

Appendix H

Summary of Public Involvement Process, Original Public Comments, Responses to Public Comments, List of Recommended Changes, etc

DELAWARE VALLEY
dvrpc
REGIONAL
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SUMMARY OF THE PUBLIC INVOLVEMENT PROCESS FOR THE FY2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA

The Delaware Valley Regional Planning Commission (DVRPC) has a long history of public participation in its planning process. DVRPC firmly believes in public participation and reaches out to as many populations as possible in an equitable and timely manner. Public participation is a way to ascertain the interests of a wide variety of residents, the private sector, special-interest groups, older adults, educators and parents, public officials, the mentally and physically disabled, and economically disadvantaged populations. While data has shown that a large number of the region's residents have access to the internet and smartphones, making online meetings a great method for creating an inclusive outreach process, the need to implement a variety of in-person, online, traditional media, and social media public involvement strategies is critical to supporting sound decision-making and equitable involvement in DVRPC's work..

DVRPC engages in an extensive public outreach program in order to provide a variety of opportunities to comment and receive information on the TIP. DVRPC encourages the public to pose questions about the TIP to state, county, transit, and DVRPC staff through its ongoing public involvement process, and in particular, during the 30+-day public comment period. The public comment period for the Draft DVRPC FY2025 TIP for Pennsylvania opened on May 23, 2024, and closed on June 24, 2024 at 5:00 p.m. (local time). Notice of the public comment period and the scheduled public meeting were distributed to over 12,500 individuals and organizations that comprised a variety of stakeholders in the region, including: non-profit organizations; traditional transportation and transit users; underserved, minority and low income populations; the private sector; and the general public. Additionally, tribal government contacts received a direct email and letter describing DVRPC's Core Planning Documents, which the TIP is a part of, in an effort of coordination, as appropriate, with each of the Tribal Nations.

Legal notices were placed in the Philadelphia Inquirer and the Philadelphia Tribune. An article also appeared in DVRPC's monthly newsletter in June 2024. Announcements were made on DVRPC's Facebook page and X/Twitter feed.

A virtual public meeting was held for the purpose of informing interested parties on how to make public comments on the Draft DVRPC FY2025 TIP:

Monday, June 10, 2024
6:00 PM to 7:30 PM

A hybrid meeting was held at DVRPC's Main Conference Room, 190 North Independence Mall West, for the purpose of informing interested parties on how to make public comments on the Draft DVRPC FY2025 TIP:

Tuesday, June 11, 2024
6:00 PM to 7:30 PM

While participants needed to register beforehand, they were approved automatically and could register and join the meeting up until the meeting ended. Additionally, people who wanted to participate but did not have internet access or smart phones could call in. Anyone who needed accommodations, such as closed captioning or interpretation, could contact DVRPC's Office of Communications & Engagement at public_affairs@dvrpc.org or 215-238-2929.

DVRPC's website (www.dvrpc.org) is a vital tool in public outreach, and continued to serve a useful purpose during this TIP update cycle. The public notice and the entire Draft TIP document were placed on the DVRPC website, as were the date and location of the public meeting, and other general information. TIP information and public commenting were made available online as part of DVRPC's web-based TIP public comment application at www.dvrpc.org/TIP/Draft. Users were able to submit project-specific or general comments online.

In addition, the public was able to submit comments via e-mail to tip@dvrpc.org or through U.S. mail, addressed to:

TIP Comments
℅ Office of Communications and Engagement
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

Comments received via mail must have been postmarked by June 24, 2024. If a person needed assistance in providing a written comment, they were directed to contact the DVRPC Office of Communications and Engagement at 215-238-2929 or public_affairs@dvrpc.org. DVRPC frequently employed social media (Facebook, X, and Instagram) during the public comment period to garner the public's interest and attention. For example, DVRPC highlighted different projects and facts via social media posts. For those without internet access, draft documents were available at the DVRPC office in the American College of Physicians Building in downtown Philadelphia. The public was asked to call (215) 592-1800 to make this request. Hardcopies of the Draft TIP documents were also available at certain public libraries across the region that are listed in Table 1 Libraries Displaying the DVRPC FY2025 TIP for Pennsylvania.

Additionally, tribal government contacts received a direct email and letter describing DVRPC's Core Planning Documents, which the TIP is a part of, in an effort of coordination, as appropriate, with each of the Tribal Nations.

PUBLIC COMMENTS ON THE DRAFT DVRPC FY2025 TRANSPORTATION IMPROVEMENT PROGRAM FOR PENNSYLVANIA

COMMENTS RECEIVED AS PART OF THE PUBLIC COMMENT PERIOD

Pennsylvania Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #1 — John Zollers MPMS 102273 May 23, 2024

I am an engineer (not a PE) for engineering consulting company AECOM, and a member of the Lower Providence Environmental Advisory Council (EAC). These comments represent my own views and not those of my employer or the EAC. I live in Lower Providence and frequently visit / traverse this area.

