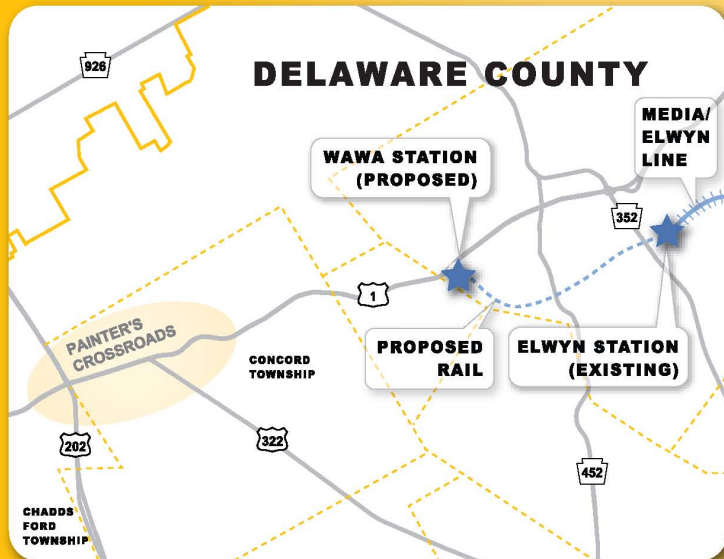




# Congestion Management Process (CMP)

## Can We Reduce Congestion in Pennsylvania?

### Focus: Wawa-Painters Crossroads



### The Answer is Yes!

**T**ogether 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.

The Painters Crossroads study area is a rapidly developing commercial center at the junction of US 1, US 202, and US 322. Other than limited service on SEPTA Bus Routes 111 and 119, travel patterns to and within the area are almost entirely auto-based. SEPTA is expected to extend its Media/Elwyn Line to Wawa when funding is available, thereby creating an opportunity for improved transit service to the study area. The CMP recommends strategies including passenger rail investments, new bus services, park-and-ride lots, and other non-autocentric strategies for the Painters Crossroads area. DVRPC recently completed a feasibility study that examined potential shuttle connections between the area and Wawa Station.

### What Can I Do as a Citizen?

- ▶ 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.
- ▶ Get involved with planning the future of your community. To request a DVRPC Citizen's Guide and learn how to get involved, call Jane Meconi, Public Involvement Manager, at 215.238.2871.

### Population and Employment Growth

POPULATION	YEAR				2010-2035 GAIN	
	2005	2010	2020	2035	ABSOLUTE	%
DELAWARE COUNTY	555,206	558,979	557,795	559,956	977	0.2%
CHADDS FORD	3,206	3,640	3,522	3,786	146	4.0%
CONCORD	15,207	17,231	16,685	17,919	688	4.0%
<b>EMPLOYMENT</b>						
DELAWARE COUNTY	237,582	238,728	240,833	243,547	4,819	2.0%
CHADDS FORD	5,477	5,592	5,804	6,078	486	8.7%
CONCORD	7,256	7,595	8,218	9,021	1,426	18.8%

2000 = CENSUS 2000, 2005 EMPLOYMENT = ESTIMATE, 2010 POPULATION = 2010 CENSUS, OTHERWISE, FORECASTS

### 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 reinforce each other 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](http://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 download a copy of either publication, go to [www.dvrpc.org/asp/publicationsearch/](http://www.dvrpc.org/asp/publicationsearch/).



