

DVRPC NEWS

THE NEWSLETTER OF DELAWARE VALLEY REGIONAL PLANNING COMMISSION

OZONE ACTION BECOMES AIR QUALITY PARTNERSHIP

DVRPC PROGRAM IS NOT JUST ABOUT OZONE ANYMORE

After almost a decade of providing forecasts and advisories for ground-level ozone each summer, DVRPC's air quality program has expanded its focus to include year-round forecasting for Particle Pollution. In keeping with these changes, the Ozone Action Partnership has become the Air Quality Partnership.

In contrast to ground-level ozone — which occurs only in warm months, as it needs hot weather and sunlight to form — particle pollution is a year-round problem. In fact, it can be worse in the winter, when particles from fireplaces and wood-burning stoves become prevalent.

“This year the Partnership’s outreach will focus on educating the public about the health risks associated with these two pollutants, and encouraging voluntary actions to help reduce pollution-forming emissions.”

This year the Partnership's outreach will focus on educating the public about the health risks associated with these two pollutants, and encouraging voluntary actions to help reduce pollution-forming emissions. Most people are unaware that



TOP A joint media event featuring the Partnership and Philadelphia's Diesel Difference marks the launch of the 2004 ozone season.

air pollution can cause serious and immediate health problems, especially if they are part of a sensitive population group, such as children, the elderly, and those who work outdoors. While ozone's effect is primarily on the respiratory system, triggering asthma attacks and pulmonary disease, particle pollution can also affect the heart.



The season officially began on May 24 with a joint media event featuring the Partnership and Philadelphia's Diesel Difference program. Other outreach plans for the upcoming year include sponsorship of the Camden Riversharks minor league team, information booths at community and regional events, and a focus on increasing member involvement.

Administered by DVRPC, the Air Quality Partnership is a coalition of business, government and environmental groups, from Delaware, New Jersey and Pennsylvania, that work collaboratively to inform the public of ways in which to improve the region's air quality. For more information about ozone, particle pollution and the Air Quality Partnership, visit www.airqualitypartnership.org.

IN THE SUMMER 2004 ISSUE:

- ▼ Study Offers Traffic And Land Use Solutions In Lower Bucks County 2
- ▼ DVRPC Plans Over \$4 Billion In Transportation Improvements 3
- ▼ Eight Honored At Third Annual Dinner 4
- ▼ DVRPC Website Gets A Facelift 4
- ▼ The Shape of Things To Come 5
- ▼ Conference Rescheduled 6



STUDY OFFERS TRAFFIC AND LAND USE SOLUTIONS IN LOWER BUCKS COUNTY

Working closely with municipal leaders and the Bucks County Planning Commission, DVRPC has proposed land use and transportation strategies for a three-mile stretch of Route 413/513 in lower Bucks County. Main Street in Hulmeville and part of Business Route 1 are also included as secondary study areas, given their connection and impact on the Route 413/513 corridor.

The recently published report, *Assessment of Land Use and Transportation: Solutions for the Route 413/513 Corridor*, identifies traffic, transit and land use issues and makes recommendations for the study area that passes through the Boroughs of Langhorne, Langhorne Manor, Pennadel, and Hulmeville and a small section of Middletown Township. The Route 413/513 corridor winds through older, residential communities that are intersected by or near major roadways. Commercial areas that serve the local neighborhoods and regional shoppers are situated along several parts of study area, particularly along Business Route 1.

To ensure that the area's needs are met, DVRPC planners assembled a Steering Committee of municipal and county representatives. Key themes that emerged from the Committee included the need to cultivate a pedestrian-friendly environment, improve roadways and public transit accommodations, and strengthen existing commercial districts, while balancing local and regional needs.

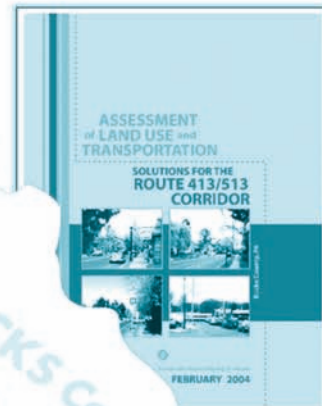
DVRPC's recommendations can be categorized in three subsections: general recommendations that apply to the entire

study area, site-specific improvements, and changes to zoning ordinances. General recommendations included improving public transit, instituting traffic-calming measures, improving business districts and upgrading commercial facades, reducing curb cuts, planning for pedestrian-friendly streetscapes and public amenities, and encouraging economic development within the community communities. The study also addresses specific recommendations for improvement at the Langhorne Train Station, the intersection of Route 513 and Business Route 1, Pennwood Library, Woods School, and the intersection of Main and Trenton Streets.

Phase II of this study is expected to be completed by late this summer. This phase will consist of recommended zoning improvements for transit-oriented development at the train station and enhanced commercial district in Langhorne.

