



2016–2017 Congestion Management Process (CMP) Supplemental Projects Status Memorandum

April 2017



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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.



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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 ninth edition of this memorandum.

CMP staff reviewed the Fiscal Year (FY) 2016–2019 Transportation Improvement Program (TIP) for New Jersey and FY2017–2020 TIP for Pennsylvania. All projects that were identified as “major SOV capacity-adding” projects in the TIPs were reviewed with regard to CMP and supplemental strategy status. There were no new major SOV capacity-adding projects in New Jersey since the last edition of this memorandum. There were also no projects in New Jersey with supplemental commitments to update. However, during the next NJ TIP update, CMP staff will monitor two potential SOV capacity-adding projects that have been proposed for inclusion in early discussions. In Pennsylvania, four major SOV capacity-adding parent projects were identified that had not yet developed a set of supplemental commitments. DVRPC worked with the project managers and other appropriate stakeholders to develop supplemental strategies for these projects. This memorandum is also updating supplemental commitments for two very large projects in Pennsylvania. The US 202, Section 300 project has completed construction and the final table documents the successful completion of its robust set of CMP commitments. Many of these multimodal improvements will continue even though construction has been completed. The set of projects to rebuild and improve I-95 Sector A in Philadelphia are also updated in this memorandum. They provide another example of an ambitious set of multimodal supplemental commitments.

CMP staff is currently involved in two early coordination efforts for projects in concept development that may include SOV capacity additions. One project is in New Jersey, evaluating additional capacity on NJ 73 in Burlington County. The other is in Pennsylvania, evaluating solutions to congestion on PA 611 in Montgomery and Bucks counties. In addition, several projects in the FY2017–2020 TIP for Pennsylvania are still in the early stages of project development. CMP staff is in contact with the project managers and will continue to monitor these projects as they develop. The purpose of this early outreach is to work cooperatively with project stakeholders to develop long-term solutions to regional congestion.

As always, CMP staff will work with project sponsors to analyze whether congestion problems can be addressed by means other than adding new SOV capacity. 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. In FY2017, DVRPC staff plans to add an online database to make it easier for project sponsors and stakeholders to track the status of supplemental commitments.

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 CMP.¹ This is the ninth edition of this memorandum.

The CMP requires the lead agency to first explore alternatives to adding SOV capacity. 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 project to get the most from the investment. Incorporating supplemental strategies can save money in the short term by reducing how many miles need to be widened for projects that add new SOV capacity, and in the long term by supporting the use of multiple transportation modes. Regulations require projects adding SOV capacity to be consistent with the CMP in order to be eligible for federal funding.

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 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. Once commitments have been developed and approved, DVRPC staff also offers technical and meeting assistance to help implement supplemental commitments. DVRPC's work with specific projects is documented in this memorandum.

This memorandum includes new tables of supplemental commitments for four parent projects listed in the FY2017–2020 TIP for Pennsylvania. These commitment tables were developed through meetings with stakeholders and were presented to the DVRPC Regional Technical Committee (RTC) for endorsement on behalf of the DVRPC Board, as outlined by established CMP procedures.

There are no projects with new supplemental commitment tables in New Jersey, nor are there any projects with commitments to update at this time. However, CMP staff is monitoring two SOV capacity-adding projects that may be advanced during the next NJ TIP update.

In FY2017 or FY2018, DVRPC staff plans to add an online database to make it easier for project sponsors and stakeholders to track the status of supplemental commitments.

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 by the project sponsor in the project needs study or Environmental Impact Statement, 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.

CHAPTER 2: Project Review Process

DVRPC CMP staff reviewed all of the projects in the FY2016–2019 TIP for New Jersey and the FY2017–2020 TIP for Pennsylvania. Projects that were identified as “major SOV capacity-adding” in the TIPs were reviewed with regard to CMP and supplemental strategy status.

Federal regulations require that the TIP cover a minimum of four federal fiscal years of programming. DVRPC TIP documents for both states demonstrate a longer planning and programming horizon (10 years for New Jersey; 12 years for Pennsylvania) in order to better understand expected resources and to provide the region with a more realistic timeframe for advancement of TIP projects, as well as more realistic project costs. The funding presented in both TIP documents after the first four years is considered “Later Fiscal Years” (LFY) funding, and per regulation it is not technically available or able to be committed or authorized.

In recent years, fewer major SOV capacity-adding projects than in the past have been advancing to construction throughout the region. State DOTs have had to make do with limited funding at the state and federal levels, and preservation projects, including bridge and pavement maintenance, have been prioritized in both Pennsylvania and New Jersey. Pennsylvania increased its available transportation funding with the passage of Act 89 in 2013, and this infusion has led to the reactivation of many projects that had been put on hold due to lack of funding. In the fall of 2016, New Jersey approved an increase of transportation funding, although it has yet to be seen what this will mean in terms of new or reactivated projects. Still, funding for capacity-adding projects remains limited in both states. Preservation projects and operational improvements are the top priorities.

There were no new major SOV capacity-adding projects in the FY2016–2019 TIP for New Jersey that did not already have an approved table of supplemental commitments. There were also no projects in New Jersey with supplemental commitments to update in this memorandum. However, as the next NJ TIP progresses, CMP staff will monitor two potential SOV capacity-adding projects, the I-295/NJ 38 Interchange Missing Moves project in Burlington County and the US 1/CR 571 Penns Neck project in Mercer County. These projects were both initially proposed over a decade ago, but have not advanced due to limited funding and other issues. Discussions have begun regarding the feasibility of reintroducing these projects to the TIP. CMP staff will continue to monitor these projects and will work with stakeholders to develop and document supplemental commitments at the appropriate time.

In Pennsylvania, review of the draft FY2017–2020 identified four major SOV capacity-adding parent projects with Final Design (FD) programmed in the first four years of the TIP that had not yet developed a set of supplemental commitments. DVRPC worked with the project managers and other appropriate stakeholders to develop supplemental strategies for these projects. These commitments were reviewed by the project sponsors and the CMP Advisory Committee, and were endorsed by the RTC on behalf of the DVRPC Board before the FY2017–2020 TIP for Pennsylvania was adopted on July 28, 2016, as outlined by established CMP procedures. In addition, this memorandum is updating supplemental commitments for two very large projects in Pennsylvania. The US 202, Section 300 project has completed construction and the final table documents the successful completion of its robust set of supplemental commitments. Many of these multimodal improvements will continue even though construction has finished. The set of projects to rebuild and improve I-95 in Philadelphia are also updated in this memorandum. They are another example of an ambitious set of multimodal supplemental commitments.

While one purpose of these memoranda is to track the status of CMP supplemental commitments, the exercise of working together at earlier stages of project development 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 have contacted project managers and helped review proposed scopes of work. When requested, staff met with managers and stakeholders to identify potential supplemental strategies for commitments. DVRPC CMP staff is currently involved in two early coordination efforts for projects in concept development that may include SOV capacity additions. One project is in New Jersey, evaluating additional capacity on NJ 73 in the vicinity of Evesham Road. The other project is in Pennsylvania, evaluating solutions to congestion on PA 611 in Montgomery and Bucks counties. In addition, three projects in LFY of the FY2017–2020 TIP for Pennsylvania are still in the early stages of project development. CMP staff is in contact with the project managers and will continue to monitor these projects as they develop. 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 project²). These supplemental commitments may include projects and activities undertaken and/or funded by agencies other than the project sponsor. DVRPC has adopted a policy that all projects that propose to add major SOV road capacity 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 (PE) phase.

