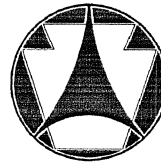


TRUCK SURVEY

I-95 Intermodal Mobility Project

SUPPLEMENT NO. 1

*Prepared for
the*



**PENNSYLVANIA
DEPARTMENT OF
TRANSPORTATION**

by the



**DELAWARE
VALLEY
REGIONAL
PLANNING
COMMISSION**

June 1992

HEADING FOR THE TWENTY-FIRST CENTURY

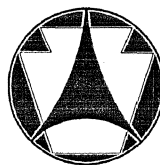


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This report, prepared by the Transportation Planning Division of the Delaware Valley Regional Planning Commission, was financed by the Pennsylvania Department of Transportation and the Federal Highway Administration. The authors, however, are solely responsible for its finding and conclusions, which may not represent the official views or policies of the funding agencies.

Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency which provides continuing, comprehensive and coordinated planning for the orderly growth and development of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties as well as the City of Philadelphia in Pennsylvania and Burlington, Camden, Gloucester, and Mercer counties in New Jersey. The Commission is an advisory agency which divides its planning and service functions among the Office of the Executive Director, the Office of Public Affairs, and three line Divisions: Transportation Planning; Regional Information Services Center, which includes the Office of Regional Planning; and Finance and Administration. DVRPC's mission for the 1990s is to emphasize technical assistance and services and to conduct high priority studies for member state and local governments, while determining and meeting the needs of the private sector.



The DVRPC logo is adapted from the official seal of the Commission and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole while the diagonal bar signifies the Delaware River flowing through it. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey. The logo combines these elements to depict the areas served by DVRPC.

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Publication Abstract

TITLE	Date Published: June 1992
I-95 INTERMODAL MOBILITY PROJECT	
TRUCK SURVEY Supplement No. 1	Publication No. 92016

Geographic Area Covered:

Bucks, Philadelphia, and Delaware counties

Key Words:

Trucks, Survey, Highway Reconstruction, Traffic Patterns

ABSTRACT

This report is intended to supplement Volume 4 of the I-95 Intermodal Mobility Project, which presented the results of the truck survey taken in the I-95 corridor through Pennsylvania. The survey was designed to collect data to determine existing traffic patterns and to aid in the design and evaluation of proposed highway improvements and strategies for the I-95 corridor.

This supplement contains further analysis of the interchanges used by trucks, their reason for choosing I-95, and alternatives routes that could be used to avoid delays caused by reconstruction. The data should help elucidate the differing trip characteristics of single units and trailer trucks, and gauge the impact that reconstruction will have on corridor travel patterns.

For More Information Contact:



Delaware Valley Regional Planning Commission
Regional Information Services Center
The Bourse Building
21 South 5th Street
Philadelphia Pa. 19106
(215) 592-1800

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INTRODUCTION

The *I-95 Intermodal Mobility Project* is a multi-phase, multi-year work program encompassing the reconstruction of I-95 through Pennsylvania, as well as the development and implementation of traffic management strategies. The Delaware Valley Regional Planning Commission (DVRPC) was asked by the Pennsylvania Department of Transportation (PennDOT) to compile a data bank on all aspects of the I-95 corridor that would support the preliminary planning for the project. As part of this effort DVRPC conducted traffic surveys during the fall of 1990.

This report is intended to supplement Volume 4 of the I-95 Intermodal Mobility Project, which presented the results of the truck survey. The survey included both single units and trucks with trailers, and was conducted at entrance ramps to I-95 and at major truck terminals within the corridor. Volume 4 should be consulted for a description of the survey conduct and previous analyses. The surveys were designed to elicit information on trip patterns useful in planning the work and in minimizing the disruption it will cause.

The tabulations contained herein provide further analyses of the responses to Question 4 (exit used), Question 7 (reason for choosing I-95), Question 8 (response if reconstruction delays traffic), and Question 9 (alternative routes). The responses have been disaggregated by truck type and by highway segment. The data should help elucidate the differing trip characteristics of single units and trailer trucks, and gauge the impact that reconstruction will have on corridor travel patterns.

The segments are defined by the interchanges used to enter and exit I-95. Since the highway provides direct access to the Delaware River bridges and connections to the Schuylkill Expressway (I-76), actual trip origins and destinations may be quite far removed from the indicated interchanges and the I-95 segment may be only a small piece of the total trip.

For purposes of tabulations, the entrances and exits have been grouped in the following six segments:

- Points North
- Bucks County
- Philadelphia from Race Street north
- Philadelphia south of Race Street
- Delaware County
- Points South

The tables are arranged with data for single unit trucks displayed in the left column and that for trailer trucks on the right. Responses are stated as percentages with the sample size indicated at the top of each column. Some possible combinations have

been omitted because of small sample size. Though southbound trucks entering Pennsylvania on I-95 from New Jersey were sampled, no surveys were taken of northbound trucks entering from the State of Delaware.

QUESTION 4

Which I-95 Exit Did You Use?

TABLES

Question	WHICH I-95 EXIT DID YOU USE?			
Respondents	Trucks which entered I-95 at an interchange in NEW JERSEY			
Truck Type/Number	Single unit trucks	37	Trucks with trailers	91
Responses	An interchange—		An interchange—	
	In Bucks County	71%	In Bucks County	35%
	In Philadelphia		In Philadelphia	
	From Race St. N	13%	From Race St. N	27%
	S of Race St.	0%	S of Race St.	15%
	In Delaware County	11%	In Delaware County	8%
	South of state line	5%	South of state line	14%
Comments	Philadelphia was the destination of the largest share of the southbound trailer trucks crossing the Scuders Falls Bridge, whereas Bucks County was the destination for almost three-fourths of the single units. Almost 15% of the trailers entering Pennsylvania were passing through to Delaware.			

Source: Delaware Valley Regional Planning Commission *I-95 Truck Survey*

Question	WHICH I-95 EXIT DID YOU USE?			
Respondents	Trucks which entered I-95 at an interchange in BUCKS COUNTY			
Truck Type/Number	Single unit trucks	162	Trucks with trailers	215
Responses	An interchange—		An interchange—	
	North of state line	17%	North of state line	15%
	In Bucks County	49%	In Bucks County	33%
	In Philadelphia		In Philadelphia	
	From Race St. N	22%	From Race St. N	28%
	S of Race St.	5%	S of Race St.	13%
	In Delaware County	5%	In Delaware County	5%
	South of state line	2%	South of state line	6%
Comments	Three-fourths of all trucks entering I-95 at an interchange in Bucks County exited in either Bucks County or Philadelphia. Only about ten percent were headed toward Delaware County or points further south. Trailer trucks were more likely, than single units, to be destined to Philadelphia and, though the percentage is still small, were three times as likely to be traveling south of the state line.			

Source: Delaware Valley Regional Planning Commission *I-95 Truck Survey*

Question	WHICH I-95 EXIT DID YOU USE?			
Respondents	Trucks which entered I-95 at an interchange in PHILADELPHIA from Race St. north			
Truck Type/Number	Single unit trucks	177	Trucks with trailers	261
Responses	An interchange—		An interchange—	
	North of state line	4%	North of state line	11%
	In Bucks County	26%	In Bucks County	27%
	In Philadelphia		In Philadelphia	
	from Race St. N	44%	from Race St. N	26%
	S of Race St.	16%	S of Race St.	18%
	In Delaware County	5%	In Delaware County	3%
	South of state line	5%	South of state line	13%
Comments	Most of the truck trips entering the highway in North Philadelphia are relatively short, with one-third also exiting in North Philadelphia. Of those exiting in South Philadelphia, about four-fifths did so at the interchange with I-76, which provides access to local marine and intermodal facilities, as well as the Walt Whitman Bridge. About one-fourth of the trucks exited in Bucks County. Trailer trucks were twice as likely as single units to leave the state before exiting the highway.			

Source: Delaware Valley Regional Planning Commission *I-95 Truck Survey*

Question	WHICH I-95 EXIT DID YOU USE?			
Respondents	Trucks which entered I-95 at an interchange in PHILADELPHIA south of Race St.			
Truck Type/Number	Single unit trucks	125	Trucks with trailers	267
Responses	An interchange —		An interchange —	
	North of state line	3%	North of state line	7%
	In Bucks County	11%	In Bucks County	12%
	In Philadelphia		In Philadelphia	
	from Race St. N	16%	from Race St. N	15%
	S of Race St.	23%	S of Race St.	31%
	In Delaware County	33%	In Delaware County	17%
	South of state line	14%	South of state line	17%
Comments	Almost one-third of the trips by trailer trucks remained local to South Philadelphia, but this segment of the highway serves the airport, several major freight terminals, and the Walt Whitman Bridge. Single units were twice as likely as trailers to exit in Delaware County.			

