategies to encourage use of fewer cars to employers as part of regular work program activities	Planned	GVFTMA	Marketing/Outreach for Transit and TDM Services; Encourage Use of Fewer Cars

Sources: Chester County Planning Commission, 2012; Greater Valley Forge Transportation Management Association, 2012; Pennsylvania Department of Transportation Project Manager, 2012; Southeastern Pennsylvania Transportation Authority, 2012; Pennsylvania Transportation Improvement Program 2013–2016 (Delaware Valley Regional Planning Commission, 2012).
Notes: CMP = Congestion Management Process. GVFTMA = Greater Valley Forge Transportation Management Association. MPMS = Multimodal Project Management System. PennDOT = Pennsylvania Department of Transportation. SEPTA = Southeastern Pennsylvania

Transportation Authority. TDM = Transportation Demand Management.

Table A-3: I-95 and Aramingo Avenue, Adams Avenue Connector (MPMS# 17782)

Commitment	Status	Lead Agency/Organization	Comments/Appropriate Strategy
Modify signal timings to optimize traffic flows	Planned	PennDOT	Signal Improvements
Provide dual left-turn lane and separate right-turn lane for Adams Avenue westbound approach; provide left-turn lane on Torresdale Avenue at the intersection with Adams Avenue	Planned	PennDOT	Turning Movement Enhancements
Bicycle and pedestrian amenities included along entire length of Adams Avenue from Torresdale Avenue to Aramingo Avenue	Planned	PennDOT	Final details being coordinated with Philadelphia Streets Department and Philadelphia Department of Parks and Recreation
Coordinate with larger-scale transit and TDM strategies associated with I-95 Section BRI Commitments	Planned/Ongoing	PennDOT/SEPTA/Philadelphia Streets Department/Others	See MPMS# 47812, 79903, 79904, 79905; www.95revive.com

Sources: Pennsylvania Department of Transportation Project Manager, 2012; Philadelphia Streets Department, 2012; Pennsylvania Transportation Improvement Program 2013–2016 (Delaware Valley Regional Planning Commission, 2012).
Notes: BRI = Betsey Ross Interchange. MPMS = Multimodal Project Management System. PennDOT = Pennsylvania Department of Transportation. SEPTA = Southeastern Pennsylvania Transportation Authority. TDM = Transportation Demand Management.

Table A-4: Lafayette Street Extension (MPMS# 57858, 87392, 79863, and 79864)

Commitment	Status	Lead Agency/Organization	Comments/Appropriate Strategy
Install closed-loop signal system along Lafayette Street	Ongoing	Montgomery County Planning Commission	Design being coordinated with PennDOT
Enhance Schuylkill River Trail	Ongoing	Montgomery County Planning Commission	Trail will be relocated to at-grade alignment
Install wide sidewalks and landscaped buffering along Lafayette Street; buffer Schuylkill River Trail from roadway	Ongoing	Montgomery County Planning Commission	10-foot sidewalks and 7-foot landscaped buffer; trail spaced from 7 to 48 feet away from road in Final Design
Increase commuter parking at SEPTA Norristown Transportation Center	Completed	SEPTA	Norristown Transportation Center Parking Garage constructed (5-level parking structure)
Provide center turn lanes on existing Lafayette Street	Ongoing	Montgomery County Planning Commission	Center turn lanes included in Final Design east of Mill Street

Table A-4: Lafayette Street Extension (MPMS# 57858, 87392, 79863, and 79864) (continued)

Commitment	Status	Lead Agency/Organization	Comments/Appropriate Strategy
Improve frequency of public transit in downtown Norristown	Completed	SEPTA	SEPTA provides additional late night and weekend service
Improve intercity bus connections	Completed	Montgomery County Planning Commission	Norristown Transportation Center Parking Garage contains ground-floor bus terminal used by intercity bus service providers
Provide shuttle service to corporate campuses	Completed/Ongoing	GVFTMA	CruiseLine East shuttle serves Norristown Transportation Center; shuttle funded as part of US 202 Section 300 CMS Commitments with private-sector contributions from Vanguard
Install preemption technology for emergency vehicles on traffic signals	Completed	Montgomery County Planning Commission/ Norristown/Plymouth Township	A 2009 PennDOT signal upgrade added preemption for emergency vehicles at all downtown intersections
Improve street circulation patterns in Plymouth Township	Ongoing	Montgomery County Planning Commission	Final Design includes Ridge Pike improvements and two-way access along Diamond Avenue from Conshohocken Road to Ridge Pike
Investigate improving 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 implement updated zoning codes and regulations in Norristown	Completed/Ongoing	Montgomery County Planning Commission/ Norristown	Lafayette Street Land Use Study completed 5/06; Norristown implemented interim zoning changes and plans to complete larger zoning overhaul
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, and landscaped median included in Final Design
Implement context-sensitive design features	Ongoing	Montgomery County Planning Commission/ Norristown	Wide sidewalks, landscaped buffers, on-street parking, trail landscaping, historic lighting, and street furniture included in Final Design; ongoing

Table A-4: Lafayette Street Extension (MPMS# 57858, 87392, 79863, and 79864) (continued)

Commitment	Status	Lead Agency/Organization	Comments/Appropriate Strategy
			coordination with Norristown
Install ITS components	Ongoing	Montgomery County Planning Commission	Fiber-optic cable and cameras included in Final Design in consultation with PennDOT emergency operations staff
Improve truck access along the corridor	Ongoing	Montgomery County Planning Commission	Widened lanes and improved signage included in Final Design meet project goal of keeping trucks off Main Street and side streets
Provide the public with construction news and traffic routing information	Ongoing	GVFTMA/PennDOT/ Montgomery County Planning Commission	Website and e-mail updates
Investigate bus stop amenities along Main Street	Ongoing	GVFTMA/Norristown	Coordinate with Norristown planning staff and Council
Install innovative stormwater management infrastructure	Ongoing	Montgomery County Planning Commission	Rain gardens, grass median, landscaping, and stormwater basins included in Final Design
Improve circulation of Norristown Transportation Center drop-off area and optimize surface/garage parking utilization	Planned	Montgomery County Planning Commission/ DVRPC/SEPTA	Improvements to drop-off area included in Final Design; parking utilization issues being evaluated as part of DVRPC *Norristown Transportation Center Intermodal Study and Concept Plan*