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 implementation of the supplemental projects. DVRPC should be involved throughout this process to act as a resource and assist in the tracking of supplemental project implementation. Once a set of supplemental commitments is approved by the RTC, an overview of the commitments and a reference to the memorandum in which they are documented is added to the TIP description for the appropriate parent project or projects.

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 be beyond what would 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 that 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. The table developed for the US 30 Bypass Widening and Reconstruction project adopted this approach in developing a set of supplemental commitments for the two projects that make up the overall improvement. The US 202, Section 300 and I-95 Sector A projects are excellent examples of the benefits to pursuing this comprehensive approach to congestion mitigation.

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.

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 2015 Congestion Management Process* (Publication Number 15044): This 17-page document provides a basic understanding of 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.

CHAPTER 3: SOV Capacity-adding Projects







Overview

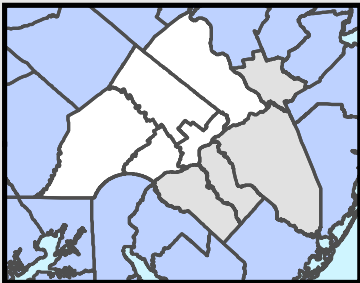
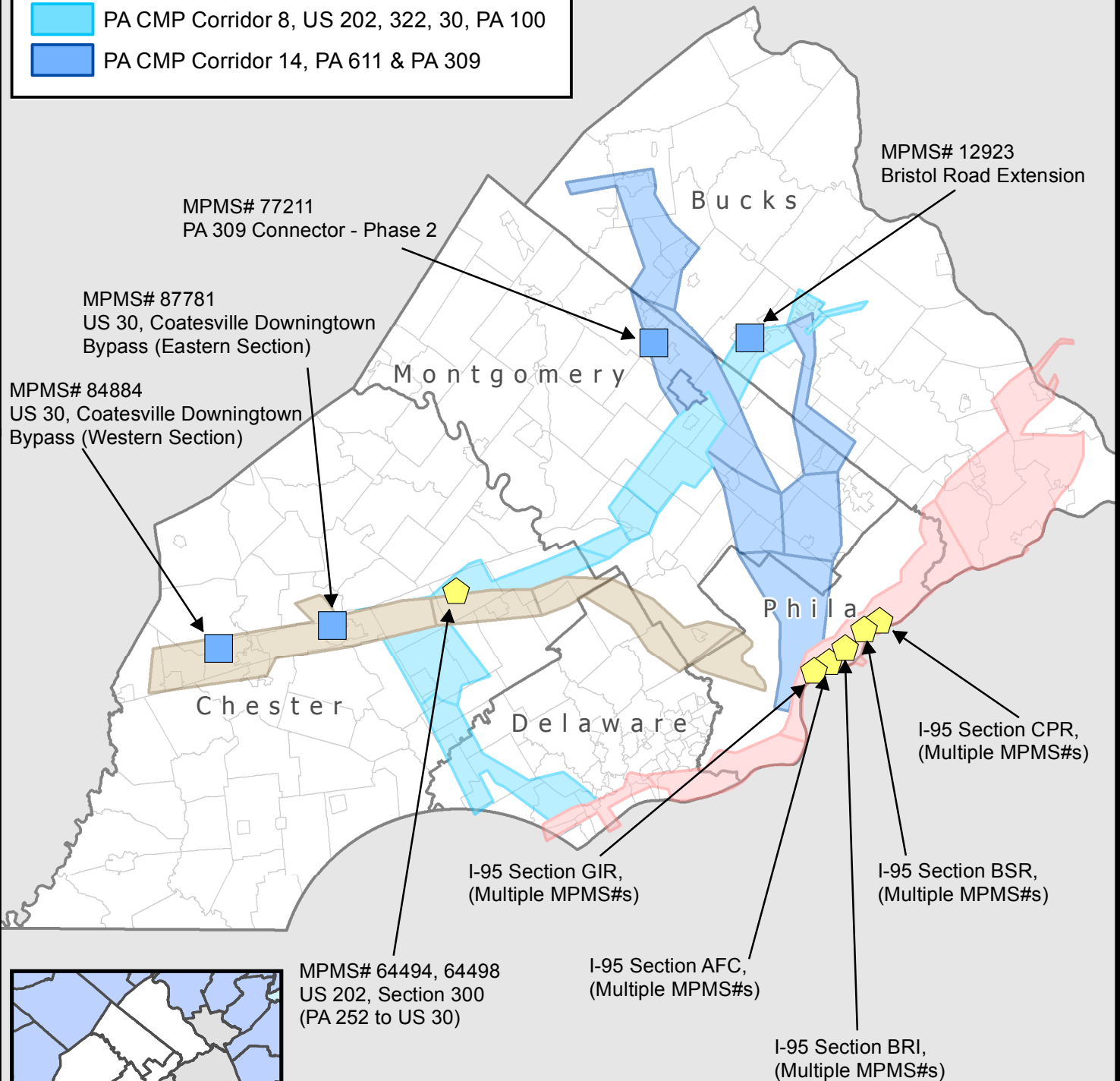
In this chapter, three types of parent SOV capacity-adding projects are addressed:

- **Major SOV capacity-adding projects with new commitment tables.** The parent projects are listed in Table 1 and the project descriptions are included in this chapter. Supplemental commitments are detailed in Appendix A. Projects with new commitment tables include:
 - Bristol Road Extension;
 - US 30 Bypass Widening and Reconstruction (Eastern and Western Sections); and
 - PA 309 Connector – Phase 2.
- **Major SOV capacity-adding projects whose commitments are being updated or revised.** The parent projects are listed in Table 1 and project descriptions are included in this chapter as a refresher, although they were also provided in previous memoranda. The updated supplemental commitments for these projects are detailed in Appendix B. In this update, there are two projects that fit this description:
 - The set of projects to rebuild and improve I-95 Sector A in Philadelphia; and
 - US 202, Section 300 in Chester County, Pennsylvania.
- **Potential major SOV capacity-adding projects that have not yet developed supplemental commitments.** CMP staff will work with the respective project managers and other stakeholders to develop a table of supplemental commitments scaled to the size of each project at the appropriate time. Once approved by DVRPC's Regional Technical Committee (RTC), these tables of supplemental commitments will be included in an online database. Project descriptions are not included because these projects are not currently listed in the TIP and the details of the specific improvements have yet to be worked out. These projects include:
 - I-295/NJ 38 Interchange Missing Moves in Burlington County, New Jersey; and
 - US 1/CR 571 Penns Neck in Mercer County, New Jersey.

Figure 1 (Pennsylvania Projects) is a regional context map that identifies the locations of all the parent projects covered in this memorandum.