This is a terrible project for the community. Collegeville, the West Ridge Pike neighborhood of Lower Providence, and the Evansburg neighborhood in Lower Providence are physically close enough to be walkable and bikable neighborhoods. This project doubles down on the car-dependence of this area by:

- Almost doubling the width of Ridge Pike, creating more room for cars to speed, and longer pedestrian crossings.
- Providing pedestrian crossings on only two sides of the proposed very wide intersection at Ridge Pike and Crosskeys Road, and constructing a roundabout that appears to favor auto mobility over pedestrian / bike mobility at Germantown Pike and Crosskeys Road. I estimate it will take up to 10 minutes to wait for the light cycles and traversal time to pass at Ridge and Crosskeys, to go from one corner without crosswalks to the other, a situation which will tempt jaywalking and provide no dignity for pedestrians or bikers.
- Providing a sidewalk / trail on only one side of Ridge, which is NOT the side where most of the residents of the area live.
- Spending millions to shift the location of current automotive backups to a new location without alleviating the source of the bottleneck (the Perkiomen bridge).
- Put the long-term future of a historic bridge at risk.

A much better approach would be to put Ridge Pike on a road diet from Route 29 in Collegeville to Evansburg Road / Level Road. This would:

- Encourage automobiles to shift to Route 422 where feasible.
- Reduce traffic demand and increase community connectivity by creating opportunities for walking and biking between destinations in Evansburg, West Ridge Pike, and Collegeville.
- Almost certainly cost much less.
- Avoid destruction of / disruption to existing properties and businesses along the project corridor.
- Spur development of more desirable housing / business properties in the corridor.
- Creating biking / walking connections to a major recreational feature of the area (Evansburg State Park).

Thank you for your consideration of this matter.

Comment #2 — Gayathri Samudrala May 31, 2024

Adding a designated right-turning lane from Bristol Pike to Woodhaven road will avoid confusion if the vehicle is about to take a right turn or go straight to Bristol Pike, preventing some accidents.

Currently, it has 2 lines, one for straight-going vehicles, and another for straight and right-turning vehicles.

Please take a look at that road. It would be beneficial to the public if that improvement could be added to FY25-FY28 -TIP.

Comment #3 — John Boyle MPMS 93105 May 31, 2024

Bicycle Coalition of Greater Philadelphia comment - This road segment is included in the Delaware County Bicycle Plan and is rated by DVRPC at Bicycle LTS 4 (most stressful). Does the project include plans to physically separate bicyclists from the travel lanes?

Comment #4 — John Boyle MPMS 74827 May 31, 2024

Bicycle Coalition of Greater Philadelphia Comment: Support, However, Bristol Borough does not appear in the description

of the project.

Comment #5 — John Boyle MPMS 83742 May 31, 2024

Bicycle Coalition of Greater Philadelphia Comment: Design drawings show a wide turning radius and we have concerns with turning vehicles conflicting with the Schuylkill River Trail. Corner radii directly impact vehicle turning speeds and pedestrian crossing distances. We would like to see the smallest corner radius possible, a lead pedestrian interval for the trail and a no right turn on red rule.

Comment #6 — John Boyle MPMS 72355 May 31, 2024

Bicycle Coalition of Greater Philadelphia Comment: Our support is contingent on including a pedestrian facility or if sufficient traffic calming is added to make the existing bridge safer and Wissahickon Trail crossing for all road users <20 mph.

Comment #7 — THOMAS V MARINO MPMS 102309 Jun 3, 2024

Morgan Creek Bridge. This bridge also has the same suggestions as Beaver Run however I'd like to add that crossing of Morgan Creek for the potential Liberty Bell Trail is vital. The Liberty Bell Trail is a long-term goal to be a DVRPC Circuit Trail. The Eastern side of the morgan Creek bridge could be very useful in establishing this goal. I'd like to see this bridge add a full protected pedestrian crossing on the eastern side. While the western side is valuable to have a wide shoulder too. The eastern side has much more potential to be useful to the LBT. Richland township trail maps show a proposed path and a sketch of looking at the LBT coming north and following Bethlehem Pike which has a very wide shoulder for best safety.

Comment #8 — THOMAS V MARINO MPMS 102664 Jun 3, 2024

Beaver Run (really Mullenberg Creek) bridge. We see a lot of foot traffic on Rt309. Richland Twp does ask that all new construction account for at least sidewalk ROW of Rt309 corridor so if at some point in the future we can improve RT 309. Quakertown does this as well. I would request that this project also include a width that this bridge accommodate that. A protected lane would be best.

Comment #9 — THOMAS V MARINO MPMS 92641 Jun 3, 2024

I have crossed this bridge on a bike and it's dangerous. please try to improve pedestrian and bike access.

Comment #10 — THOMAS V MARINO MPMS 99431 Jun 3, 2024

presently the Quakertown area transportation plan includes a bike route along 663. This section is Richland Township and Milford. We would welcome a protected bike lane as part of this project. The recently installed protected multiuse land from St luke to Pumping Station road would be a great connection to the potential northern route of the Liberty bell trail.

Comment #11 — THOMAS V MARINO MPMS 120912 Jun 3, 2024

This is a potential route for the PA Highlands trail. Having access to a protected crossing would be valuable to add.

Comment #12 — THOMAS V MARINO MPMS 118190 Jun 3, 2024

This is a hazard crossing for bikes on the way to school and the YMCA. This crossing needs to have a better grade crossing that is safer.

