

Quick Introductions:

Congestion Management Process (CMP)

A CMP is a systematic process for managing congestion. It provides information on transportation system performance and a range of strategies to minimize congestion and enhance the mobility of people and goods. The CMP advances the goals of DVRPC's Long-Range Plan and strengthens the connection between the Plan, the Transportation Improvement Program (TIP), and other Commission efforts.

Long-Range Plan

Connections 2035 – The Regional Plan for a Sustainable Future was adopted by the DVRPC Board on July 23, 2009 as the long-range plan for the Greater Philadelphia region. The Connections Plan puts a strong emphasis on creating livable communities, managing growth and protecting resources, building an energy-efficient economy, and creating a modern multimodal transportation system. Metropolitan Planning Organizations like DVRPC are key actors in regions across the country, responsible for coordinated, comprehensive, and continuing transportation planning. For more information, visit www.dvrpc.org/Connections

Transportation Improvement Program (TIP)

The TIP is the regionally agreed-upon list of priority projects, as required by federal law. The TIP must list all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. Projects address highway, transit, bicyclist, pedestrian, and freight-related needs.

DVRPC's US 30 Corridor Study

Corridor planning is a critical part of the implementation of DVRPC's long-range plan for the region. Corridor plans provide transportation agencies, local governments, landowners, developers, and residents along the corridor with an overall vision, as well as guidance and coordination on what future infrastructure may be required. US 30 is the subject of DVRPC's current corridor planning efforts. Please visit www.dvrpc.org/corridors/us30.htm to learn more about this project and how you can participate. For more information, contact David Anderson, Manager, Office of Corridor Planning, at 215.238.2825 or danderson@dvrpc.org.



190 N. Independence Mall West
8th Floor / Philadelphia, PA 19106-1520
Phone 215.592.1800 / Fax 215.592.9125
www.dvrpc.org

Publication Number NL09026

Abstract The CMP newsletter series focuses on congested subcorridors in the Delaware Valley, alternating between New Jersey and Pennsylvania. This edition highlights the US 30 corridor, helping to introduce a land use and multimodal transportation study underway in 2010. For more information about any of these programs, please visit www.dvrpc.org



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

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC documents and publications can be translated into alternate formats or languages, if requested. For more information, visit the DVRPC website at www.dvrpc.org or call 215.238.2871.



LET US KNOW what YOU think!

This is part of a series of newsletters, each of which will focus on a selected congested corridor in the Delaware Valley. This is the second to focus on a corridor in Pennsylvania. The series includes an introduction to the Congestion Management Process (Publication #NL09007), as well as a series of newsletters focusing on congested corridors in New Jersey. Help make this a useful resource for other communities by sending comments to Zoe Neaderland, Manager, Office of Transportation Safety and Congestion Management at 215.238.2839 or zneaderland@dvrpc.org



VOLUME 02 PA

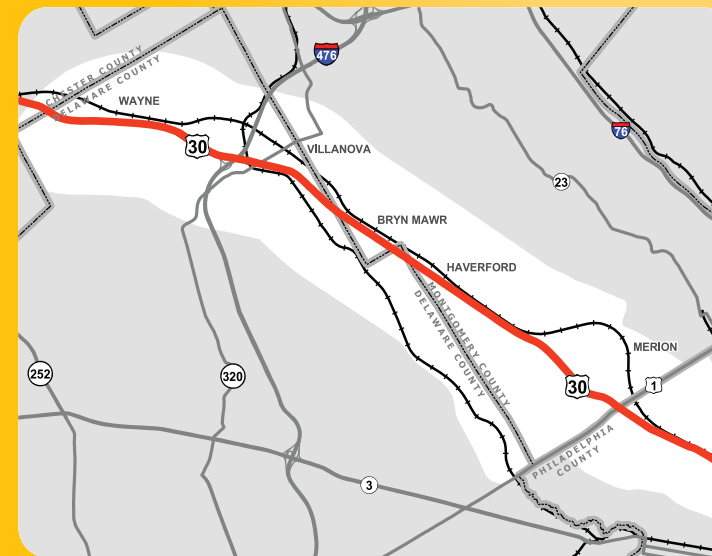
JULY 2010



Congestion Management Process (CMP)

Can We Reduce Congestion in Pennsylvania?

Focus: US 30 Corridor



The Answer is Yes!

Together, we can make your community and the region a better place to live and work. The Congestion Management Process (CMP) helps people and goods get to where they need to go. It uses all modes of transportation in coordination with land use planning to move the region toward a better future. US 30, also known as Lancaster Avenue, is one of the region's most critical transportation corridors. DVRPC has recently initiated a study of this important corridor from 52nd street in West Philadelphia to Wayne, working with local communities and neighborhoods, as well as city and county planners. Congestion management will play an integral role in this two-year study which seeks to coordinate transportation investments and land use decisions along the corridor in a manner that encourages smart growth. The study will address potential improvements to Lancaster Avenue to ensure the safe and efficient flow of traffic along the corridor while also enhancing multimodal transportation options, such as walking, biking, and transit, throughout the corridor.