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

-  Commitments Being Updated
-  Commitments Identified
-  PA CMP Corridor 4, I-95
-  PA CMP Corridor 7, US 30 to Philadelphia
-  PA CMP Corridor 8, US 202, 322, 30, PA 100
-  PA CMP Corridor 14, PA 611 & PA 309



New Jersey SOV Capacity-adding Projects

There were no new major SOV capacity-adding projects in the FY2016–2019 TIP for New Jersey that did not already have an approved table of supplemental commitments. There were also no recently completed projects in New Jersey with supplemental commitments to update for this memorandum. However, as the next NJ TIP update (scheduled to begin in late 2016/early 2017) progresses, CMP staff will monitor two potential major SOV capacity-adding projects, the I-295/NJ 38 Interchange Missing Moves project in Burlington County and the US 1/CR 571 Penns Neck project in Mercer County. Both projects were initially proposed over a decade ago, but have not advanced due to limited funding and other issues. Discussions have begun regarding the feasibility of reintroducing these projects to the TIP.

CMP staff will continue to monitor these projects, and will work with the respective project managers and other stakeholders to develop a table of supplemental commitments scaled to the size of each project at the appropriate time. Once approved by DVRPC's RTC, these tables of supplemental commitments will be published in a future edition or editions of this report. Project descriptions are not included in this chapter because these projects are not currently listed in the TIP, and the actual scope of proposed improvements is unknown at the time of this report's writing.

CMP staff will also continue to monitor a project in the concept development stage that is evaluating additional capacity on NJ 73 in the vicinity of Evesham Road in Burlington County.

Pennsylvania SOV Capacity-adding Projects

Table 1 lists the Pennsylvania SOV capacity-adding projects included in the ninth round of CMP status review and their current status. Brief project descriptions are included in this chapter. Each of the major SOV capacity-adding projects with new commitment tables published in this memorandum have FD funding programmed in the FY2017–2020 TIP for Pennsylvania. Commitments were reviewed by the project sponsors and the CMP Advisory Committee and were endorsed by the DVRPC RTC on behalf of the DVRPC Board before the FY2017–2020 TIP for Pennsylvania was adopted by the DVRPC Board on July 28, 2016.

Several other projects in Pennsylvania are still in earlier stages of development including PE and early FD phases. These projects, identified in the *2016–2017 CMP Supplemental Projects Status Memorandum*, include the Bridgewater Road Extension and I-95/US 322 Conchester Highway Interchange Improvements in Delaware County, and the PA 309 Connector – Phase 3 project in Montgomery County. CMP staff will continue to monitor these projects and will work with the respective project managers and other stakeholders to develop a table of supplemental commitments scaled to the size of each project at the appropriate time.

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

Project	County	MPMS Number(s)	CMP Review Status	TIP Status
Bristol Road Extension	Bucks	12923	Commitments identified	FD in FY2019
I-95 Sector A	Philadelphia	All sections in Philadelphia (over 30 MPMS#s)	Commitments updated	Multiple MPMS#s in design and under construction
PA 309 Connector – Phase 2 (Allentown Road to Souderton Pike)	Montgomery	77211	Commitments identified	FD in FY2017
US 202, Section 300	Chester	13945, 64494, 64498	Commitments updated	Construction completed
US 30, Coatesville Downingtown Bypass (Eastern Section)	Chester	87781	Commitments identified	FD beginning in FY2019
US 30, Coatesville Downingtown Bypass (Western Section)	Chester	84884	Commitments identified	FD beginning in FY2018

Sources: Pennsylvania Department of Transportation Project Managers; Pennsylvania Transportation Improvement Program 2017–2020 (Delaware Valley Regional Planning Commission, 2016).

Note: CMP = Congestion Management Process. FD = Final Design. FY = Fiscal Year. MPMS = Multimodal Project Management System. TIP = Transportation Improvement Program.

Projects with New Commitment Tables

Bristol Road Extension

This project will provide a two-lane extension of Bristol Road from US 202 to Park Avenue (approximately 2,000 feet). When completed, it will provide a two-lane bypass around Chalfont Borough, eliminating trips on US 202 and turning movements at the US 202/PA 152 intersection. The project would involve relocation of SEPTA siding track, a bridge across wetlands, and minor widening of the intersection at Bristol Road and US 202 to provide right and left turning lanes. The traffic signals and railroad crossing gates at the intersection of US 202 and Bristol Road will be redesigned. The project is scheduled to begin FD in FY2019. CMP commitments include new sidewalk connections, signal improvements, coordination with SEPTA, and intersection improvements.

PA 309 Connector—Phase 2 (Allentown Road to Souderton Pike)

The PA 309 Connector Projects are intended to create a direct connection between the Lansdale Interchange of the Pennsylvania Turnpike and the limited-access PA 309 Sellersville Bypass in Bucks County. Phase 1 created a bypass around Mainland Village in Montgomery County and widened Wambold Road from PA 63 (Sumneytown Pike) to Allentown Road. Phase 2 will extend Wambold Road on a new alignment from its current terminus at Allentown Road to the intersection of Cowpath Road and Township Line Road. The project will also improve Township Line Road from Cowpath Road to Penn Street. FD is scheduled to begin in

FY2017. CMP commitments include multiple improvements to local trails and sidepaths, as well as intersection improvements, deployment of Intelligent Transportation Systems (ITS) equipment for incident management, and pedestrian safety improvements.

US 30, Coatesville Downingtown Bypass (Eastern Section)

The purpose of this project is to reconstruct the mainline pavement in this section, including the potential addition of through lanes and capacity enhancements between PA 113 and PA 340, to be determined by traffic analysis. There are also plans to reconstruct and widen the mainline shoulders; replace and widen mainline bridge superstructures; construct new ramps to complete partial interchanges; reconstruct, realign, and lengthen all on and off ramps to provide storage length for traffic signals and/or ramp metering; reconstruct arterial overpasses; and install ITS elements including dynamic message signs, closed circuit television cameras, and incident detection systems. Minor improvements to parallel arterial routes may also be included as determined by traffic analysis. FD is scheduled to begin in FY2019.

US 30, Coatesville Downingtown Bypass (Western Section)

The purpose of this project is primarily to reconstruct the mainline pavement in this section. There are also plans to reconstruct and widen the mainline shoulders; replace and widen mainline bridge superstructures; construct new ramps to complete partial interchanges; reconstruct, realign, and lengthen all on and off ramps to provide storage length for traffic signals and/or ramp metering; reconstruct arterial overpasses; and install ITS elements including dynamic message signs, closed-circuit television cameras, and incident detection systems. Minor improvements to parallel arterial routes may also be included as determined by traffic analysis. This project also includes upgrading the Airport Road interchange to a full interchange. FD is scheduled to begin in FY2018.

Supplemental commitments for the two sections of the US 30, Coatesville Downingtown Bypass projects include investigation of numerous improvements to rail and bus transit in the corridor, as well as significant deployment of ITS infrastructure, signal retiming along parallel arterials, improvements for bicyclists and pedestrians, and promotion of Transportation Demand Management (TDM) strategies.

Projects with 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, the commitments for two projects in Pennsylvania are being updated from those listed in previous memoranda. The I-95 Sector A mega-project includes multiple sections, some of which are currently under construction, and some of which are still being designed. CMP staff has worked closely with PennDOT, SEPTA, multiple Transportation Management Associations (TMAs), and other stakeholders to coordinate and implement the best possible set of multimodal commitments to mitigate congestion during and beyond construction. The US 202, Section 300 project has completed construction and its supplemental project commitment table has been updated to reflect that all of the commitments have been completed as planned. Many of the commitments will continue even after construction activities have ceased.

