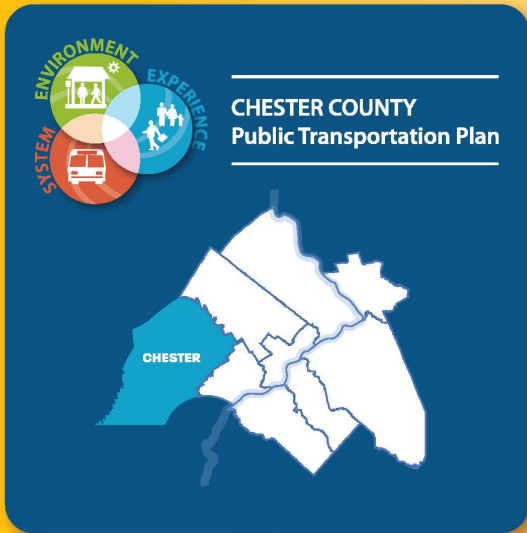




# Congestion Management Process (CMP)

## Reducing Congestion in Pennsylvania

### FOCUS: Chester County Public Transportation Plan



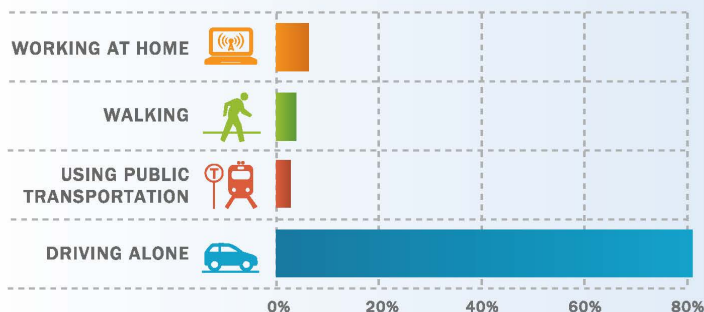
In 2013, the Chester County Board of Commissioners revised the County Strategic Plan to include a goal of “Creating Transportation Choices.” Existing SEPTA service is concentrated in the eastern and central portions of the county, and much of the more frequent service is concentrated in the east-west direction, along the PA 3 and US 30 corridors. More options and greater service frequencies are priorities for the future.

Multiple rail, bus, and special services make understanding the transportation choices in Chester County challenging, so in 2013, DVRPC and the Chester County Planning Commission (CCPC) developed a website to serve as an information portal for transportation options in the county. In 2013-2014, DVRPC and CCPC developed a strategic plan to guide future transit options and capital improvements in Chester County. By considering all modes of transportation in coordination with land use planning, we can make Chester County and the region a better place to live, work, and play.

#### What Can I Do as a Citizen?

- ▶ Visit [www.chescorideguide.org](http://www.chescorideguide.org) to learn about transportation options in Chester County.
- ▶ Combine trips when you can, take transit, carpool, or join a local ridesharing program.
- ▶ 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.

