

# THE MEETING WILL BEGIN AT 6:00 P.M.

THIS MEETING WILL BE RECORDED AND SHARED ON THE DVRPC  
WEBSITE AFTER THE MEETING.



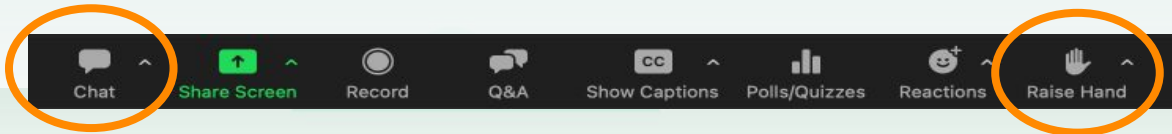
# Planning and Funding Transportation Infrastructure Across the Region

March 13, 2025



# HOW TO HAVE A GREAT MEETING

1. Use **chatbox to share comments** and **Q&A to ask questions** during presentations.
2. **Raise your hand** to ask a question or make a comment during the discussion portion
3. **Be mindful and courteous** with other attendees, the panelists, and the support team



# TONIGHT'S PRESENTATIONS

## 1. **Planning the Future of the Greater Philadelphia Region**

*Amani Bey, Planner*

## 2. **What is the Transportation Improvement Program (TIP) and Why is it Important?**

*Travis Spotts, Capital Program Coordinator*

## 3. **TIP Selection Process and Resident Feedback**

*Alyson Dressman, Capital Project Planner*

## 4. **Improving Safety on Route 291 - From TCDI to the TIP - Delaware County Planning Department**

*Cathy Spahr, Transportation Planner, Delaware County*



## WHAT IS DVRPC?

**Federally designated MPO for the Greater Philadelphia region:**

- Two States
- Nine Counties
- One Large City
- Three Smaller Cities
- 350 Municipalities
- Thousands of Neighborhoods

DVRPC acts as  
a mix of  
government  
agency, planning  
consultant, and  
foundation

**CONDUCT REGIONAL  
GOAL SETTING AND  
PLANNING**

Convening  
Educating  
Planning

01

**PROVIDE  
INFORMATIONAL  
RESOURCES**

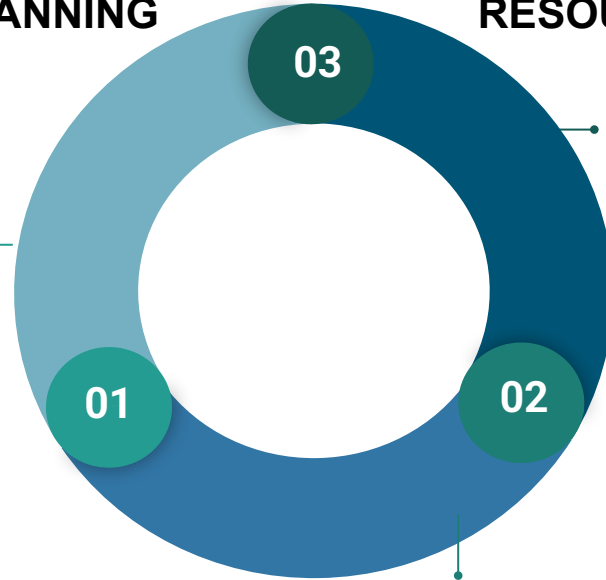
Compiling data  
Mapping  
Publishing

03

02

**SUPPORT PARTNERS IN ACHIEVING  
REGIONAL GOALS**

Assisting  
Pass-through funding  
Project managing



# What is the Public Participation Task Force?

A forum sponsored by DVRPC and managed by the Office of Communication and Engagement (OCE) that is dedicated to empowering residents to get involved in regional planning through the following:

- Providing ongoing access to the regional planning and decision-making process
- Distributing DVRPC information to organizations and communities across the region
- Assisting the Commission in implementing public outreach strategies



# Presentations



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# Planning for 2050:

## An Overview of DVRPC's Long-Range Planning Process

Amani Bey  
DVRPC Office of Long-Range Planning  
**Public Participation Task Force Meeting**  
March 13, 2025

# Long-Range Plans at DVRPC

- Essential for Federal Funding
- $\geq 20$ -Year Planning Horizon – Updated Every 4 Years
- Fiscally-Constrained Financial Plan and Policy Document
- Transportation Investments – Aligned with Regional Vision & Strategies
- Supports All Transportation Modes
- 30-Day Public Comment Period

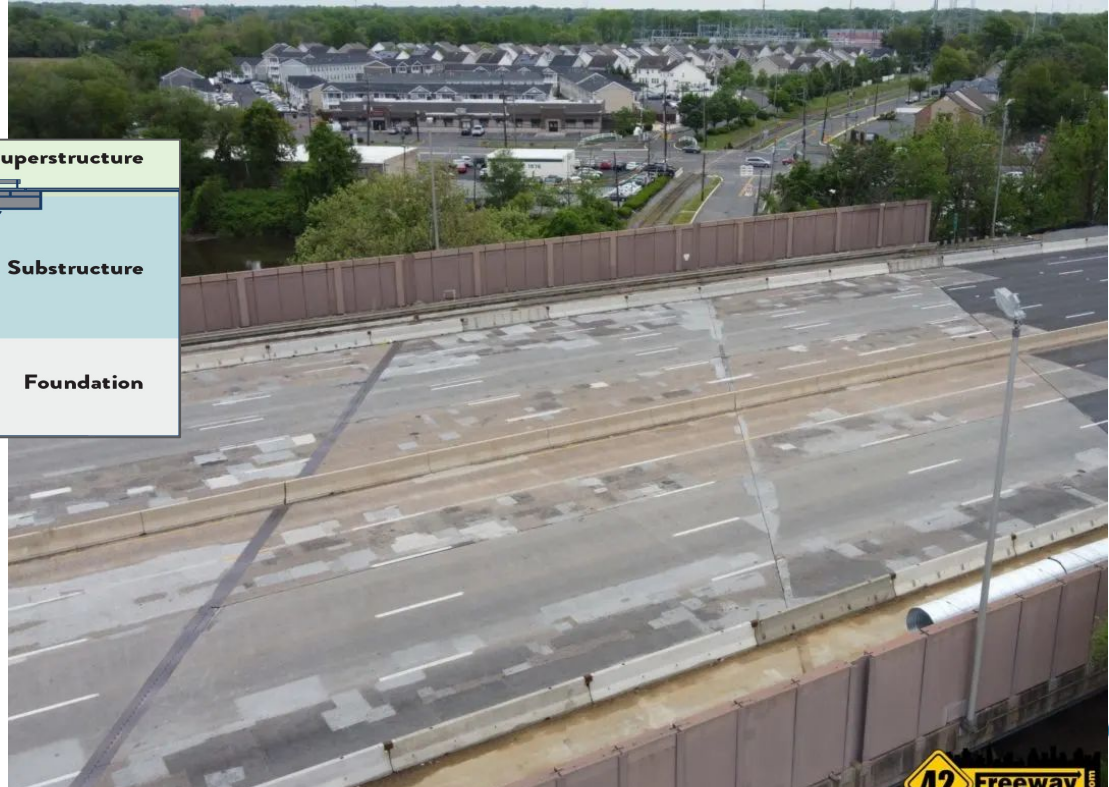
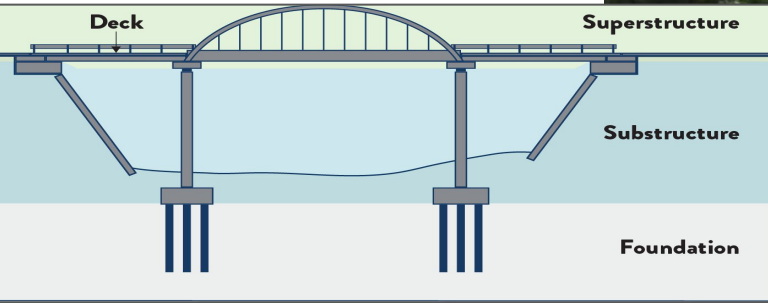


# *Connections 2050*

- \$67.3 B in spending 2022-2050
- 250+ projects, Funded and Unfunded
- Preserving our system and making improvements
- Transit, bridges, interchanges, safety, bike trails, sidewalk improvements

# I-76/I-676 Bridges and Pavement, Camden

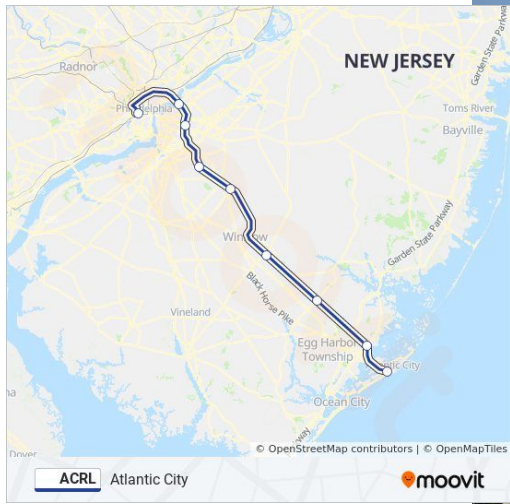
Replace bridge decks and superstructure of I-76/I-676 in several places. Two bridges will be widened. (2022–2025)





# Atlantic City Line Investments for Added Frequency, Camden/Philadelphia

Siding and station improvements, as well as new vehicles for increased service frequency. (Unfunded).





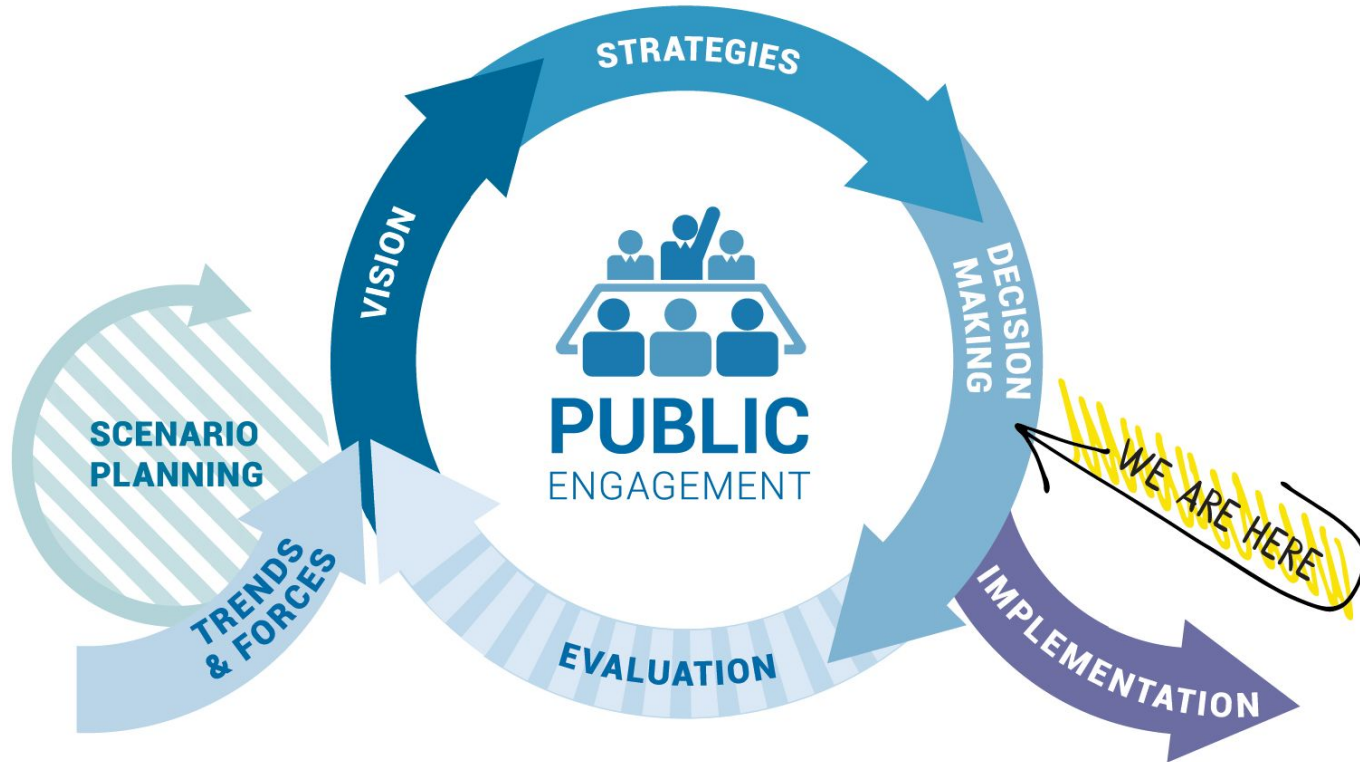
**UPDATE:**



**connections**  
**2050**

PLAN for GREATER PHILADELPHIA

# Long-Range Planning Process

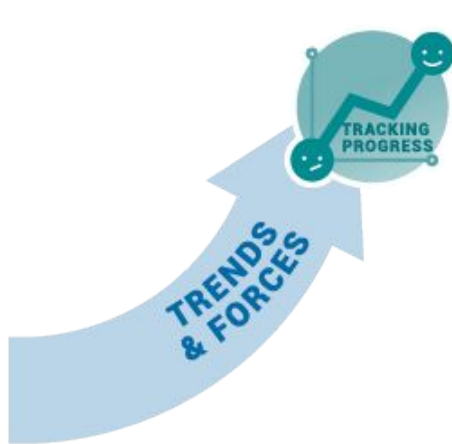






# 1. Start with Public & Stakeholders





## 2. Consider What's Shaping the Region





# Tracking Progress


TRACKING PROGRESS  


filter by:  
category 

























 Economy

 Environment

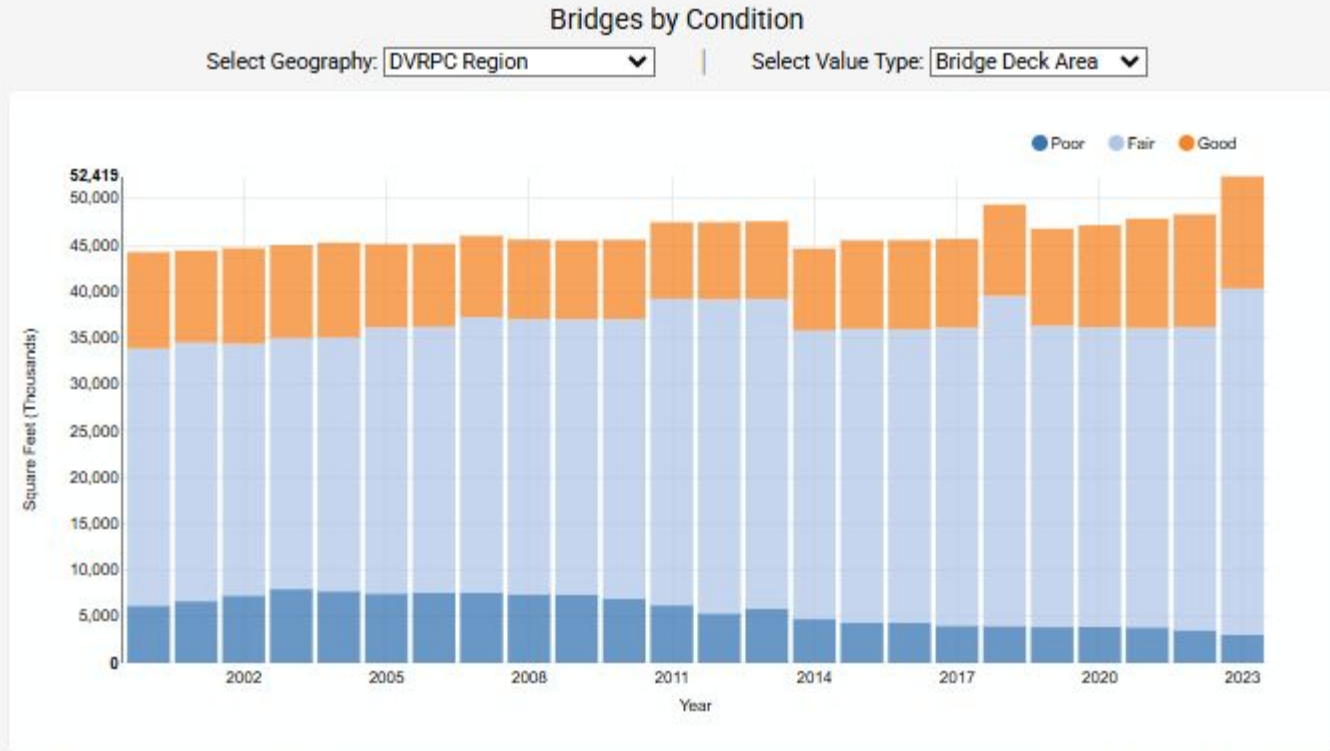
 Community

 Transportation

 Equity

|  |   |  |  |   |  |
|--|---|--|--|---|--|
| <br>Air Quality         | <br>Bridge Conditions        | <br>Commute Mode       | <br>Congestion            | <br>Educational Attainment | <br>Exported Goods              |
| <br>Global Connectivity | <br>Greenhouse Gas Emissions | <br>Housing Activity   | <br>Housing Affordability | <br>Income Disparities     | <br>Innovation                  |
| <br>Job Growth          | <br>Land Consumption         | <br>Miles Driven       | <br>Pavement Conditions   | <br>Population Growth      | <br>Racial & Ethnic Disparities |
| <br>Roadway Safety      | <br>Sex Disparities          | <br>Transit Conditions | <br>Transit Ridership     | <br>Water Quality          | <br>2050                        |

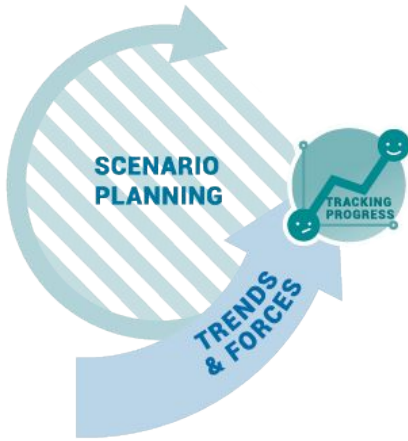
# Tracking Progress



Source: National Bridge Inventory (NBI)

[Access the data behind these charts](#)

# 3. Conduct Exploratory Scenario Planning





# Scenarios

Dispatches from Alternate Futures: Exploratory Scenarios for Greater Philadelphia is the result of the second exploratory scenario for the Greater Philadelphia region and is a key step in developing the Connections 2050 Long-Range Plan for Greater Philadelphia. Policymakers and public- and private-sector leaders will use the information from this report and the forthcoming Long-Range Plan to make informed decisions that help guide the region toward more preferable future scenarios.

For Connections 2050 products as the Plan is developed, please visit: [www.dvrpc.org/LongRangePlan](http://www.dvrpc.org/LongRangePlan)

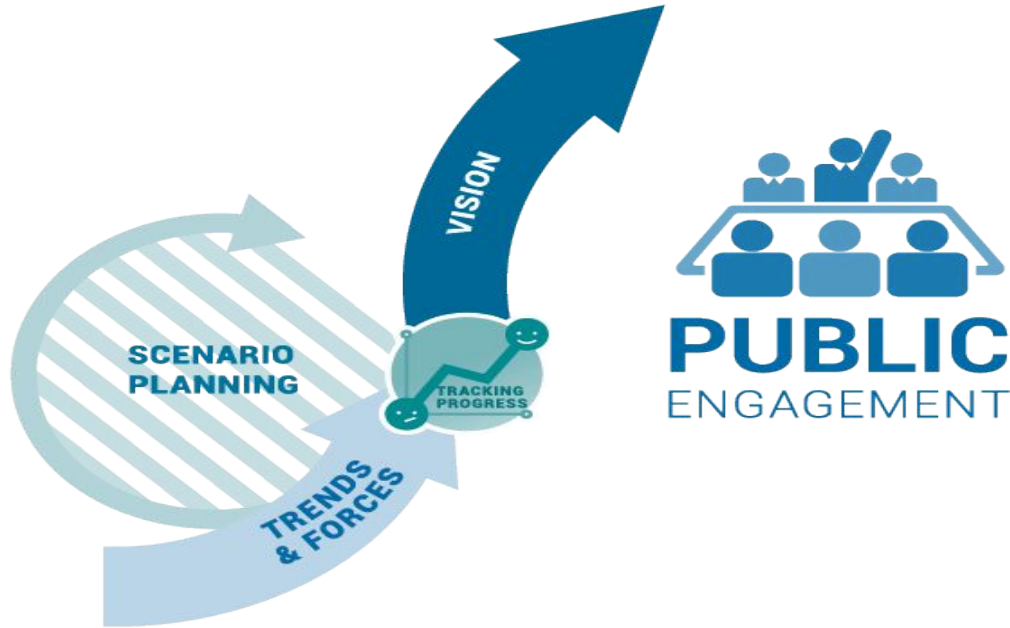


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[www.dvrpc.org](http://www.dvrpc.org)

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# 4. Create a Vision for the Future



UPDATE:



dvrpc

The 2050 Vision is: an

**EQUITABLE,  
RESILIENT,  
SUSTAINABLE**

Greater Philadelphia region that provides...