Below are brief descriptions to provide further background about these projects.

I-95 Sector A

The I-95 Corridor, a major facility built in the 1960s, is home to many regional destinations. These destinations include sports, recreational and entertainment venues, employment centers like Center City Philadelphia, and major transportation/port facilities such as the Philadelphia International Airport and several port terminals. It also provides access to portions of New Jersey and Delaware via connections with other interstates and state routes.

More than \$2 billion has been programmed for PennDOT's long-term multi-phase initiative to rebuild and improve I-95 in Pennsylvania. Over the next decade, PennDOT will continue to focus on reconstructing I-95 Sector A, an eight-mile stretch between I-676 and Cottman Avenue north of Center City Philadelphia. The five sections that comprise what is known as "Sector A" (GIR, CPR, BSR, BRI, and AFC) are reflected in more than 30 separate MPMS#s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the Regional Highway Program of the DVRPC TIP. As of winter 2016/2017, construction is active at the Cottman/Princeton Interchange (CPR), the Betsy Ross Bridge/Aramingo Avenue Interchange (BRI), and the Girard Avenue Interchange (GIR). Two other sections, at the Bridge Street Interchange (BSR) and from the Frankford Creek, south of the Betsy Ross Interchange, to Allegheny Avenue (AFC) are in varying stages of design as engineers work out the details of rebuilding the interchanges and the connecting segments of I-95.

The set of multimodal supplemental commitments for this project is truly comprehensive, including major investments in transit, trails, improvements for bicyclists and pedestrians, ITS equipment on I-95 and other major roadways, signal improvements, intersection improvements, coordination with multiple TMAs to promote TDM, and much more.

US 202, Section 300 (PA 252 to US 30)

The US 202, Section 300 project has completed construction. It included widening and improvement of an approximately 6.5-mile stretch of highway between US 30 and North Valley Roads in East Whiteland and Tredyffrin Townships. Improvements to the highway consisted of reconstructing existing travel lanes, adding a third lane of travel in each direction, widening bridges to accommodate new lanes, installing ITS, and additional intersection and off-site improvements.

This project is an inspiring example of the benefits of a robust set of multimodal supplemental commitments. Although the project has completed construction, nearly all of the most important commitments for this project will continue on an ongoing basis. These include enhancements to transit routes, provision of connector shuttles, outreach to employers, TDM programs, ITS equipment, incident management, and construction of sidewalks and trails.



Appendix A

Appendix A: New Congestion Management Process Commitments

Pennsylvania Commitments

Table A-1: Bristol Road Extension, (MPMS# 12923)

Commitment	Status	Lead Agency / Organization	CMP Strategy
Provide sidewalk connection along new roadway and north side of US Business Route 202 through the intersection with Bristol Road and other intersections, if applicable	Planned	PennDOT, Chalfont Borough	Pedestrian and Bicycle Improvements
Improve existing traffic signals at the intersection of US Business Route 202 and Bristol Road and other intersections, if applicable	Planned	PennDOT	Signal Improvements
Add turning lanes at the intersection of Bristol Road and US Business Route 202 and other intersections, if applicable	Planned	PennDOT	Intersection Improvements
Coordinate with SEPTA	Planned	PennDOT, SEPTA	Transit Improvements

Sources: Pennsylvania Department of Transportation Project Managers; Pennsylvania Transportation Improvement Program 2017–2020 (Delaware Valley Regional Planning Commission, 2016).

Table A-2: US 30, Coatesville Downingtown Bypass, Eastern and Western Sections, (MPMS#'s 87781 and 84884)

Commitment	Status	Lead Agency / Organization	CMP Strategy
Corridor ITS expansion	Planned	PennDOT	Intelligent Transportation Systems (ITS)
Coatesville Train Station improvements and streetscape project to improve pedestrian and bicycle access	Planned/Ongoing	PennDOT, Amtrak	Transit Infrastructure Improvements
Downingtown Train Station relocation and potential Transit Oriented Development (TOD)	Planned	PennDOT, Amtrak	Transit Infrastructure Improvements, TOD
Expand bicycle parking at Downingtown Station	Planned	SEPTA	Improvements to Pedestrian and Bicycle Access to Transit Stations

Commitment	Status	Lead Agency / Organization	CMP Strategy
Exton Station improvements	Phase 1 Funded	SEPTA	Transit Infrastructure Improvements
Investigate improved bus connections at Exton Station	Being Investigated	SEPTA, TMACC	Modifications to Existing Transit Routes or Services
Paoli-Thorndale restoration of service west of Thorndale	Being Investigated	SEPTA	Modifications to Existing Transit Routes or Services
Paoli-Thorndale line capacity enhancements	Under Consideration	SEPTA, PennDOT	Modifications to Existing Transit Routes or Services
Expand bicycle parking at other rail stations as appropriate	Being Investigated	SEPTA	Improvements to Pedestrian and Bicycle Access to Transit Stations
Improved access to train stations (all modes)	Being Investigated	DVRPC, SEPTA, Municipalities	Improvements to Pedestrian and Bicycle Access to Transit Stations and Bus Stops
Coordinate with bus and shuttle routes to enhance service as appropriate	Being Investigated	SEPTA, TMACC	Modifications to Existing Transit Routes or Services
Business 30 traffic signal improvements	Ongoing	PennDOT, Various Municipalities	Signal Improvements
Signal retiming and upgrades at the intersection of Lincoln Highway and Airport Road	Planned	PennDOT, Valley Township	Signal Improvements
Investigate retiming other key arterial signal systems (Such as US 322, PA 113, PA 282, PA 340, PA 82) and address signal retiming hardware and communication related issues identified during implementation of traffic signal retiming, as appropriate	Being Investigated	PennDOT, DVRPC, Various Municipalities	Signal Improvements
Investigate construction of new park-and-ride locations and coordinate with TDM strategies (carpooling, vanpooling, etc.)	Being Investigated	PennDOT, TMACC	Park-and-Ride Lots, Encourage Use of Fewer Cars
Install bus shelters and improve safe access to bus stops as appropriate	Being Investigated	TMACC, Various municipalities	Enhanced Transit Amenities and Safety
Business 30 sidewalks and bike lanes	Being Investigated	PennDOT	Walking and Bicycling Improvements

Commitment	Status	Lead Agency / Organization	CMP Strategy
Business 30 access management improvements	Being Investigated	DVRPC, Various Municipalities	Access Management Policies and Projects
Airport Road Corridor intersection improvements	Under Consideration	Developers	Intersection Improvements of a Limited Scale
Airport Road Corridor pedestrian improvements	Under Consideration	Developers	Improvements for Walking
Airport Road Corridor transit improvements	Under Consideration	TMACC, Developers	Modifications to Existing Transit Routes or Services
Business 30 and Airport Road intersection improvements	Being Investigated	PennDOT	Intersection Improvements of a Limited Scale
Coordinate with Lincoln Highway & Octorara Trail Area Plan	Planned	PennDOT, CCPC, Sadsbury Township, Developers	Walking and Bicycling Improvements
Chester Valley Trail (West) Study	Planned	CCPC	New Connections to Help Complete The Circuit Regional Trail Network
Coordinate with US 30 Chester County Incident Management Task Force	Ongoing	PennDOT, CCPC, DVRPC, First Responders from various communities	Incident Management
Continue funding Expressway Service Patrol from Business 30 to PA 10	Ongoing	PennDOT, Chester County	Safety Improvements and Programs
Conduct employer outreach to promote/implement Transportation Demand Management (TDM) strategies	Planned	TMACC	Shift Peak Travel
Communicate/disseminate information about construction and major incidents, including working with major employers	Planned	TMACC	Maintenance Management

Sources: Chester County Planning Commission; Pennsylvania Department of Transportation Project Managers; Southeastern Pennsylvania Transportation Authority; Transportation Management Association of Chester County; Pennsylvania Transportation Improvement Program 2017–2020 (Delaware Valley Regional Planning Commission, 2016).