Sources: Greater Valley Forge Transportation Management Association, 2012; Montgomery County Planning Commission, 2012; Pennsylvania Department of Transportation Project Manager, 2012; Southeastern Pennsylvania Transportation Authority, 2012; Pennsylvania Transportation Improvement Program 2013–2016 (Delaware Valley Regional Planning Commission, 2012).
Notes: CMS = Congestion Management System. DVRPC = Delaware Valley Regional Planning Commission. GVFTMA = Greater Valley Forge Transportation Management Association. ITS = Intelligent Transportation System. MPH = Miles per Hour. MPMS = Multimodal Project Management System. PennDOT = Pennsylvania Department of Transportation. SEPTA = Southeastern Pennsylvania Transportation Authority.

Appendix B

Update of Congestion Management Process Commitments for Selected Projects

Pennsylvania Updates

Note: **Highlighted text** indicates updated items.

Table B-1: PA 100 Eagle Loop Road (MPMS# 14629)

Commitment	Status	Lead Agency/Organization	Comments/Appropriate Strategy
Ten-foot wide multi-use trail linking Byers Station Development with Eagle Village Center	Completed	Developer, Upper Uwchlan Township	Part of larger planned network of trails connecting new development in Township and Village of Eagle
Ten-foot wide multi-use trail along Eagle Loop Road to link with Eagle Hunt and Windsor Ridge Developments	Completed	Developers, Upper Uwchlan Township	Part of larger planned network of trails connecting new development in Township and Village of Eagle
Install traffic signals and crosswalks on Eagle Loop Road at Byers Road, at the Park Road Extension, on Park Road at Pottstown Pike, and at Little Conestoga Road	**Completed**	PennDOT	Pedestrian and Bicycle Improvements and Intersection Improvements
Provide pedestrian underpass under Eagle Loop Road for pedestrians using Byers Station trail	**Completed**	Upper Uwchlan Township	Pedestrian and Bicycle Improvements

Sources: Pennsylvania Department of Transportation Project Manager, 2013; Pennsylvania Transportation Improvement Program 2007–2010 (Delaware Valley Regional Planning Commission, 2007).
Notes: MPMS = Multimodal Project Management System. PennDOT = Pennsylvania Department of Transportation.

Table B-2: PA 463 (Horsham Road) Widening (MPMS# 64811)

Commitment	Status	Lead Agency/Organization	Comments/Appropriate Strategy
Construct sidewalk along north side of road through project area	**Completed**	PennDOT	Pedestrian and Bicycle Improvements
Construct 8-foot shoulder to accommodate bicycles	**Completed**	PennDOT	Pedestrian and Bicycle Improvements
Tie traffic signals into closed-loop system	**Completed**	PennDOT	Computerized traffic signals
Upgrade two traffic signals in project area	**Completed**	PennDOT	Basic upgrade of signals
Re-time traffic lights in corridor	**Completed**	PennDOT	Basic upgrade of signals
Construct center turn lane through project area	**Completed**	PennDOT	Center turn lanes are very appropriate strategy in this corridor
Construct left-turn lanes at intersections in project area	**Completed**	PennDOT	Intersection Improvements
Connect Route 202 Section 700 multi-use trail to Montgomery Township Building	**Completed**	Montgomery Township, PennDOT	Pedestrian and Bicycle Improvements

Sources: Pennsylvania Department of Transportation Project Manager, 2013; Pennsylvania Transportation Improvement Program 2007–2010 (Delaware Valley Regional Planning Commission, 2007).
Notes: MPMS = Multimodal Project Management System. PennDOT = Pennsylvania Department of Transportation.

New Jersey Updates

Note: **Highlighted text** indicates updated items.

Table B-3: Egg Harbor Road Widening (DBNUM# D0503)

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

Sources: New Jersey Department of Transportation Project Manager, 2012.
Notes: DBNUM = Database Number. ITS = Intelligent Transportation System. NJDOT = New Jersey Department of Transportation.

Table B-4: Marlton Circle Elimination (DBNUM# 567)

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

Sources: New Jersey Department of Transportation Project Manager, 2007. Updated 2010 and 2012.
Notes: CCTMA = Cross County Connections Transportation Management Association. DBNUM = Database Number. ITS = Intelligent Transportation System. NJDOT = New Jersey Department of Transportation.

Table B-5: NJ 73 Fox Meadow/Fellowship Road (DBNUM# 94068)

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

Sources: NJDOT Project Manager, 2007. Updated 2010 and 2012.
Notes: CCTMA = Cross County Connections Transportation Management Association. DBNUM = Database Number. ITS = Intelligent Transportation System. NJDOT = New Jersey Department of Transportation.

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

Abstract: This memorandum is the sixth review of the status of supplemental projects for major Single Occupancy Vehicle capacity-adding projects in the region's Transportation Improvement Programs. The Delaware Valley Regional Planning Commission worked with project sponsors to identify or update Congestion Management Process (CMP) commitments. All projects reviewed were found to be making reasonable progress with supplemental projects in accordance with federal CMP regulations. Since the last edition of this memorandum, a database for tracking CMP supplemental project commitments in New Jersey and Pennsylvania has been created.

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