Source: Delaware Valley Regional Planning Commission *I-95 Truck Survey*

Question	WHICH I-95 EXIT DID YOU USE?			
Respondents	Trucks which entered I-95 at an interchange in DELAWARE COUNTY			
Truck Type/Number	Single unit trucks	137	Trucks with trailers	185
Responses	An interchange—		An interchange—	
	North of state line	1%	North of state line	3%
	In Bucks County	3%	In Bucks County	9%
	In Philadelphia		In Philadelphia	
	From Race St. N	4%	From Race St. N	6%
	S of Race St.	31%	S of Race St.	31%
	In Delaware County	39%	In Delaware County	38%
	South of state line	22%	South of state line	13%
Comments	About three-fourths of trucks entering in Delaware County exited in either Delaware County or Philadelphia.			

Source: Delaware Valley Regional Planning Commission *I-95 Truck Survey*

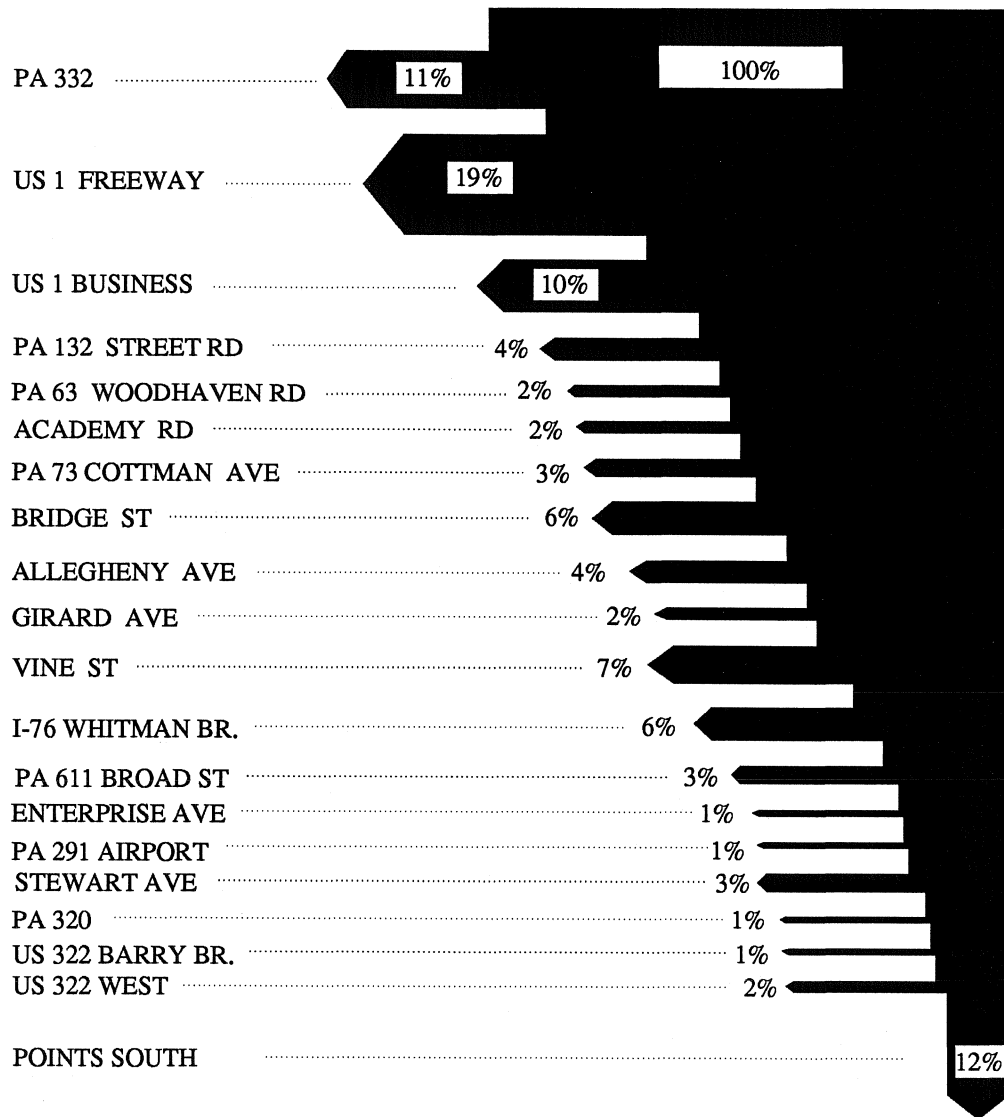
QUESTION 4

Which I-95 Exit Did You Use?

CHARTS

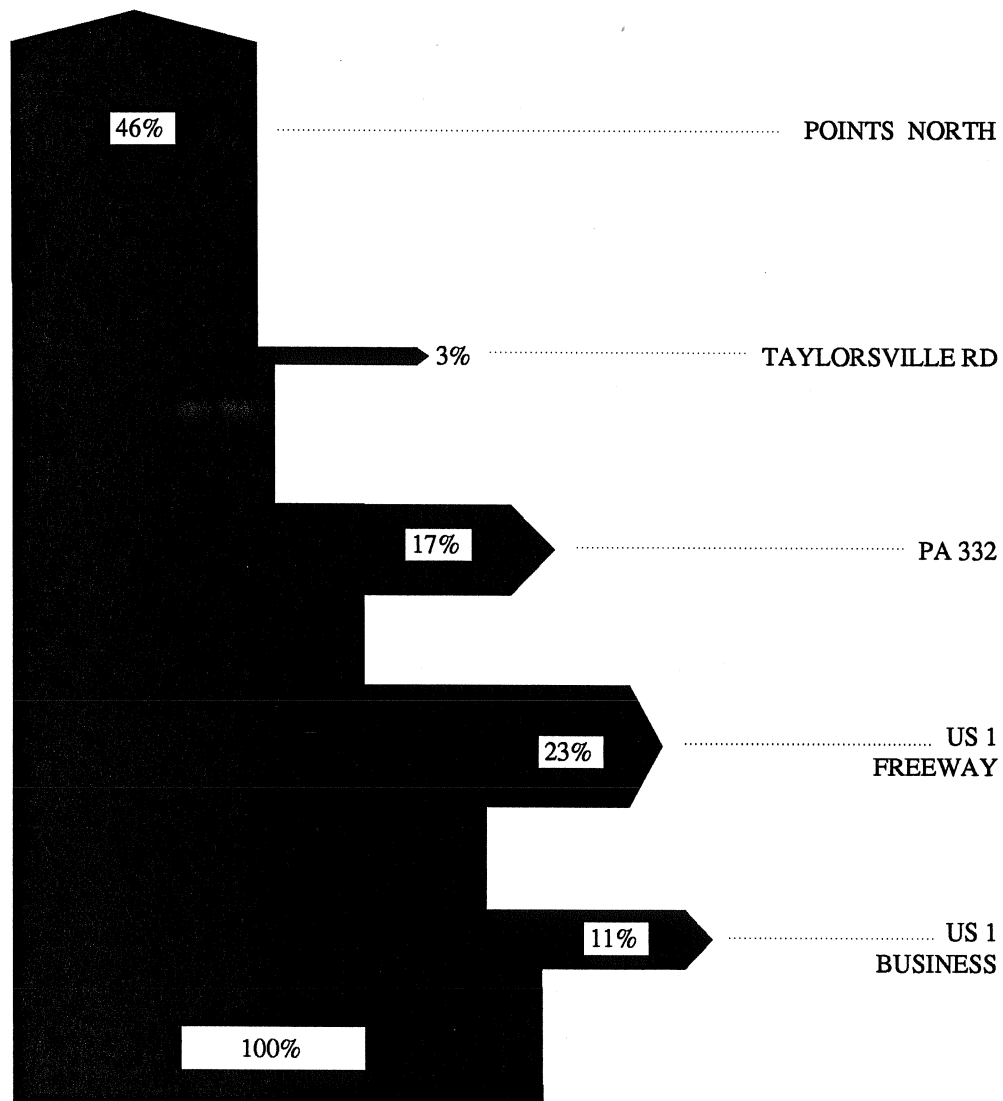
The following charts provide interchange specific information on how trucks are using I-95. Each chart represents a stream of trucks (single plus multiple units) entering a single interchange and flowing in the specified direction. Arrows peeling off to the right (northbound) or left (southbound) represent exiting traffic, and that continuing vertically the traffic surviving from the entering stream. Arrow widths are proportional to the percentage of entering traffic.