Table A-3: PA 309 Connector Project—Phase 2, Allentown Road to Souderton Pike, (MPMS# 77211)

Commitment	Status	Lead Agency / Organization	CMP Strategy
Construct sidepath and connect to local trails as applicable/ feasible	Being Investigated	PennDOT, DVRPC, Montgomery County, Hatfield Township, Franconia Township	Pedestrian and Bicycle Improvements
Realign existing sidepath and extend to Cowpath Road	Planned	PennDOT	Pedestrian and Bicycle Improvements
Extend sidepath from Elroy Road to Allentown Road	Being Investigated	PennDOT, DVRPC, Montgomery County, Hatfield Township, Franconia Township	Pedestrian and Bicycle Improvements
Stripe crosswalks and install pedestrian countdown timers at all signalized intersections	Planned	PennDOT	Pedestrian and Bicycle Improvements
Realign offset intersection of Souderton Pike and Township Line Road	Planned	PennDOT	Safety Improvements
Install traffic signals at major intersections; upgrade and coordinate signals in corridor	Planned	PennDOT	Signal Improvements
Coordinate with traffic unit to install ITS devices as appropriate (especially as needed for regional incident management)	Planned	PennDOT	Intelligent Transportation Systems (ITS)
Install left-turn lanes at all applicable signalized intersections	Planned	PennDOT	Safety/Circulation Improvements
Coordinate connector road access with residential developers	Planned	PennDOT, Developers	Access Management
Coordinate with SEPTA as necessary to accommodate bus routes in vicinity	Planned	PennDOT, SEPTA, DVRPC	Transit Improvements
Employer outreach to promote Transportation Demand Management (TDM) strategies	Planned	Partnership TMA	Marketing/Outreach for Transit and TDM Services
Communicate about construction and major incidents	Planned	PennDOT, DVRPC	Traveler Information Services

Commitment	Status	Lead Agency / Organization	CMP Strategy
Maintain website to provide public with information about project progress	Planned	McCormick and Taylor	Outreach and Marketing

Sources: Montgomery County Planning Commission; Pennsylvania Department of Transportation Project Managers; Southeastern Pennsylvania Transportation Authority; Pennsylvania Transportation Improvement Program 2017–2020 (Delaware Valley Regional Planning Commission, 2016).



Appendix B

Appendix B: Update of Congestion Management Process Commitments for Selected Projects

Pennsylvania Projects

Note: **Bold brown text** indicates **updated items**.

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

Commitment	Status	Lead Agency / Organization	Comments
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	Completed	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 (approximately 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

Commitment	Status	Lead Agency / Organization	Comments
Traffic signal improvements, closed loop system (18 intersections) State Road from Milnor Street to Grant Avenue; Princeton Avenue from Van Dyke Street 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)
Tyson Avenue signal improvements and corridor optimization from Rising Sun Avenue to Torresdale Avenue	In Construction	PennDOT, City of Philadelphia	Tyson Ave Signals (MPMS# 48195)
Park-and-Ride Lots for SEPTA, including: Bensalem; Trevoze; 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 message 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 (MPMS# 17918)
Provide SEPTA additional cars, signal improvements, track upgrades, shuttle service at Bensalem Park-and-Ride (25M)	Completed	PennDOT	Corridor-wide
Prepare and maintain a Transportation Management Plan for I-95 Corridor	Ongoing	PennDOT	Updated annually. Michael Baker International to maintain
Implement Incident Management Systems strategies along I-95 Corridor	Ongoing	PennDOT, City of Philadelphia	All Sections

Commitment	Status	Lead Agency / Organization	Comments
Coordination of ITS with Delaware River Port Authority, New Jersey Joint Toll Bridge Commission, Burlington County Bridge Commission	Planned	PennDOT	All Sections
Maintain website to update public about I-95 projects and potential detours and delays	Ongoing	PennDOT	www.95revive.com
Westmoreland Viaduct structure restoration including I-95 SB off-ramp to Allegheny Avenue	Completed	PennDOT	SR 0095, Section RS2 (MPMS# 50575)
I-95 bridge restoration over AMTRAK and widen to accommodate Academy Road merge onto I-95 SB	Completed	PennDOT	SR 0095 Section RS3 (MPMS# 47783)
State Road Viaduct structure restoration including widening I-95 SB off-ramp to Bleigh Avenue	Completed	PennDOT	SR 0095 Section RS3 (MPMS# 47783)
Provide funding to SEPTA to enhance rail capacity on the parallel Trenton Line	Ongoing	PennDOT/SEPTA	MPMS# 98207
Coordinate outreach activities among multiple Transportation Management Associations (TMAs) to promote Transportation Demand Management (TDM) techniques and reduce the number of drivers on the road, particularly during AM and PM peak commute hours	Ongoing	PennDOT, DVRPC, BCTMA, CPTMA, DCTMA, Clean Air Council	MPMS# 106654
Traffic signal interconnection and implementation of ITS devices on US-1/Roosevelt Boulevard from 9th Street to Woodhaven Road. Including but not limited to tag readers, cameras, and Dynamic/Variable Message Signs (DMS/VMS)	Planned	PennDOT, City of Philadelphia	MPMS# 103555

Source: PennDOT Project Manager, May 2007. Updated July 2009, November 2011, May 2013, and July 2016.

Table B-2: I-95 Reconstruction Section AFC, Ann Street to W heatsheaf Lane (MPMS#s 17813, 79911, 79912, 103557, 103558)

Commitment	Status	Lead Agency / Organization	Comments
Restripe streets for bike lanes – Allegheny Avenue, Castor Avenue	Completed	Philadelphia Dept. of Streets, PennDOT	SR 0095, Section AF2 (MPMS# 79912)
SEPTA – Reactivate the Route 15 trolley along Richmond Street	In Design	SEPTA	SR 0095, Section AF1 (MPMS# 79911)
Implement ITS Technology on I-95 between Ann Street and W heatsheaf Lane	Planned	PennDOT, City of Philadelphia	Section ITB
Maintain 5' bike lanes on Castor Avenue	In Design	PennDOT	SR 0095, Section AF2 (MPMS# 79912)
Provide interconnect between signals on Allegheny Avenue	In Design	PennDOT	SR 0095, Section AF2 (MPMS# 79912)
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 AF3 and AF4 (MPMS# 103557, 103558)
Construct sidewalk along south side of Castor Avenue making pedestrian travel safer and easier. Connect to existing sidewalk on west side. Extend to right-of-way line on east side. Provide crosswalks and ADA ramps for crossing ramps and crossing Castor Avenue	In Design	PennDOT	SR 0095, Section AF2 (MPMS# 79912)
Construct new ADA compliant stations to be compatible with SEPTA's anticipated modern trolley fleet	In Design	PennDOT, SEPTA	SR 0095, Section AF1 (MPMS# 79911)
Rebuild Westmoreland loop, including new station with green infrastructure	In Design	PennDOT, SEPTA	SR 0095, Section AF1 (MPMS# 79911)

Source: PennDOT Project Manager, May 2007. Updated July 2009, November 2011, May 2013, and July 2016.