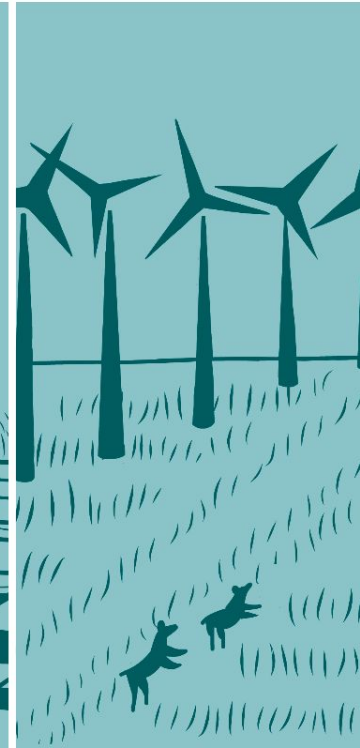
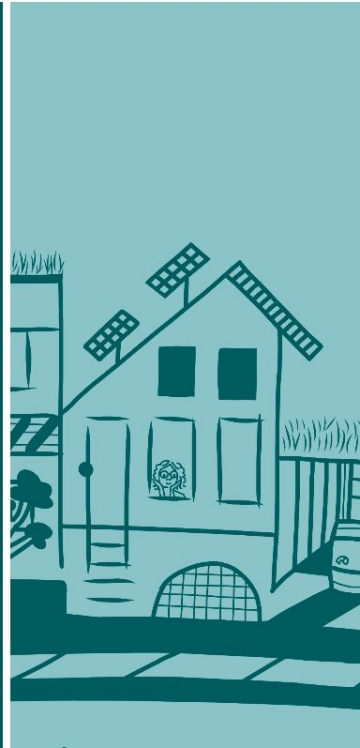
# A reliable and affordable clean **ENERGY** future built to mitigate and withstand the effects of **CLIMATE** change

## **ENERGY & CLIMATE GOALS:**

**NET-ZERO** greenhouse gas  
**EMISSIONS** by 2050

An energy supply that is **RELIABLE**,  
**EFFICIENT**, AND **RESILIENT** to  
climate-related disruptions

An **AFFORDABLE**, **SAFE**, **HEALTHY**,  
and just clean energy transition



# A preserved and restored natural **ENVIRONMENT** and healthy ecological systems

## **ENVIRONMENT GOALS:**

Open space and **NATURE-BASED SOLUTIONS** that adequately adapt to and minimize the impacts of climate change in the region

**HEALTHY AIR AND WATER** for people and wildlife

**EQUITABLE ACCESS** to high-quality parks, natural areas, and passive recreational opportunities



# Inclusive, healthy, and walkable **COMMUNITIES**

## **COMMUNITIES GOALS:**

Accessible and **AFFORDABLE HOUSING OPTIONS**, and cost of living that accommodate all ages and incomes

**INFILL DEVELOPMENT** that creates and protects the unique qualities and sense of place in the region's communities and neighborhoods

Racially and socioeconomically **INTEGRATED NEIGHBORHOODS** with quality education that is accessible to all



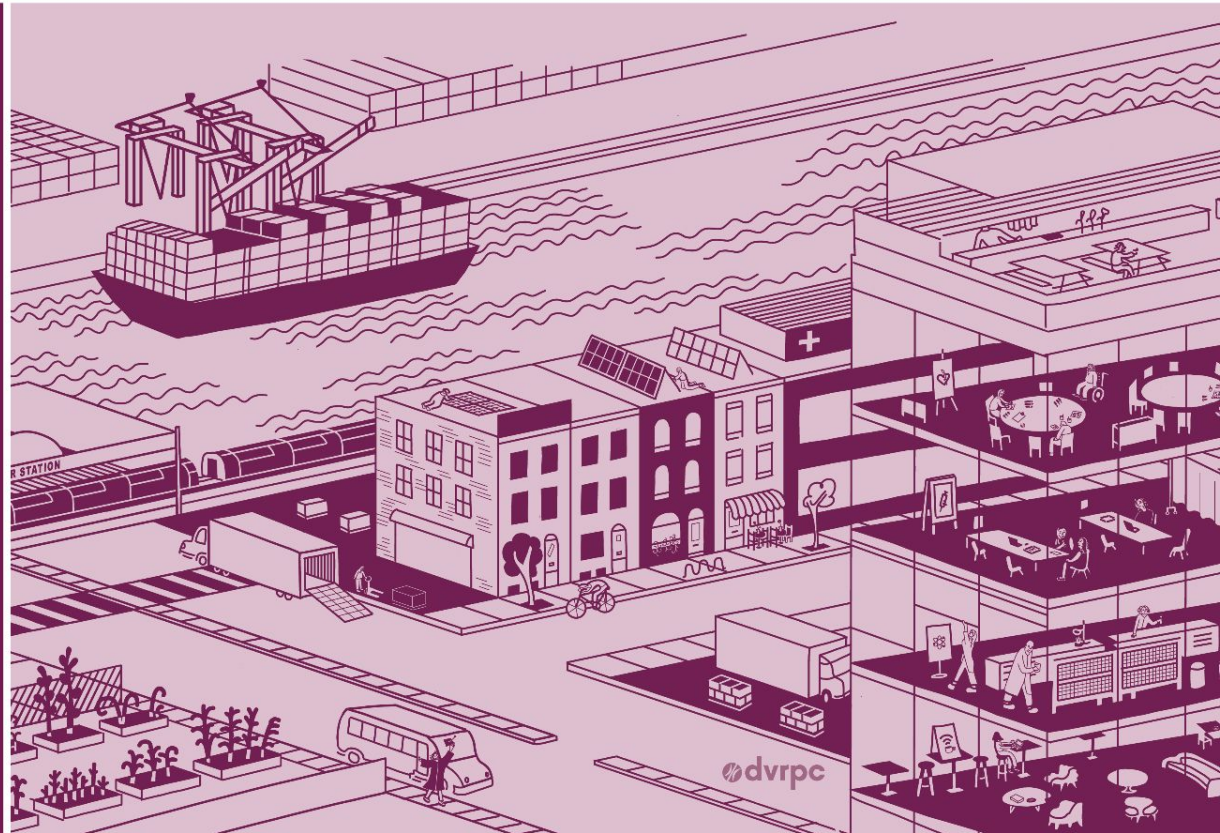
# An innovative and connected **ECONOMY** with prosperity for all residents and businesses

## **ECONOMY GOALS:**

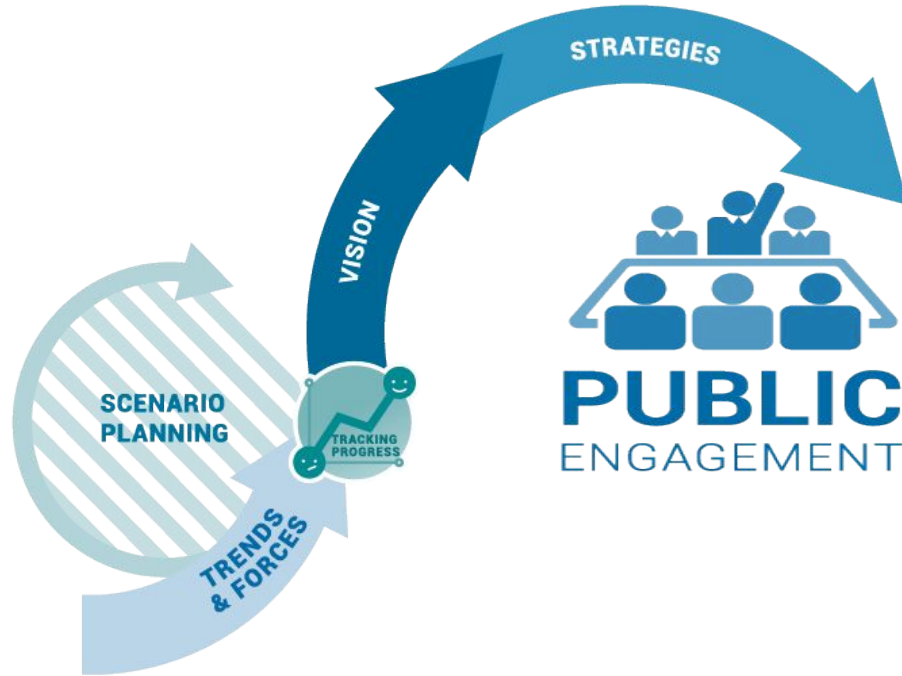
A well-trained and adaptable **REGIONAL WORKFORCE**

**DIVERSITY** of regional economic sectors

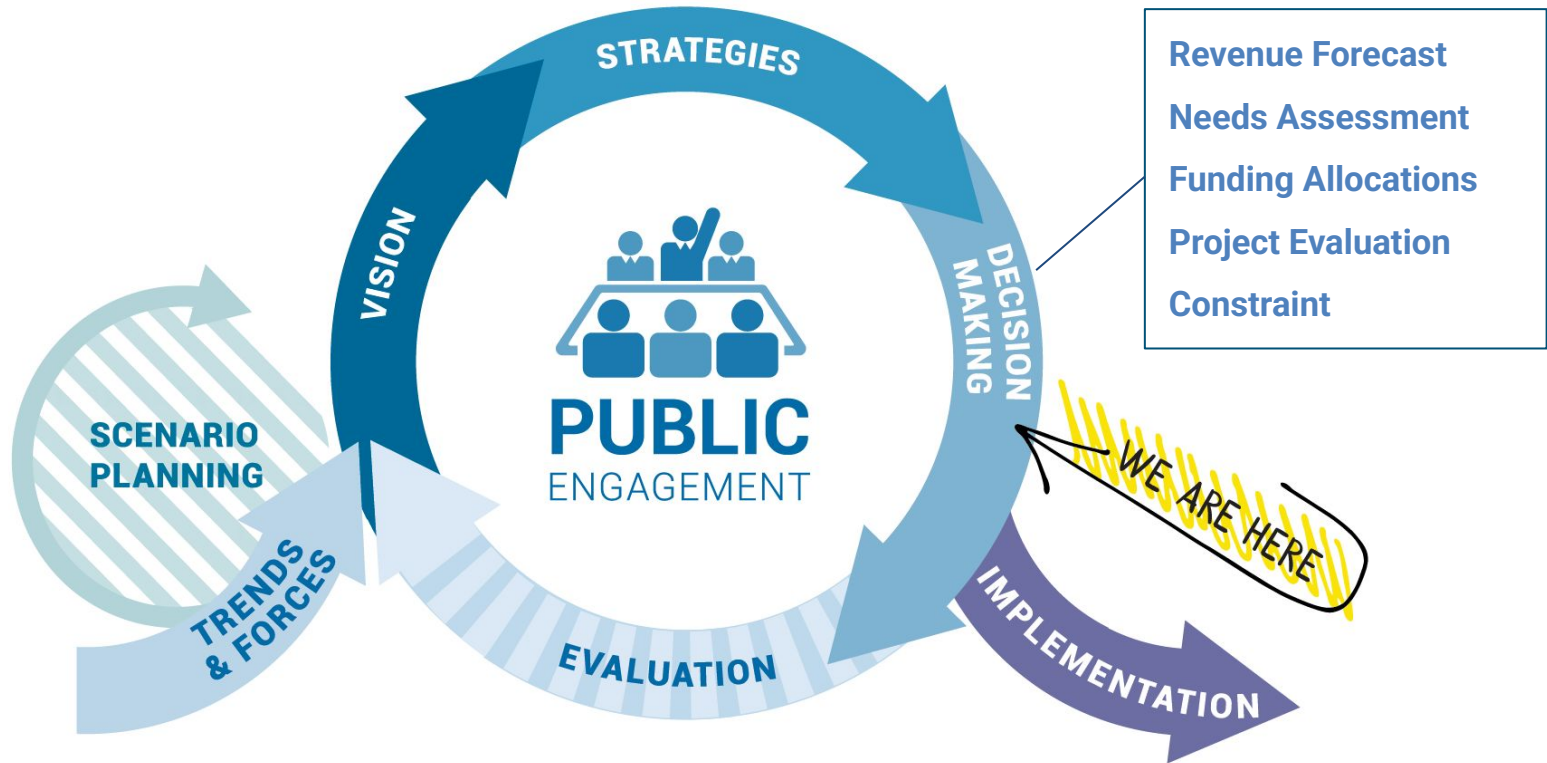
Reliable physical and digital access to regional, national, and global **RESOURCES AND MARKETS**



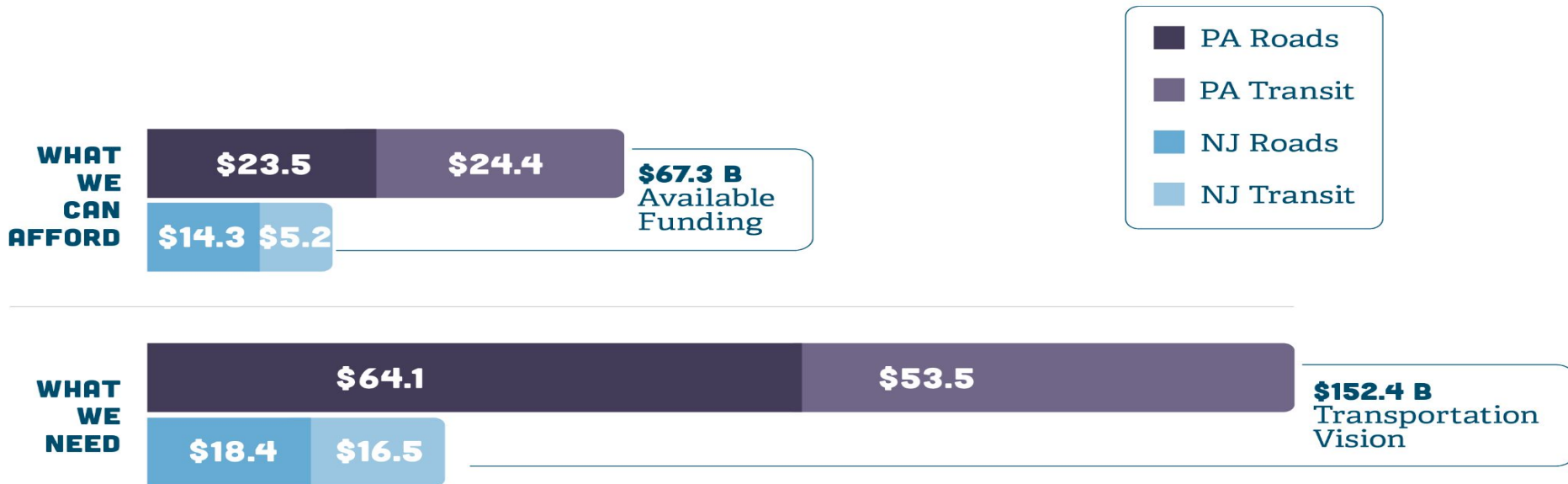
# 5. Identify Strategies to Achieve the Vision



# 6. Make Decisions that Support the Vision



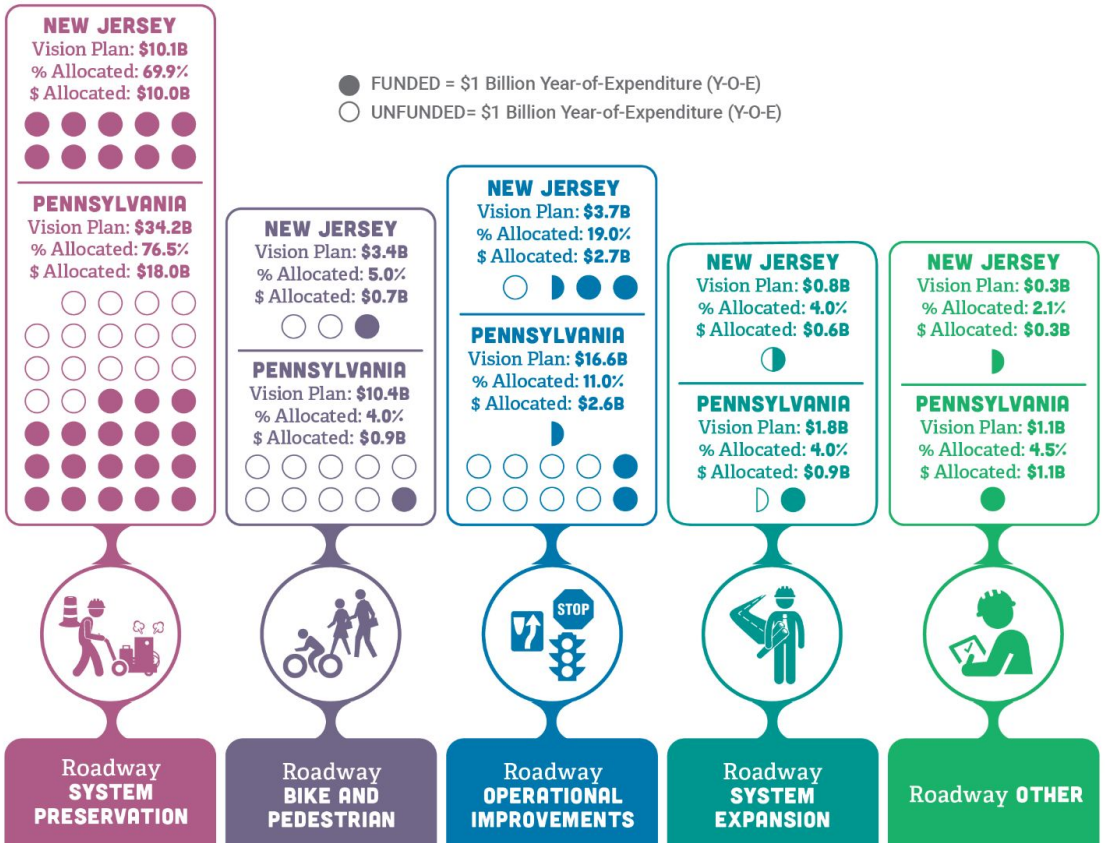
# Regional Transportation Need Compared to Available Funding



All figures in billions of year-of-expenditure dollars.

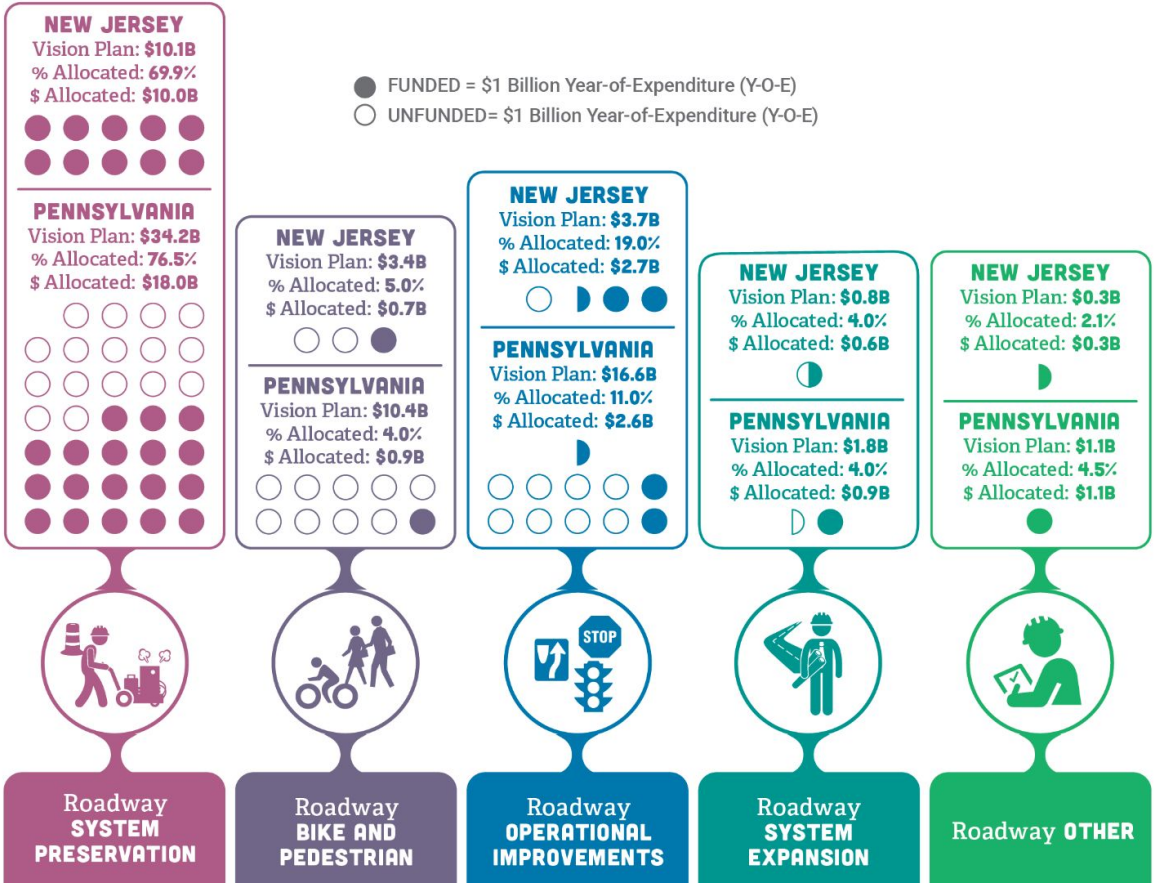


# Allocating Roadway Funds by Project Category

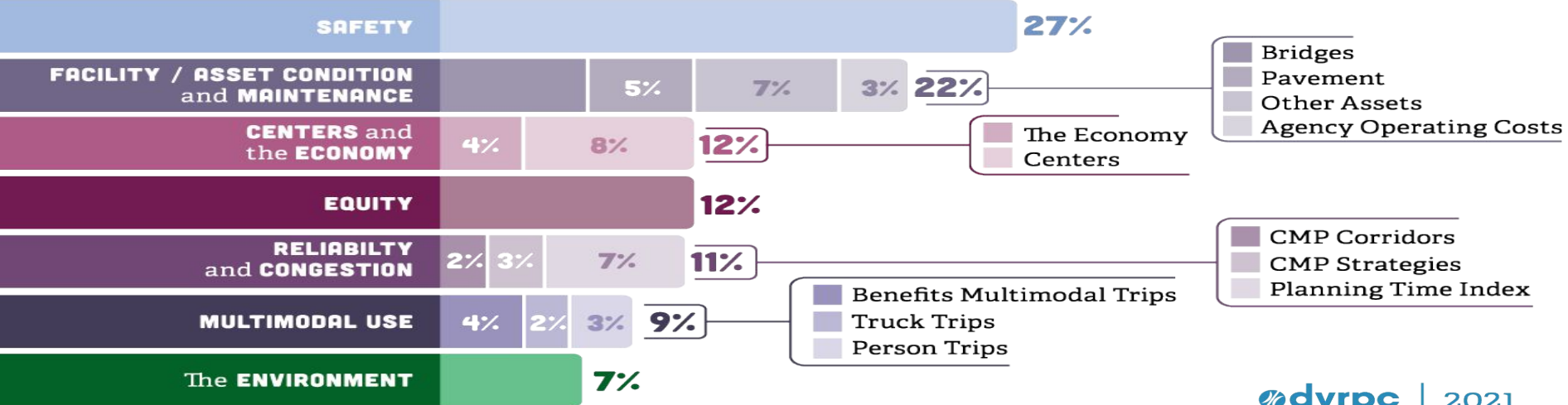


● FUNDED = \$1 Billion Year-of-Expenditure (Y-O-E)  
 ○ UNFUNDED = \$1 Billion Year-of-Expenditure (Y-O-E)