LOCATION: Southbound I-95 between Rest Area and PA 332



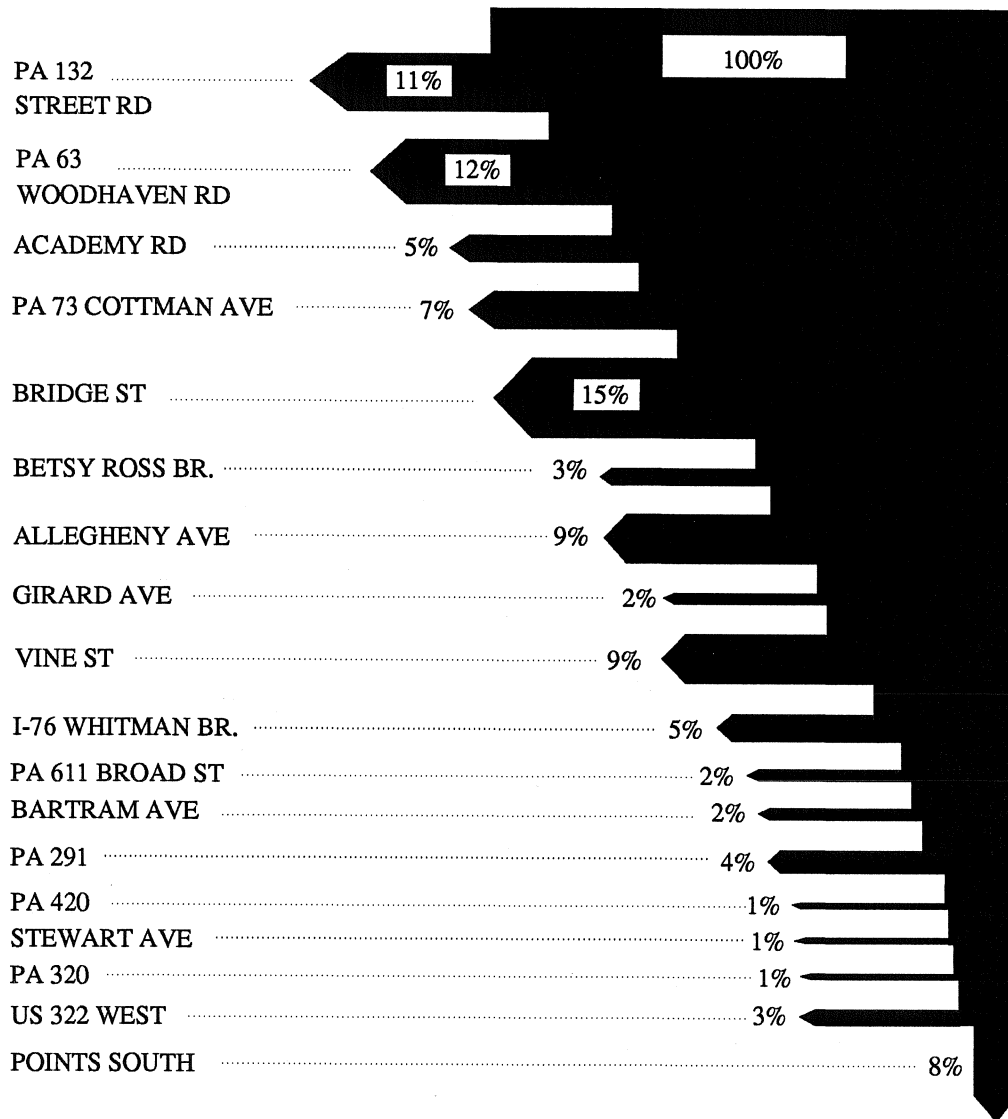
- 46% of the truck traffic coming from New Jersey exits in Bucks County
- 12% of the traffic stream consists of through traffic headed for Delaware and points south
- Almost one-fifth of the traffic exits to the US 1 Freeway

LOCATION: Northbound On-Ramp from PA 413 (Bristol)



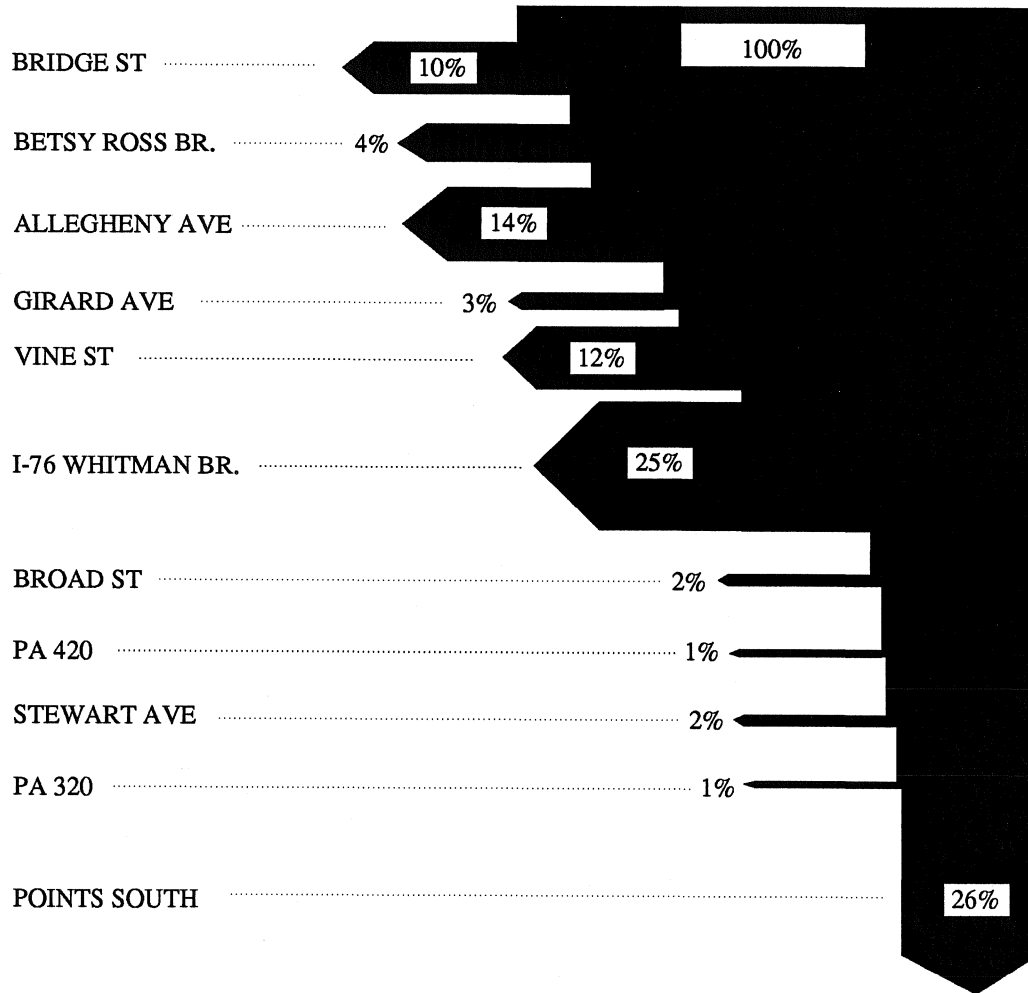
- Almost one-half of the traffic travels across the Scudders Falls Bridge to New Jersey
 - Almost one-fourth exits to the US 1 Freeway
-

LOCATION: Southbound On-Ramp from PA 413 (Bristol)



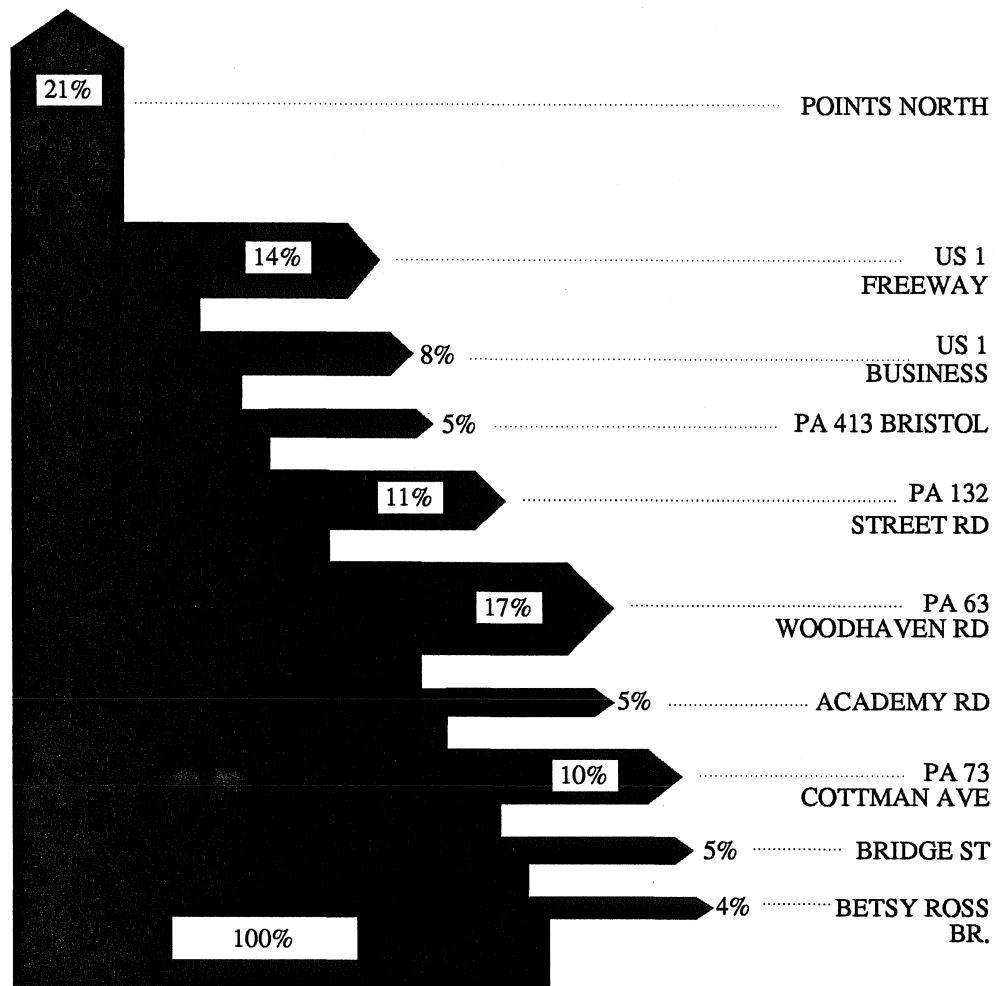
- Almost one-fourth of the truck traffic exits in Bucks County (PA 132 & PA 63)
- 41% of the traffic exits in North Philadelphia, with Bridge St. handling 15%
- Only 8% continues through the region to the Delaware state line