#### Chester County Means to Work 2012

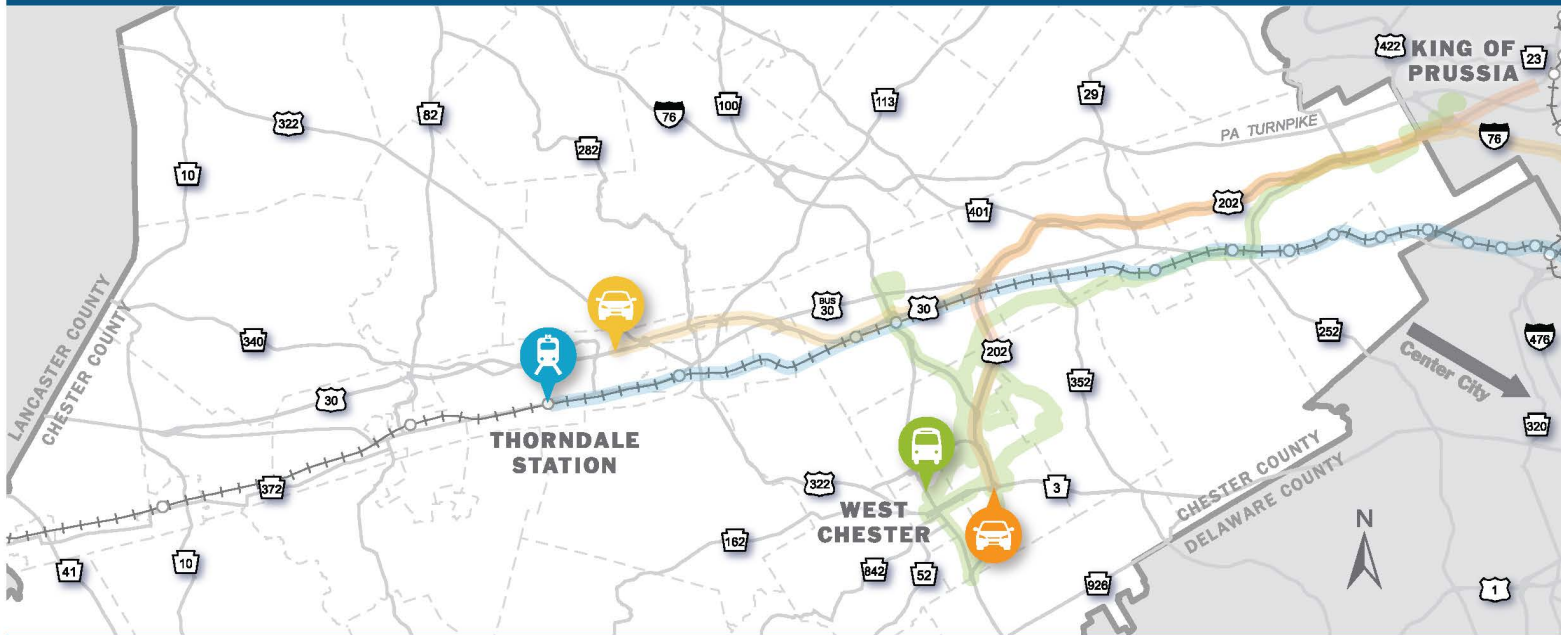


#### What Can I Do as a Municipal Official or Staff Person?

- ▶ Take actions that help manage travel through land development design, zoning, and subdivision ordinances;
- ▶ Encourage better amenities for transit, including bus shelters, street furniture, and sidewalk connections. DVRPC’s *SEPTA Bus Stop Design Guidelines* report (Pub #12025) is intended to help guide local comprehensive plans, land development ordinances, site or subdivision plans, and transportation / mobility plans;
- ▶ Encourage adoption and/or implementation of a local “Complete Streets” policy that would require streets to be designed for all users, including bicyclists, pedestrians, disabled people, transit users, and all motorized modes;
- ▶ Communicate with your county representatives on the DVRPC Board (see “About” at [www.dvrpc.org](http://www.dvrpc.org));
- ▶ 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.



# Transit and Auto Travel Times in Congested Corridors



## Travel Times in Chester County

The map and figures on this page compare driving and transit travel times for select trips in Chester County. US 30, US 202, and I-76 are all identified as congested corridors by the CMP.

In general, motorists know to expect that trips made during peak hours will take longer than those during **free-flow** conditions. For example, while it might take 40 minutes to make the forty-mile trip into Center City Philadelphia from Thorndale at midnight, the same trip takes 53 minutes on average during the morning peak hour (8:00 AM). But on some days, such as when traffic is especially heavy or a crash has occurred, the trip can take much longer. **Planning Time** is a measure that indicates how much extra time you need to plan for your trip to be sure that you get where you need to go on time. In the Thorndale to Center City example, the Planning Time is **1 hour and 45 minutes!** Although the Planning Time represents the worst possible trip, it gives a sense of how variable the congestion can be. Compared to the **Peak Travel Time** for the Thorndale to Center City auto trip, traveling on SEPTA's Thorndale/Paoli line takes about the same amount of time during the peak period (54-59 minutes) on average. However, the train trip is actually much **more reliable**. Unfortunately, the comparison is not as favorable for bus versus auto trips. The Chester County Public Transportation Plan includes strategies to improve the availability and reliability of bus trips in Chester County.

MAPS & GRAPHICS SOURCE: DVRPC | DATA SOURCES: SEPTA FY 2013 ANNUAL REPORT; VPP SUITE, 2014

## Transit Strategies for Congested Corridors in Chester County

Definitions of these strategies and many more are listed in the CMP Report, Publication #11042.