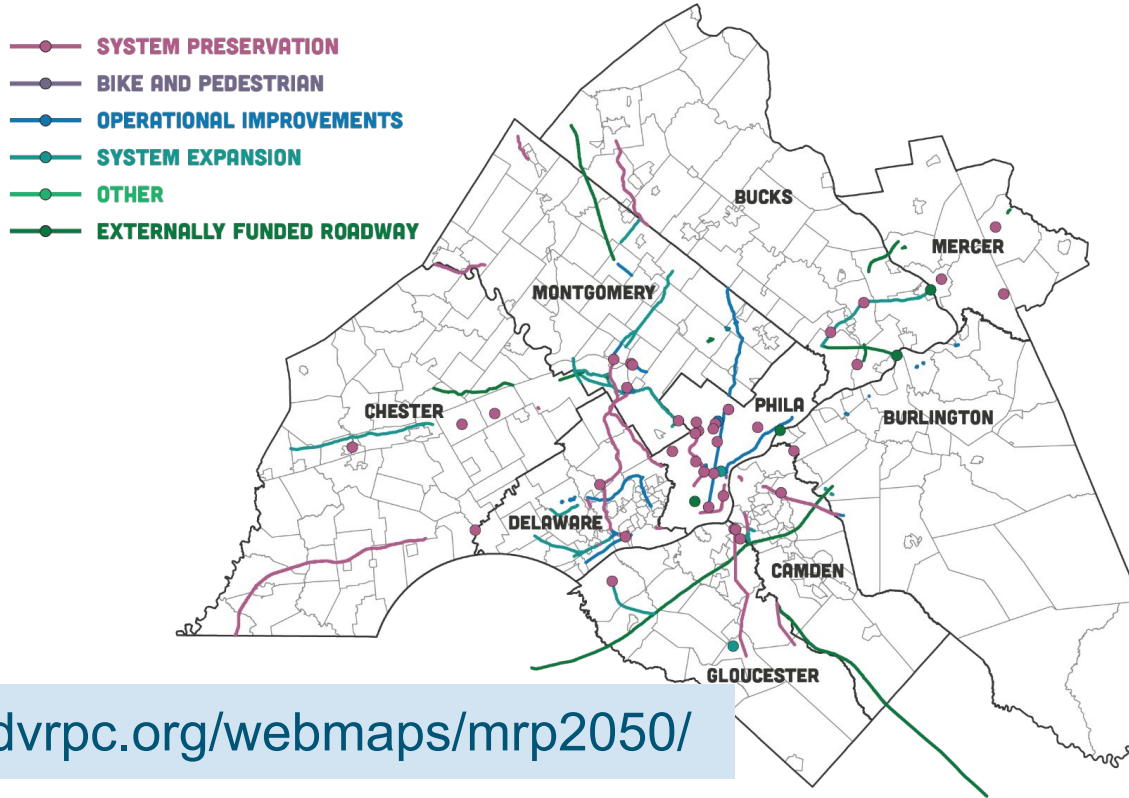
# Allocating Transit Funds by Project Category



# Decision Making that Supports the Regional Vision

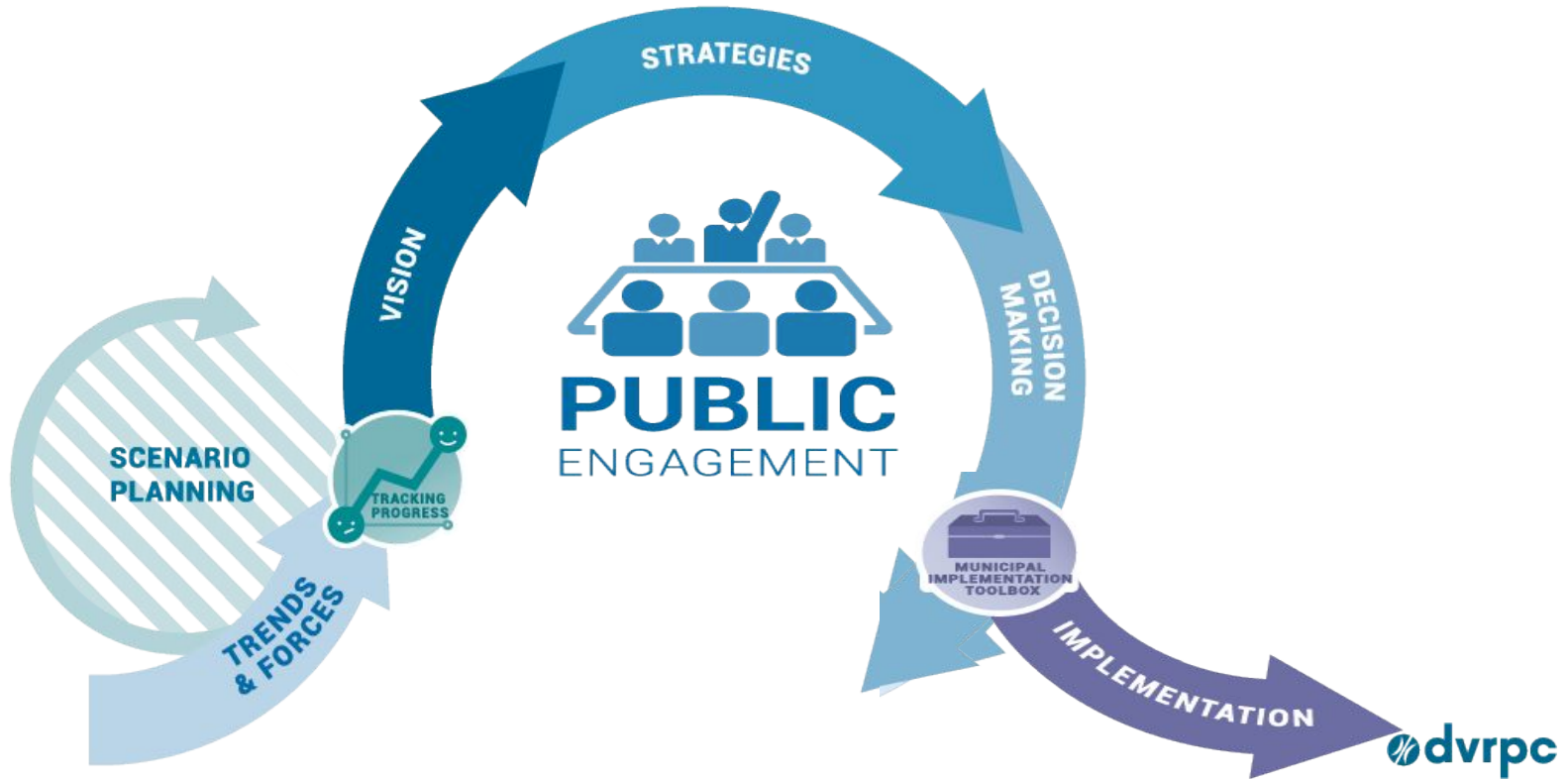


# Major Regional Projects




[www.dvrpc.org/webmaps/mrp2050/](http://www.dvrpc.org/webmaps/mrp2050/)

# 7. Work to Implement



# DVRPC Programs Help to Implement the Plan


FISCAL YEAR  
**2025**



## Unified Planning Work Program

JUNE 2024 | 59 YEARS OF SERVICE  
SERVING THE PHILADELPHIA, CAMDEN, TRENTON, METROPOLITAN AREAS


**dvrpc**  
REGIONAL  
PLANNING COMMISSION



## DVRPC FY2024 TIP for New Jersey


(FY24-FY27)

DVRPC FY2024 TIP



Adopted September 2023

**dvrpc**  
REGIONAL  
PLANNING COMMISSION



Bucks County | Chester County | Delaware County | Montgomery County | City of Philadelphia

Transportation  
Improvement Program (TIP)  
for Pennsylvania

## FY2025

[FY2025-FY2028]

**dvrpc**  
REGIONAL  
PLANNING COMMISSION



# Municipal Implementation Toolbox

## Search Tools:

**Filter** by Focus  
Area:



**Communities**



Transportation



Economy



Environment



Regional  
Planning

**Filter** by Principle:



**Equity**



Sustainability



Resiliency

Search results: 25

## Age Friendly Communities



Age-friendly communities are places where both the young and old can move about safely and enjoyably. Planning for age-friendly communities means that every resident has the right to participate in decision making; access to high-quality public s...

## Broadband Universal Access



Communities that will thrive in this century are those with the essential infrastructure needed for manufacturers, retailers, farms, and service industries to operate efficiently. This infrastructure includes the "internet superhighway," with ade...

## Build Missing Middle Housing



*Missing Middle Housing* refers to a range of multiunit or clustered housing types, such as duplexes, courtyard apartments, and townhouses, that are compatible in scale with single-family homes. When properly designed, these housing types ...

# Municipal Implementation Toolbox

## Universal Design and Visitability



Credit: DVRPC

Universal design aims to make products and environments usable by all people to the greatest extent possible, without the need for adaptation or specialized design. For example, curb ramps make it easier for people to cross a street, whether they are young, old, pregnant, on crutches, on a bike, or in a wheelchair. Visitability is a design approach for new housing that aims to enable anyone who uses a wheelchair or other mobility device to visit. A social visit requires the ability to get into the house, to pass through interior doorways, and be able to access a bathroom. As a result, the basic design elements of a visitable home are:

1. one zero-step entrance to a home approachable by an accessible route;
2. 32" clearances at doorways and 36"-wide hallways; and

Resources



Model/Sample Ordinances  
and Design Guidelines



Tracking Progress Indicators

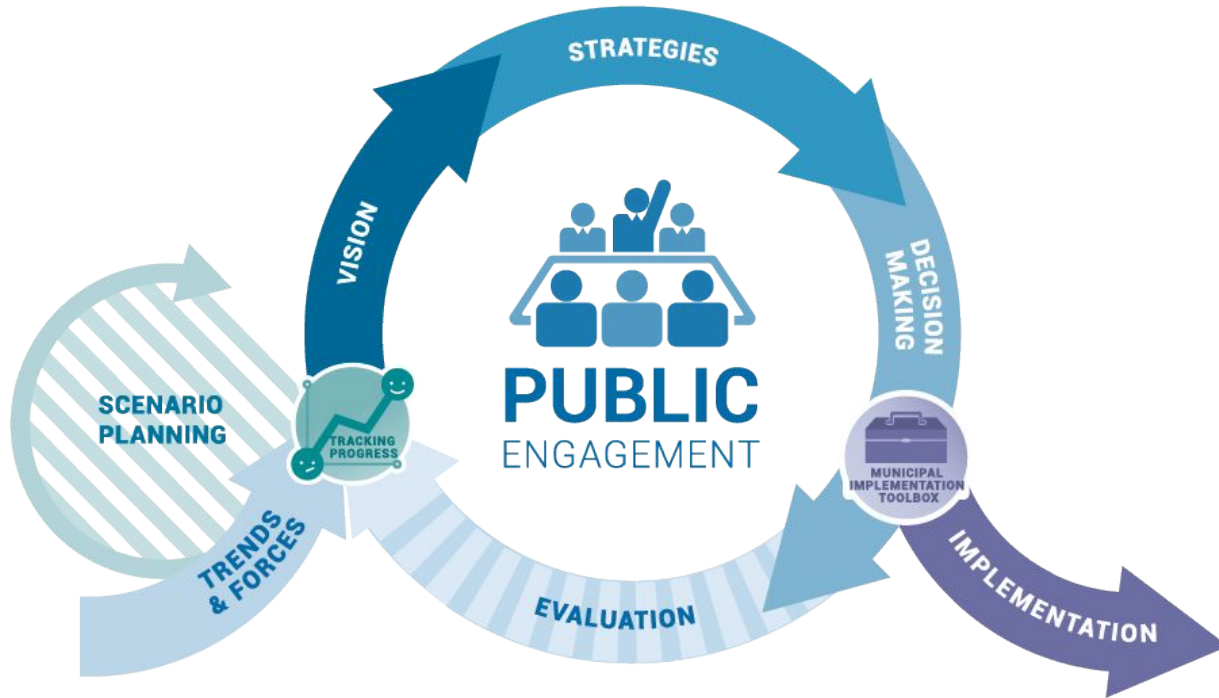


See Related Tools





# 8. Evaluate the Plan



# Next Steps

- [www.dvrpc.org/plan](http://www.dvrpc.org/plan) for resources and email notification sign-up
- Summer Public Comment Period for *Update: Connections 2050*

# Thank you!

## Contact:

[www.dvrpc.org/plan](http://www.dvrpc.org/plan)

 [lrp@dvrpc.org](mailto:lrp@dvrpc.org)

 [abey@dvrpc.org](mailto:abey@dvrpc.org)

 [jdavis@dvrpc.org](mailto:jdavis@dvrpc.org)

March 13, 2025  
DVRPC PPTF



# What is the Transportation Improvement Program (TIP) and Why is it Important?



# Metropolitan Transportation Planning Process



TIP

Planning

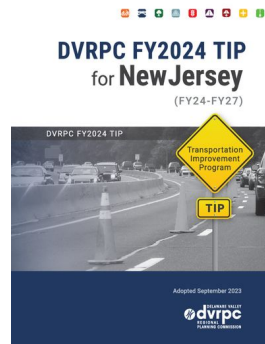
*Where do we want to go?*

Capital Programming

*What will it take?*

Project Implementation & Evaluation

*Let's do it!  
How did we do?*





# United States Title 23 CFR § 450.326: **TIP required to spend federal \$**

- TIP represents a list of priority federal and state funded capital transportation projects in the DVRPC region.
- Must be consistent with LRP, CMP, and AQ
- Federal Fiscal Year (FY): Oct 1 - Sept 30
- Multi-year program that is updated every two years in the DVRPC region



# United States Title 23 CFR § 450.326: **TIP required to spend federal \$**

- Financially constrained infrastructure program
- Best *estimate* of project schedules and costs
- Not a grant of money; based on reimbursements
- Not *guaranteed* funding



# The TIP is multimodal.

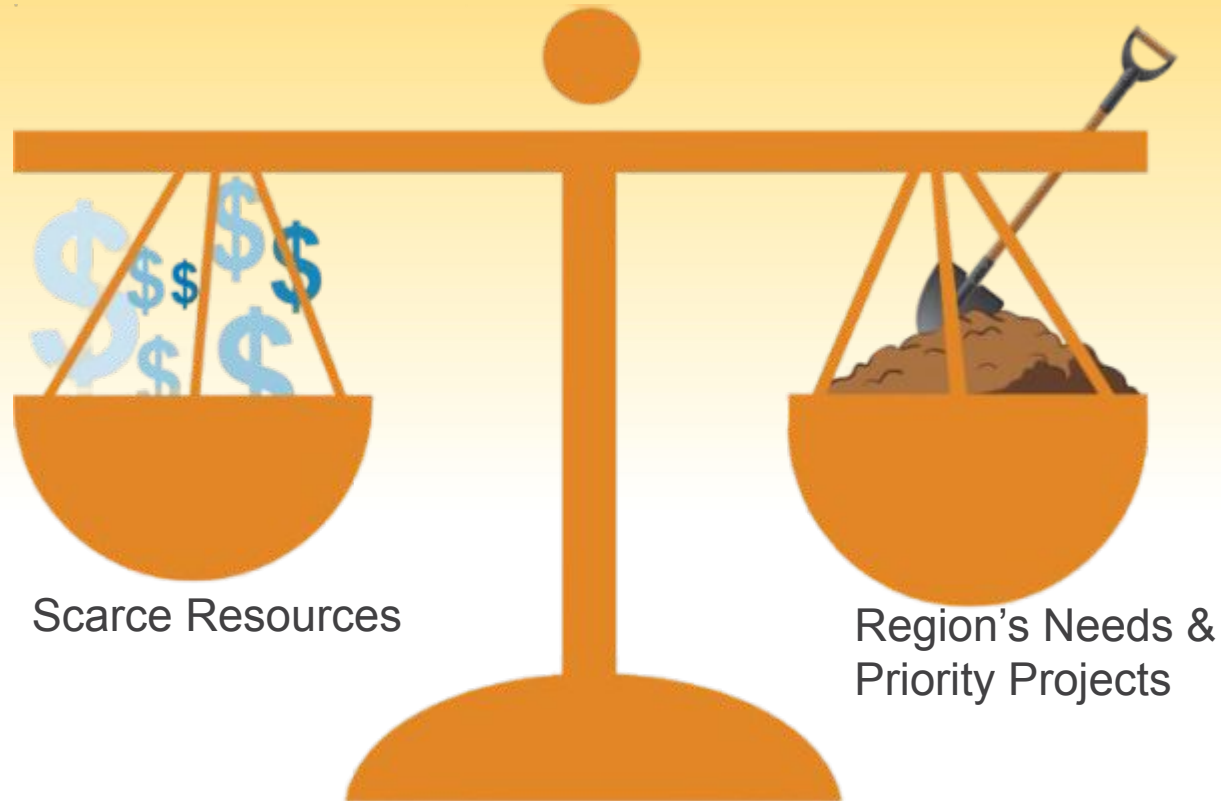
- Bicycle/Pedestrian Improvements
- Streetscape Improvements
- Bridge Repair/Replacement
- Roadway Rehab
- Roadway New Capacity
- Intersection/Interchange Improvements
- Signal/ITS Improvements
- Transit Improvements
- Other



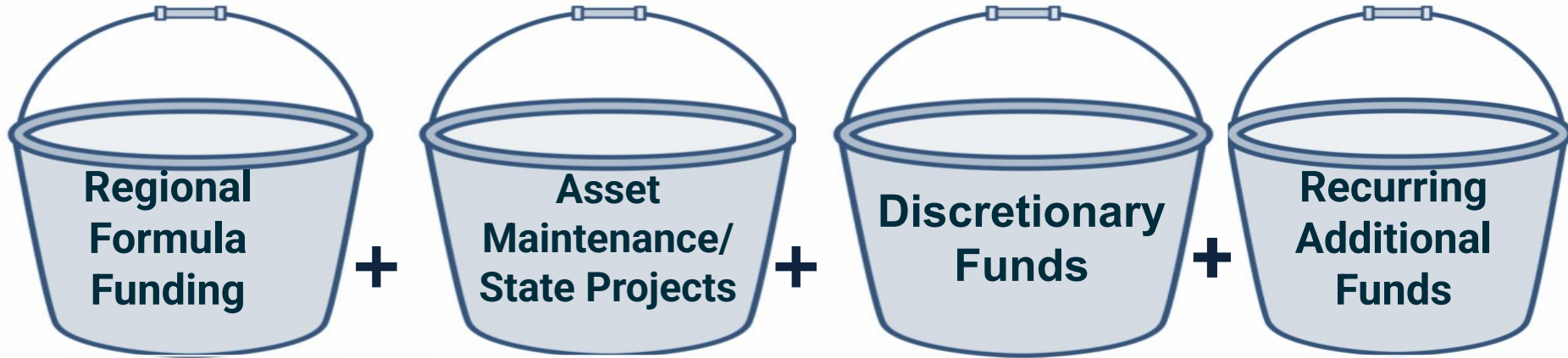


TIP

# Regional consensus is crucial, *and so is your feedback!*



# Regional Funding



**Examples:**  
NHPP  
STBGP  
CMAQ  
HSIP  
Carbon  
Reduction

**NJ:**  
Statewide Program

**PA:** Interstate  
Management  
Program (IMP) for  
Interstate Roadways  
in Bucks, Delaware,  
Montgomery, &  
Phila. Counties