# Potential Strategies for this Congested Corridor



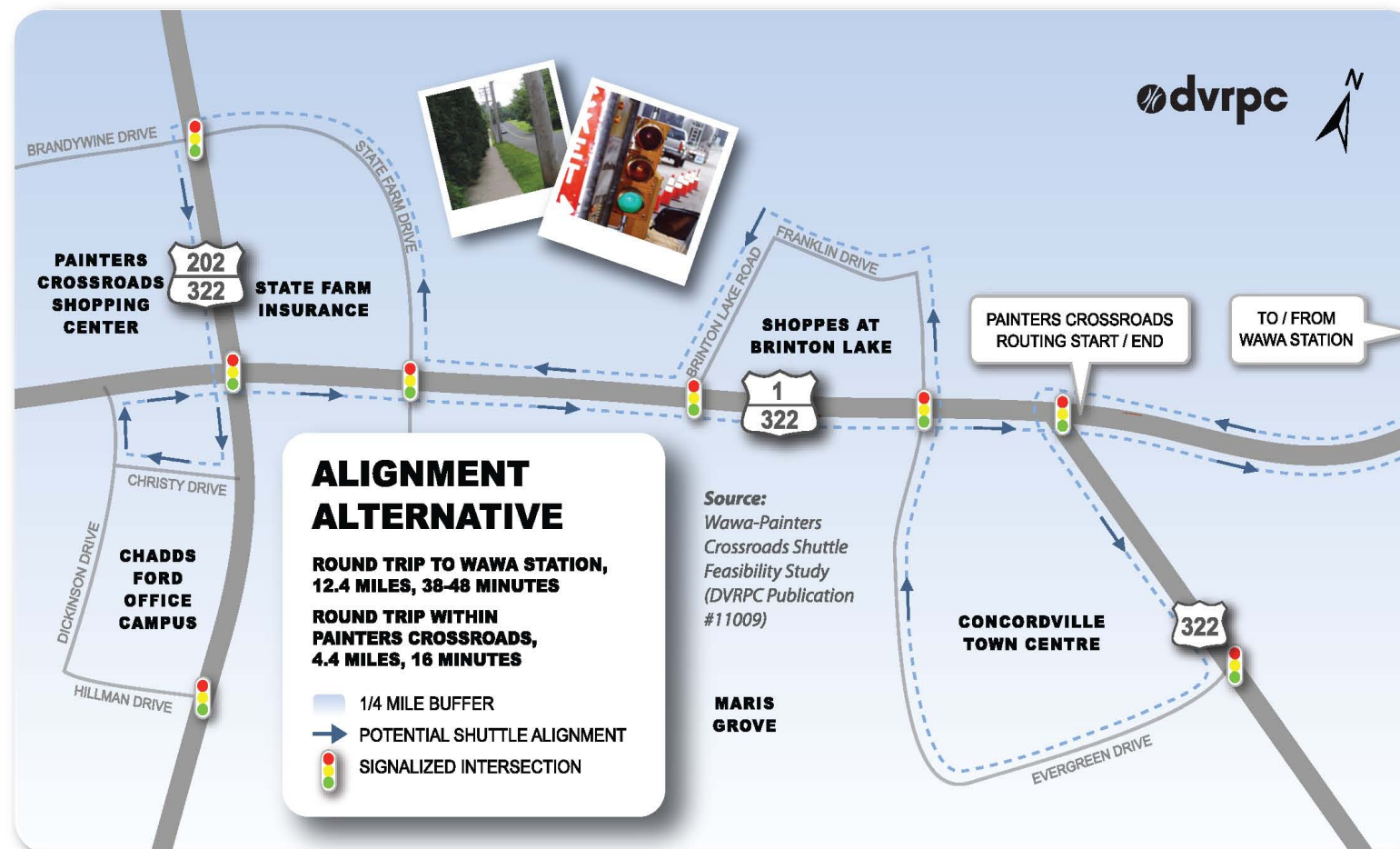