LOCATION: Southbound On-Ramp from Princeton Ave.



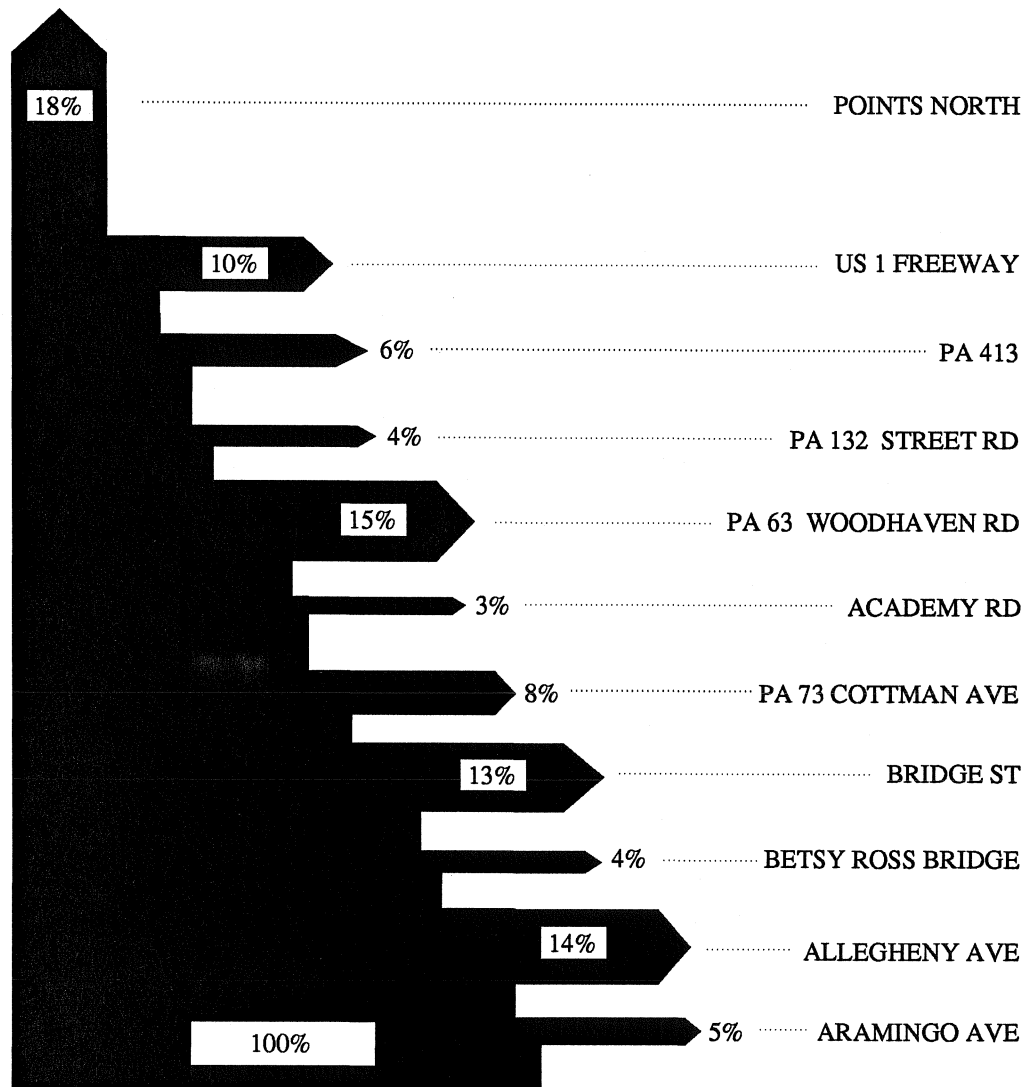
- 31% of the truck traffic exits in North Philadelphia
- One-fourth exits at I-76, either to cross the Whitman Bridge or to access local streets in South Philadelphia
- More than one-fourth of the traffic exits the region on I-95

LOCATION: Northbound On-Ramp from Castor Ave.



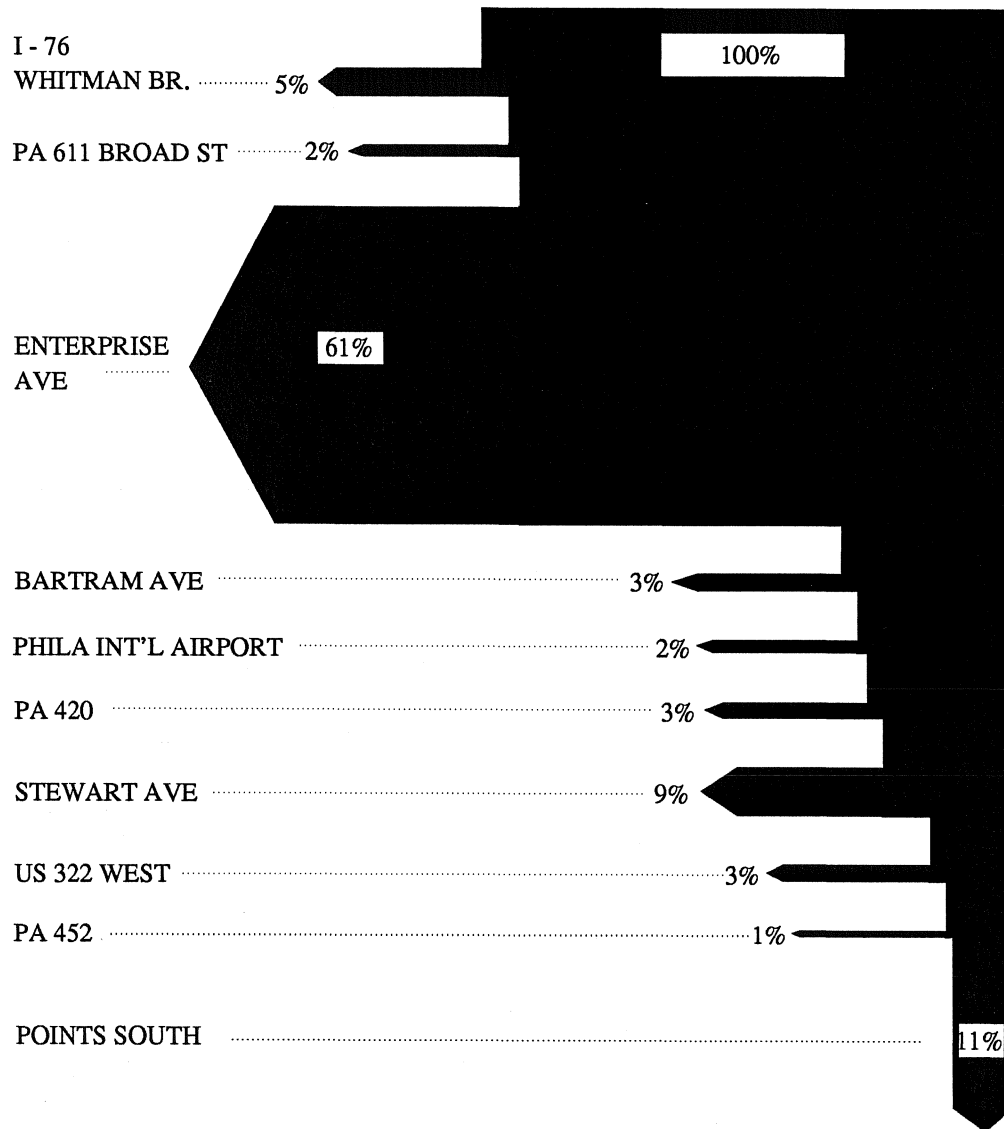
- More than one-half (55%) of the traffic exits in Bucks County
- Approximately one-fifth crosses the Scudders Falls Br. to New Jersey

LOCATION: Northbound On-Ramp from Delaware Ave.