RAISE, Safe  
Streets for All,  
MEGA/INFRA

FTA New  
Starts/Small  
Starts

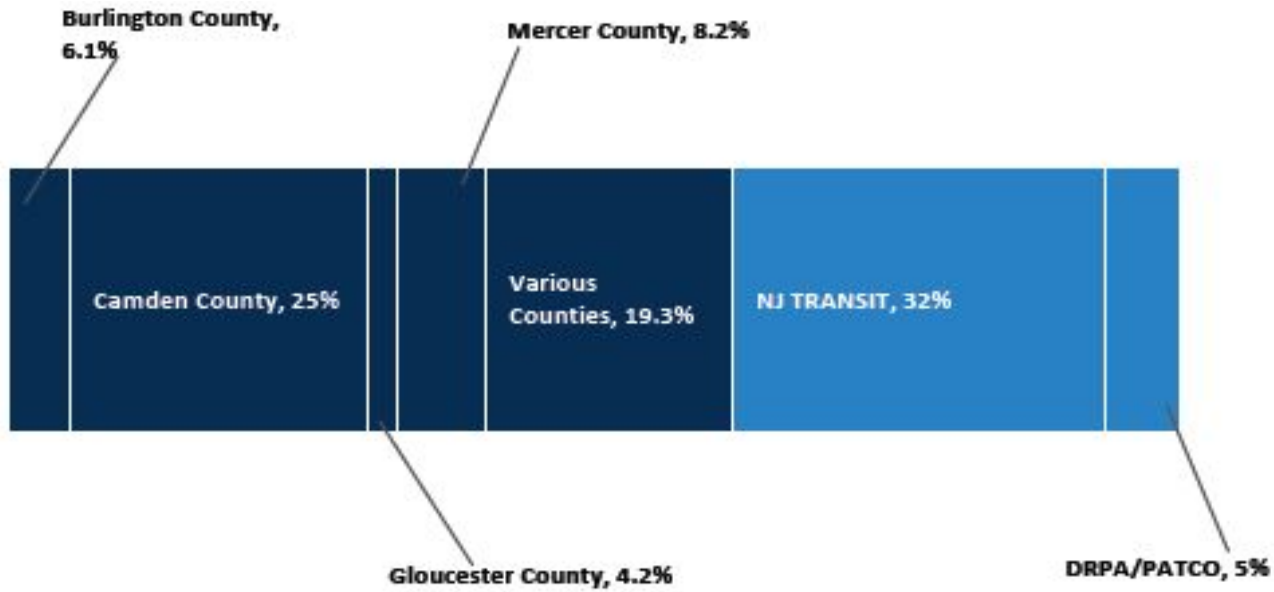
State Grants

Congressional  
Earmarks

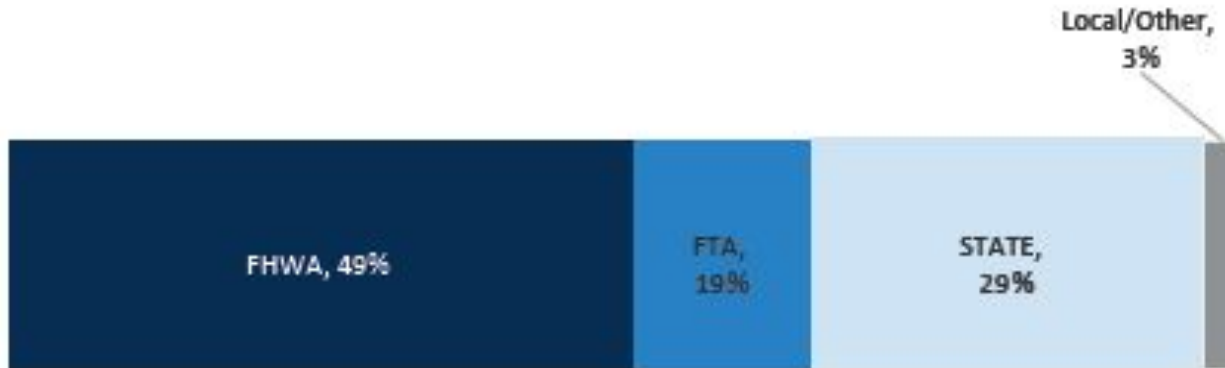
Funds that are  
distributed  
competitively or  
discretionary,  
e.g, Multimodal  
Fund, ARLE,  
SPIKE, ASE  
Green-Light Go

# FY2024 NJ TIP Funding

FY2024 NJ TIP: \$2.327 B of the First-Four Years (FY24-27)



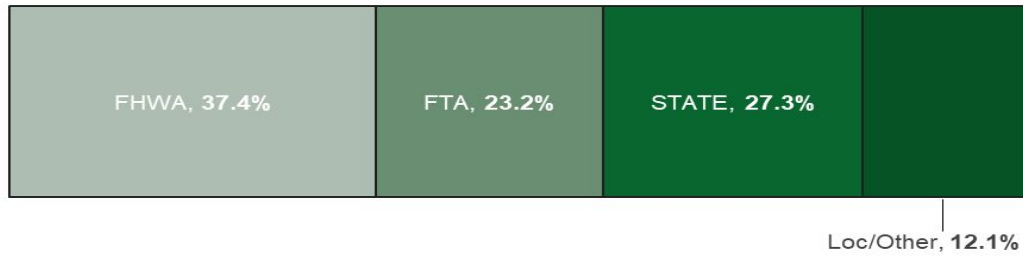
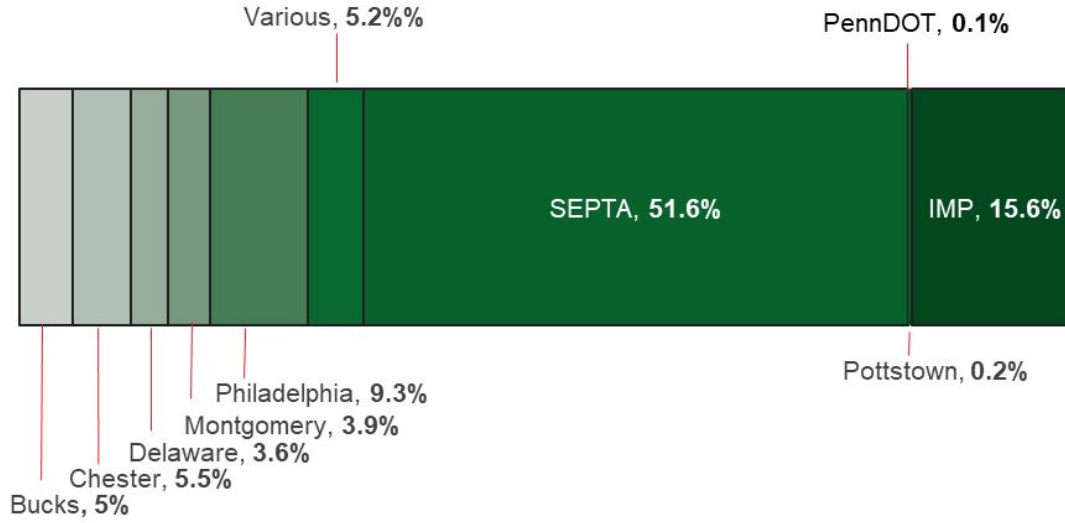
## BY FUNDING SOURCE



Source: DVRPC 2023

# FY2025 TIP for PA

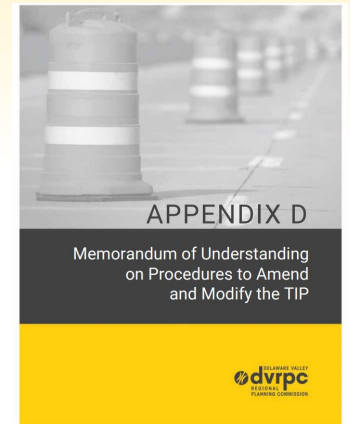
## Funds by County & Operator





# TIP is maintained throughout its life.

- Current TIP stays active and is dynamic until federal agencies approve an *updated* TIP.
- TIP Actions
  - *Amendments*
  - *Modifications*
- Formal actions must go before the DVRPC Board for review and approval.



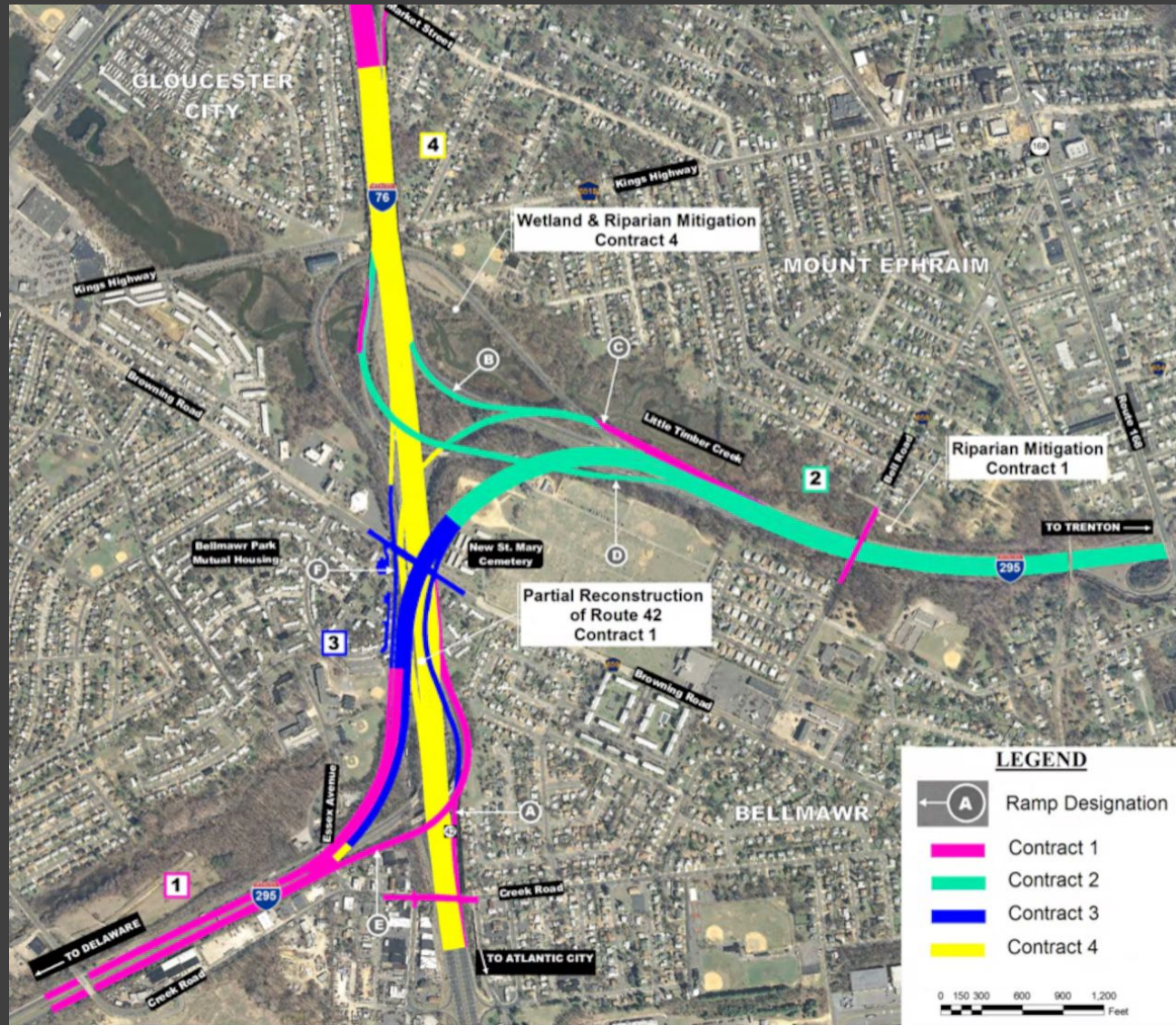
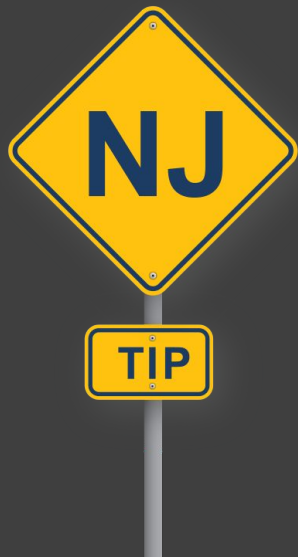
# Bridges over Vine Street Expressway in Philadelphia



Photo Credit: PennDOT

# I-295/I-76/Route 42 Direct Connection

- Address traffic congestion
- Broken out into 4 different projects
- Listed on previous NJ TIPs



# Portzer Road and Old Bethlehem Pike Roundabout





# Safe Routes to School NJ

## HADDON HEIGHTS SCHOOL DISTRICT

ATLANTIC AVENUE • GLENVIEW AVENUE • SEVENTH AVENUE



### JUNE, 2018 SCHOOL TRAVEL PLAN



NEW JERSEY

Safe Routes to School



**CROSS  
COUNTY  
CONNECTION**

TRANSPORTATION MANAGEMENT ASSOCIATION

4A Eves Drive, Suite 114, Marlton, NJ 08053

P: 856.596.8228 F: 856.983.0388

[www.driveless.com](http://www.driveless.com)

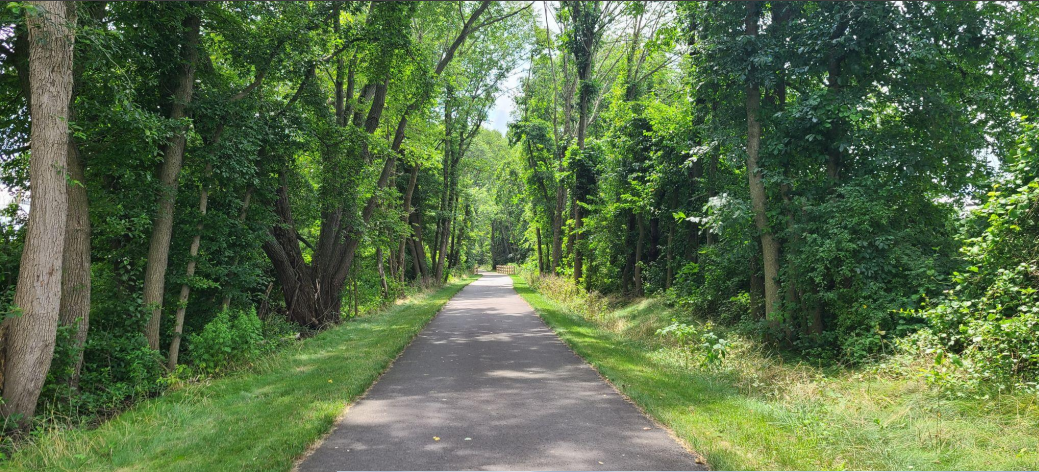
Sponsored by the New Jersey Department of Transportation with funding from the Federal Highway Administration.



# 5th Street/Independence Hall Station



# Delaware River Heritage Trail - Route 130 Bypass



# I-95 CAP and South Street Pedestrian Bridge





# Draft DVRPC FY2026 TIP for New Jersey

**Public Comment Period  
anticipated to open in mid July  
and will conclude in mid  
August**

# TIP Project Record Example:

## DVRPC FY2024 TIP for New Jersey

New Jersey Highway Program

Final Version

### Burlington

DB# D2018 Bridge No. C4.13 over Parkers Creek on Centerton Road

AQ CODE: S19

With the permanent closure of County Bridge 03C4004 over the Rancocas Creek, this County Bridge #C4.13 is a primary connector for individuals travelling between Willingboro & Westampton Townships to Mount Laurel & Moorestown Townships. This section of Centerton Road is also one of the main roads that leads to the entrance and exit of I-295 interchange (43 A&B). County Bridge #C4.13 carries 2 lanes of opposing traffic and approximately 3.5' shoulders on each side of the road. The bridge currently lacks sidewalks and does not have bicycle compatible shoulders. Major improvements are needed for this bridge due to the structure's age (over 100 years), structurally deficient status and scour critical status, and it is functionally obsolete. Whether the bridge will be rehabilitated or replaced, the construction work will address the structural deficiencies, scour problems, non-standard bridge width and bicycle & pedestrian compatibility. The project will also include roadway improvements (guardrail, paving, sidewalk), as well as installation of scour countermeasures.

O/M:

Municipalities: Moorestown Township; Mount Laurel Township

Planning Center: None

OS Program Subcategory:

CIS Program Category: Local System Support

Project Manager: Buek, Jesse

IPD:

Mileposts: N/A

Sponsor: Burlington County

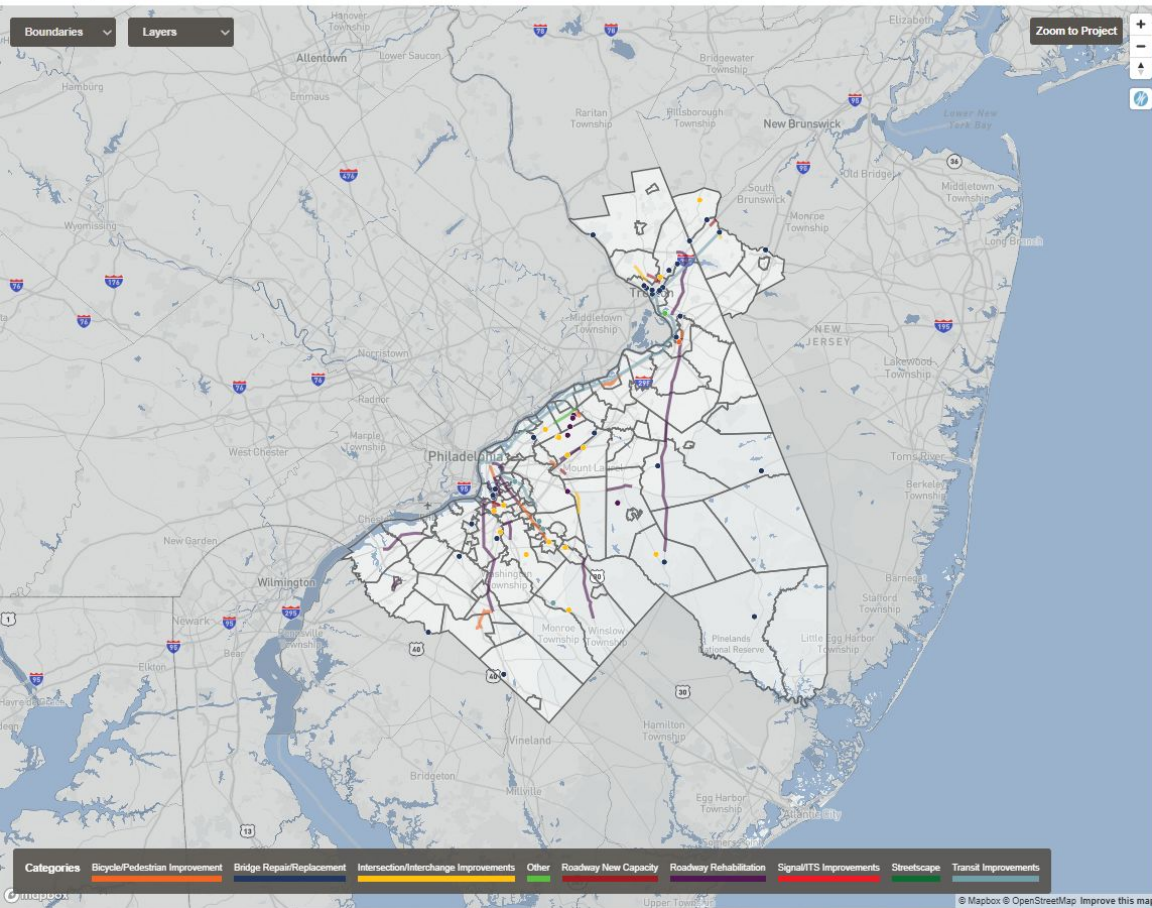
Improvement Type: Bridge Repair/Replacement

Local Project: Y

Mapped: Y

| Phase                          | Fund       | TIP Program Years (In Millions) |      |              |                                  | Later Fiscal Years (In Millions) |              |      |              |      |      |
|--------------------------------|------------|---------------------------------|------|--------------|----------------------------------|----------------------------------|--------------|------|--------------|------|------|
|                                |            | 2024                            | 2025 | 2026         | 2027                             | 2028                             | 2029         | 2030 | 2031         | 2032 | 2033 |
| CON                            | STEGP-R41A |                                 |      |              |                                  | 4.041                            | 3.362        |      |              |      |      |
| PE                             | STEGP-R41A | 0.900                           |      |              |                                  |                                  |              |      |              |      |      |
| RD                             | STEGP-R41A |                                 |      | 1.100        |                                  |                                  |              |      |              |      |      |
| <b>Fiscal Year Total</b>       |            | <b>0.900</b>                    |      | <b>1.100</b> |                                  | <b>4.041</b>                     | <b>3.362</b> |      |              |      |      |
| <b>Total First Four Years:</b> |            |                                 |      | <b>2.000</b> | <b>Total Later Fiscal Years:</b> |                                  |              |      | <b>7.403</b> |      |      |

# Webmap



Search by keyword or DB #

Sort  Category

AQ Code  Fund  MRP

|  |       |  |
|--|-------|--|
|  | 15423 | ADA South, Contract 4  |
|  | D2018 | Bridge No. C4.13 over Parkers Creek on Centerton Road  |
|  | D1804 | CR 537, CR 628, and CR 660 Guiderail Installation  |
|  | D2208 | CR 544 (Evesham Rd), NJ 41 to Schubert Ave   |
|  | 17411 | CR 545 (Farnsworth Avenue), Bridge over Robbinsville Secondary Branch (Conrail)              |
|  | D2203 | CR 551 (Broadway) Elevation, Little Timber Creek to Route 130                                |
|  | D1906 | CR 581 (Commissioners Road), Bridge over Oldman's Creek                                      |
|  | D2201 | CR 614 (Tom Brown Road), CR 603 (Riverton Road) and New Albany Road Intersection Improvement |
|  | D2202 | CR 616 (Mill Street) Bridge over South Branch Rancocas Creek Rehabilitation/Replacement      |
|  | D2014 | CR 622 (North Olden Ave), NJ 31 (Pennington Rd) to New York Ave                              |
|  | D2017 | CR 706 (Cooper Street) Bridge over Almonesson Creek (Bridge 3-K-3)                           |
|  | D2023 | Circulation Improvements Around Trenton Transit Center                                       |
|  | D2206 | County 2011 Guide Rail Design Project No. 1 (CR 600, CR 613 and CR 623)                      |
|  | 15322 | Delaware & Raritan Canal Bridges   |
|  | 99334 | Duck Island Landfill, Site Remediation   |
|  | D2204 | Erial Rd and Collese Drive Intersection  |

# Webmap

**dvrpc** | **TIP** FY2024 TIP for NJ (FY24-FY27)

[Overview & Documents](#) | [Major Regional Projects](#) | [How to Use](#) | [Unmapped Projects](#)

**Categories**

- Bicycle/Pedestrian Improvement
- Bridge Repair/Replacement
- Intersection/Interchange Improvements
- Other
- Roadway New Capacity
- Roadway Rehabilitation
- Signal/ITS Improvements
- Streetscape
- Transit Improvements

[Back](#) | [Copy URL to clipboard](#)

[Streetview](#)

### 355E | Route 295/42/I-76, Direct Connection, Contract 4 (Bellmawr Boro & Mount Ephraim Boro, Camden County)

This project relieves the existing bottleneck at the interchange by constructing a direct connection on I-295 and other highway improvements, which will reduce congestion and enhance traffic operations and safety throughout the project area. The improvements include; a six lane mainline through the interchange, elimination of dangerous merging and weaving movements, upgrades to ramp geometry and the addition of shoulders throughout the interchange. Contract 4 includes the reconstruction of I-76 and Route 42 along the entire project limits; the completion of new Ramps C & F, and the completion the new I-295 Northbound direct connection. Contract 4 is a breakout of "Route 295/42/I-76, Direct Connection, Camden County".