Some examples of the many strategies in the CMP that are intended to improve public transportation in Chester County are Planning and Design for Nonmotorized Transportation, Transit Station Security, ITS Improvements for Transit, Transit Infrastructure Improvements, Passenger Intermodal Center or Garage for Transit Riders, Park-and-Ride Lots, Transit-Oriented Development (TOD), Modifications to Existing Transit Routes or Services, Walking and Bicycling Improvements, Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes, and New Passenger Rail Investments.

# auto

## TRAVEL TIMES



# transit

## TRAVEL TIMES



**IF TRAVELING BY CAR**  
from Thorndale to Center City  
via US 30, US 202, and I-76

DISTANCE =

40.5 MILES

SPEED  
LIMIT  
55

### NORTHBOUND/EASTBOUND TRAVEL TIMES



FREE-FLOW 40 MIN.



8:00 AM

PEAK TRAVEL TIME 53 MIN.  
PEAK PLANNING TIME 1 HOUR 45 MIN. ⓘ

### WESTBOUND/SOUTHBOUND TRAVEL TIMES



FREE-FLOW 41 MIN.



5:00 PM

PEAK TRAVEL TIME 58 MIN.  
PEAK PLANNING TIME 2 HOURS 8 MIN. ⓘ



**IF TRAVELING BY RAIL**  
from Thorndale to Center City via  
SEPTA's Paoli/Thorndale Line



OFF PEAK 1 HOUR 5 MIN.

### NORTHBOUND/EASTBOUND TRAVEL TIMES



8:00 AM

AM PEAK 59 MIN.

### WESTBOUND/SOUTHBOUND TRAVEL TIMES



5:13 PM

PM PEAK 54 MIN.



ON-TIME 93 PERCENT  
PERCENTAGE



**IF TRAVELING BY CAR**  
from West Chester to King of Prussia  
via US 202, PA 3, and I-76

DISTANCE =

17 MILES

SPEED  
LIMIT  
55

### NORTHBOUND/EASTBOUND TRAVEL TIMES



FREE-FLOW 17 MIN.



8:00 AM

PEAK TRAVEL TIME 20 MIN.  
PEAK PLANNING TIME 31 MIN.

### WESTBOUND/SOUTHBOUND TRAVEL TIMES



FREE-FLOW 17 MIN.



5:00 PM

PEAK TRAVEL TIME 25 MIN.  
PEAK PLANNING TIME 45 MIN. ⓘ



**IF TRAVELING BY BUS**  
from West Chester to King of Prussia  
via SEPTA's ROUTE 92 bus



OFF PEAK 58 MIN.

### NORTHBOUND/EASTBOUND TRAVEL TIMES



8:00 AM

AM PEAK 1 HOUR

### WESTBOUND/SOUTHBOUND TRAVEL TIMES



5:13 PM

PM PEAK 1 HOUR 13 MIN.



ON-TIME 70 PERCENT ⓘ  
PERCENTAGE



# QUICK DVRPC Program 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 2040**  
PLAN FOR GREATER PHILADELPHIA

The *Connections 2040 Plan for Greater Philadelphia* (Publication #13042) was adopted by the DVRPC Board on July 25, 2013 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/Connections2040](http://www.dvrpc.org/Connections2040).

## 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).

## CHESTER COUNTY PUBLIC TRANSPORTATION PLAN



On July 8th, 2014, the Chester County Board of Commissioners adopted the Public Transportation Plan as an element of the County's comprehensive plan.

CCPC and DVRPC developed the Plan to establish a 25-year vision for Chester County with the overall goal to "provide an affordable, reliable, and accessible public transportation network." To learn more, visit [www.chesco.org/DocumentCenter/vlew/17264](http://www.chesco.org/DocumentCenter/vlew/17264).



**Publication Number** NL13018

**Abstract** The CMP newsletter series focuses on congested subcorridors in the Delaware Valley, alternating between New Jersey and Pennsylvania. This edition highlights the Chester County Public Transportation Plan. 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 that focuses on a selected subcorridor in the Delaware Valley. This is the fifth 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, Senior Transportation Planner, at 215.238.2948 or [jbuerk@dvrpc.org](mailto: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 for the Greater Philadelphia Region – leading the way to a better future.

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, [www.dvrpc.org](http://www.dvrpc.org), may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 238-2871 or email [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org).