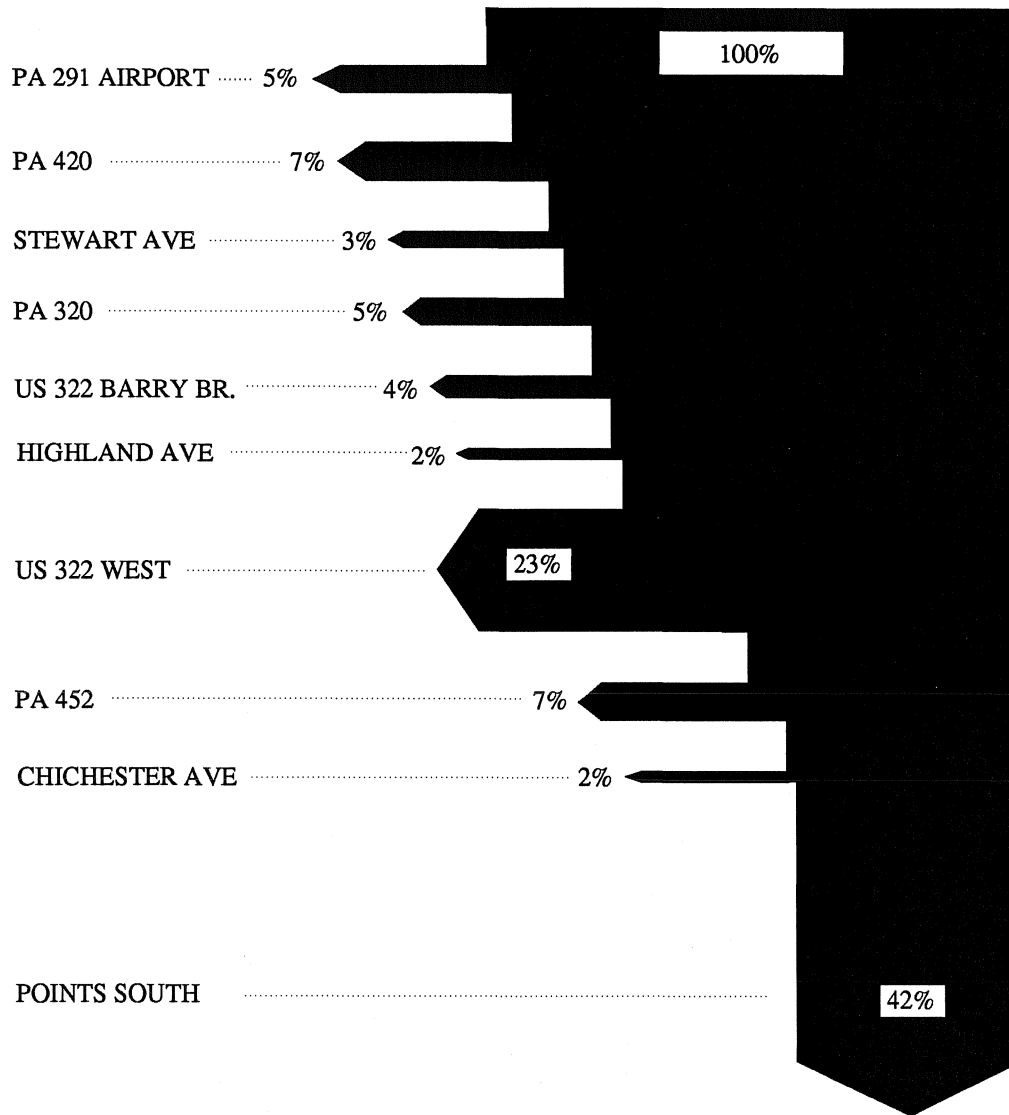
- Almost one-half (47%) of the traffic exits in North Philadelphia
- More than one-third (35%) exits in Bucks County
- Almost one-fifth exits I-95 in New Jersey

LOCATION: Southbound On-Ramp from Front St.



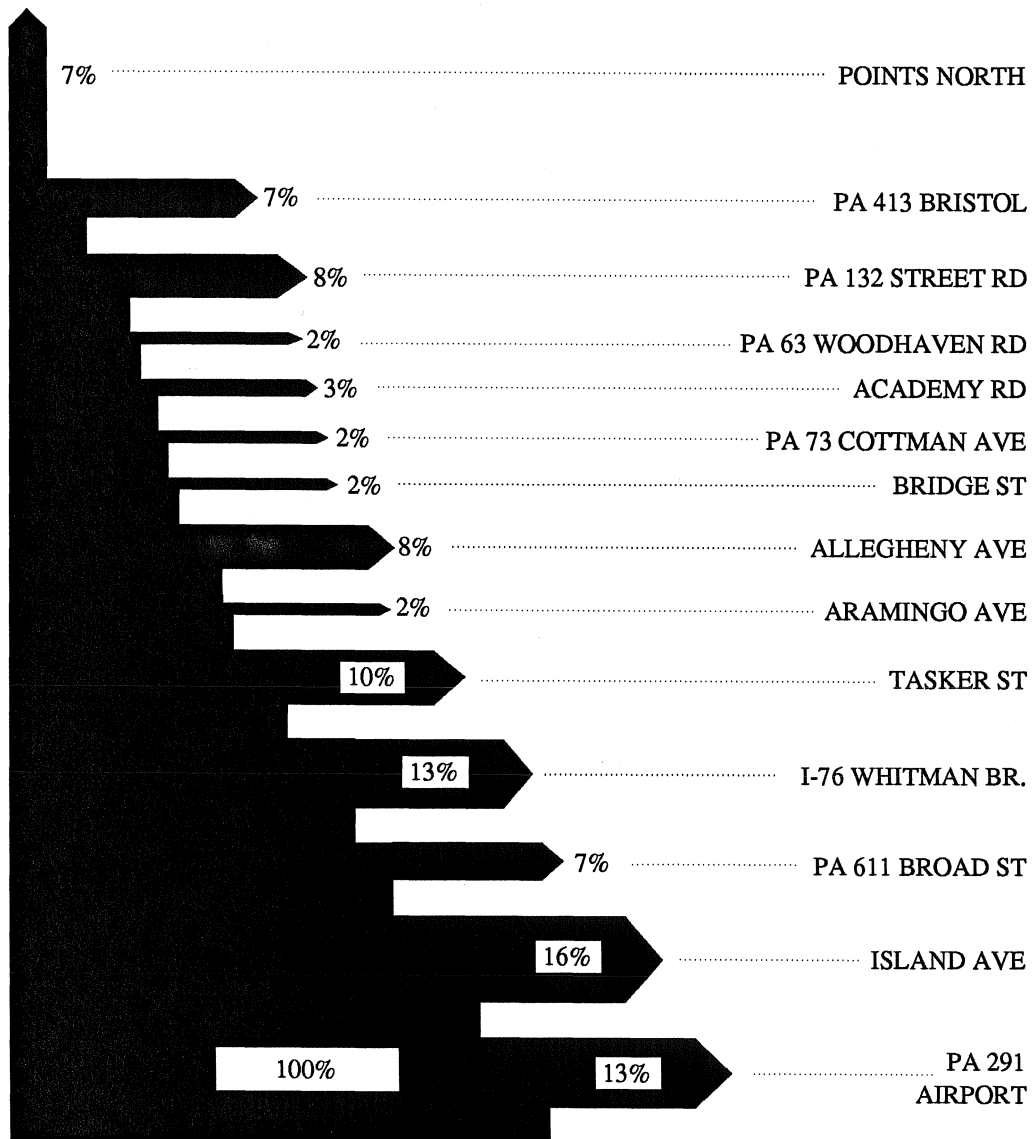
- Three-fifths of the truck traffic exits at Enterprise Ave. which serves the UPS facility adjacent to the airport *[Note: Since the UPS facility was one of the major terminals selected for survey, this figure may be over represented.]*
- Only 11% leaves Pennsylvania on I-95

LOCATION: Southbound On-Ramp from Island Ave.