What Can I Do as a Citizen?

- ▶ Participate in the US 30 Corridor Study – visit www.dvrpc.org/corridors/us30.htm for more information.
- ▶ Combine trips when you can, take transit, carpool, or join a local ridesharing program.
- ▶ Take advantage of local shopping and recreational opportunities, especially when accessible by transit, walking, or biking.
- ▶ Educate and express yourself when it comes to planning at all levels – public comment periods and DVRPC's Regional Citizens Committee meetings are great ways to get involved. To request a DVRPC Citizen's Guide and learn how to get involved, call Jane Meconi, Public Involvement Manager at 215.238.2871.

What Can I Do as a Municipal Official or Staff Person?

- ▶ Be aware of the long and short-term opportunities to shape your locale.
- ▶ Review your community's comprehensive plan, zoning, and regulations to ensure they are consistent and work toward common goals – DVRPC can help.
- ▶ Coordinate with surrounding municipalities and county studies.
- ▶ Communicate with your county representatives on the DVRPC Board (see "About Us" at www.dvrpc.org to find the name of your representative).
- ▶ There may be more ways to fund transportation and land use improvements than you realize. The DVRPC Municipal Resource Guide (Publication #09061) and DVRPC's Options for Filling the Region's Transportation Funding Gap (Publication #07045) are great sources of information. To request a copy of either publication, call 215.592.1800.

What is the Congestion Management Process?

The CMP is a systematic process for managing congestion. It provides information on transportation system performance and a range of strategies to minimize congestion and enhance the mobility of people and goods. The inside of this brochure provides details about the CMP strategies for the US 30 Corridor.

Potential Strategies for this Congested Corridor

The strategies listed below were selected for the CMP using a multi-step process based on analysis and stakeholder feedback. **These strategies do not necessarily reflect the direction of the current US 30 Corridor Study**, but may provide a starting point for discussions about ways to improve the flow of people and goods.

Very Appropriate Strategies

- ▶ **Closed Loop Computerized Traffic Signals**
- ▶ **Transit Signal Priority**
- ▶ **Parking Operations** Changes intended to improve the operation of roadways, such as relocating parking spaces near dangerous intersections or creating time-of-day limitations.
- ▶ **Planning and Design for Nonmotorized Transportation** General work to make an area more favorable for modes other than driving alone. May include landscaping, streetscaping, and development of regional bicycling and walking plans.
- ▶ **Expanded Parking/Improved Access to Stations (all modes)**
- ▶ **Economic Development Oriented Transportation Policies** Transportation strategies that serve the goals of revitalization and renewal, in keeping with adopted plans and programs.
- ▶ **Transit First Policy**
- ▶ **More Frequent Transit or More Hours of Service**
- ▶ **Transit-Oriented Development (TOD)**

