

Quick Introductions:

Congestion Management Process (CMP)

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 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.

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.

PA 611 Access Management Corridor Study

Access management case studies are performed by DVRPC staff in support of PennDOT's effort to promote wider planning for and application of access management procedures within the Commonwealth. PA 611 north of the Pennsylvania Turnpike is identified as a congested corridor in the CMP. Potential mitigation strategies include access management. For more information, see Publication #12082, or contact Amy Bernknopf, Transportation Planner, at 215.238.2845 or abernknopf@dvrpc.org.



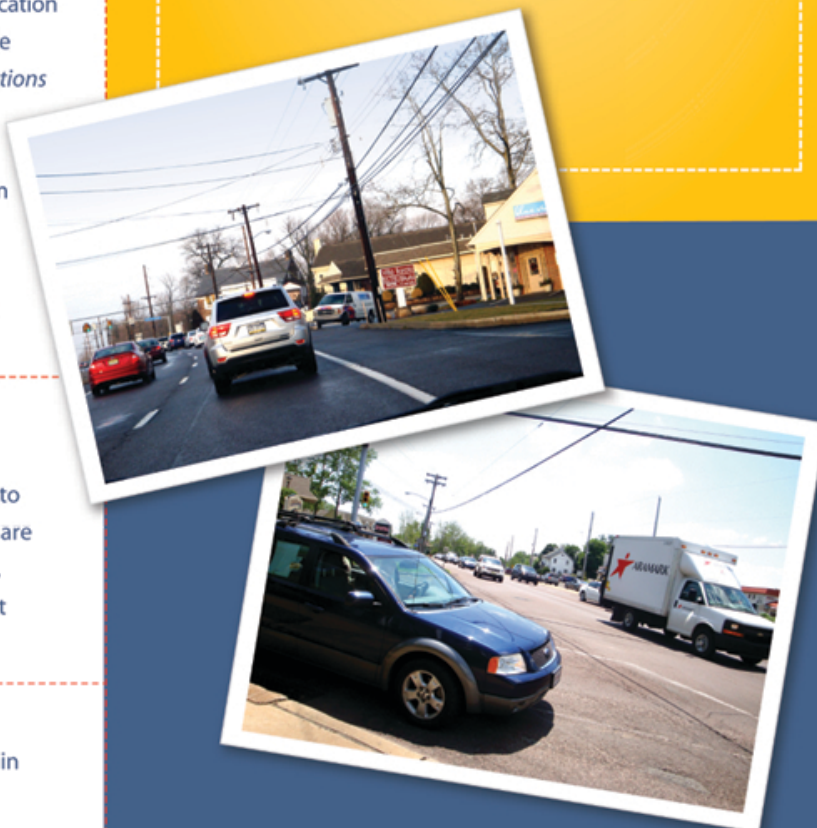
Publication Number: NL12041

Abstract: The CMP newsletter series focuses on congested subcorridors in the Delaware Valley, alternating between New Jersey and Pennsylvania. This edition highlights the PA 611 corridor in Warrington and Doylestown Townships, with a focus on access management strategies. For more information, please visit www.dvrpc.org.



LET US KNOW what YOU think!

This newsletter is part of a series that focuses on a selected subcorridor in the Delaware Valley. This is the fourth 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 Jesse Buerk, Transportation Planner, at 215.238.2948 or jbuerk@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 (MPO) for the Greater Philadelphia Region — leading the way to a better future.