“Key themes that emerged from the Committee included the need to:

- u cultivate a pedestrian-friendly environment,**
- u Improve roadways and public transit accommodations,**
- u Strengthen existing commercial districts, while balancing local and regional needs.”**





DVRPC PLANS OVER \$4 BILLION IN TRANSPORTATION IMPROVEMENTS FOR THE REGION

With the help of comments from the region's residents, businesses, and planners, the DVRPC Board authorized over \$4 billion in funding for major highway and public transit investments at its June 2004 meeting, with the adoption of the Fiscal Year 2005 Transportation Improvement Program (TIP) for Pennsylvania and New Jersey.

The TIP is the regionally agreed upon list of priority transportation projects, including bicycle, pedestrian and freight initiatives in addition to traditional highway and transit projects. More than 510 projects and almost \$3.5 billion in federal and state funds were programmed in **Pennsylvania** for **Bucks, Chester, Delaware, Montgomery** and **Philadelphia** counties. Nearly \$812 million was allocated to over 135 projects in **New Jersey** for **Burlington, Camden, Gloucester** and **Mercer** counties.

“The TIP is the regionally agreed upon list of priority transportation projects, including bicycle, pedestrian and freight initiatives in addition to traditional highway and transit projects.”


DVRPC develops a TIP every year that covers the four New Jersey counties of the DVRPC region and every other year covering the five Pennsylvania counties. Work has been ongoing since the fall of 2003 on this TIP update, gathering input on project needs, building consensus among the region's planning partners, while insuring that all federal requirements are met, including those concerning financial constraint, air quality and public participation.

To invite extensive public comment on the TIP, DVRPC opened a 30-day public comment period that ended June 3, 2004. Information was mailed to well over 3,000 groups and individuals in cooperation with the region's Transportation Management Associations (TMA), the League of Women Voters, chambers of commerce, and over 70 libraries. Two public meetings, one in Pennsylvania and one in New Jersey, were held to address and receive comments on the draft TIP, as well as on four amendments to DVRPC's Year 2025 Long-Range Plan, Horizons. These amendments include the I-95 Scudders Falls Bridge Widening; US 422 from Route 202 to Limerick Widening;

“To invite extensive public comment on the TIP, DVRPC opened a 30-day public comment period.”

PA Turnpike from West of Valley Forge to East of Exton Widening; and Chester City Access Improvements.

The meetings and public comment period also served as the public outreach for the draft FY2005-2007 New Jersey Statewide Transportation Improvement Program (STIP) and for the draft FY2005-2008 Pennsylvania Statewide Transportation Improvement Program (STIP). The DVRPC Draft TIP and Plan Amendments, as well as the STIPs, were made available in various libraries and on the Internet at www.dvrpc.org. Individuals and organizations could provide written comments via regular mail, e-mail, and fax.

Comments were received from numerous individuals, member counties and cities, operating agencies and the Regional Citizens Committee and Goods Movement Task Force of DVRPC. 

EIGHT HONORED AT THIRD ANNUAL DINNER

DVRPC recognized the outstanding achievements of eight honorees at its third annual *Celebration of Regional Excellence*. Over 350 people attended the event, held May 19 at the Four Seasons in Philadelphia. This year's award recipients included: **The Honorable Jeffrey L. Nash**, Camden County Freeholder Director; **The Honorable William F. Keller**, Pennsylvania State Representative; **The Honorable Susan Bass Levin**, Commissioner, New Jersey Department of Community Affairs; **Michael G. O'Neill**, Chairman, Preferred Real Estate Investments, Inc.; the **Honorable Colin A. Hanna**, Chester County Commissioner; **Peter Quinn**, Executive Director, Greater Valley Forge Transportation Management Association; The National Constitution Center; and the US 202 Interchange and Widening in King of Prussia, PA.

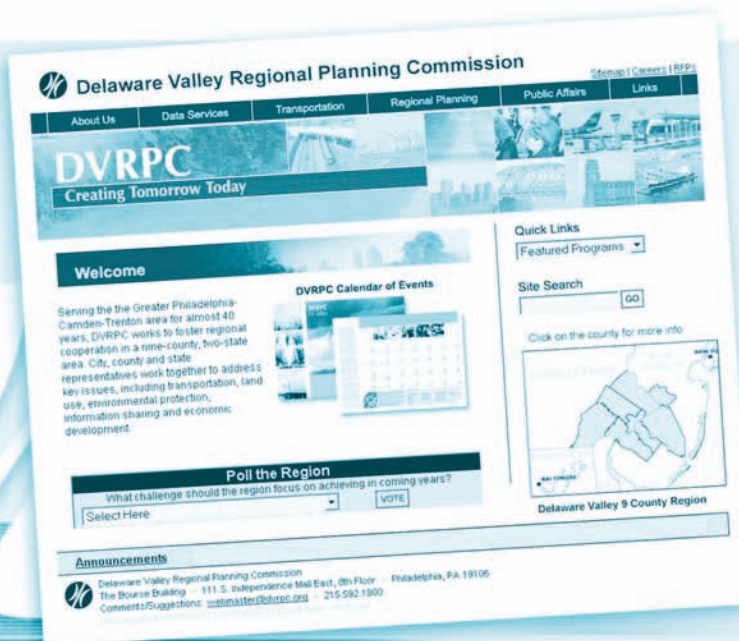
Look for a special Annual Dinner issue of DVRPC News later this summer. 🌟

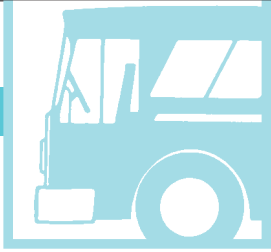


Awardees, from left, **Phillip Castellano**, National Constitution Center; **Michael O'Neill**; **Colin Hanna**; **William Keller**; **Peter Quinn**. Seated, **Jeffrey Nash**; **Allen Biehler**, PENNDOT. Not pictured, **Susan Bass Levin**.