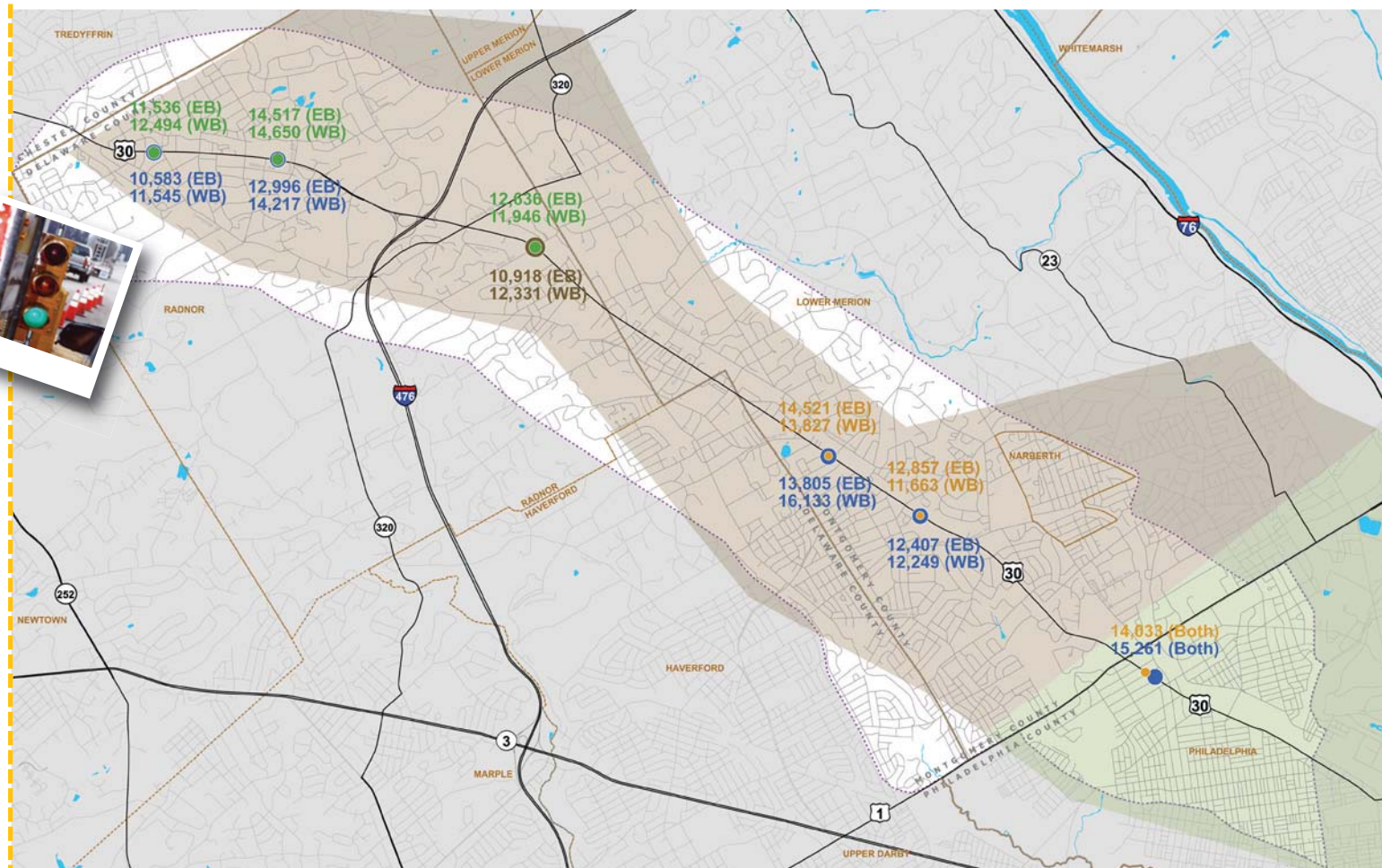
Secondary Strategies

- ▶ **Traffic Calming**
- ▶ **Vehicle Use Limitations and Restrictions** Outright or time-of-day restrictions on trucks to increase roadway capacity.
- ▶ **Making Transfers Easier for Passengers**
- ▶ **Environmental Justice Outreach for Decision-Making** Outreach may include meetings in different locations, times, or formats than are often used, and offering translated materials or translators as needed.
- ▶ **Advanced Transit System Management** Use of Automatic Vehicle Locator (AVL) systems on buses to communicate transfer information or when the next vehicle is expected at a stop.
- ▶ **Enhanced Transit Amenities and Safety**
- ▶ **Channelization** Optimizing the flow of traffic making left or right turns.
- ▶ **Center Turn Lanes**
- ▶ **County and Local Road Connectivity** A range of ways to encourage local traffic to use the local road network, while maximizing the use of highways for through traffic.
- ▶ **Local Delivery Service** Encouraging businesses to deliver locally can reduce single-occupancy vehicle trips by making it more feasible to take transit, walk, or bicycle to a store. It also makes it easier for households to manage with one less or no vehicles at all.
- ▶ **Context-Sensitive Design**
- ▶ **Shuttle Service to Stations**
- ▶ **Transportation Services for Specific Populations**
- ▶ **Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes**



US 30 CORRIDOR STUDY

KEY TRAFFIC COUNTS



Average Annual Daily Traffic Count (Direction) Year

- 2005
 - 2006
 - 2008
 - 2009
- EB East Bound
WB West Bound

US 30 Corridor Study Area

2009 PA CMP Corridors

- 7A, US 30/Lancaster Ave.
- 7B, US 30 Main Line

Source: CCPC, DCPC, DVRPC, Lower Merion Twp, PADEP, PCPC, PENNDOT, PADOH, SEPTA, TANA.



PA 2010



Inexpensive Strategies that Help Almost Everywhere

- ▶ Safety Improvements and Programs
- ▶ Signage
- ▶ Improvements for Pedestrians and Bicyclists
- ▶ Basic Upgrading of Traffic Signals
- ▶ Signal Prioritization for Emergency Vehicles
- ▶ Intersection Improvements of a Limited Scale
- ▶ Bottleneck Improvements of a Limited Scale, Vehicle or Rail
- ▶ Accessibility and Environmental Justice
- ▶ Access Management (both engineering and policy strategies)
- ▶ Marketing/Outreach for Transit and TDM Services (including carpool, vanpool, and ridesharing programs, alternate work hours, telecommuting, guaranteed ride home, TransitChek, carsharing, and one-less-car programs)
- ▶ Revision of Existing Land Use / Transportation Regulations
- ▶ Growth Management and SmartGrowth



What Does the Map Show?

- ▶ Congested corridors are broken into specific subcorridors, where a similar range of strategies is appropriate. A sample from the set of Very Appropriate and Secondary strategies for the US 30 subcorridors are defined to the left of the map. The order of strategies reflects the priorities in DVRPC's Perspective on Transportation Planning, first adopted in the 2006 CMP Report and readopted in 2009. Listed above are general strategies that can apply to most corridors.
- ▶ For much more about the CMP, visit our website at www.dvrpc.org/CongestionManagement. There, you will find detailed information about each subcorridor, including interactive maps that allow viewers to zoom to specific locations, choose viewable layers, and see strategies and TIP projects for the subcorridor.