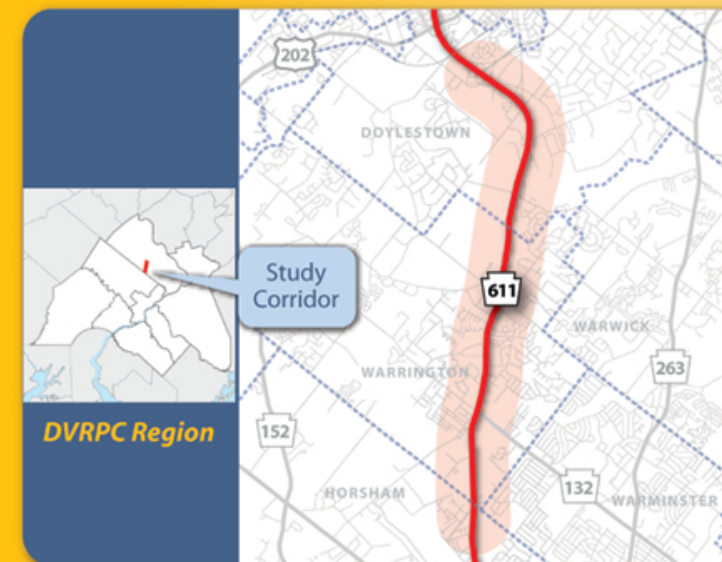
DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC documents and publications can be translated into alternate formats or languages, if requested. For more information, visit the DVRPC website at www.dvrpc.org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



Congestion Management Process (CMP)

Can We Reduce Congestion in Pennsylvania?

Focus: PA 611 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.

PA 611 is a major arterial road, running from I-95 south of Center City Philadelphia all the way to the Poconos. DVRPC's access management corridor study for PA 611 covers the 5.3-mile portion of the highway in Warrington and Doylestown townships. In addition to numerous driveways, there are 17 traffic signals along the corridor, spaced as little as a quarter-mile apart in some instances. A crash occurs, on average, every three days along this congested stretch of road. Although population and employment are forecasted to grow in the study area (see the chart on this page), no road widenings are planned. Access management policies and projects are low-cost strategies to help manage congestion on PA 611.

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

	2010	2040	Change	% Change
POPULATION				
BUCKS COUNTY	625,249	727,150	101,901	16%
WARRINGTON TOWNSHIP	23,418	31,625	8,207	35%
DOYLESTOWN TOWNSHIP	17,565	21,078	3,513	20%
EMPLOYMENT				
BUCKS COUNTY	293,325	335,747	42,422	14%
WARRINGTON TOWNSHIP	7,945	10,029	2,084	26%
DOYLESTOWN TOWNSHIP	10,083	12,100	2,017	20%

Sources: The 2010 Population numbers were retrieved from the U.S. Census Bureau, 2010 Census. The 2040 Population Forecasts and Employment Estimates and Projections were retrieved from Analytic Data Reports #18 and #19, DVRPC.

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

- ▶ Review your community's comprehensive plan, zoning, and land development ordinances for appropriate access regulations.
- ▶ Coordinate with municipal and county studies.
- ▶ Encourage adoption of a local "Complete Streets" policy that would require streets to be designed for all users, including bicyclists, pedestrians, disabled people, transit users, and drivers.
- ▶ Communicate with your county representatives on the DVRPC Board (see "About Us" at www.dvrpc.org).
- ▶ See PennDOT's excellent *Access Management – Model Ordinances for Pennsylvania Municipalities Handbook*, available for download at ftp.dot.state.pa.us/public/PubsForms/Publications/PUB 574.pdf.
- ▶ There may be more ways to fund transportation improvements than you realize. The DVRPC *Municipal Resource Guide* (Pub #12003) and *Funding Transportation Safety Improvements* brochure (Pub #10018) are great sources of information.

Potential Strategies for this Congested Corridor

Very Appropriate Strategies

(Definitions of these strategies and many more are in the CMP Report - Publication #11042)

- ▶ Traffic Signal Improvements
- ▶ Turning Movement Enhancements
- ▶ Improve Circulation
- ▶ Transit-Oriented Development (TOD)
- ▶ Extensions or Changes in Bus Routes

Secondary Strategies

(There are more listed in the CMP Report.)