**Limits:** Direct Connection, Camden County, Contract 4  
**Air Quality Code:** 2035M





# Thank You!

**Travis Spotts**  
Capital Program Coordinator  
215-238-2894/tspotts@dvrpc.org



[www.dvrpc.org/TIP](http://www.dvrpc.org/TIP)





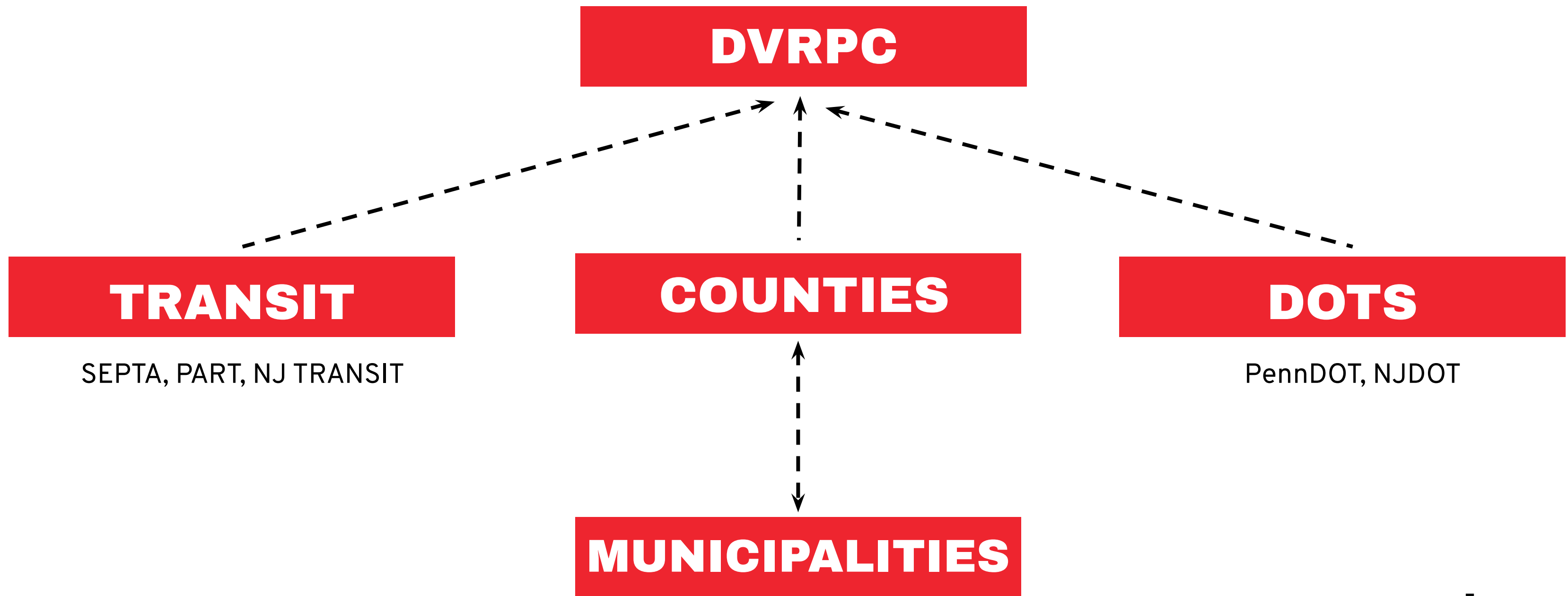
# TIP Project Selection & Resident Feedback

Alyson Dressman, Senior Planner

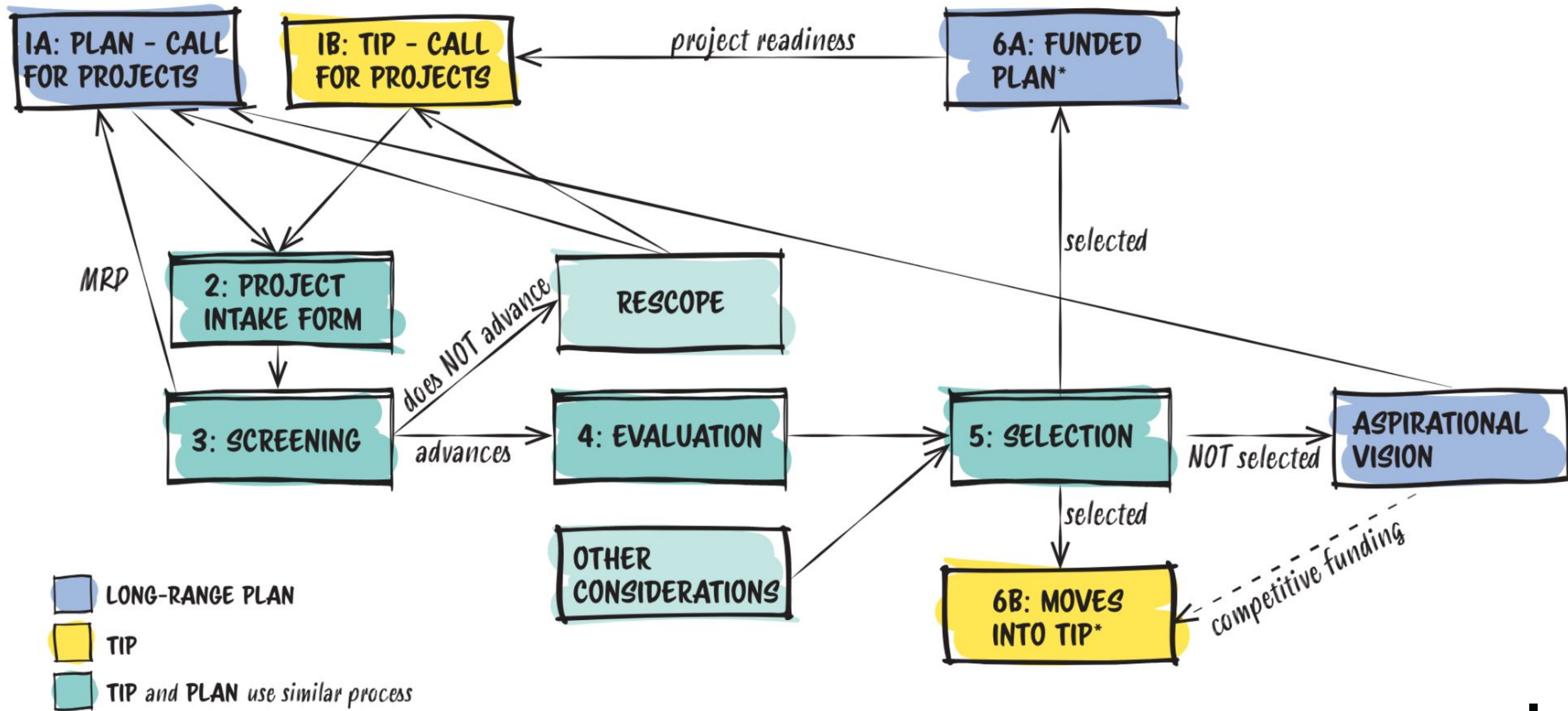
Office of Capital Programs & Project Development



# Where do TIP Projects Come From?

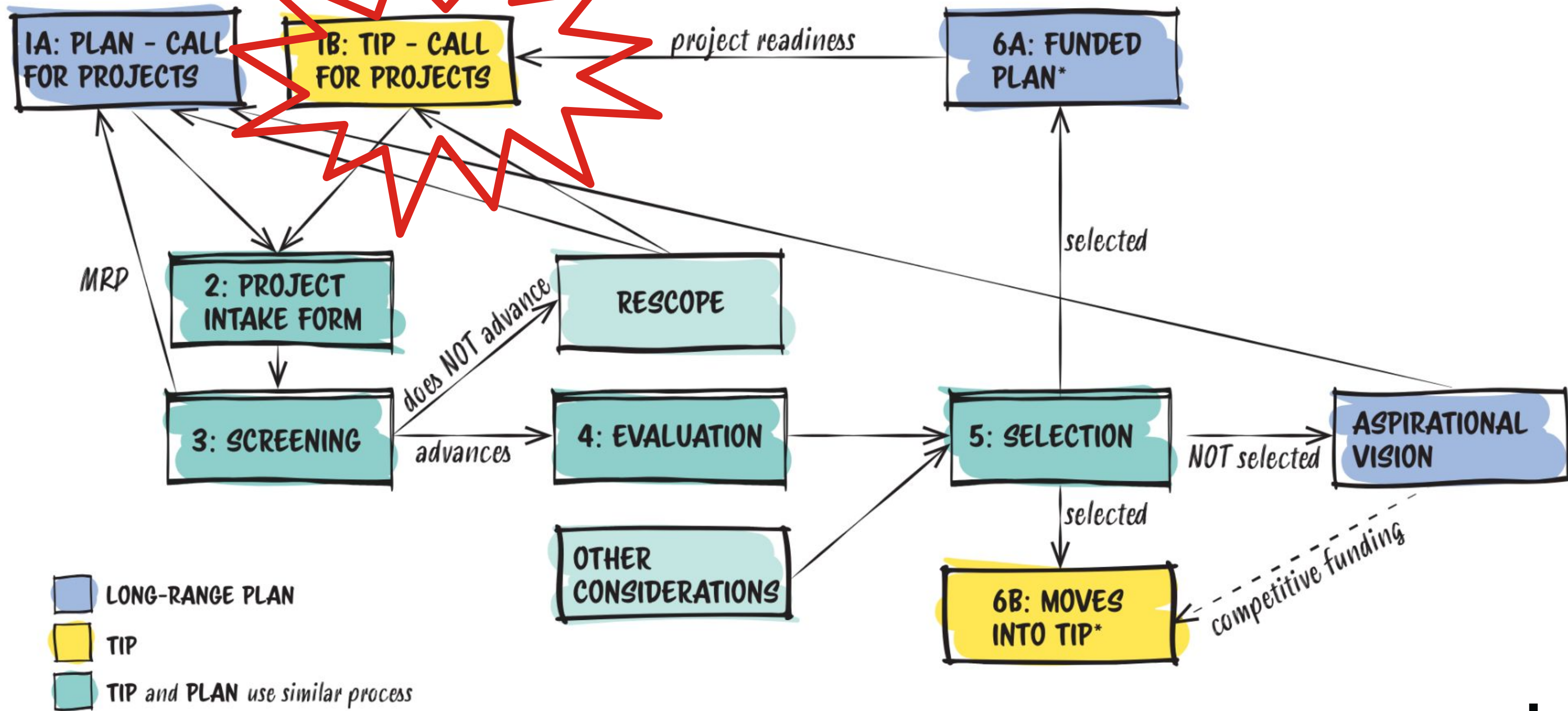


# How Are They Chosen?



\*based on funding availability

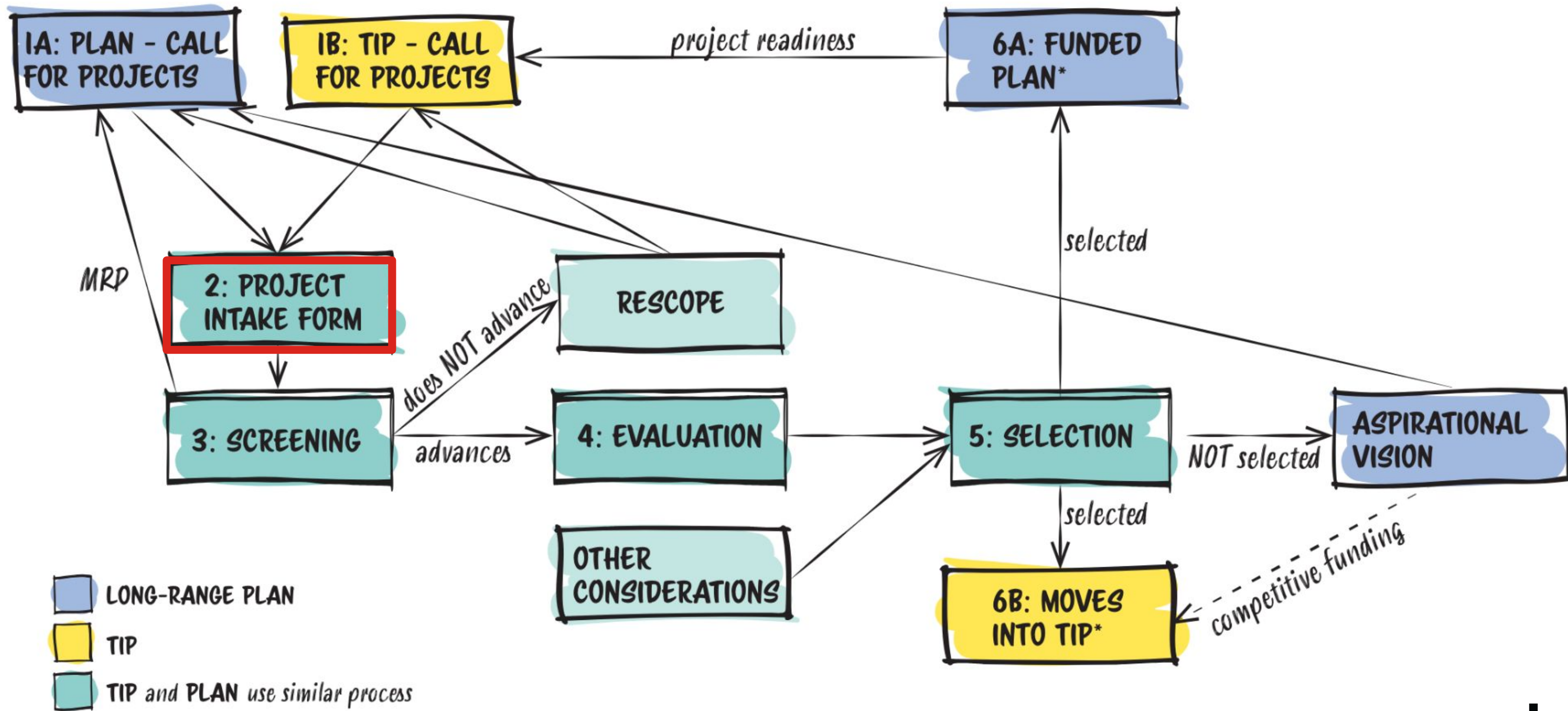
# How Are They Chosen?