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #13 — Daniel Paschall MPMS 105291 Jun 11, 2024

I fully support the inclusion of these projects on the TIP. But also, please fix the typo in this description, changing "East Coard Greenway" to "East Coast Greenway". Also, the "Philadelphia -Lindbergh Blvd Sidepath" appears to be the same project as the Cobbs Creek Trail Segment D per the DVRPC Circuit Trails database. Please add to the naming to link that project to the Cobbs Creek Trail if that is correct.
Also, could you please clarify the difference between CRP and CRPU funding in the document. It may be there somewhere, but I could not seem to find it.
Finally, could you please include additional reference notes to help link to other projects that are not in the Circuit line item but include Circuit Trails projects, such as the MPMS# 103563 I-95: Delaware Avenue Extension (BS5), MPMS# 117965 Liberty Bell Trail P3, MPMS# 114172 Dreshertown Rd CC Trl Ext, and the MPMS# 99668 PA 291 Drainage Improvement. And for each of those projects, could you please mention in their individual descriptions that they are part of the Circuit Trails.

Comment #14 — Daniel Paschall MPMS 99668 Jun 11, 2024

I fully support the inclusion of this project. Also, could you please update this project to include the construction of the East Coast Greenway / 9/11 Memorial Trail, as I believe PennDOT agreed to include it as part of the project? Thank you!

Comment #15 — Nick Di Taranto MPMS 118034 Jun 11, 2024

I want to provide my overall support for the Spring Garden Connector project. I am a long time pedestrian, biking, and transit advocate, with published articles on the history of urban-environmental policy making, and specific urban freeways. I want to urge the planners to consider a road diet for Spring Garden. There are ample studies around the nation that show the enormous benefits of road diets, but I would point the planners to the Washington Ave. study released in April 2024 for a Philadelphia-specific example. The study highlighted the huge increase (181% increase in bicycling at peak times), safety (reduce crashes), and the reduction in illegal and dangerous parking. Moreover, travel times for vehicles were essentially unaffected.
Spring Garden is also an ideal road for a road diet because it has been identified as part of the Vision Zero High Injury Road Network for the city of Philadelphia. Spring Garden has four travel lanes and a posted speed limit of 25 mph, though as someone who rides their bike along Spring Garden at least once per week I can tell you that limit is seldom followed.
In terms of the parking protected bike lane, I urge the planners to please make sure that intersections are protected and made safer. Parking protected bike lanes were put into place along CHestnut and Walnut in West Philadelphia, but motorists routinely park into the intersection where the flex posts end. We need real protection, not flexposts. Concrete is the only solution that will prevent people from parking cars at this high danger areas -- whether that is small concrete pills or my preference, large concrete planters. Let's make Spring Garden live up to it's name.

Comment #16 — Nick Di Taranto MPMS 118034 Jun 11, 2024

I'd like to add another comment specifically for where Spring Garden meets the Delaware River Trail. I use this trail and Spring Garden all the time and have to request that the planner please consider traffic calming measures for this intersection that make it safer for pedestrians and cyclists to cross Delaware Avenue. People routinely drive 50 mph or faster on Delaware, or fly through the turn coming off Spring Garden onto Delaware Avenue.
I think the best solutions would be daylighting and curb bump outs that make shorten the crossing distance. Moreover,

pedestrian / bike signaling that prioritizes those road users would also help, as many cars will try to "beat the light" and turn right in front of and nearly hit people crossing Delaware Ave.

Comment #17 — Kari Kling MPMS 118034 Jun 11, 2024

I appreciate adding the protected bike lanes. However, taking space away from the sidewalks makes the sidewalks too narrow. Spring Garden Street doesn't get enough traffic to justify 4 lanes of motor vehicle traffic plus two parking lanes. The space for protected bike lanes should be taken from a lane of motor vehicle traffic in each direction.

Comment #18 — Jeff Friedman Jun 11, 2024

Do not expand roadways. The world is on fire. De-prioritize automobiles and prioritize other modes. Thank you.

Comment #19 — Sean Conlon Jun 10, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County

- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
2. I fully support the prioritization and construction of the following
Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &
Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Sean Conlon
[email removed]

Comment #20 — Jonathan Krauss Jun 10, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Jonathan Krauss
[email removed]

Comment #21 — Dan McGrath Jun 10, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave

- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Dan McGrath
[email removed]

Comment #22 — Charles Green Jun 10, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station

- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
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Chester County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &
Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Charles Green
[email removed]

Comment #23 — Blaik Halling Jun 6, 2024

Jun 6, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
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I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Dr. Blaik Halling
1384 Chase Rd
Newtown, PA 18940-3712
[email removed]

Comment #24 — Barron Lacy Jun 5, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.

Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Barron Lacy
[email removed]

Comment #25 — Nancy Aikens Jun 6, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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DRAFT for Public Comment

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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
2. I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Nancy Aikens
[email removed]

Comment #26 — Ryan Cree Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Ryan Cree
2445 M St NW
Washington, DC 20037-1435
[email removed]

Comment #27 — Lyn Hedrick Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Ms. Lyn Hedrick
644 Rively Ave

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Collingdale, PA 19023-3544
[email removed]

Comment #28 — Richard Rohr Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough
Sincerely,
Mr. Richard Rohr
21 Fox Ln
Broomall, PA 19008-2008
[email removed]

Comment #29 — Jamie Swaintek Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
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- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

- MPMS# 119299 | Carbon Reduction Program Line Item
I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough
Sincerely,
Mrs. Jamie Swaintek
518 Lawn Ave
Sellersville, PA 18960-2106
[email removed]

Comment #30 — Thomas Cody Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects. I believe this will promote safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go. Connecting the current separated Trail networks is a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Thomas Cody
2108 Squirrel Hill Rd
Schwenksville, PA 19473-2004
[email removed]

Comment #31 — Mark Silks Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
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I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Mark Silks
1107 Park Ave
Lansdale, PA 19446-1318
[email removed]

Comment #32 — Robert Franz Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
Every weekend that I can possibly manage, I head to the local trails to bicycle. I feel it keeps me young, and most people have no idea that I am as old as I am. There is a wonderful network of local trails in the Circuit Trail system, and they just need to be expanded and connected into a greater system.
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more

than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
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I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Robert Franz
169 Wildflower Dr
Plymouth Meeting, PA 19462-1521
[email removed]

Comment #33 — Martin Marino Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a

once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Martin Marino
322 Firethorne Cir
Exton, PA 19341-2023
[email removed]

Comment #34 — Fred Cohen Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
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I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Fred Cohen
440 S Broad St
Unit
Philadelphia, PA 19146-4901
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #35 — Mark Kenney Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Sincerely,
Mr. Mark Kenney
1447 Greenawalt Rd
Huntingdon Valley, PA 19006-2607
[email removed]

Comment #36 — Stephen Nitz Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
I fully support the prioritization and construction of the following

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Stephen Nitz
7102 Llanfair Rd
Ste 5
Upper Darby, PA 19082-3606
[email removed]

Comment #37 — Walter Heffner Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
My wife and I as well as our 3 children and their families are avid users of the trails in SE PA & South New Jersey. We use the trails already in existence for walking, biking, running and nature observation and photography.
Thirty years ago where I live was relatively safe for biking and I often biked to work and back as well as for pleasure. But today roads are much more crowded with automobiles and less safe for cyclists and I and my family choose to only bike off-road on trails. Completing the proposed trail projects are of great importance for my family and all citizens of our area.
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving

Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Walter Heffner
35 Wood Stream Dr
Langhorne, PA 19053-1507
[email removed]

Comment #38 — Brett Myers Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more

than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Brett Myers
74 Whites Mill Rd
Green Lane, PA 18054-2443
[email removed]

Comment #39 — Aurica Donovan Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a

once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mrs. Aurica Donovan
2323 Race St
Unit 1102
Philadelphia, PA 19103-1089
[email removed]

Comment #40 — John Wright Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of $102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. John Wright
9 Strathmore Rd
Havertown, PA 19083-3719
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #41 — Joan Horn Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
Trails are vital to my life. We use the Pennypack trail so often with our disabled 5 year old grandson.
I fully support the allocation of $102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Ms. Joan Horn
8335 Thomson Rd

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Elkins Park, PA 19027-1730
[email removed]

Comment #42 — Ralph Marothy Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Ralph Marothy
60 W Tulpehocken St
Philadelphia, PA 19144-2608
[email removed]

Comment #43 — William Oliver Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 119299 | Carbon Reduction Program Line Item
I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough
Sincerely,
Mr. William Oliver
116 Exeter Rd
Devon, PA 19333-1606
[email removed]

Comment #44 — Robert Montgomery Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing

- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Robert Montgomery
11 S Wyoming Ave
Unit 10
Ardmore, PA 19003-1255
[email removed]

Comment #45 — Paula Gregorowicz Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Ms. Paula Gregorowicz
66 Whethersfield Cir
Telford, PA 18969-1870
[email removed]

Comment #46 — Ned Levi Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of $102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1

- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Ned Levi
2101 Market St
Unit 3406
Philadelphia, PA 19103-1368
[email removed]

Comment #47 — Debra Neidig Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be

leveraged to create trail and active transportation networks.
I fully support the allocation of $102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Ms. Debra Neidig
2328 Deer Trail Rd
Coopersburg, PA 18036-9070
[email removed]

Comment #48 — Janice Rosmini Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New

Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mrs. Janice Rosmini
5900 Griscomb Dr
Bensalem, PA 19020-1150
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #49 — Columba McDevitt Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Sincerely,
Mr. Columba McDevitt
1508 Grovania Ave
Abington, PA 19001-1705
[email removed]

Comment #50 — Louise Walker Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails and to include feeder trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
I fully support the prioritization and construction of the following

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mrs. Louise Walker
551 N Guthriesville Rd
Downingtown, PA 19335-1082
[email removed]

Comment #51 — Robert Gallagher Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd,

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Robert Gallagher
1013 Foster St
Philadelphia, PA 19116-3407
[email removed]

Comment #52 — Rixhard VanAken Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
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I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

The more trails the better the quality of life will be for the populace.