Table B-3: I-95 Reconstruction Section BRI, Wheatsheaf Lane to Orthodox Street (MPMS#s 47812, 79903, 79904, 79905, 103559, 103560, 103561)

Commitment	Status	Lead Agency / Organization	Comments
Modify signal timings at Adams Avenue/Torresdale Avenue, add a separate right-turn lane for Adams Avenue WB approach	In Design	PennDOT	MPMS# 17782
Install traffic signal at Church Street/Tacony Street	In Design	PennDOT	I-95 Section BS4
Install closed-loop signal system with time-based coordination back-up along the Aramingo Avenue and Tacony Street arterials	Partially Complete	PennDOT	Aramingo Avenue was completed under SR 2009 Section C12. I-95 Section BSR will complete Tacony Street
Provide turn lanes on Aramingo Avenue and modify signal timings	Planned	PennDOT	I-95 Section BSR
Modify signal timings at Tacony Street/Aramingo Avenue	Complete	PennDOT	Traffic Signal replaced and ability to remotely adjust timings completed by SR 2009 Section C12
Install traffic control signal at Betsy Ross Bridge Off-Ramp/Richmond Street	In Construction	PennDOT	I-95 Section BR0
Modify signal timings at Lefevre Street/Richmond Street	In Construction	PennDOT	I-95 Section BR0
Install traffic control signal at Richmond Street/E. Bristol Street	In Construction	PennDOT	I-95 Section BR0
Install traffic signal interconnect at Castor Avenue/Richmond Street/Bridge Street	In Construction	PennDOT, City of Philadelphia	I-95 Section BR0

Source: PennDOT Project Manager, May 2007. Updated July 2009, November 2011, May 2013, and July 2016.

Table B-4: I-95 Reconstruction Section BSR, Orthodox Street to Levick Street (MPMS#s 47811, 79908, 79910, 103562, 103563)

Commitment	Status	Lead Agency / Organization	Comments
Modify signal timings at Wakeling Street/Torresdale Avenue	Dropped	PennDOT, City of Philadelphia	Not in current scope of work

Commitment	Status	Lead Agency / Organization	Comments
Modify signal timings at Bridge Street/Torresdale Avenue	Planned	PennDOT, City of Philadelphia	I-95 Sections BSR and BRI
Modify signal timings at Torresdale Avenue/Harbison Avenue	Complete	PennDOT	Traffic signal replaced and ability to remotely adjust timings installed in SR 2009 Section C12 project
Modify signal timings at Harbison Avenue/Bridge Street	Complete	PennDOT	Traffic signal replaced and ability to remotely adjust timings installed in SR 2009 Section C12 project
Bridge Street/Tacony Street – Provide left-turn lanes for all approaches, new signal	Planned	PennDOT	I-95 Section BS2
Arsenal Access/I-95 SB off-ramp/Tacony Street – Provide right-turn lane for I-95 off-ramp EB approach, new signal	Under Review	PennDOT	As part of BSR/BRI Point of Access (POA) revisions, this will be reviewed again
Modify signal timings on Tacony Street (Kirk and Comly Streets)	Planned	PennDOT, City of Philadelphia	I-95 Section BSR
Implement traffic calming on Bridge Street south of I-95	In Design	PennDOT, City of Philadelphia	I-95 Section BSR
Construct Frankford Creek Greenway from Aramingo/Wheatsheaf to Torresdale/Frankford	In Design	PennDOT, City of Philadelphia	I-95 Section BS4, SR 1026 Section H04
Construct Delaware Avenue Extension from Buckius Street to Tacony Street	Under Review	PennDOT, City of Philadelphia	As part of BSR BRI POA revisions, this is being evaluated

Source: PennDOT Project Manager, May 2007. Updated July 2009, November 2011, May 2013, and July 2016.

Table B-5: I-95 Reconstruction Section CPR, Levick Street to Bleigh Street (MPMS#s 47394, 79683, 79685)

Commitment	Status	Lead Agency / Organization	Comments
Replace sidewalks on Cottman Avenue between Torresdale Avenue and State Road	Completed	PennDOT	SR 0095, Section CP1 (MPMS# 79683)

Commitment	Status	Lead Agency / Organization	Comments
Replace sidewalks on State Road between Cottman and Princeton Avenues	Completed	PennDOT	SR 0095, Section CP1 (MPMS# 79683)
Install sidewalk bump-outs for traffic calming on Princeton Avenue at the Vandike, Hegerman, Edmund, Tulip, and Keystone intersections	Completed	PennDOT	SR 0095, Section CP1 (MPMS# 79683)
Provide 5-foot wide bike lanes on Princeton Avenue between State Road and Torresdale Avenue	Completed	PennDOT	SR 0095, Section CP1 (MPMS# 79683)
Provide bike lanes and sidewalk on Princeton Avenue between Milnor Street and State Road	In Construction	PennDOT	SR 0095, Section CP2 (MPMS# 79685)
Install Share the Road signs on New State Road and Millnor Street	Completed	PennDOT	SR 0095, Section CP1 (MPMS# 79683)
Provide two-way traffic on Cottman Avenue (currently 1-way WB) to eliminate “cut-through” traffic in neighborhood	Completed	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	Completed	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	Completed	PennDOT, City of Philadelphia	SR 0095, Section CP1 (MPMS# 79683)
I-95 corridor-related SR 73 roadway intersection and traffic signal improvements on State Road/New State Road between Cottman Avenue and Longshore Avenue	Construction Completed, Monitoring Planned	PennDOT, City of Philadelphia	SR 0095, Section CP1 (MPMS# 79683), Section CP2 (MPMS# 79685) 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	Construction Completed, Monitoring Planned	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	Construction Completed, Monitoring Planned	PennDOT, City of Philadelphia	SR 0095, Section CP1 (MPMS# 79683) for installation and joint monitoring

Commitment	Status	Lead Agency / Organization	Comments
Expand I-95 corridor ITS system between State Road and Betsy Ross Interchange	Planned	PennDOT, City of Philadelphia	SR 0095 future project
Enhance I-95 corridor Incident Management System between State Road and Betsy Ross Interchange	In Construction	PennDOT, City of Philadelphia, DRPA	SR 0095, Section CP2 (MPMS# 79685)
Install Ride Sharing promotion signs along Cottman Avenue (SR 73) approaching I-95	Completed	PennDOT	SR 0095, Section CP1 (MPMS# 79683)
Install Park-and-Ride promotion signs within SR 95-CPR construction limits directing motorists to existing facilities	In Construction	PennDOT	SR 0095, Section CP2 (MPMS# 79685)
Install Ride Sharing promotion signs along I-95	In Construction	PennDOT	SR 0095, Section CP2 (MPMS# 79685)
Implement additional connections to the Delaware River Waterfront trail system, such as at Magee Avenue and Princeton Avenue	Planned	PennDOT, City of Philadelphia	SR 0095 future project(s)

Source: PennDOT Project Manager, May 2007. Updated July 2009, November 2011, May 2013, and July 2016.