DVRPC WEBSITE GETS A FACELIFT

DVRPC's website launched a new look on April 1, 2004. The revamped site offers additional features, such as a monthly poll about regional issues and the ability to view a twelve-minute video about the Commission. Go to www.dvrpc.org to see the new look and get the latest news. 🌟





REGIONAL TRANSIT CONFERENCE: **THE SHAPE OF THINGS TO COME**

Shaping the future of transit in the Delaware Valley has taken on new importance now that private and public sector leaders throughout the region have met to contemplate transportation priorities. Gathering at Loew's Philadelphia Hotel in early April, the audience of more than 75 gathered to evaluate and prioritize viable transit projects as part of DVRPC's Destination 2030 Long-Range Plan project. The program was held in conjunction with Greater Philadelphia Transportation Initiative (GPTI) and Pennsylvanians for Transportation Solutions, Inc. (PenTrans).

The Delaware Valley has developed a number of proposals for transit projects over the past several years but has not moved these plans forward either because of funding issues or because of a lack of consensus. As a region, it is important to prioritize the various proposals in order to promote them to support the region's overall transportation vision. Through panel discussions and peer exchange, local officials and interested stakeholders discussed project proposals that included:

- u **Schuylkill Valley Metro**
- u **Cross County Metro**
- u **Route 100 Extension to King of Prussia**
- u **R3 Extension to Wawa**
- u **52nd Street Corridor**
- u **Philadelphia to New York City One-Seat Ride**
- u **Broad Street Extension to the Navy Yard**
- u **Quakertown/ Stony Creek Branches**
- u **Roosevelt Boulevard Corridor**
- u **New Jersey Route 1 Bus Rapid Transit (BRT)**
- u **West Trenton — Newark Restoration**
- u **Trenton to State House Light Rail**
- u **Route 55 to Philadelphia Corridor Transit Study**
- u **Harrisburg to Philadelphia (Keystone Corridor)**

The brainstorming sessions examined the issues of leadership, the role of planning, homeland security, governance, regional tax solutions, freight, modernization of the transit system, public/private ventures, and building public support.

Findings are being forwarded to a group of approximately 200 citizens and community leaders who are meeting in June to further address such questions as "What is the role of transit in the City and the region?" and "How can transit enhance our competitive future?"

"As a region, it is important to prioritize the various proposals in order to promote them to support the region's overall transportation vision."



CONFERENCE RESCHEDULED

DVRPC'S TITLE VI/ PUBLIC INVOLVEMENT CONFERENCE has been rescheduled. The new dates for the conference are September 29 and 30, 2004. The sessions will be held at the Pennsylvania Convention Center.

Focusing on the topics of Environmental Justice and Public Involvement in the Transportation Industry, this conference will train attendees on effective public involvement techniques and provide an opportunity for attendees to obtain Title VI training as well.

FOR FURTHER INFORMATION, contact: Ms. Kendall Lynn Miller, Manager of Public Involvement at 215-238-2871, or email kmiller@dvrpc.org



DVRPC NEWS

VOLUME 26, NO. 1

PUBLISHED BY THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
THE BOURSE BUILDING
111 SOUTH INDEPENDENCE MALL EAST
PHILADELPHIA, PA 19106-2515

PHONE: 215-592-1800
FAX: 215-592-9125
WEBSITE: www.dvrpc.org

DVRPC NEWS

Published by Delaware Valley Regional Planning Commission

Office of Communications and Public Affairs
Candace Snyder, Director

Commonwealth of Pennsylvania
Pennsylvania Dept. of Transportation
Pennsylvania Governor's Policy Office
Bucks County
Chester County
Delaware County
Montgomery County
City of Chester
City of Philadelphia

State of New Jersey
New Jersey Dept. of Transportation
New Jersey Dept. of Community Affairs
Burlington County
Camden County
Gloucester County
Mercer County
City of Camden
City of Trenton

Jenny Ruth, Editor

2003-2004 BOARD OFFICERS

Thomas J. Gurick, Chairman
Allen D. Biehler, Vice Chairman
John J. Coscia, Executive Director

Jerald R. Cureton, Secretary
Charles H. Martin, Treasurer

DVRPC News is funded through grants from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, and DVRPC's member governments.

SUMMER 2004



Since its establishment in 1965, DVRPC has been instrumental in ensuring the orderly growth of the bi-state region. As the federally-funded metropolitan planning organization, DVRPC also provides data and consulting services to public and private sector organizations, and fosters cooperation among all levels of government. Shown above is the nine-county Delaware Valley region.