Sincerely,

Mr. Rixhard VanAken
68 Murray Rd
Holland, PA 18966-1740
[email removed]

Comment #53 — Arthur Vogel Jun 4, 2024

Jun 4, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of $102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Arthur Vogel
121 Foxgayte Ln
Pottstown, PA 19465-8542
[email removed]

Comment #54 — Rebecca Moore Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $102 million of Climate Reduction

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Ms. Rebecca Moore
117 Elmwood Ave
Narberth, PA 19072-2409
[email removed]

Comment #55 — David Pratt Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am all in favor of expanding the trails, but unless you also ensure that adequate washroom facilities are included, there is no point. Currently, the Schuylkill Valley Trail between Manayunk and Betzwood Bridge has no permanent washroom. There were porta-potties at the SEPTA stations in Conshohocken, but they are no longer there and most

people didn't even know about them. Most people were urinating and defecating in the bushes alongside the trail since they didn't even know about those facilities, but after AMTRAK eliminated the vegetation alongside the trail along major expanses recently, those people don't have any privacy. Conshohocken set aside $400K to build a washroom close to the SEPTA station there, but neighbors objected to having it. The new SEPTA station in Conshohocken has a couple nice washrooms, but it is closed much of the time and they don't want to open it even if Conshohocken pays to keep it open. So it discourages a lot of people, like myself, from using the Schuylkill Valley Trail. It is especially discouraging for older people who may have bladder problems. Why it is that in the USA we have such a reluctance to build washroom facilities is beyond me and we remain so socially backward compared to many European countries it is ridiculous.
Sincerely,
Mr. David Pratt
28 Militia Hill Dr
Chesterbrook, PA 19087-5846
[email removed]

Comment #56 — Raymond Price Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station

- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Raymond Price
870 Amber Ln
West Chester, PA 19382-2241
[email removed]

Comment #57 — James and Michelle Alvare Jun 5, 2024

Jun 5, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. James and Michelle Alvare
134 Hastings Ave
Havertown, PA 19083-2430
[email removed]

Comment #58 — Rocco Mastricolo Jun 5, 2024

Jun 5, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be

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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Rocco Mastricolo
350 Brock Rd
Springfield, PA 19064-3118
[email removed]

Comment #59 — Joe Naglich Jun 5, 2024

Jun 5, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Joe Naglich
4 Lawndale Dr
Yardley, PA 19067-3431
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #60 — John Vantine Jun 5, 2024

Jun 5, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Sincerely,
Mr. John Vantine
518 Hampshire Rd
Drexel Hill, PA 19026-1306
[email removed]

Comment #61 — Dennisd Davidson Jun 5, 2024

Jun 5, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Dennisd Davidson
208 Lacey Ave
Doylestown, PA 18901-3846
[email removed]

Comment #62 — Pam Mckernan Jun 5, 2024

Jun 5, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd,

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Ms. Pam Mckernan
PO Box 762
Gwynedd Valley, PA 19437-0762
[email removed]

Comment #63 — Louis Mandrack Jun 5, 2024

Jun 5, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Louis Mandrack
438 Belle Ln
Harleysville, PA 19438-2404
[email removed]

Comment #64 — Ken Louis Jun 5, 2024

Jun 5, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Ken Louis
806 Furnace Ct
Phoenixville, PA 19460-1343
[email removed]

Comment #65 — Louis Peirce Jun 5, 2024

Jun 5, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Louis Peirce
146 Erdenheim Rd
Glenside, PA 19038-7848
[email removed]

Comment #66 — Maureen Hughes Jun 4, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation

and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mrs. Maureen Hughes
506 Meadowpark Ln
Media, PA 19063-5014
[email removed]

Comment #67 — David Smith Jun 5, 2024

Jun 4, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe

connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. David Smith
1615 Dublin Rd
Dresher, PA 19025-1215
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #68 — Grace Hanlon Jun 4, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough
Thank you,
Grace Hanlon
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #69 — Jay Devine Jun 4, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough
Thank you,
Jay Devine
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #70 — Brittani Hales Jun 1, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough
Thank you,
Brittani Hales
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #71 — Ira Josephs Jun 1, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough
Thank you,
Ira Josephs
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #72 — Snownia Collins Jun 1, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough
Thank you,
Snownia Collins
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #73 — MARGARET BURNS Jun 1, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough
Thank you,
MARGARET BURNS
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #74 — Victoria Rybakowski Jun 1, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough
Thank you,
Victoria Rybakowski
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #75 — Jeremy Loomis Jun 1, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Thank you,
Jeremy Loomis
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #76 — Annette Pyatt Jun 1, 2024

Dear members of the DVRPC Board, :
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough
Thank you,
Annette Pyatt
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #77 — Johneane Bell Jun 1, 2024

Dear members of the DVRPC Board, :
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Thank you,
Johneane Bell
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #78 — Nadine Mchenry Jun 1, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1. I fully support the allocation of $102 million of Climate Reduction Program funds for the following MPMS# to advance the completion of 12 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
2. I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough
Thank you,
Nadine Mchenry
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #79 — Katherine Reyes Jun 1, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
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- MPMS# 119299 | Carbon Reduction Program Line Item
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough
Thank you,
Katherine Reyes
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #80 — Kenneth Jenkins Jun 1, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
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- MPMS# 119299 | Carbon Reduction Program Line Item
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough
Thank you,
Kenneth Jenkins
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #81 — Alyssa Zinar May 31, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 119299 | Carbon Reduction Program Line Item
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough
Thank you,
Alyssa Zinar
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #82 — Janilyn PInkowicz Jun 10, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 119299 | Carbon Reduction Program Line Item
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
Janilyn PInkowicz
[email removed]

Comment #83 — Daniel Paschall Jun 11, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Daniel Paschall
[email removed]