Table B-6: I-95 Section GIR, Race Street to Ann Street (MPMS#s 17821, 80094, 79686, 83640, 79826, 79827, 79828, 103553, 103554, 103555)

Commitment	Status	Lead Agency / Organization	Comments
Provide replacement parking area at corner of Delaware Avenue and Columbia Avenue	In Construction	PennDOT	SR 0095, Section GR3 (MPMS# 79826)
Add sidewalk along west side of Delaware Avenue from Columbia Avenue to Aramingo Avenue	In Construction	PennDOT	SR 0095, Section GR3 (MPMS# 79826)
Provide two-way, signed, 10-foot shared-use path along east side of Aramingo Avenue NB	In Design	PennDOT	SR 0095, Section GR4 (MPMS# 79827)
Construct green-painted, 5-foot bike lanes along both sides of Delaware Avenue/Richmond Street	In Construction	PennDOT	SR 0095, Sections GR1 (MPMS# 79686) and GR3 (MPMS# 79826)

Commitment	Status	Lead Agency / Organization	Comments
Reconstruct SEPTA Trolley Route 15 on Girard Avenue and Richmond Street; evaluate and construct potential new stops/platforms as feasible	Ongoing & In Construction	SEPTA, PennDOT	SR 0095, Sections GR1 (MPMS# 79686), GR3 (MPMS# 79826), and GR4 (MPMS# 79827) - PennDOT has been coordinating with SEPTA regarding required track adjustments and their trolley modernization project
Replace/maintain all existing sidewalks along local streets to a minimum width of 10 feet	In Design & Construction	PennDOT	SR 0095, Sections GR1 (MPMS# 79686), GR2 (MPMS# 83640), GR3 (MPMS# 79826), GR4 (MPMS# 79827), and GR5 (MPMS#s 79828\103533)
Construct sidewalks, traffic signals, signing, and pavement markings improving pedestrian access and safety	Partially Completed & In Design & Construction	PennDOT	SR 0095, Sections GR0 (MPMS# 80094), GR1 (MPMS# 79686), GR2 (MPMS# 83640), GR3 (MPMS# 79826), GR4 (MPMS# 79827), GR5&6 (MPMS#s 79828\103533)
Maintain a portion of the public parking system under I-95 Viaduct from Girard Avenue to Ann Street	In Design	PennDOT	SR 0095, Sections GR3 (MPMS# 79826) and GR4 (MPMS# 79827) - PennDOT is considering leasing a portion of the space under I-95 for other public uses
Create new public parking system under I-95 Viaduct from Palmer Street to East Susquehanna Street	In Design	PennDOT	SR 0095, Sections GR3 (MPMS# 79826) and GR4 (MPMS# 79827)
Add traffic signal at Girard Avenue and Richmond Street intersection	Completed	PennDOT	SR 0095, Sections GR0 (MPMS# 80094) and GR1 (MPMS# 79686)
Add traffic signal at I-95 NB ramp terminals with Richmond Street	In Construction	PennDOT	SR 0095, Sections GR3 (MPMS# 79826)
Add traffic signal at I-95 SB off-ramp to Aramingo Avenue SB	Partially Completed & In Design	PennDOT	SR 0095, Sections GR0 (MPMS# 80094) and GR4 (MPMS# 79827)
Provide fiber interconnect between traffic signals along Richmond Street/Delaware Avenue and Aramingo Avenue	In Design & Construction	PennDOT	SR 0095, Sections GR3 (MPMS# 79826) and GR4 (MPMS# 79827)

Commitment	Status	Lead Agency / Organization	Comments
Construct temporary detour roadway (Allen Street) along Conrail property to facilitate traffic detours during ramp closure and reconstruction	Complete	PennDOT	SR 0095, Section GR3 (MPMS# 79826)
Add traffic signal at Cambria Street and Richmond Street to facilitate detour traffic and future SEPTA trolley platform	In Design & Construction	PennDOT, SEPTA	SR 0095, Sections GR3 (MPMS# 79826) and GR4 (MPMS# 79827)
Maintain SEPTA Bus Routes 43, 54, 60, and 89	Ongoing	SEPTA	SR 0095, Sections GR0 (MPMS# 80094), GR1 (MPMS# 79686), GR2 (MPMS# 83640), GR3 (MPMS# 79826), GR4 (MPMS# 79827) and GR5&6 (MPMS#s 79828 & 103533)
Maintain PA Bicycle Route E	Ongoing & In Construction	PennDOT	SR 0095, Sections GR0 (MPMS# 80094), GR1 (MPMS# 79686), GR2 (MPMS# 83640), GR3 (MPMS# 79826), GR4 (MPMS# 79827) and GR5&6 (MPMS#s 79828 & 103533)
Deploy mainline and arterial ITS infrastructure along I-95, US 1, US 322, and I-676 in Delaware, Philadelphia, and Bucks Counties	Partially Completed & In Design & Construction	PennDOT	SR 0095, Sections GR0 (MPMS# 80094), GR1 (MPMS# 79686), GR2 (MPMS# 83640), GR3 (MPMS# 79826), GR4 (MPMS# 79827), GR5 (MPMS#s 79828), and GR6 (MPMS #103533)
Deploy ITS infrastructure along US-1 from 9th Street to Woodhaven Road, including cameras and dynamic/ variable message signs (DMS/VMS). Address fiber connectivity gaps as necessary	In Planning	PennDOT	SR 0095, Section GR8 (MPMS# 103555)

Source: PennDOT Project Manager, May 2007. Updated July 2009, October 2011, and July 2016.