- ▶ Transit Infrastructure Improvements
- ▶ Comprehensive Policy Approaches
- ▶ Parking Supply-and-Demand Management
- ▶ Revisions to Existing Land Use/Transportation Regulations
- ▶ Walking and Bicycling Improvements
- ▶ Modifications to Existing Transit Routes or Services

Inexpensive Strategies that Help Almost Everywhere

(Definitions of these strategies and many more are in the CMP Report.)

- ▶ Safety Improvements and Programs
- ▶ Signal Preemption for Emergency Vehicles where needed
- ▶ Intersection Improvements of a Limited Scale
- ▶ Access Management

(both engineering and policy strategies)

Access management policies include adoption of the right to share access, provide cross access, or regulate driveways.

Access management codes may cover corner lot requirements, continuity of sidewalk/bike networks and pedestrian/transit rider access, and land use (trip making) intensity controls in specific areas. Engineering strategies implement these policies.

- ▶ Marketing/Outreach for Transit and TDM Services where applicable under the RideECO program (including carpool, vanpool, and ridesharing programs, alternate work hours; telecommuting, emergency ride home, transit benefit, and carsharing)
- ▶ Growth Management and Smart Growth



What Does the Map Show?

The map illustrates some of the access management issues along PA 611. There are 11 driveways between the traffic signal at Titus Avenue and the signal at the entrance to the Valley Creek Shopping Center. The majority of the access points are on the southbound side of the road; the Valley Creek Shopping Center is the one access point on the northbound side. The shopping center was redeveloped recently, and better access management techniques were used. However, the southbound side is characterized by older development, with numerous access points. There are approximately another 15 driveways between the Valley Creek Shopping Center and the traffic signal at Street Road, spread across both directions of the roadway. The distance between Titus Avenue and Street Road is approximately one mile, and yet there are over 35 driveway entrances, four street entrances, and three traffic signals. Numerous conflict points make drivers have to work harder to avoid collisions and increase the chances of a crash.

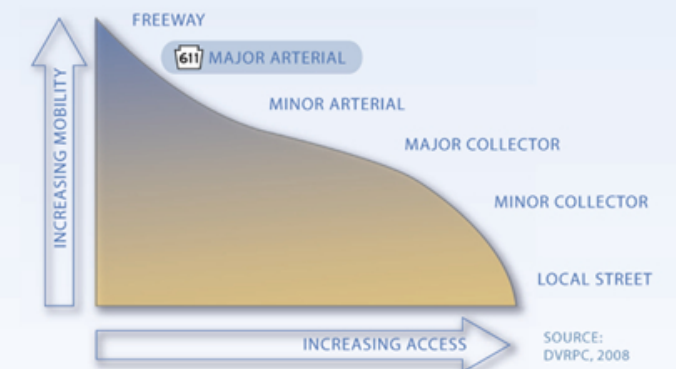


What is Access Management?

Highway access management is one of many strategies available to prolong and/or improve the function of a state or local roadway. Access management strategies generally work toward reducing through-travel interruptions, making vehicle entrances and exits more predictable, and eliminating turning movements by reducing the number of driveways.

Because land use and development are municipal responsibilities, access management implementation can be achieved most effectively through the plans and ordinances that guide and support a municipality's land development design, application, review, and approval processes (e.g., the Official Map, the Comprehensive Plan, the Zoning Ordinance, and the Subdivision and Land Development Ordinance).

National studies indicate that where access management techniques are consistently implemented along a highway corridor, collisions can be reduced by as much as 50 percent; capacities increased between 23 and 45 percent; and delays reduced as much as 40 to 60 percent (NCHRP Report 420).



Roadways are classified according to their function, ranging from freeway to local street. A limited-access freeway has access points only at interchanges. No driveways are found on these facilities. This roadway design provides the greatest levels of mobility possible. Conversely, local streets may have many driveways, as mobility on local streets is of secondary importance to providing access to abutting commercial and residential properties.