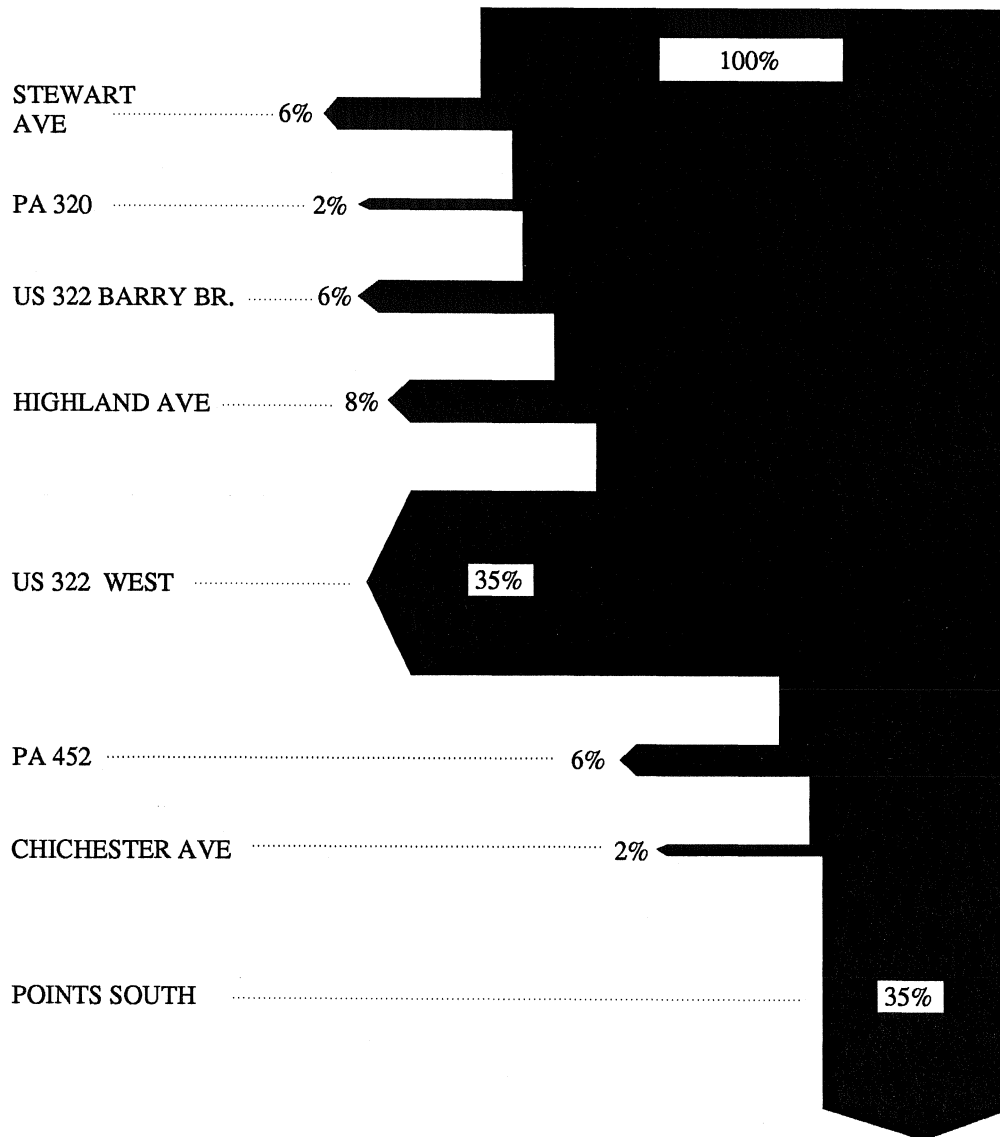
- Almost one-fourth of the truck traffic leaves at the exit for westbound US 322
- More than two-fifths leaves the region on I-95

LOCATION: Northbound On-Ramp from PA 420



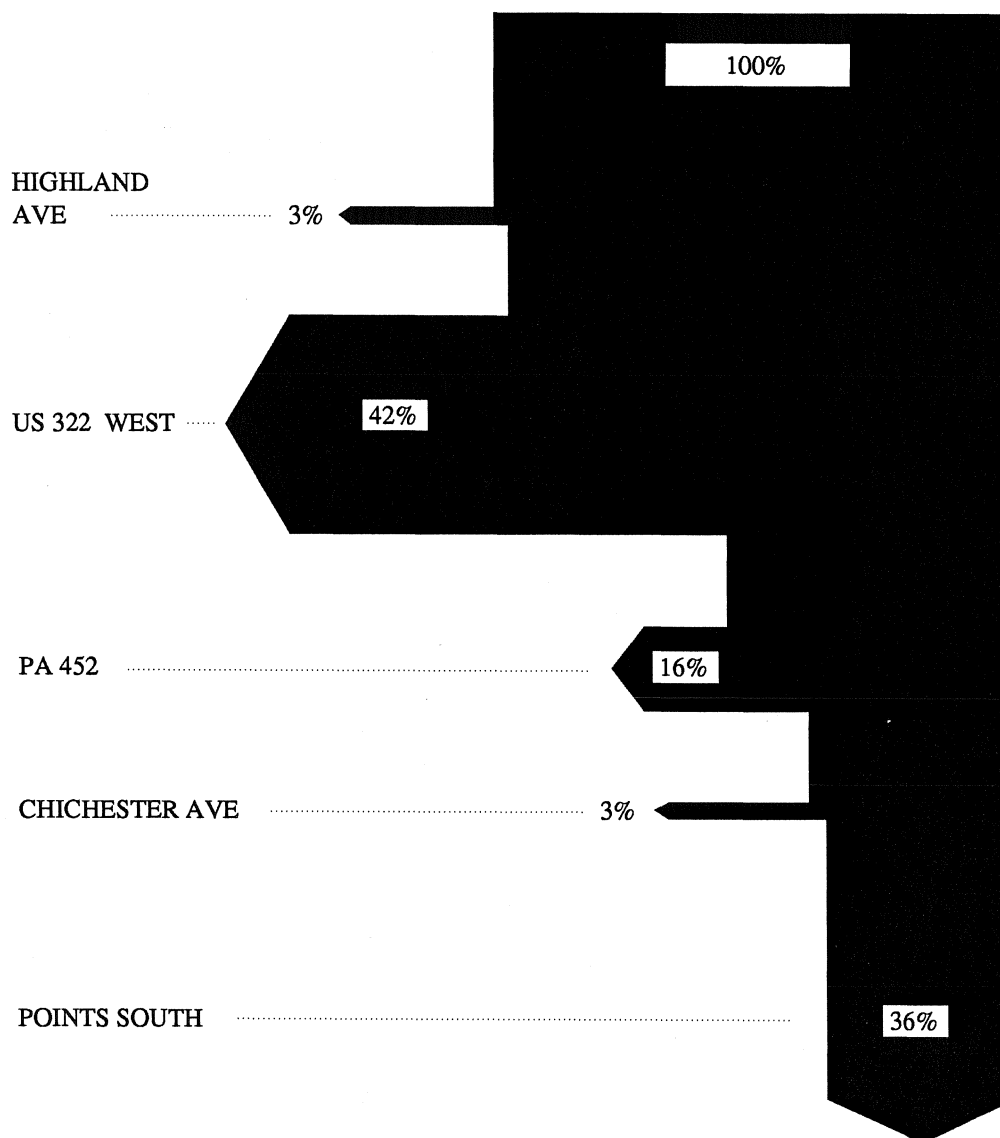
- 29% of the traffic exits in the vicinity of Philadelphia International Airport
- 30% exits in South Philadelphia, and 17% in North Philadelphia
- Only 7% travel through to New Jersey on I-95

LOCATION: Southbound On-Ramp from PA 420



- More than one-third of the traffic exits westbound on US 322
- Another one-third leaves the region on I-95

LOCATION: Southbound On-Ramp from US 322 (Barry Br.)



- 42% of the truck traffic is traveling through on US 322 and leaves at the westbound exit
- More than one-third travels south to the State of Delaware

QUESTION 7

Why Did You Choose I-95?

Question	WHY DID YOU CHOOSE I-95?			
Respondents	All			
Stratum/respondents	Single unit trucks	654	Trucks with trailers	1038
Responses	Most direct route	57%	Most direct route	63%
	Saves time	46%	Saves time	31%
	Avoids traffic lights	15%	Avoids traffic lights	13%
	Less congestion	6%	Less congestion	6%
	Only approved route	5%	Only approved route	5%
	Avoids clearance restrictions	3%	Avoids clearance restrictions	4%
	Avoids weight restrictions	2%	Avoids weight restrictions	3%
Comments	The responses to this question were essentially the same, regardless of the type of truck being driven. Truckers were most interested in minimizing the distance traveled and saving time. Relatively few were seeking to avoid clearance and weight restrictions.			

Source: Delaware Valley Regional Planning Commission *I-95 Truck Survey*

QUESTION 8

**If Travel during I-95 Reconstruction Becomes Inconvenient,
What Would Be Your Preference?**

Question	IF TRAVEL BECOMES INCONVENIENT DURING RECONSTRUCTION, HOW WOULD YOU RESPOND?			
Respondents	All			
Stratum/respondents	Single unit trucks	654	Trucks with trailers	1038
Responses	Use another road	61%	Use another road	60%
	Continue to use I-95	40%	Continue to use I-95	46%
	Avoid peak hours	11%	Avoid peak hours	10%
Comments	The responses to this question were essentially the same, regardless of the type of truck being driven. Three-fifths of the truckers would choose another route, but a sizable minority would stay on I-95 and endure whatever inconvenience occurred.			