Table B-7: US 202, Section 300 (PA 252 to US 30) (MPMS# 13945, 64494, 64498)

Commitment	Status	Lead Agency / Organization	Comments / CMP Strategy
Provide new bus service to Great Valley corporate area, including SEPTA 205, 306, and TMACC BEELine	Completed/Ongoing	SEPTA, Chester County Planning Commission, TMACC	BEELine initiated service March 2007; SEPTA services in April 2007; 306 service terminated in 2012 due to low ridership; SEPTA will continue operating 205 bus
Initiate new bus route (204) serving reverse commute market between Paoli Station and Frazer, Exton, and Lionville, including mid-day service	Completed/Ongoing	SEPTA, Chester County Planning Commission, PennDOT	SEPTA will continue operating 204 bus
Subscription Cruise Line East intercorporate shuttle service between rail stations, park-and-ride lots, and employment sites	Completed/Ongoing	PennDOT, GVFTMA	Vanguard is funding continued operation of the Cruise Line East
Subscription Cruise Line West intercorporate shuttle service between rail stations, park-and-ride lots, and employment sites	Dropped	PennDOT, TMACC	Not feasible—replaced with other shuttles. Contact Madeleine Fausto at PennDOT District 6 for more information
Provide early morning train from Philadelphia to Thorndale to serve reverse commute	Completed/Ongoing	SEPTA	Initiated on April 2001, funded by JARC; SEPTA will continue operating this service
Provide Thorndale Limited service (Great Valley Flyer), hourly outbound service between Malvern and Thorndale; also provide late AM peak train from Thorndale to Center City and additional late night train from Center City to Thorndale	Completed/Ongoing	SEPTA	Great Valley Flyer running; Malvern is the last stop on the late night train since November 2010; SEPTA will continue operating this service
Provide late evening (6:45 PM) train from Philadelphia to Thorndale	Completed/Ongoing	SEPTA	SEPTA will continue operating this service
Provide midday and late evening service on Route 206	Completed/Ongoing	SEPTA	This a carryover project from US 202, Section 400, funded by JARC
TMAs work closely with government and the business community to find solutions to relieving congestion and commute alternatives	Completed/Ongoing	GVFTMA, TMACC	Funded through Mobility Alternatives Program (MAP) and TMA Assistance grants. TMA efforts will continue under MAP and general TMA work programs

Commitment	Status	Lead Agency / Organization	Comments / CMP Strategy
TMA's expand programs within US 202 corridor	Completed/Ongoing	GVFTMA, TMACC, PennDOT	TMA efforts will continue under MAP and general TMA work programs
Provide assistance in setting up car- and vanpools and provide ride-matching with DVRPC	Completed/Ongoing	GVFTMA, TMACC, DVRPC, PennDOT	Carpool, vanpool, and ride-matching services will continue
Initiate corridor-specific Share-A-Ride program (DVRPC); TMAs assist in matching employees and individuals; erect signs promoting ridesharing program (PennDOT)	Completed/Ongoing	DVRPC, GVFTMA, TMACC, PennDOT	Signs erected; other efforts ongoing; Share-A-Ride program will continue
TMAs provide information and assistance to employers and employees in the corridor who wish to set up flexible or alternative work schedules or telecommuting programs	Completed/Ongoing	GVFTMA, TMACC	TMA efforts will continue under MAP and general TMA work programs
<p>Expand park-and-ride lot capacity; construct lots at:</p> <ol style="list-style-type: none"> 1) US 202 and US 30 2) US 202 and PA 29/Matthews Road 3) US 202 and South Gulph Road 4) US 202 and Paoli Pike 5) PA 113 and PA 100 6) I-476 and Matsonford Road 7) US 422 and Lewis Road 8) US 1 and PA 272 9) US 1 and PA 472 10) US 322 and US 30 Bypass interchange 	Completed	PennDOT, SEPTA	<ol style="list-style-type: none"> 1) US 202 and US 30 = 125 spaces 2) US 202 and PA 29/Matthews Road = 100 spaces 3) US 202 and South Gulph Road = 108 spaces 4) US 202 and Paoli Pike = 60 spaces 5) PA 113 and PA 100 = 37 spaces 6) I-476 and Matsonford Road = 60 spaces 7) US 422 and Lewis Road = 88 spaces 8) US 1 and PA 272 = 15 spaces 9) US 1 and PA 472 = 15 spaces 10) US 322 and US 30 = 32 spaces
Expand park-and-ride at Exton and Thorndale	Completed	PennDOT, SEPTA	Lot now has 116 spaces
Construction of Chester Valley Trail from Norristown, Montgomery County, to Exton, Chester County	Completed/Ongoing	Montgomery and Chester Counties, PennDOT	Phases 1 and 2 complete; ROW acquisition by Montgomery County ongoing
Pursue feasibility of Chester Valley Trail Phase 3 from Exton to Downingtown	Completed	PennDOT, Chester County	Phase 3 opened in September 2014

Commitment	Status	Lead Agency / Organization	Comments / CMP Strategy
Install bike lockers at five Paoli/Thorndale Line stations	Replaced	SEPTA	SEPTA will not provide bike lockers for security reasons; racks will be installed system-wide
Pave gravel lot at Malvern Station to add 50 parking spaces	Completed	SEPTA	Wall and tunnel work ongoing
Work with private developer to provide additional amenities at Exton Station	Completed	PennDOT, Chester County, West Whiteland Township	Expanded Parking/Improved Access to Stations (all modes)
Complete ongoing corridor-related roadway, intersection, and signal improvements as part of PennDOT's 12-Year Program: 1) Swedesford Road and Planebrook Road/ Phoenixville Pike intersection improvements 2) Phoenixville Pike and PA 401 intersection improvements 3) PA 401 adaptive traffic signal system	Completed	PennDOT, Tredyffrin Township, East Whiteland Township	Intersection Improvements of a Limited Scale, Signal Improvements
Expanded Travel Time System and Incident Management System	Completed/Ongoing	PennDOT	ITS, Incident management
News releases and traffic operational brochures prepared during the various phases of US 202 improvement project	Completed	PennDOT, TMACC, GVFTMA	See www.us202.com
Provide sidewalks on all overpasses within Section 300	Completed	PennDOT	PA 401 underpass also constructed with full width (10-foot) shoulders on both sides
Pursue a voluntary parking management program in the corridor	Dropped	GVFTMA, TMACC	Met with weak response; liability is a concern
Continuation of county and municipal planning initiatives	Completed/Ongoing	Chester County Planning Commission	Chester County Landscapes Plan advocates TDM; Willistown Township adopted transit oriented zoning ordinance for the area surrounding the Paoli Transportation Center

Sources: US 202, Section 300, in Congestion Management System Report (Delaware Valley Regional Planning Commission, July 1999); Chester County Planning Commission, 2011; Pennsylvania Department of Transportation Project Managers, 2011; Southeastern Pennsylvania Transportation Authority, 2011; Pennsylvania Department of Transportation Improvement Program 2011–2014 (Delaware Valley Regional Planning Commission, 2010), Delaware Valley Regional Planning Commission, 2016.

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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 Delaware Valley Regional Planning Commission's (DVRPC's) ninth review of the status of supplemental projects for major Single Occupancy Vehicle (SOV) capacity-adding projects in the region's Transportation Improvement Programs (TIPs). Congestion Management Process (CMP) staff reviewed all projects in the Fiscal Year (FY) 2016–2019 TIP for New Jersey and FY2017–2020 TIP for Pennsylvania. There were no new major SOV capacity-adding projects or projects with commitments to update in New Jersey. However, during the next NJ TIP update, CMP staff will monitor two potential SOV capacity-adding projects that have been proposed. New tables of multimodal supplemental commitments for four major SOV capacity-adding projects in Pennsylvania are included in this report. In addition, the US 202, Section 300 project in Pennsylvania has completed construction and its table of commitments is updated for the final time. An update of the series of commitment tables for the I-95 Sector A projects in Philadelphia is also included. There are several projects in New Jersey and Pennsylvania that are still in the early stages of project development. CMP staff is in contact with the project managers and will continue to monitor these projects. The purpose of this early outreach is to work cooperatively with project stakeholders to develop long-term solutions to regional congestion.

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