- LONG-RANGE PLAN
- TIP
- TIP and PLAN use similar process

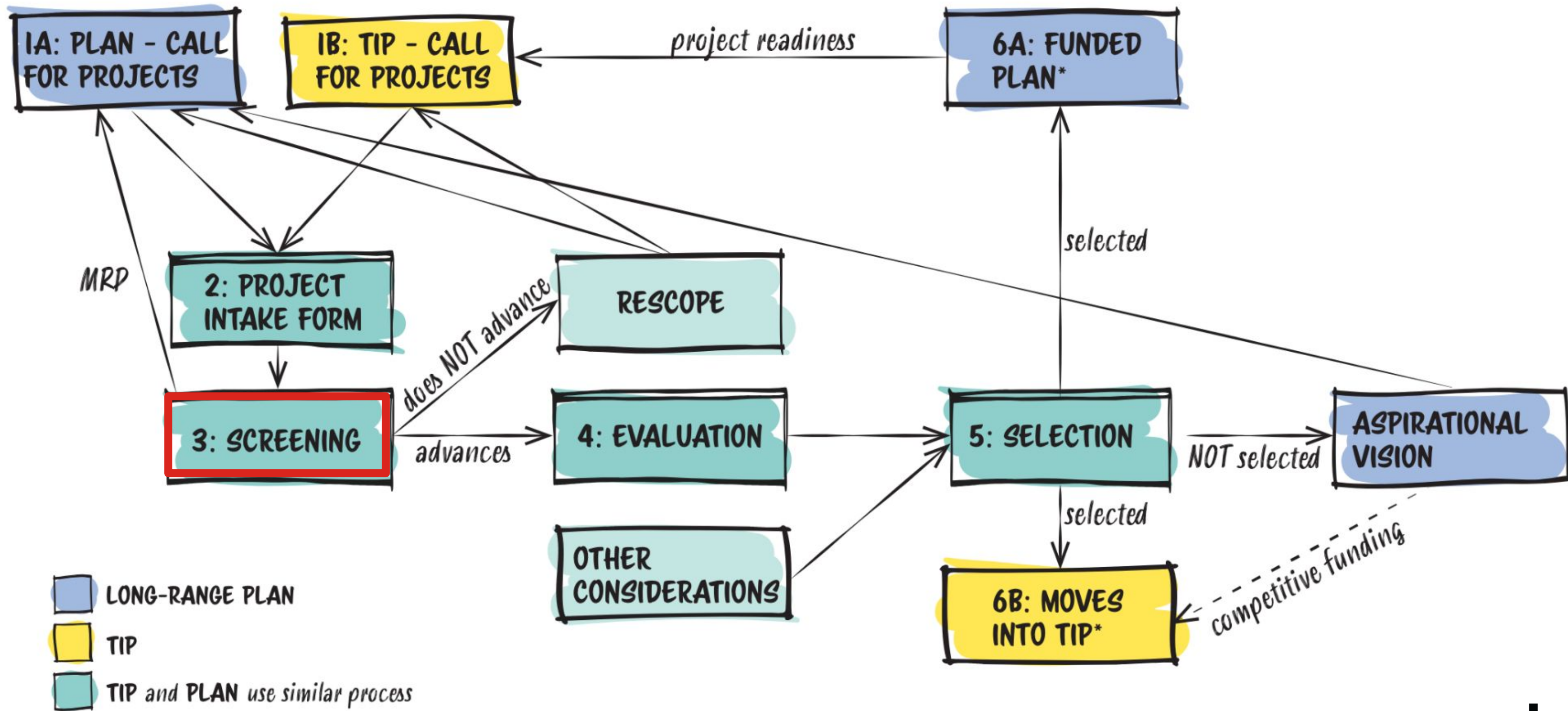
\*based on funding availability

# How Are They Chosen?



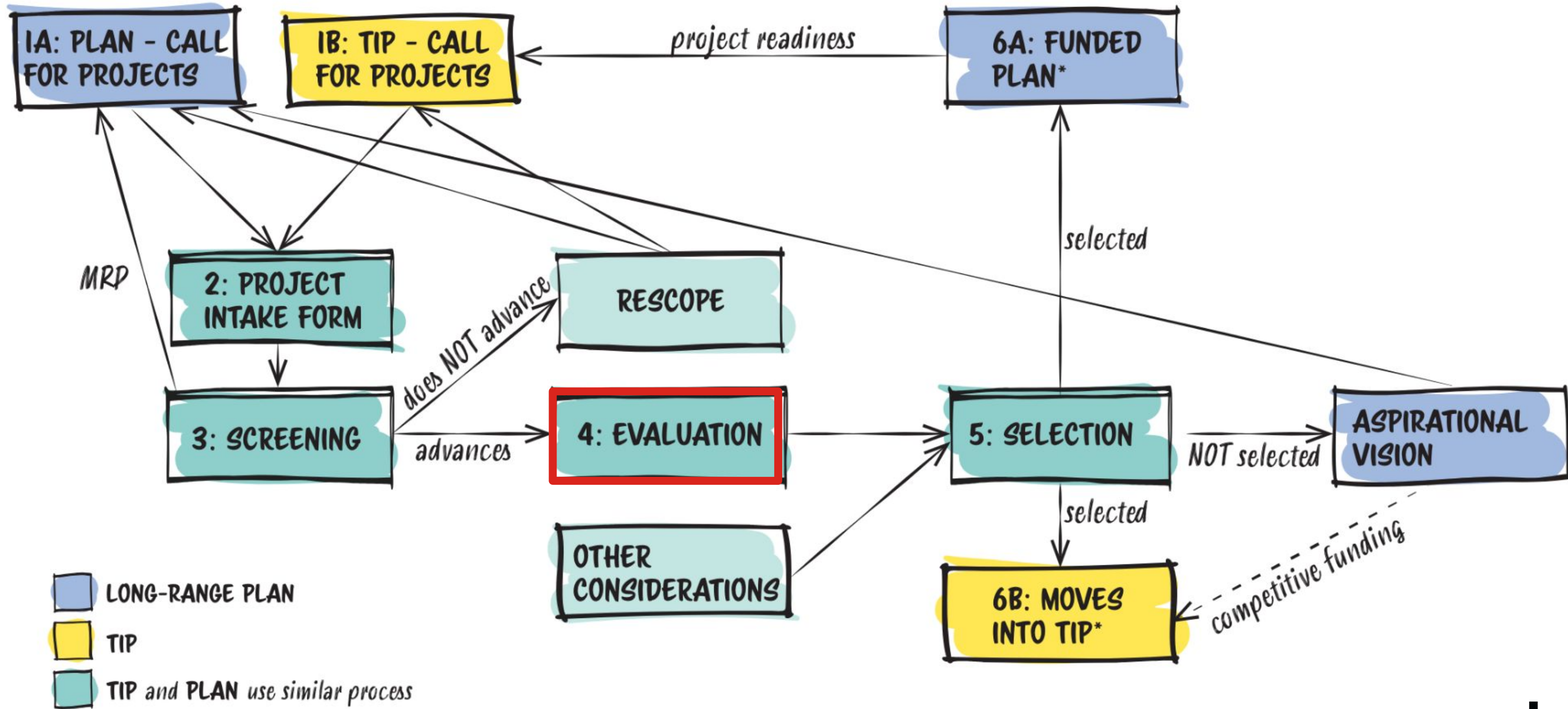
\*based on funding availability

# How Are They Chosen?



\*based on funding availability

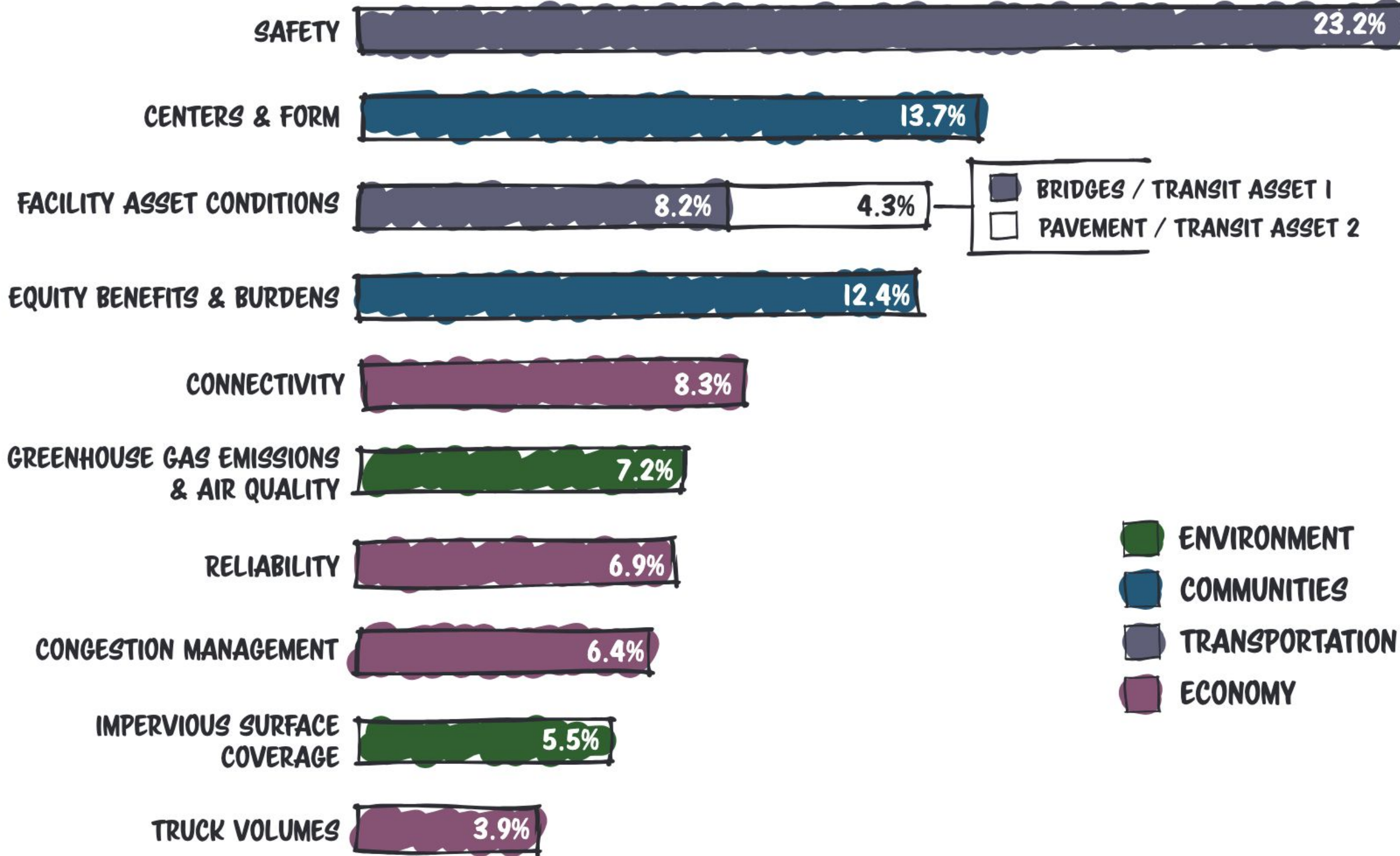
# How Are They Chosen?



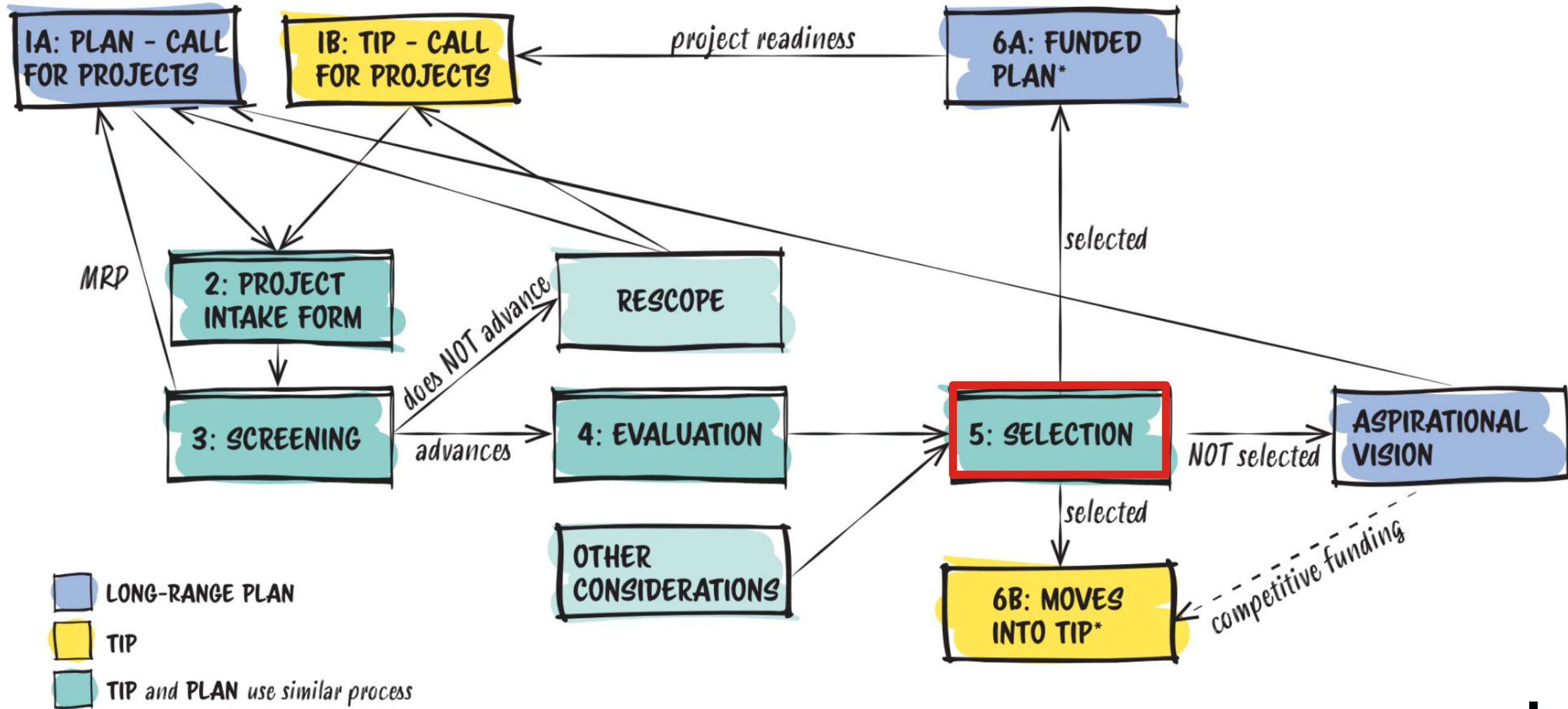
\*based on funding availability



# Plan-TIP Project Evaluation



# How Are They Chosen?



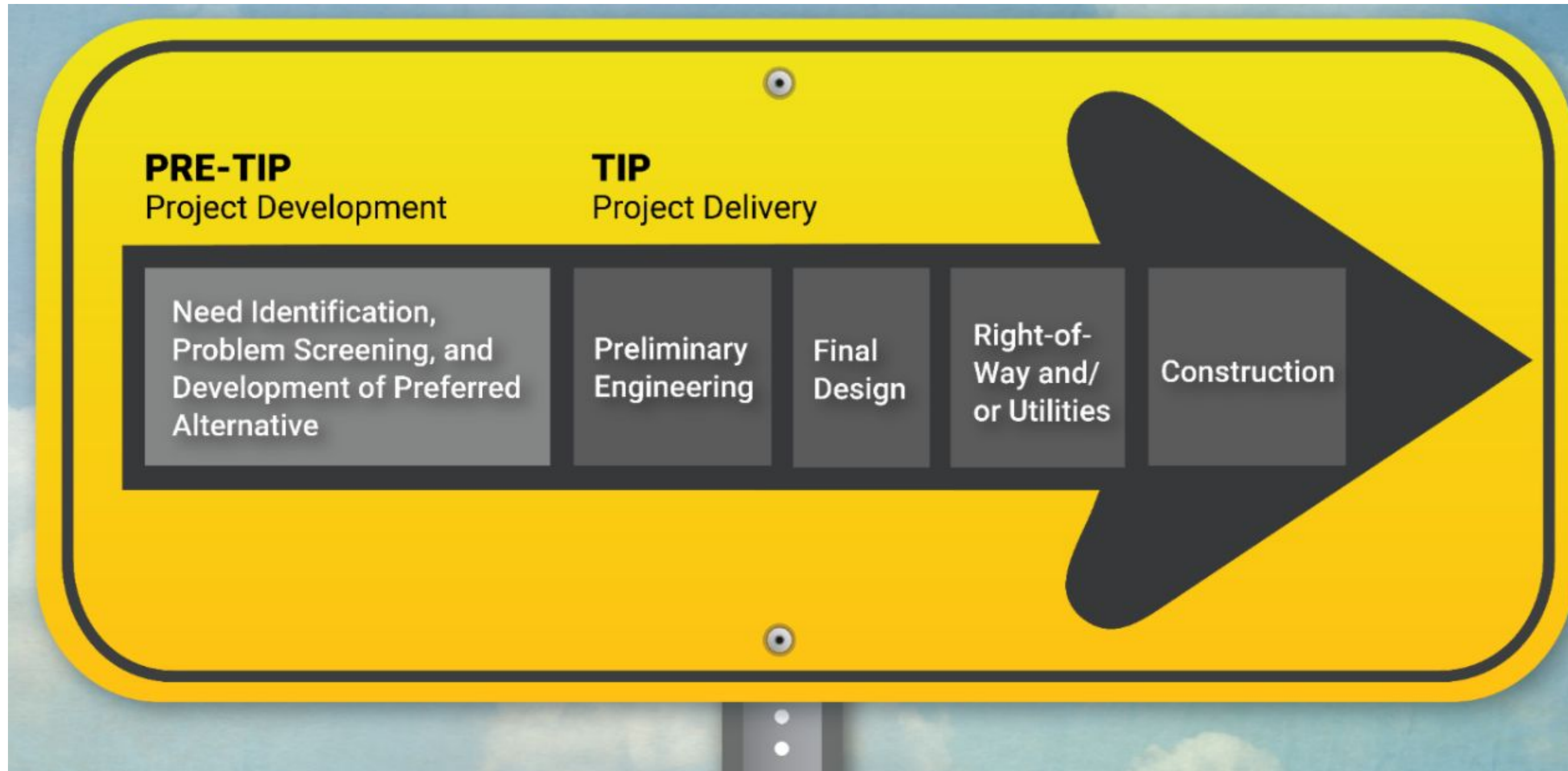
\*based on funding availability

# Project Considerations



- Consistency with **Long-Range Plan** (LRP) goals/financial policy and federal performance measures
- **Funding source** availability and eligibility
- TIP **financial capacity** to add the project
- Project impact on **regional mobility and accessibility**
- Project **schedule** and progression
- **How critical is the need** v. other needs?
- County or State DOT **priority** v. existing TIP projects and other new candidate projects
- Assessment of **local commitments** and **opposition**
- **Geographic equity** of selected projects

# The Project Delivery Process



- Post-TIP:**
- Advertise
  - Bid
  - Select
  - Start
  - Close-out

# Regional Consensus is Crucial.

## So is Your Feedback!





# **Part 2: How to Craft an Effective Public Comment**

# Deciding to Comment



- Stay informed about the upcoming public comment period.
- Read TIP project descriptions - what is the project type? intended outcomes?
- Types of comments to provide, for example:
  - Comment/support/opposition specific to a project
  - Comment/question about the TIP development process
  - Questions about a project/program
  - Feedback on documents, webpage, web map



# Use Prompts as Guidance



- Given financial constraints, is this region investing money in the right types of projects?
- Are we focusing on projects that align with long range plan goals? Are we rebuilding and reinvesting in our railways and public transit infrastructure?
- Is the current transportation project development process effective?
- Does the Draft TIP contain the appropriate mix of projects?
- Are the Draft TIP and STIP documents easy to use?
- Are we meeting the needs of the region?





# Tips to Increase Effectiveness

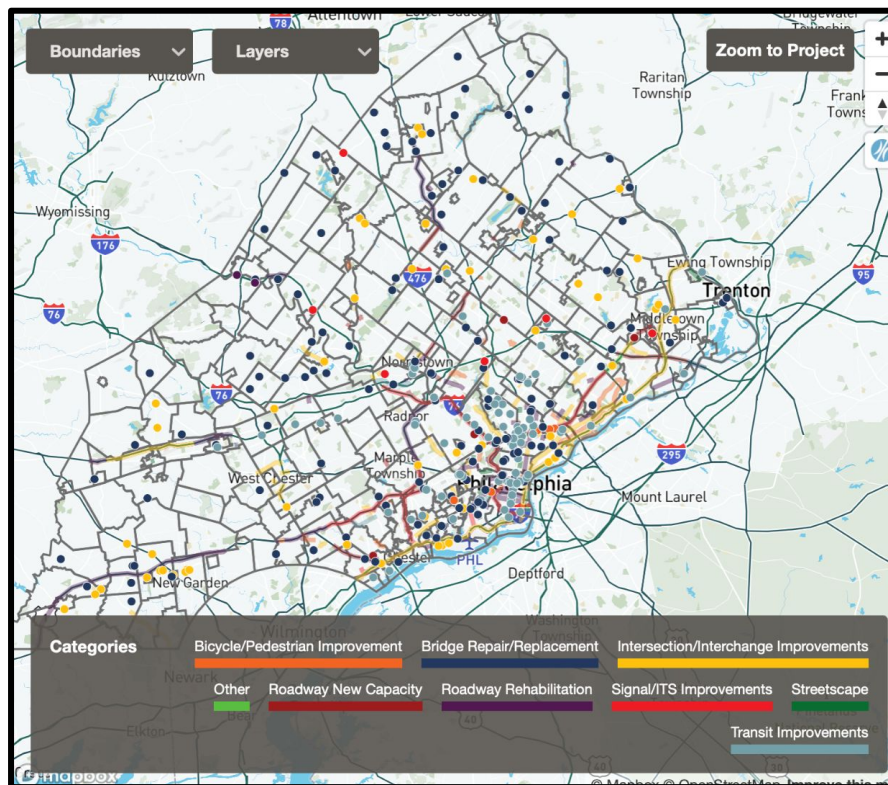


- Be **concise**. There is no minimum or maximum length for a comment to be effective.
- Try to **address trade-offs** and opposing views.
- If you disagree with a project, **suggest an alternative** and include an explanation and/or analysis of how your alternative might meet the same objective or be more effective.
- **Support your claims** with sound reasoning, documented evidence, and/or how your community will be impacted.
- **Identify relevant personal or professional experience/credentials** that may distinguish your comment from others.



# Submitting Your Comment(s) During the Public Comment Period

Web App



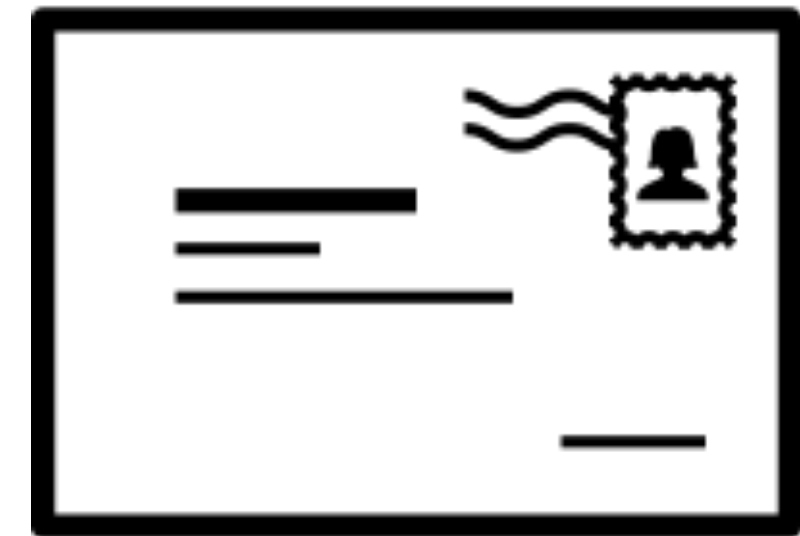
[www.dvrpc.org/TIP](http://www.dvrpc.org/TIP)

Email



[tip@dvrpc.org](mailto:tip@dvrpc.org)

Traditional Mail



Address letters to:  
TIP COMMENTS

OFFICE OF COMMUNICATIONS AND ENGAGEMENT  
DELAWARE VALLEY REGIONAL PLANNING COMMISSION  
190 N. INDEPENDENCE MALL WEST, 8TH FLOOR  
PHILADELPHIA, PA 19106-1520



# Attend a Public Comment Meeting



- During the **public comment period** attend a **public comment meeting** to share comments live with DVRPC staff
- Dates for the NJ TIP Update public comment to be announced
- Public comment period & public comment meeting held this summer

# Feedback After the TIP is Adopted

- Provide your feedback on monthly changes to the TIP, or **“TIP actions”**
  - Ask questions or provide comments about the action, project, funding, program, etc.
  - Share support or lack of support for action, etc.
- Statewide Public Comment Period **open until April 30, 2025.**  
<https://talkpatransportation.com/>
- TIP website: [www.dvrpc.org/TIP](http://www.dvrpc.org/TIP)



# Key Public Comment Dates

- NJ TIP Public Comment Period

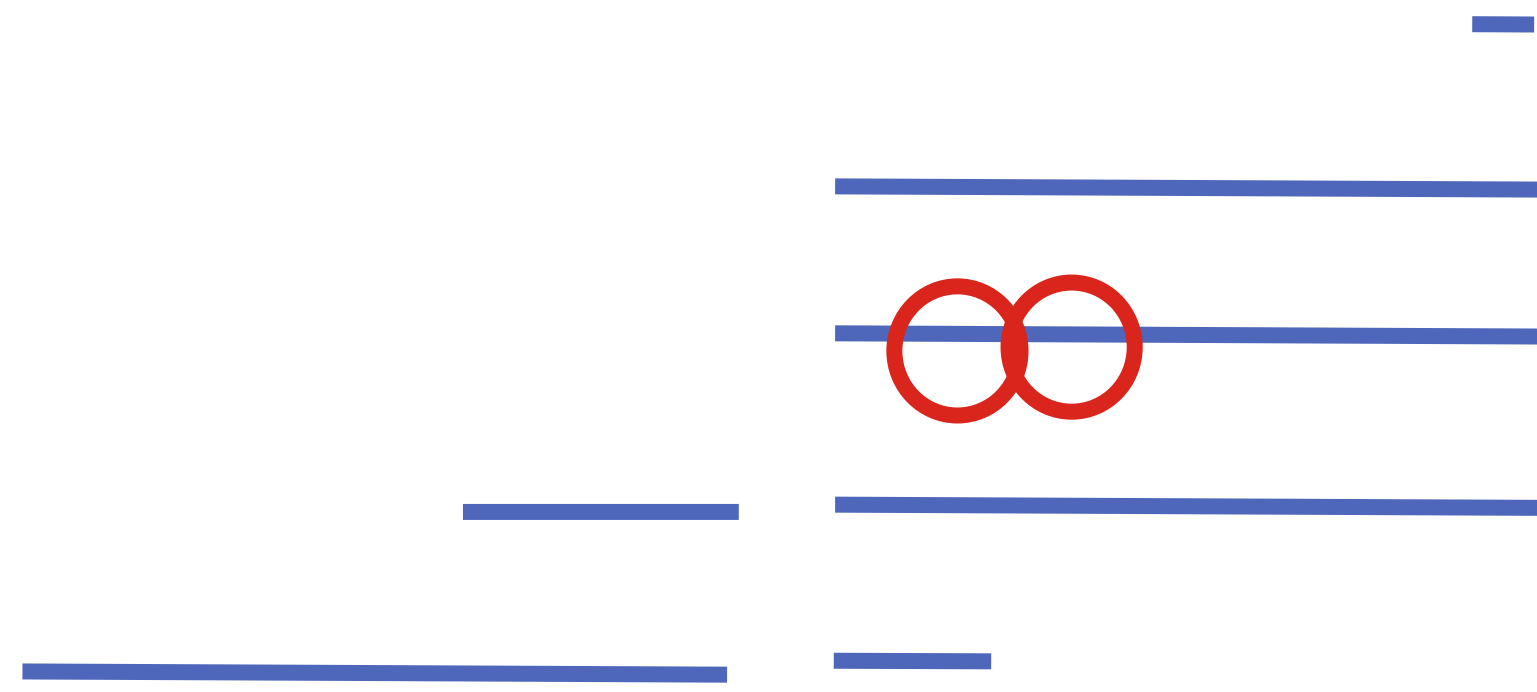
- **Opens**

- Closes

- NJ TIP Public Meetings

- ONLINE -

- IN PERSON/HYBRID -





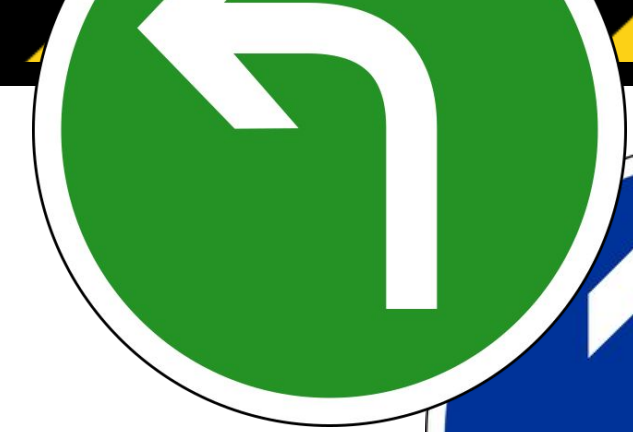
# Thank you!