Source: Delaware Valley Regional Planning Commission *I-95 Truck Survey*

QUESTION 9

**Which of the Following Major Roads Would You Use
If I-95 Becomes Inconvenient?**

Page Index for Question 9

From ↓ To →	Points North	Bucks County	Phila. (north)	Phila. (south)	Delaware County	Points South
Points North	-	p. 25	p. 26	-	-	-
Bucks County	p. 27	p. 28	p. 29	p. 30	-	-
Phila. (north)	p. 31	p. 32	p. 33	p. 34	-	p. 35
Phila. (south)	-	p. 36	p. 37	p. 38	p. 39	p. 40
Delaware County	-	-	-	p. 41	p. 42	p. 43

[Note: Because of small sample size, some combinations have not been tabulated.]

Question

**WHICH OF THE FOLLOWING MAJOR ROADS
WOULD YOU USE IN THE EVENT USE OF I-95
BECOMES INCONVENIENT?**

Respondents

Trucks which entered I-95 at an interchange in
NEW JERSEY
and which exited I-95 at an interchange in
BUCKS COUNTY

Truck Type/Number

Single unit trucks

26

Trucks with trailers

31Frequently cited
responses**US 1****27%****US 1****32%**Other significant
responses

none

NJ Turnpike

13%

Comments

US 1 offers an expressway alternative to I-95 between New Jersey and Bucks County, albeit with a toll crossing of the Delaware River. The small sample size limited the number of statistically significant choices.

Source: Delaware Valley Regional Planning Commission *I-95 Truck Survey*

Question	WHICH OF THE FOLLOWING MAJOR ROADS WOULD YOU USE IN THE EVENT USE OF I-95 BECOMES INCONVENIENT?		
Respondents	Trucks which entered I-95 at an interchange in NEW JERSEY and which exited I-95 at an interchange in PHILADELPHIA from Race St. north		
Truck Type/Number	Single unit trucks	5	Trucks with trailers 25
Frequently cited responses	small sample	US 1	44%
Other significant responses	none	I-295	26%
Comments	Both US 1 and I-295 offer expressway alternatives to I-95 between New Jersey and Philadelphia, albeit with toll crossings of the Delaware River. The latter also requires use of arterial connecting highways in Camden County. Because of the small sample size no meaningful results were obtained for single units. This also limited the number of statistically significant choices obtained for trailers.		

Source: Delaware Valley Regional Planning Commission *I-95 Truck Survey*

Question	WHICH OF THE FOLLOWING MAJOR ROADS WOULD YOU USE IN THE EVENT USE OF I-95 BECOMES INCONVENIENT?		
Respondents	Trucks which entered I-95 at an interchange in BUCKS COUNTY and which exited I-95 at an interchange in NEW JERSEY		
Truck Type/Number	Single unit trucks	20	Trucks with trailers 29
Frequently cited responses	small sample	US 1	52%
Other significant responses		US 13	21%
Comments	US 1 offers an expressway alternative to I-95 to traffic flowing north from Bucks County. US 13 provides an arterial connection to the US 1 toll bridge to New Jersey. The sample size for single units was too small to give meaningful results.		

Source: Delaware Valley Regional Planning Commission *I-95 Truck Survey*

Question	WHICH OF THE FOLLOWING MAJOR ROADS WOULD YOU USE IN THE EVENT USE OF I-95 BECOMES INCONVENIENT?			
Respondents	Trucks which entered I-95 at an interchange in BUCKS COUNTY and which exited I-95 at an interchange in BUCKS COUNTY			
Truck Type/Number	Single unit trucks	74	Trucks with trailers	68
Frequently cited responses	US 1	41%	US 1	46%
	US 13	27%	US 13	28%
	Roosevelt Blvd.	22%		
Other significant responses	State Rd.	18%	Roosevelt Blvd.	22%
	Schuylkill Expwy.	15%	State Rd.	16%
	I-295	14%	NJ Turnpike	15%
	Delaware Ave.	12%		
Comments	A portion of the truck traffic entering or exiting Bucks County is coming from or going to Philadelphia. The interchange with Woodhaven Rd. (PA 63) in Bensalem Twp. provides convenient access to and from Roosevelt Blvd. in NE Philadelphia, and that with Street Rd. (PA 132) to State Rd. and the North Philadelphia waterfront.			

Source: Delaware Valley Regional Planning Commission *I-95 Truck Survey*

Question	WHICH OF THE FOLLOWING MAJOR ROADS WOULD YOU USE IN THE EVENT USE OF I-95 BECOMES INCONVENIENT?			
Respondents	Trucks which entered I-95 at an interchange in BUCKS COUNTY and which exited I-95 at an interchange in PHILADELPHIA from Race St. north			
Truck Type/Number	Single unit trucks	35	Trucks with trailers	61
Frequently cited responses	US 1 Roosevelt Blvd. State Rd.	49% 31% 26%	US 1 State Rd. US 13	33% 31% 21%
Other significant responses	US 13 Delaware Ave. Schuylkill Expwy. Aramingo Ave.	17% 17% 14% 14%	I-295 US 130 Roosevelt Blvd. NJ Turnpike	16% 13% 11% 11%
Comments	Improved connections are needed between US 1 and the Philadelphia waterfront. Extending Woodhaven Rd. (PA 63) to State Rd. would provide an expressway link to US 1 and relieve traffic on Street Rd. (PA 132).			

Source: Delaware Valley Regional Planning Commission *I-95 Truck Survey*

Question	WHICH OF THE FOLLOWING MAJOR ROADS WOULD YOU USE IN THE EVENT USE OF I-95 BECOMES INCONVENIENT?		
Respondents	Trucks which entered I-95 at an interchange in BUCKS COUNTY and which exited I-95 at an interchange in PHILADELPHIA south of Race St.		
Truck Type/Number	Single unit trucks	8	Trucks with trailers 28
Frequently cited responses	small sample	US 1	39%
		Schuylkill Expwy.	21%
		Roosevelt Blvd.	18%
		US 130	14%
		PA 291	14%
Comments	The Schuylkill Expwy. provides a connection between Roosevelt Blvd./Expwy. (US 1) and freight terminals in South Philadelphia. PA 291 is used to reach the Airport. No alternative routes are listed for single units because of the small sample size.		

Source: Delaware Valley Regional Planning Commission *I-95 Truck Survey*

Question	WHICH OF THE FOLLOWING MAJOR ROADS WOULD YOU USE IN THE EVENT USE OF I-95 BECOMES INCONVENIENT?		
Respondents	Trucks which entered I-95 at an interchange in PHILADELPHIA from Race St. north and which exited I-95 at an interchange in NEW JERSEY		
Truck Type/Number	Single unit trucks	7	Trucks with trailers 30
Frequently cited responses	small sample	I-295 NJ Turnpike	33% 33%
Other significant responses		US 1	13%
Comments	Many of the trucks headed north from North Philadelphia will be able to cross the Delaware River to New Jersey and take either I-295 or the NJ Turnpike. The small sample size precluded listing alternative routes for single units.		

Source: Delaware Valley Regional Planning Commission *I-95 Truck Survey*

Question

**WHICH OF THE FOLLOWING MAJOR ROADS
WOULD YOU USE IN THE EVENT USE OF I-95
BECOMES INCONVENIENT?**

Respondents

Trucks which entered I-95 at an interchange in
PHILADELPHIA from Race St. north
and which exited I-95 at an interchange in
BUCKS COUNTY

Truck Type/Number	Single unit trucks	47	Trucks with trailers	71
Frequently cited responses	US 1	36%	US 1	41%
	Roosevelt Blvd.	34%		
	State Rd.	32%		
	Frankford Ave.	21%		
	Schuylkill Expwy.	19%		
Other significant responses	Aramingo Ave.	15%	State Rd.	17%
	Delaware Ave.	15%	Roosevelt Blvd.	14%
	US 13	11%	I-295	13%
Comments	Trailer trucks are more likely to use expressways in New Jersey, whereas single units are more likely to choose Roosevelt Blvd. or city streets as alternative routes.			

Source: Delaware Valley Regional Planning Commission *I-95 Truck Survey*

Question	WHICH OF THE FOLLOWING MAJOR ROADS WOULD YOU USE IN THE EVENT USE OF I-95 BECOMES INCONVENIENT?			
Respondents	Trucks which entered I-95 at an interchange in PHILADELPHIA from Race St. north and which exited I-95 at an interchange in PHILADELPHIA from Race St. north			
Truck Type/Number	Single unit trucks	78	Trucks with trailers	69
Frequently cited responses	Roosevelt Blvd.	35%	State Rd.	26%
	State Rd.	32%	I-295	20%
	Aramingo Ave.	29%	Schuylkill Expwy.	20%
	Delaware Ave.	24%	US 1	19%
	US 1	21%	Roosevelt Blvd.	19%
			Aramingo Ave.	16%
			Delaware Ave.	16%
Other significant responses	Schuylkill Expwy.	17%	US 130	12%
	Frankford Ave.	13%		
	US 13	12%		
Comments	Many of the trailer truck moves are using I-95 as a link to a Delaware River crossing. Therefore, trailers are more likely to use highways in New Jersey, whereas single units are more likely to choose Roosevelt Blvd. or city streets as alternative routes.			