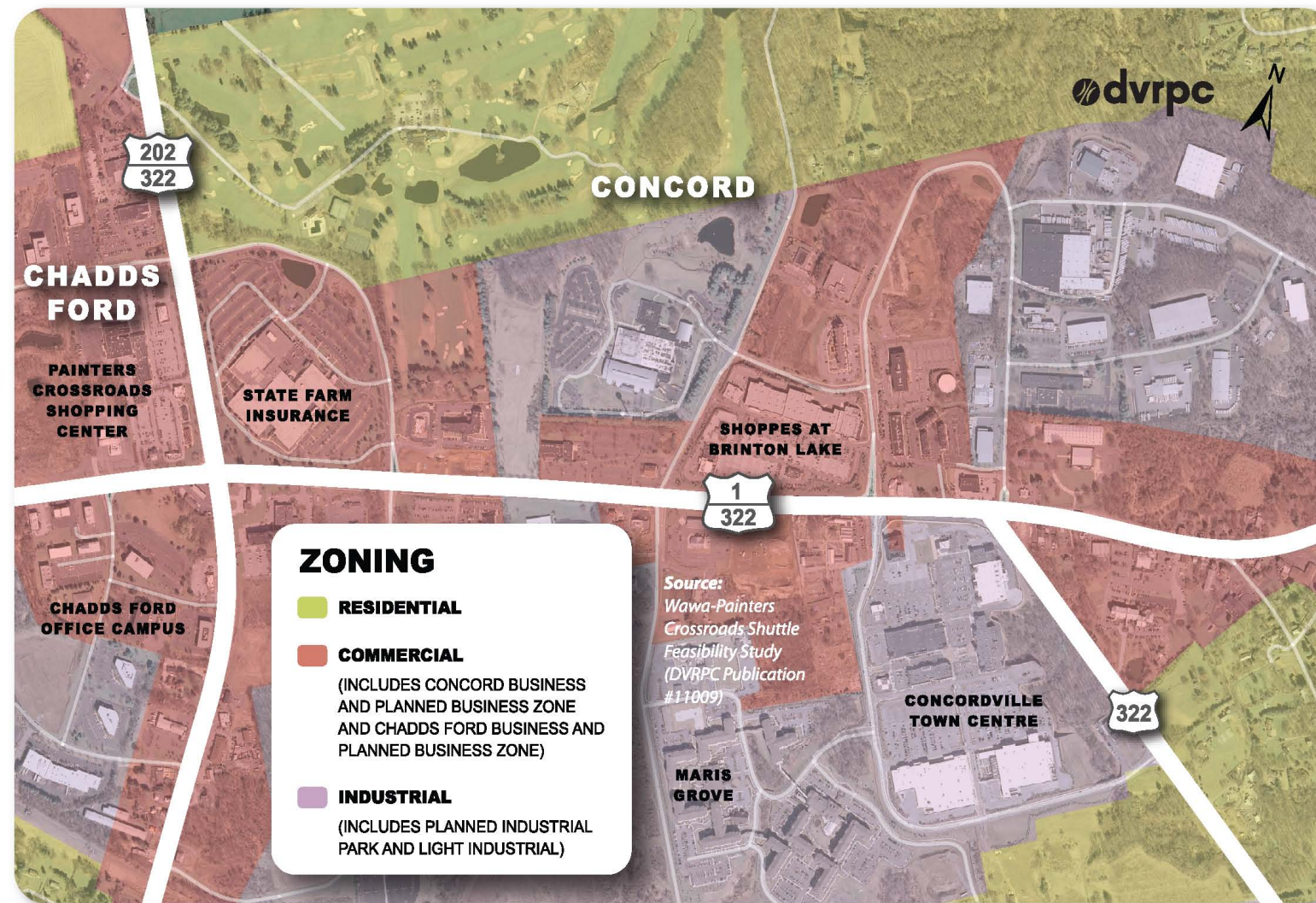
## Very Appropriate Strategies