Alyson Dressman

*Senior Planner*

Office of Capital Programs & Project Development

[adressman@dvrpc.org](mailto:adressman@dvrpc.org)



Slides credit: slidescarnival and pexels



# IMPROVING SAFETY ON ROUTE 291

From TCDI to the TIP

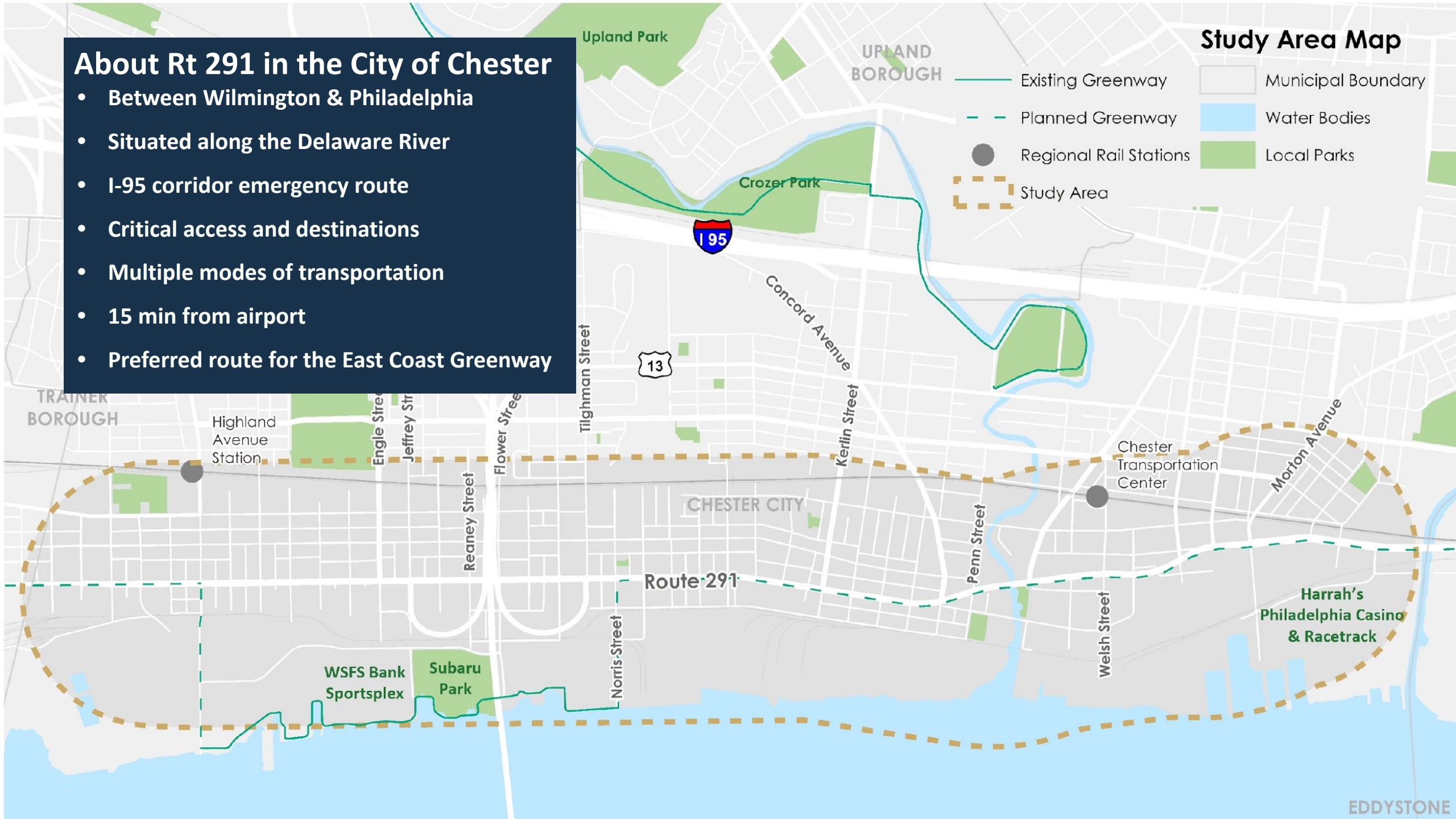


**Delaware County  
Planning Department**



## About Rt 291 in the City of Chester

- Between Wilmington & Philadelphia
- Situated along the Delaware River
- I-95 corridor emergency route
- Critical access and destinations
- Multiple modes of transportation
- 15 min from airport
- Preferred route for the East Coast Greenway



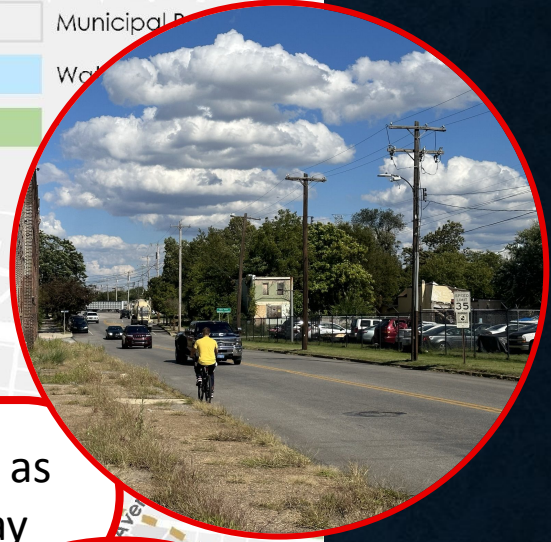


**Study Area Map**



High speeds and frequent crashes

No separated bicycle facility as part of East Coast Greenway



Lacking marked, controlled crosswalks

Narrow, dilapidated sidewalks

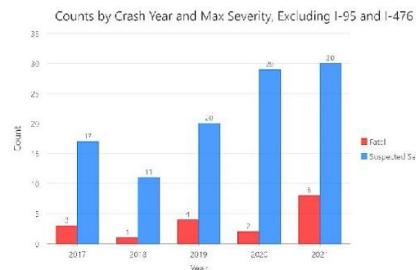


*Residents have said that 2<sup>nd</sup> Street “feels like a highway through the community.”*

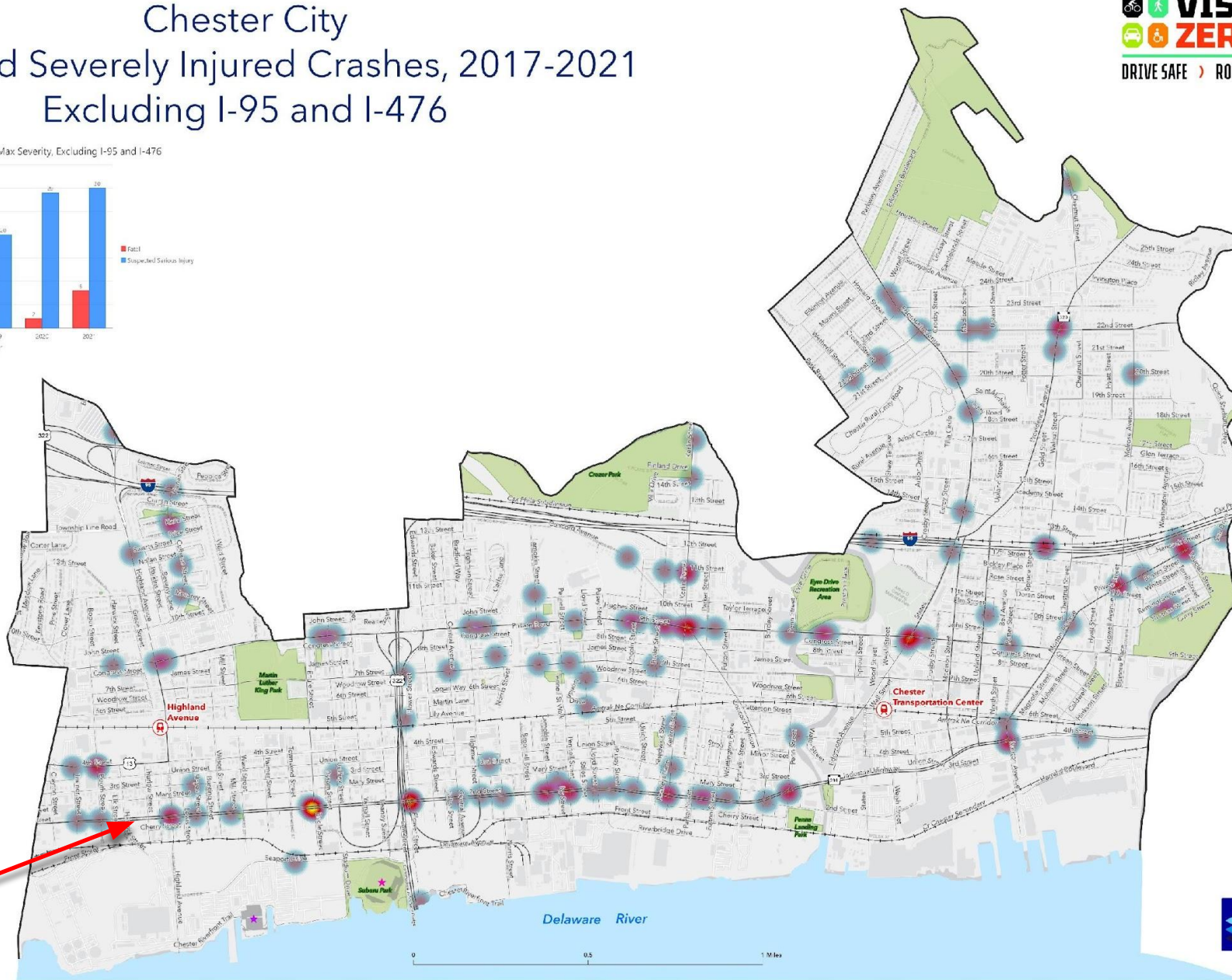
0 0.25 0.5



# Chester City Killed and Severely Injured Crashes, 2017-2021 Excluding I-95 and I-476



Route  
291

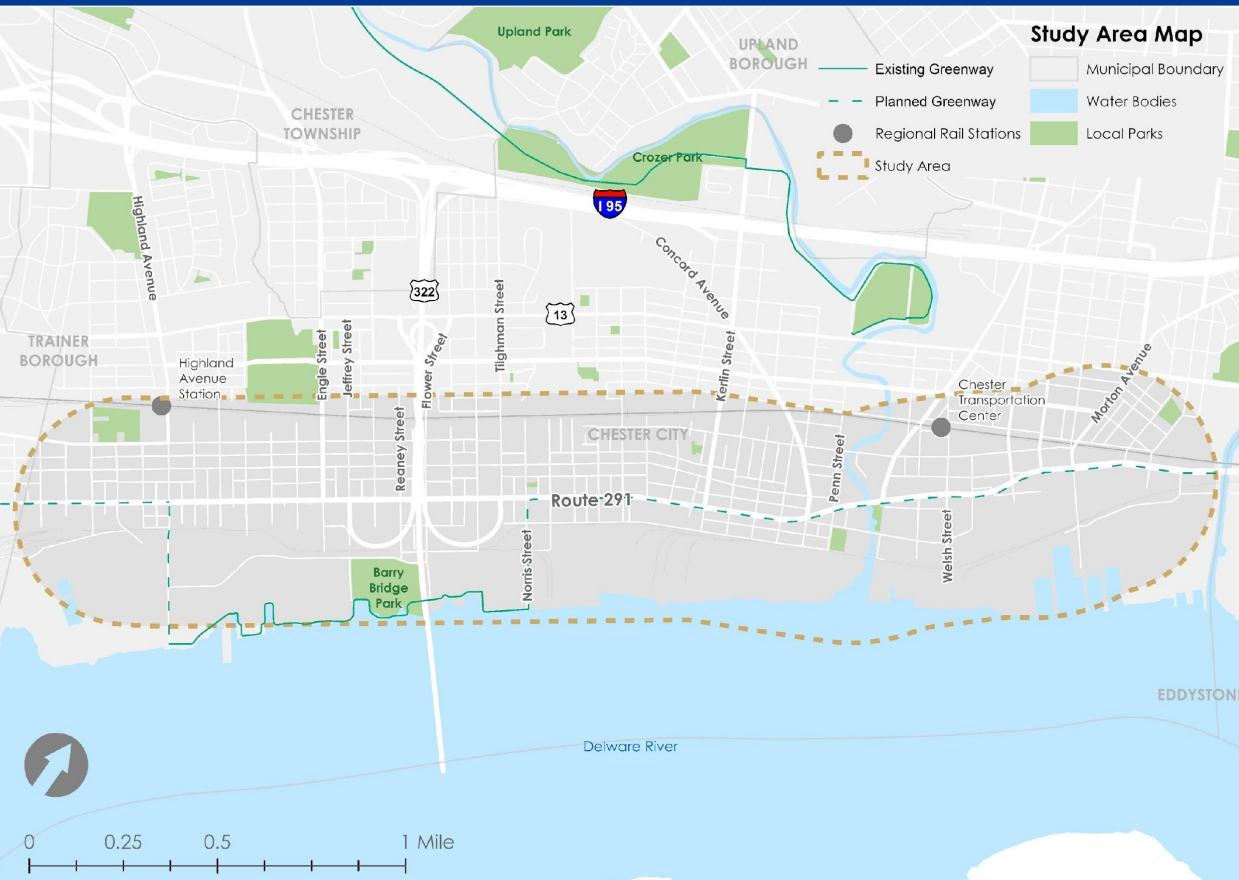


# TCDI Study

Transportation & Community Development Initiative

This study will assess the **feasibility of a road diet and multimodal safety improvements** along Route 291 from Irving Street to Ridley Creek.

It will also make recommendations for the **dedicated East Coast Greenway facility** through Chester City and Ridley Township.



## Study Objectives:



Improve Safety For All



Create Connections for Walking & Biking



Optimize Roadway Operations



Balance Residential and Industrial Needs



Plan for Implementation

# MEANINGFUL PARTNERSHIPS

## Steering Committee

City of Chester  
Delaware County Planning Dept  
PennDOT  
DVRPC  
Riverfront Alliance  
East Coast Greenway  
Pennsylvania Environmental Council  
Bicycle Coalition  
Subaru Park  
Laborers Local 413  
Omega Psi Phi Fraternity

## Elected Officials

Delaware County Council  
State Senator John Kane  
State Representative Carol Kazeem  
Mayor Stefan Roots  
Congresswoman Mary Gay Scanlon  
Senator John Fetterman

## The Community

Listening Session  
Online comment map  
Online webpage  
Public workshop  
Online and in-person survey  
Chester Riverfest  
Food Truck Festival  
Door knocking  
Chester Bicycle Rodeo  
Local businesses

# CRAFT A COMPELLING STORY

## Chester's Story

- 2018-2022: 288 crashes, 13 fatalities
- Traffic fatalities are estimated to be 37.77 per 100k people annually
- 40.9% of residents do not have a vehicle
- City in bankruptcy
- 2022 Thriving Community
- Economic Opportunities
- Rich history & culture

# Crash Story

290

Total Crashes Along  
this Section of Route  
291 From 2017 to  
2021



# The Story of Burden

| Burden Impact Metrics: Climate and Economic Justice Screening Tool |            |
|--|------------|
| Metric   | Percentile |
| Low median income  | 94         |
| Poverty  | 96         |
| Diesel particulate matter exposure                                 | 75         |
| Proximity to superfund sites                                       | 97         |
| Proximity to hazardous waste facilities                            | 89         |
| Proximity to risk management plan facilities                       | 97         |
| Housing cost   | 94         |
| Lack of green space  | 56         |
| Lack of indoor plumbing  | 93         |
| Lead paint   | 89         |
| Asthma   | 97         |
| Diabetes   | 95         |
| <b>Life expectancy</b>   | <b>98</b>  |
| PM2.5 in the air   | 79         |

Data is for Route 291 census tract: 42045410700



**45%** of households have income below the poverty line



**67%** of housing units are renter occupied



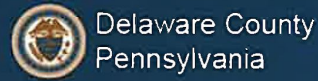
**37%** of households do not own a vehicle



**79%** of people are Black or African American

# The Community Stories

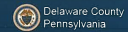
## Improving Safety on Route 291 Delaware County, PA



Please provide any feedback, comments, or questions you have on improving safety on Route 291.

I think traffic signals should be ~~installed~~ <sup>installed</sup> every few ~~blocks~~ <sup>blocks</sup> in Chester, PA. I have witnessed a dead person laying on the street from getting hit on his motorcycle, a birthday present his grandma gave him a few days prior, and having to pray for his grandfather because he's crying in my arms. I saw my family almost die in front of me in 2007 when I was just 13 years old when a driver jumped the ~~curb~~ curb. What saved it was my cousin taking 2 seconds to hug my grandmother before the rest of my family left during a visit for Christmas. I realize this is a predominately Black community and not much <sup>care</sup> is taken in consideration, but this is a community where my mom grew up! Care for the people.

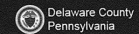
## Improving Safety on Route 291 Delaware County, PA



Please provide any feedback, comments, or questions you have on improving safety on Route 291.

The traffic light @ 2nd & Flower Sts. needs to be adjusted. The traffic on Flower St. (trucks) get back up to 3rd & Flower streets. Blocking that intersection with trucks, cars - work, school, residents <sup>3rd & Flower Sts.</sup> ...  
The trucks turn onto 3rd <sup>to south</sup> to come out <sup>18 wheels</sup> Horse trailers pulled by 6wheels Reaney, Edward, Sts., turn @ stop sign onto 291 to continue south bound. Put traffic light at 2nd & Jeffrey St. Change flashing light to traffic light two deaths @ this intersection (May 2022).

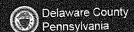
## Improving Safety on Route 291 Delaware County, PA



Please provide any feedback, comments, or questions you have on improving safety on Route 291.

My name is Tyfara Beauford. I am the daughter of the late Tyfene Beauford who passed away on his motor cycle 2009 May 14th I have the unfortunate privilege of seeing his crash site imprint on the huge pole by Harrah's casino. Please make 291 safe for all who are on those roads !!

## Improving Safety on Route 291 Delaware County, PA



Please provide any feedback, comments, or questions you have on improving safety on Route 291.

I am from Chester and original 2nd street. I am concerned about safety for kids etc crossing the street. Maybe build a drive in movie near soccer stadium or discaused funcenter for kids family day - Wed in one.