Source: Delaware Valley Regional Planning Commission *I-95 Truck Survey*

Question	WHICH OF THE FOLLOWING MAJOR ROADS WOULD YOU USE IN THE EVENT USE OF I-95 BECOMES INCONVENIENT?			
Respondents	Trucks which entered I-95 at an interchange in PHILADELPHIA from Race St. north and which exited I-95 at an interchange in PHILADELPHIA south of Race St.			
Truck Type/Number	Single unit trucks	28	Trucks with trailers	48
Frequently cited responses	Delaware Ave	25%	Delaware Ave. US 1	17% 15%
Other significant responses	US 1	11%		
Comments	Delaware Ave. provides arterial access to Philadel- phia's waterfront.			

Source: Delaware Valley Regional Planning Commission *I-95 Truck Survey*

Question	WHICH OF THE FOLLOWING MAJOR ROADS WOULD YOU USE IN THE EVENT USE OF I-95 BECOMES INCONVENIENT?		
Respondents	Trucks which entered I-95 at an interchange in PHILADELPHIA from Race St. north and which exited I-95 at an interchange south of the PENNSYLVANIA/DELAWARE LINE		
Truck Type/Number	Single unit trucks	8	Trucks with trailers 34
Frequently cited responses	small sample	US 1 Delaware Ave.	12% 12%
Other significant responses		none	
Comments	By using Vine St. as a connector, the combination of Delaware Ave. and US 1 can be used as alternative route to reach the State of Delaware. The sample for single units is too small to yield meaningful results.		

Source: Delaware Valley Regional Planning Commission *I-95 Truck Survey*

Question	WHICH OF THE FOLLOWING MAJOR ROADS WOULD YOU USE IN THE EVENT USE OF I-95 BECOMES INCONVENIENT?			
Respondents	Trucks which entered I-95 at an interchange in PHILADELPHIA south of Race St. and which exited I-95 at an interchange in BUCKS COUNTY			
Truck Type/Number	Single unit trucks	14	Trucks with trailers	33
Frequently cited responses	small sample		Delaware Ave.	21%
			I-295	21%
			US 1	18%
			NJ Turnpike	12%
Other significant responses			none	
Comments	A significant number of trailer trucks will cross to New Jersey to avoid difficulties on I-95. Others will head toward US 1. The sample size was too small to obtain meaningful results for single units.			

Source: Delaware Valley Regional Planning Commission *I-95 Truck Survey*

Question	WHICH OF THE FOLLOWING MAJOR ROADS WOULD YOU USE IN THE EVENT USE OF I-95 BECOMES INCONVENIENT?		
Respondents	Trucks which entered I-95 at an interchange in PHILADELPHIA south of Race St. and which exited I-95 at an interchange in PHILADELPHIA from Race St. north		
Truck Type/Number	Single unit trucks	20	Trucks with trailers 40
Frequently cited responses	small sample	Delaware Ave.	48%
Other significant responses		I-295 US 1	20% 15%
Comments	Most trailer trucks will use Delaware Ave. as an alternative to I-95. No results were available for single units because the sample was too small.		

Source: Delaware Valley Regional Planning Commission *I-95 Truck Survey*

Question	WHICH OF THE FOLLOWING MAJOR ROADS WOULD YOU USE IN THE EVENT USE OF I-95 BECOMES INCONVENIENT?			
Respondents	Trucks which entered I-95 at an interchange in PHILADELPHIA south of Race St. and which exited I-95 at an interchange in PHILADELPHIA south of Race St.			
Truck Type/Number	Single unit trucks	29	Trucks with trailers	83
Frequently cited responses	Schuylkill Expwy.	24%	PA 291	78%
	PA 291	24%	Schuylkill Expwy.	76%
	Delaware Ave	17%		
Other significant responses	none		none	
Comments	The Schuylkill Expwy. provides a connection between PA 291 (Penrose Ave.) and the South Philadelphia waterfront.			

Source: Delaware Valley Regional Planning Commission *I-95 Truck Survey*

Question	WHICH OF THE FOLLOWING MAJOR ROADS WOULD YOU USE IN THE EVENT USE OF I-95 BECOMES INCONVENIENT?			
Respondents	Trucks which entered I-95 at an interchange in PHILADELPHIA south of Race St. and which exited I-95 at an interchange in DELAWARE COUNTY			
Truck Type/Number	Single unit trucks	41	Trucks with trailers	46
Frequently cited responses	PA 291	39%	PA 291	22%
Other significant responses	US 1	12%	US 13	11%
	US 13	12%	Schuylkill Expwy.	11%
	Schuylkill Expwy.	12%	I-295	11%
	MacDade Blvd.	12%		
Comments	About three out of ten trucks will choose PA 291 as an alternate route. US 1 and MacDade Blvd. would provide relief for single units, but not for those with trailers.			

Source: Delaware Valley Regional Planning Commission *I-95 Truck Survey*

Question	WHICH OF THE FOLLOWING MAJOR ROADS WOULD YOU USE IN THE EVENT USE OF I-95 BECOMES INCONVENIENT?		
Respondents	Trucks which entered I-95 at an interchange in PHILADELPHIA south of Race St. and which exited I-95 at an interchange south of the PENNSYLVANIA/DELAWARE LINE		
Truck Type/Number	Single unit trucks	17	Trucks with trailers 45
Frequently cited responses	small sample	I-295 US 1	20% 11%
Other significant responses		none	
Comments	About one-fifth of the drivers of trailer trucks indicated they would cross to New Jersey and use I-295 to avoid difficulties on I-95. The sample size for single unit trucks was too small to give meaningful results.		

Source: Delaware Valley Regional Planning Commission *I-95 Truck Survey*

Question	WHICH OF THE FOLLOWING MAJOR ROADS WOULD YOU USE IN THE EVENT USE OF I-95 BECOMES INCONVENIENT?			
Respondents	Trucks which entered I-95 at an interchange in DELAWARE COUNTY and which exited I-95 at an interchange in PHILADELPHIA south of Race St.			
Truck Type/Number	Single unit trucks	43	Trucks with trailers	57
Frequently cited responses	US 13	19%	I-295	42%
	I-295	14%	PA 291	23%
	US 1	12%		
	PA 291	12%		
	MacDade Blvd.	12%		
Other significant responses	none		none	
Comments	Trucks using I-95 as a link to the Commodore Barry Bridge can choose alternative routes on the New Jersey side of the Delaware River.			

Source: Delaware Valley Regional Planning Commission *I-95 Truck Survey*

Question

**WHICH OF THE FOLLOWING MAJOR ROADS
WOULD YOU USE IN THE EVENT USE OF I-95
BECOMES INCONVENIENT?**

Respondents

Trucks which entered I-95 at an interchange in
DELAWARE COUNTY
and which exited I-95 at an interchange in
DELAWARE COUNTY

Truck Type/Number	Single unit trucks	53	Trucks with trailers	70
Frequently cited responses	US 1	23%	I-295	34%
	US 13	21%	US 13	26%
	I-295	19%	Schuylkill Expwy.	23%
	PA 291	15%	US 130	19%
Other significant responses	Baltimore Pike	11%	US 1	17%
			PA 291	14%
			NJ Turnpike	14%

Comments

Many of these trucks are using I-95 to access the Commodore Barry Bridge for trips to/from southern New Jersey. For these trips I-295 constitutes a viable alternative.

Source: Delaware Valley Regional Planning Commission *I-95 Truck Survey*

Question

**WHICH OF THE FOLLOWING MAJOR ROADS
WOULD YOU USE IN THE EVENT USE OF I-95
BECOMES INCONVENIENT?**

Respondents

Trucks which entered I-95 at an interchange in
DELAWARE COUNTY
and which exited I-95 at an interchange south of the
PENNSYLVANIA/DELAWARE LINE

Truck Type/Number	Single unit trucks	30	Trucks with trailers	24
Frequently cited responses	US 13 US 1	40% 20%	I-295 PA 291 US 13 NJ Turnpike	38% 29% 25% 21%
Other significant responses	I-295	13%	US 1	17%

Comments

US 13, which is a parallel arterial providing access to the Delaware County waterfront, was selected as the principal alternative. Traffic bound to South Jersey can use I-295 to reach an alternative river crossing.

Source: Delaware Valley Regional Planning Commission *I-95 Truck Survey*