Comment #84 — Neil Hickey Jun 11, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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Pennsylvania
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DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Neil Hickey
[email removed]

Comment #85 — Eric Daley Jun 11, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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Pennsylvania
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DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 119299 | Carbon Reduction Program Line Item
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Eric Daley
[email removed]

Comment #86 — Jose Ditan Jun 11, 2024

Dear members of the DVRPC Board, :
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &
Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Jose Ditan
[email removed]

Comment #87 — Jeannine Anckaitis Jun 11, 2024

Dear members of the DVRPC Board, :
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- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Jeannine Anckaitis
[email removed]

Comment #88 — Gabriel Gottlieb Jun 11, 2024

Dear members of the DVRPC Board, :
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Gabriel Gottlieb
[email removed]

Comment #89 — James Byrne Jun 11, 2024

Dear members of the DVRPC Board, :
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
James Byrne
[email removed]

Comment #90 — Elizabeth Nunan Jun 11, 2024

Dear members of the DVRPC Board, :
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1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Elizabeth Nunan
[email removed]

Comment #91 — Uma McGuire Jun 11, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 81785 | Cross County Trail East: Section A
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Uma McGuire
[email removed]

Comment #92 — Katie Kovalchik Jun 11, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Katie Kovalchik
[email removed]

Comment #93 — William Tung Jun 11, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
William Tung
[email removed]

Comment #94 — David Talone Jun 11, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.

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- MPMS# 81785 | Cross County Trail East: Section A
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Thank you,
David Talone
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #95 — Samantha Kelly Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

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Thank you,
Samantha Kelly
[email removed]

Comment #96 — Daniel Love Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Daniel Love
[email removed]

Comment #97 — Joe Bonus Jun 12, 2024

Dear members of the DVRPC Board, :
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Thank you,
Joe Bonus
[email removed]

Comment #98 — Bob Arrowsmith Jun 12, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 119299 | Carbon Reduction Program Line Item
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Bob Arrowsmith
[email removed]

Comment #99 — Jordan Teicher Jun 12, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
Jordan Teicher
[email removed]

Comment #100 — Amy Krauss Jun 12, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Amy Krauss
[email removed]

Comment #101 — Aaron Becker Jun 12, 2024

Dear members of the DVRPC Board, :
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Aaron Becker
[email removed]

Comment #102 — Kevin Reilly Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street

to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd,
Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following
Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &
Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Kevin Reilly
[email removed]

Comment #103 — Darrell Boyd Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Darrell Boyd
[email removed]

Comment #104 — Barry Thaler Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Barry Thaler
[email removed]

Comment #105 — Jun 11, 2024

Spring Garden Street doesn't get enough motor vehicle traffic to justify keeping 4 lanes of motor vehicle traffic plus two lanes of parking. Currently, it has 4 lanes of traffic that never fill up, and the proposal for a protected bike lane is proposing removing space from the sidewalk rather than removing any space from cars. We need a protected bike lane there, but the sidewalk is already narrow. Bike lanes should not serve as a detriment to pedestrians, but they should protect bicyclists from cars. In order to achieve both those goals, the street should be reduced to two lanes of motor vehicle traffic with protected bike lanes and wide sidewalks.
Sent from Outlook

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #106 — Jun 11, 2024

Sent from my iPhone
Hello
In my opinion, with the cancellation of the KOP (King of Prussia) line extension, the funds that were going to be allocated could be used to make all Septa Subway and El Stations more ADA accessible for people with disabilities. It would make sense and Septa would not have to ask for extra funding. My second thought is put the money towards building hydrogen fuel stations and charging stations for the upcoming fuel cell and battery electric buses that Septa is planning to have. There could be discussions between Septa and DVRPC in include these in the TIP plan.
Thanks
Jerrett Johnson
Public Participation Task Force- DVRPC

Comment #107 — Will Fraser Jun 7, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Will Fraser
[email removed]

Comment #108 — Stefan Zajic Jun 7, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Stefan Zajic
[email removed]

Comment #109 — Lawrence Powell Jun 7, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Lawrence Powell
[email removed]

Comment #110 — David Wolfsdorf Jun 7, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
David Wolfsdorf
[email removed]

Comment #111 — Susan Atkins Jun 7, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Susan Atkins
[email removed]

Comment #112 — Steven Kronenbitter Jun 7, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1. I fully support the allocation of $120 million of Carbon Reduction



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Steven Kronenbitter
[email removed]

Comment #113 — Matt Thomas Jun 7, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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DRAFT for Public Comment

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Matt Thomas
[email removed]

Comment #114 — Alexandra Napoleon Jun 7, 2024

Dear members of the DVRPC Board, :
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Alexandra Napoleon
[email removed]

Comment #115 — Michael Guttman Jun 7, 2024

Dear members of the DVRPC Board, :
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Michael Guttman
[email removed]

Comment #116 — Adam Hamilton Jun 7, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors

through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.

Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Adam Hamilton
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #117 — Mark Jones Jun 7, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 119299 | Carbon Reduction Program Line Item
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
Mark Jones
[email removed]

Comment #118 — Erin Reagan Jun 7, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Erin Reagan
[email removed]

Comment #119 — Mark Dzmura Jun 7, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Mark Dzmura
[email removed]

Comment #120 — Adrian Lowman-Diamond Jun 7, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Adrian Lowman-Diamond
[email removed]

Comment #121 — Steven Schon Jun 7, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd,
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Steven Schon
[email removed]

Comment #122 — John Dulik Jun 7, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
John Dulik
[email removed]

Comment #123 — Christopher Switky Jun 7, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Christopher Switky
[email removed]

Comment #124 — Chris Wilz Jun 7, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Trail to Joshua Rd
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Chris Wilz
[email removed]

Comment #125 — Joel Hecker Jun 7, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Joel Hecker
[email removed]

Comment #126 — Joe Cox Jun 7, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Joe Cox
[email removed]

Comment #127 — Johan Andrade Jun 7, 2024

Dear members of the DVRPC Board, :
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Johan Andrade
[email removed]

Comment #128 — William Fisher Jun 7, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 119299 | Carbon Reduction Program Line Item
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
William Fisher
[email removed]

Comment #129 — Sharon Caine Jun 7, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Sharon Caine
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #130 — Stephanie Bacue Jun 7, 2024

Dear members of the DVRPC Board, :
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
Stephanie Bacue
[email removed]

Comment #131 — Seth Budick Jun 7, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Seth Budick
[email removed]

Comment #132 — Eric Janson Jun 7, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
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DRAFT for Public Comment

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Thank you,
Eric Janson
[email removed]

Comment #133 — Brian Rickman Jun 7, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
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Thank you,
Brian Rickman
[email removed]

Comment #134 — Patricia Hendrick Jun 7, 2024

Dear members of the DVRPC Board, :
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Thank you,
Patricia Hendrick
[email removed]

Comment #135 — Edward Stephens Jun 7, 2024

Dear members of the DVRPC Board, :
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Thank you,
Edward Stephens
[email removed]

Comment #136 — JOHN fitzpatrick Jun 7, 2024

Dear members of the DVRPC Board, :
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Thank you,
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[email removed]

Comment #137 — Ronald Hess Jun 7, 2024

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Ronald Hess
[email removed]

Comment #138 — Mike DELLAPENNA Jun 7, 2024

Dear members of the DVRPC Board, :
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Thank you,
Mike DELLAPENNA
[email removed]

Comment #139 — Massimo Malossini Jun 7, 2024

Dear members of the DVRPC Board, :
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Thank you,
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[email removed]

Comment #140 — David Lenowitz Jun 7, 2024

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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
2. I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
David Lenowitz
[email removed]

Comment #141 — Raymond King Jun 7, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Raymond King
[email removed]

Comment #142 — Deborah levin Jun 7, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Deborah levin
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #143 — John Mitchell Jun 7, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
John Mitchell
[email removed]

Comment #144 — Meredith Ellison Jun 7, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Meredith Ellison
[email removed]

Comment #145 — Marsha Menendez Jun 7, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Marsha Menendez
[email removed]

Comment #146 — Manny Menendez Jun 7, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
Manny Menendez
[email removed]

Comment #147 — John Fiorella Jun 8, 2024

Dear members of the DVRPC Board, :
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Thank you,
John Fiorella
[email removed]

Comment #148 — Scott Deeck Jun 8, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
Scott Deeck
[email removed]

Comment #149 — Cyrena Deeck Jun 8, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
Cyrena Deeck
[email removed]

Comment #150 — Elizabeth Hersh Jun 8, 2024

Dear members of the DVRPC Board, :
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Elizabeth Hersh
[email removed]

Comment #151 — JoAnn Bongart Jun 8, 2024

Dear members of the DVRPC Board, :
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Thank you,
JoAnn Bongart
[email removed]

Comment #152 — JOHN GINTHER Jun 8, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
JOHN GINTHER
[email removed]

Comment #153 — Sarah Vieldhouse Jun 8, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Sarah Vieldhouse
[email removed]

Comment #154 — Doug Grainge Jun 8, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Doug Grainge
[email removed]

Comment #155 — Jerry Amari Jun 8, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Jerry Amari
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #156 — Amy Bursky Jun 8, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
Amy Bursky
[email removed]

Comment #157 — Gregory Milewski Jun 8, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Gregory Milewski
[email removed]

Comment #158 — Neil Hornbeck Jun 8, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Neil Hornbeck
[email removed]

Comment #159 — Marc Seltzer Jun 8, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Marc Seltzer
[email removed]

Comment #160 — Dominic Vasturia Jun 8, 2024

Dear members of the DVRPC Board, :
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Dominic Vasturia
[email removed]

Comment #161 — Joe Ra Jun 8, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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Thank you,
Joe Ra
[email removed]

Comment #162 — Linda Nelsen Jun 8, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Linda Nelsen
[email removed]

Comment #163 — David Gabel Jun 8, 2024

Dear members of the DVRPC Board, :
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Thank you,
David Gabel
[email removed]

Comment #164 — Sophia Merow Jun 8, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Sophia Merow
[email removed]

Comment #165 — Wayne Smithers Jun 8, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

Pennsylvania
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Wayne Smithers
[email removed]

Comment #166 — Alexander Lamm Jun 8, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Thank you,
Alexander Lamm
[email removed]

Comment #167 — mike grosse Jun 8, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
mike grosse
[email removed]

Comment #168 — Bill Oliver Jun 8, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and

create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Bill Oliver
[email removed]