# CLEARLY DEFINE THE PROBLEM

## What we heard



## Concerns & Safety Issues

- High speeds
- History of severe crashes after roadway widening
- Heavy truck traffic
- Wide straight road with few traffic signals
- Limited pedestrian crossings
- Lack of greenery and sense of place
- Mix of uses- residential, commercial, industrial

# PRESENT WORKABLE SOLUTIONS

## Proven Safety Countermeasures Toolkit

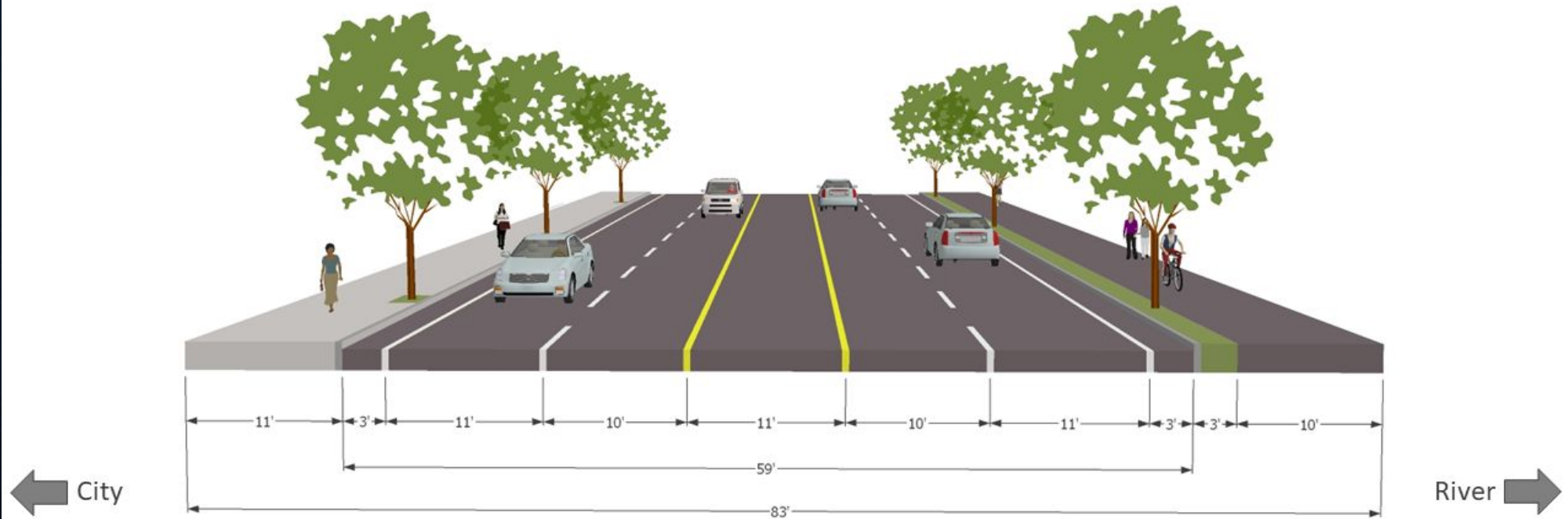
|                               |                         |  |   |  |  |
|-------------------------------|-------------------------|--|---|--|--|
| IMPROVING SAFETY ON ROUTE 291 | TRUCK ROUTE TREATMENTS  | <b>SEPARATED BIKE LANE</b><br> <p>1</p> <p>A separated bike lane is within the street right-of-way and separated from motor vehicle traffic by a physical barrier, such as planters, flexible delineator posts, parked cars, landscape median, or a mountable curb.</p>                 | <b>SHARED USE PATH / TRAIL</b><br> <p>2</p> <p>This facility is shared between people biking and walking. A shared use path (SUP) or trail provides the highest level of separation and the lowest level of traffic stress for cyclists.</p>   | <b>GREEN PAINT</b><br> <p>3</p> <p>Green and/or white pavement markings draw attention to cyclists moving through or past conflict areas, including intersections and driveways.</p>   | <b>BICYCLE SIGNAL</b><br> <p>4</p> <p>Bicycle signals indicate when bicyclists can cross. They also restrict conflicting vehicle movements. Bicycle-only signals can be used at intersections to provide a separate signal phase that is dedicated to bicyclists.</p>           |
|                               | PLACEMAKING             | <b>ROAD DIET</b><br> <p>5</p> <p>A road diet involves reducing or repurposing lanes to change the purpose, width, directionality, or other characteristics of the roadway. This can slow vehicles and make room for a bicycle facility.</p>   | <b>RAISED MEDIAN</b><br> <p>6</p> <p>A raised median provides horizontal deflection to slow vehicles along a roadway. Raised medians provide an opportunity to incorporate a pedestrian refuge or green stormwater infrastructure.</p>   | <b>CURB EXTENSION / BULBOUT</b><br> <p>7</p> <p>Curb or sidewalk extended into the street, either at an intersection or mid-block, narrows the street width, reduces pedestrian crossing distance, improves visibility of pedestrians, and reduces right-turning vehicle speeds.</p>       | <b>INTERSECTION VISIBILITY</b><br> <p>8</p> <p>Marking off areas using pavement markings, flexible delineator posts, or other visual or physical elements delineates space where on-street parking is restricted. This maintains visibility at driveways and intersections.</p> |
|                               | SIGNALS & INTERSECTIONS | <b>SPEED / RED LIGHT CAMERAS</b><br> <p>9</p> <p>Speed or red light running cameras can reduce motorist speeds and impact driver behavior where physical infrastructure is less feasible or effective. Additional legislation and certification might be needed to implement.</p>       | <b>SPEED LIMIT MARKINGS &amp; SIGNS</b><br> <p>10</p> <p>Painted speed limit markings and more speed limit signs provide a visual reminder of the desired and allowable roadway speed. Speed limits can also be reduced where appropriate.</p>                                       | <b>BUFFERS &amp; RUMBLE STRIPS</b><br> <p>11</p> <p>Buffers and/or rumble strips can be used to separate different modes or traffic traveling in opposite directions. These treatments can enforce separation between fast moving traffic and a parking lane, bike lane, or turn lane.</p> | <b>SIDEWALK WIDENING</b><br> <p>12</p> <p>A complete and connected sidewalk network increases pedestrian access and safety. Along an urban corridor, the sidewalk clear width should be at least 5-ft wide, or ideally wider.</p>   |
|                               | MULTIMODAL ACCESS       | <b>PEDESTRIAN REFUGE</b><br> <p>13</p> <p>A pedestrian median refuge island provides added protection for pedestrians and bicyclists crossing at an intersection or mid-block. The refuge improves pedestrian visibility, reduces conflict points, and reduces crossing distance.</p> | <b>MARKED CROSSWALK</b><br> <p>14</p> <p>High visibility reflective crosswalk markings should be incorporated at controlled intersections and at priority midblock crossings. According to FHWA, "a high-visibility marked crosswalk can reduce pedestrian crashes up to 40%."</p> | <b>CROSSWALK VISIBILITY</b><br> <p>15</p> <p>Signage and warning beacons can be used in advance of marked pedestrian crossings to increase driver yielding.</p>  | <b>INTERSECTION MARKINGS</b><br> <p>16</p> <p>Pavement markings visually separate modes to reduce pedestrian and cyclist exposure. Separate signal phases for bicyclists and pedestrians eliminate conflict points.</p>   |
|                               | TRAFFIC CALMING         |  |   |  |  |
|                               | GREENWAY TREATMENTS     |  |   |  |  |

- Road Diet
- Safety Improvements, including proven pedestrian and bicyclist safety countermeasures
- East Coast Greenway
- Greenscaping, stormwater infrastructure, lighting, wayfinding, transit amenities

# Safety Solutions

## Alternative A

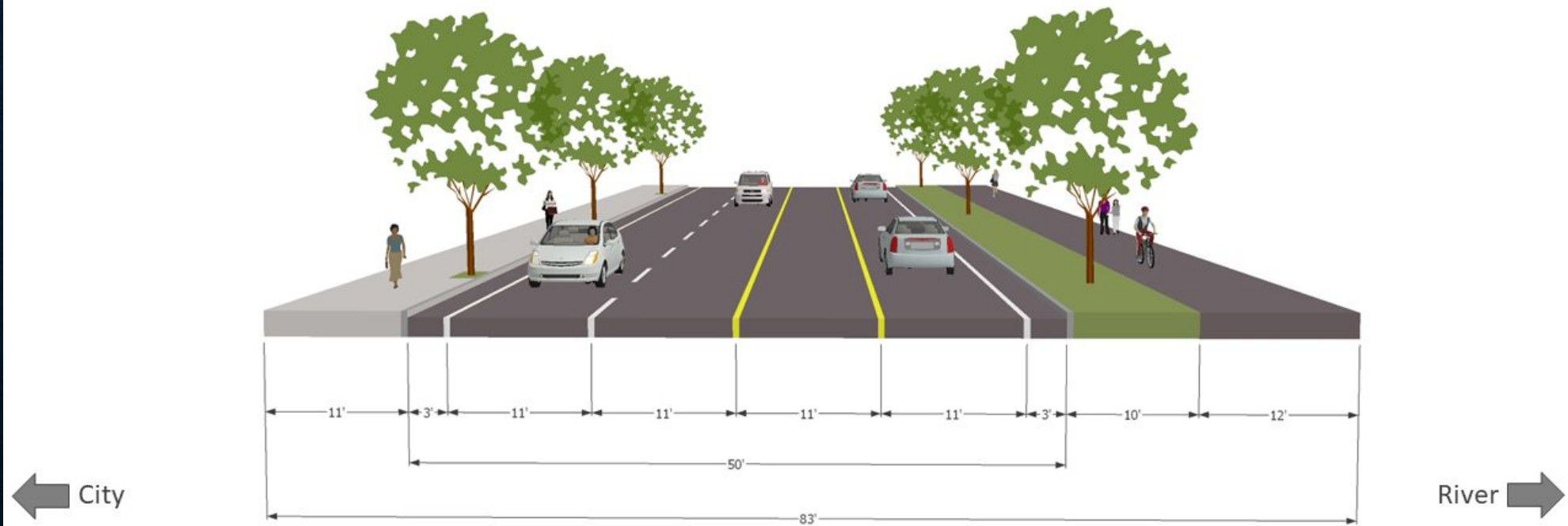
- Maintains 5 lanes of traffic
- Includes safety improvements
- Shared use path
- Eliminate the on-street parking lane
- Reduce the curb-to-curb width



# Safety Solutions

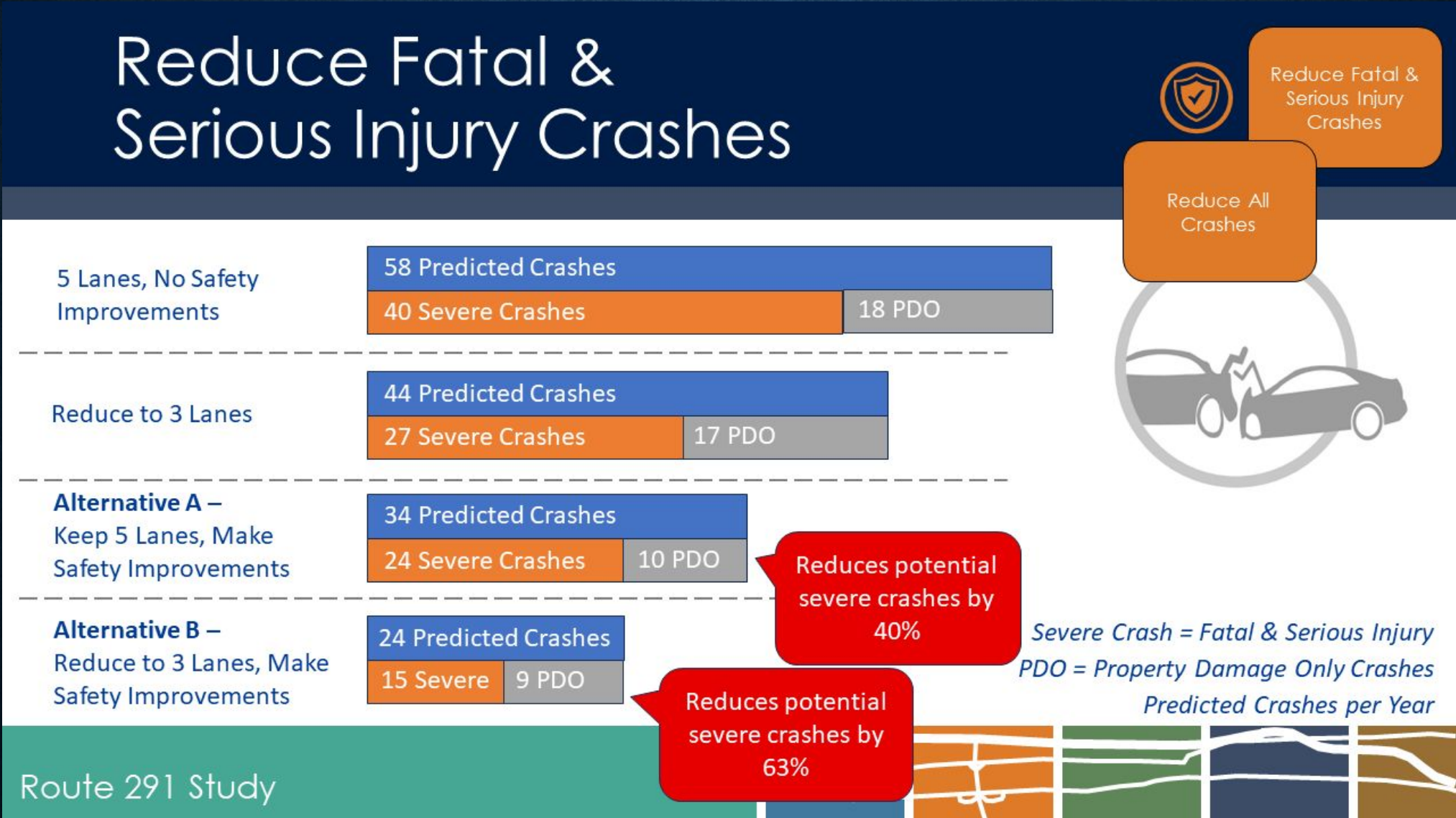
## Alternative B2

- Hybrid 5-lanes, 3-lanes, 4-lanes
- Includes safety improvements
- Shared use path (or separate bike path)
- Maintain some on-street parking
- Reduce the curb-to-curb width

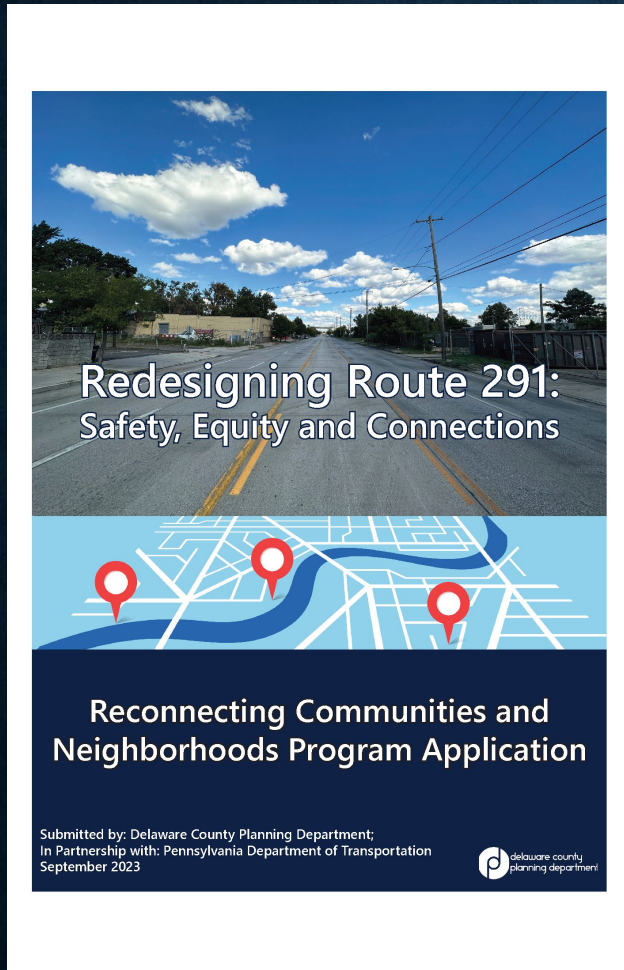


# Safety Solutions: The Data

## Reduce Fatal & Serious Injury Crashes



# PURSUE FUNDING & SUPPORT



- Applied for a Reconnecting Communities Grant
- Continued to lobby
- Partnership with DVRPC and PennDOT
- Developed Regional Support
- Cultivated additional support and stakeholders (25 Letters of support)
- Submitted project to the TIP
- Continued to tell the story



U.S. Department of Transportation

1200 New Jersey Avenue SE  
Washington, DC 20590

## Reconnecting Communities and Neighborhoods Grant Program

**Project Name:** Redesigning Route 291: Safety, Equity, and Connection

**Applicant:** Delaware County, PA

**Award Amount:** \$2,500,000.00

**Program:** Neighborhood Access and Equity

**Estimated Total Project Costs:** \$2,500,000.00

**Project Description:** Delaware County in partnership with the Pennsylvania Department of Transportation (PennDOT) to complete preliminary engineering and final design for a "Road Diet," traffic calming and the East Coast Greenway project along State Route 291 in the City of Chester.

**Congratulations!** The U.S. Department of Transportation (USDOT) selects the above project to receive a Fiscal Year 2023 Reconnecting Communities and Neighborhoods (RCN) Program grant.

Importantly, projects receiving RCN grant funding cannot be used for additional through travel lanes for single-occupant passenger vehicles or highway expansion.

The USDOT Operating Administration overseeing your project will be contacting you soon with next steps, including execution of a grant agreement. You will also receive a follow up invitation to attend a webinar to welcome you to this grant program and provide an overview of next steps and an opportunity for discussion.

This letter DOES NOT authorize the applicant to incur costs to carry out the project. The execution of the grant agreement will obligate RCN grant funding, making it available to reimburse eligible expenses for the awarded project. Unless authorized by USDOT in writing, any costs incurred prior to that obligation of funds for a project (i.e., "pre-award costs") are ineligible for reimbursement and may be ineligible to count towards non-Federal match requirements. This letter DOES NOT authorize pre-award costs to be eligible.

If you have any questions about this award, please contact the RCN Grants Team at

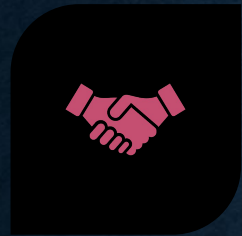
[ReconnectingCommunities@dot.gov](mailto:ReconnectingCommunities@dot.gov)

Sincerely,

John Augustine

# Grant-Worthy Story

# KEY TAKE AWAYS



MEANINGFUL  
PARTNERSHIPS



CRAFT A COMPELLING  
COMMUNITY STORY



CLEARLY DEFINE THE  
PROBLEM



PRESENT WORKABLE  
SOLUTIONS



PURSUE FUNDING



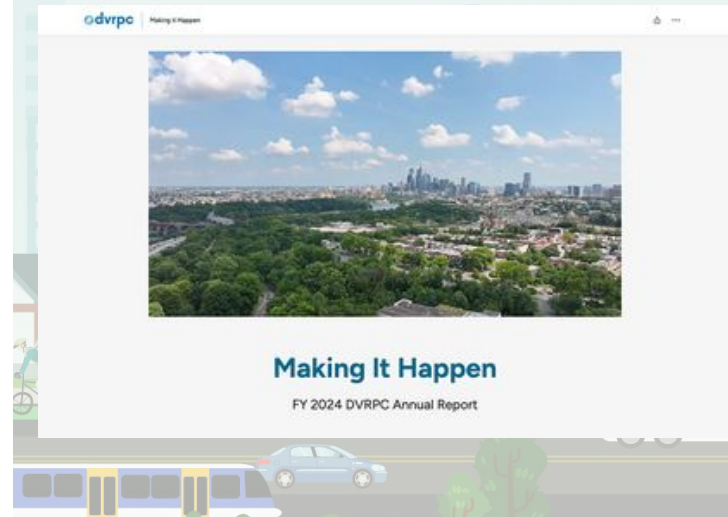
# Publications and Events



# Recent DVRPC Publications

Each fiscal year, DVRPC is responsible for issuing an annual report that summarizes the programs and projects that comprise the annual planning work program.

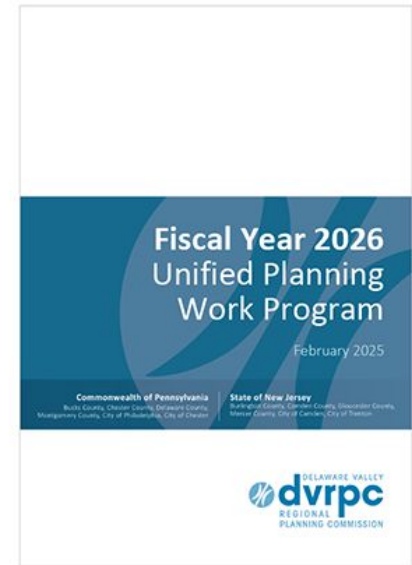
The *FY 2024 Annual Report* features highlights of the Commission's many programs, a message from the Executive Director and Board Chair, a listing of Board members and committees, and a financial summary.



Learn more at [www.dvrpc.org/products/](http://www.dvrpc.org/products/)

# Recent DVRPC Publications

The *FY2026 DVRPC Unified Planning Work Program* outlines all of the federally-funded transportation and regional planning projects and other planning projects administered by DVRPC slated for the nine-county region from July 1, 2025, to June 30, 2026.

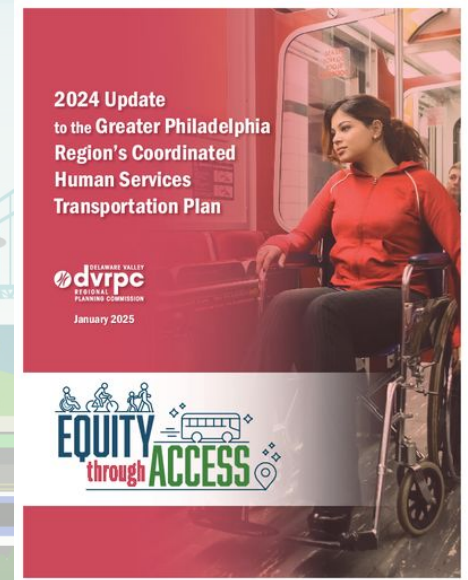


Learn more at [www.dvrpc.org/products/](http://www.dvrpc.org/products/)

# Recent DVRPC Publications

The *Equity Through Access* (ETA) project is DVRPC's update of the region's *Coordinated Human Services Transportation Plan* (CHSTP).

ETA seeks to improve economic and social opportunity in the region by expanding access to essential services for vulnerable populations



Learn more at [www.dvrpc.org/products/](http://www.dvrpc.org/products/)

# Upcoming DVRPC Meetings

- **Board and Executive Committee Meeting - *March 27th***
- **Regional Technical Committee (RTC) Meeting - *April 8th***
- **PPTF Vision Zero Roundtable with the City of Philadelphia - *April 22nd***
- **New Jersey Sustainability Summit - *May 9th***

# Upcoming Partner Events

- **New Jersey Sustainability Summit - May 9th**



2025 NEW JERSEY

**SUSTAINABILITY  
SUMMIT**

**MAY 9, 2025**  
9:00 AM – 4:00 PM  
BELL WORKS, HOLMDEL, NJ

**10** FOR SCHOOLS SUSTAINABLE JERSEY  
A Decade of Impact

The logo features a yellow banner at the top with the text '2025 NEW JERSEY' in white. Below this, the words 'SUSTAINABILITY' and 'SUMMIT' are stacked in red and green respectively. To the right, the date and time 'MAY 9, 2025 9:00 AM – 4:00 PM' and location 'BELL WORKS, HOLMDEL, NJ' are listed in red and green. A central graphic shows a '10' with 'FOR SCHOOLS SUSTAINABLE JERSEY' and 'A Decade of Impact' around it, flanked by two circular logos: 'SUSTAINABLE JERSEY - CERTIFIED' and 'FOR SCHOOLS SUSTAINABLE JERSEY'.



# GET Involved!



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mailing list

## STAY IN TOUCH WITH DVRPC!

- ✓ Sign up for our monthly newsletter
- ✓ Check out our event calendar
- ✓ Apply to become a PPTF member
- ✓ Connect with us on social media