- ▶ **Turning Movement Enhancements**  
Strategies to make turning movements cause less congestion and fewer crashes, such as adding dedicated left turn lanes.
- ▶ **Signal Improvements**  
This is a range of strategies that improve the efficiency of signals individually and in systems. Includes linked traffic signal coordination responsive to traffic conditions and signal preemption for emergency vehicles or buses.
- ▶ **Improve Circulation**  
These strategies are designed to move more vehicles through the existing road system, often using engineering approaches such as Access Management.
- ▶ **Park-and-Ride Lots**
- ▶ **Modifications to Existing Transit Routes or Services**  
These strategies help make the existing transit system serve people better, which is often an efficient and cost-effective approach. Includes strategies such as Extensions or Changes to Bus Routes, More Frequent Service, and Making Transfers Easier for Passengers.
- ▶ **Engineering for Smart Growth**  
These strategies promote and enable smart growth, using engineering solutions such as Traffic Calming or Context-Sensitive Design.
- ▶ **Planning and Design for Nonmotorized Transportation**  
This strategy covers the general work to make an area more conducive overall for consideration of any mode other than driving alone, including landscaping, streetscaping, and the development of regional bicycling and walking plans.

## Secondary Strategies

(There are many more listed in the CMP.)

- ▶ **Encourage Use of Fewer Cars**
- ▶ **Land Use / Transportation Policies**  
These strategies reduce congestion by changing land use and development patterns to encourage mobility options and limit new trip generation. Includes transit-oriented development and revising existing zoning ordinances.
- ▶ **Enhanced Transit Amenities and Safety**
- ▶ **New Bus Services**
- ▶ **Extensions or Added Stations to Fixed Rail Service**



## What Do the Maps Show?

The top map shows a simplified version of current zoning in the study area. The lack of residential land use in the study area promotes automobile travel while reducing the viability of transit and sacrificing pedestrian and bicycle comfort. In order for shuttle service to succeed, the local municipalities need to plan for accommodating a mixed land use scheme. The lower map is one of the four shuttle alternative alignments considered in the study. The shuttle would provide convenient, streamlined service through the study area while functioning in a larger context as a SEPTA Route 111 service deviation.

The order of strategies shown to the left of the maps reflects the priorities in DVRPC's Perspective on Transportation Planning, first adopted in the 2006 CMP Report and readopted in 2009 and 2011. General strategies that can apply almost everywhere are listed below this text box. For more about the CMP, visit our website at [www.dvrpc.org/CongestionManagement](http://www.dvrpc.org/CongestionManagement). 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.



2011

## Inexpensive Strategies that Help Almost Everywhere

(Definitions of these strategies and dozens more are in the CMP Report - Publication #09028B)

- ▶ **Safety Improvements and Programs**
- ▶ **Signage**
- ▶ **Basic Upgrading of Traffic Signals**
- ▶ **Signal Preemption for Emergency Vehicles**
- ▶ **Environmental Justice Outreach for Decision-Making**
- ▶ **Intersection Improvements of a Limited Scale**
- ▶ **Access Management**  
(both engineering and policy strategies)
- ▶ **Bottleneck Removal of a Limited Scale, Vehicle or Rail**
- ▶ **Marketing/Outreach for Transit and TDM Services**  
(including carpool, vanpool, and ride-matching programs, alternative work hours, telecommuting, emergency ride home, TransitChek, and car sharing)
- ▶ **Revisions to Existing Land Use / Transportation Regulations**
- ▶ **Growth Management and Smart Growth**
- ▶ **Context-Sensitive Design**
- ▶ **Improvements for Walking and Bicycling**



# 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 to help people and goods reach their destinations. 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* (Publication #09047) 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](http://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. For more information, visit [www.dvrpc.org/TIP](http://www.dvrpc.org/TIP).

## Painter's Crossroads Study

At the request of the Delaware County Planning Department, DVRPC conducted a study focused on improving transit connections between the proposed Wawa Station and the Painters Crossroads area. Increasing congestion, rapid commercial development, and the proposed extension of SEPTA's Media/Elwyn Regional Rail Line were the catalysts for the DVRPC study. For more information, see Publication #11009, or contact Michael Becker, Transportation Planner, at 215.238.2834 or [mbecker@dvrpc.org](mailto:mbecker@dvrpc.org).



**Publication Number** NL10021

**Abstract** The CMP newsletter series focuses on congested subcorridors in the Delaware Valley, alternating between New Jersey and Pennsylvania. This edition highlights the Painters Crossroads area in Pennsylvania. For more information about any of these programs, please visit [www.dvrpc.org](http://www.dvrpc.org).



## LET US KNOW what YOU think!

*This newsletter is part of a series which focuses on a selected subcorridor in the Delaware Valley. This is the third to focus on a subcorridor in Pennsylvania. The series includes an introduction to the Congestion Management Process (Publication #NL09007). Help make this a useful resource for other communities by sending any comments to Zoe Neaderland, Manager, Office of Transportation Safety and Congestion Management at 215.238.2839 or [zneaderland@dvrpc.org](mailto:zneaderland@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](http://www.dvrpc.org) or call 215.238.2871.