Pennsylvania
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DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #169 — Peter Norman Jun 8, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
Peter Norman
[email removed]

Comment #170 — Adam Reese Jun 8, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Adam Reese
[email removed]

Comment #171 — Susan Babbitt Jun 8, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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DRAFT for Public Comment

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Thank you,
Susan Babbitt
[email removed]

Comment #172 — James McCarry Jun 8, 2024

Dear members of the DVRPC Board, :
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Thank you,
James McCarry
[email removed]

Comment #173 — Walter Hertler Jun 8, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
Walter Hertler
[email removed]

Comment #174 — Brian Ray Jun 8, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
Brian Ray
[email removed]

Comment #175 — Joe Naglich Jun 8, 2024

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Thank you,
Joe Naglich
[email removed]

Comment #176 — Bryan Calvet Jun 8, 2024

Dear members of the DVRPC Board, :
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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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2. I fully support the prioritization and construction of the following
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Bryan Calvet
[email removed]

Comment #177 — Sheryl Panka-Bryman Jun 8, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Sheryl Panka-Bryman
[email removed]

Comment #178 — Mead Young Jun 8, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
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DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Mead Young
[email removed]

Comment #179 — Michael Singer Jun 9, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Michael Singer
[email removed]

Comment #180 — Wesley Bowers Jun 9, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Wesley Bowers
[email removed]

Comment #181 — Steven Profit Jun 9, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Steven Profit
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #182 — Cindy Grossman Jun 9, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
Cindy Grossman
[email removed]

Comment #183 — Jonathan Haggard Jun 9, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Jonathan Haggard
[email removed]

Comment #184 — Timothy P Carey Jun 9, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Timothy P Carey
[email removed]

Comment #185 — Janilsa Smith Jun 9, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Janilsa Smith
[email removed]

Comment #186 — John Bryan Jun 9, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
John Bryan
[email removed]

Comment #187 — Edward Buchanan Jun 9, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
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DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Edward Buchanan
[email removed]

Comment #188 — Ryan Brandt Jun 9, 2024

Dear members of the DVRPC Board, :
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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
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- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Ryan Brandt
[email removed]

Comment #189 — Alex Clark Jun 9, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street

to Ridley Creek project
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Trail to Joshua Rd
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Alex Clark
[email removed]

Comment #190 — Nicholas Di Taranto Jun 9, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Nicholas Di Taranto
[email removed]

Comment #191 — Christine Duffy Jun 9, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Christine Duffy
[email removed]

Comment #192 — Virginia Zipf Jun 10, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Virginia Zipf
[email removed]

Comment #193 — Derrick Wu Jun 10, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Derrick Wu
[email removed]

Comment #194 — Dave Wojciechowski Jun 10, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and

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Thank you,
Dave Wojciechowski
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #195 — Adrian Velonis Jun 10, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
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DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
Adrian Velonis
[email removed]

Comment #196 — Hank Garrett Jun 10, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Trail to Joshua Rd
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Thank you,
Hank Garrett
[email removed]

Comment #197 — Anya Saretzky Jun 10, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Anya Saretzky
[email removed]

Comment #198 — Erik Dixon Jun 10, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
Erik Dixon
[email removed]

Comment #199 — Marjorie Greenfield Jun 10, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Marjorie Greenfield
[email removed]

Comment #200 — John Santoro Jun 10, 2024

Dear members of the DVRPC Board, :
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia

- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
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2. I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
John Santoro
[email removed]

Comment #201 — Zhenya Nalywayko Jun 10, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Zhenya Nalywayko
[email removed]

Comment #202 — Jared Welch Jun 10, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street

to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Jared Welch
[email removed]

Comment #203 — Jessie Amadio MPMS 112500 Jun 12, 2024

I fully support introducing as much new protected bicycle lanes and intersection daylighting as possible. Specifically, S 21st st from Market to Oregon is in desperate need of a protected bike lane to mirror the highly used 22nd st bike lane. 21st needs a bike lane, even if removing parking is required.

Comment #204 — Nicholas Di Taranto MPMS 112500 Jun 12, 2024

I saw that 21st Street between market and Oregon was on the list of streetsFor roadway rehabilitation.
I'd like to strongly recommend that that separated, protected bike lanes be considered for this road. It would provide a much needed southbound bike lane to parallel the northbound lane on 22nd street.
Moreover, 21st Street was identified in the vision zero high injury network. Studies show that bike lanes positively effect the safety of all road users, reducing crashes involving motor vehicles, pedestrians, bicycles, and all other users. Right now, the travel lanes are shared between bikes and cars leading to dangerous situations where cars often pass cyclists with very little room, increase speed quickly to pass, and generally cause dangerous situations for people riding bikes as well as other road users.

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #205 — Blake Carroll MPMS 118034 Jun 12, 2024

The project needs to consider the implementation of a road diet because it is safer in addition to considering better urban transit options like evaluating the deployment of bus lanes. As found in the Washington Ave. study (https://www.phila.gov/media/20240304141307/Washington-Avenue-Year-1-Evaluation-Full-Report-20240301.pdf) , implementing road diets can increase safety while not significantly changing travel times.

Comment #206 — Janilyn PInkowicz Jun 10, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Janilyn PInkowicz
[email removed]

Comment #207 — Daniel Paschall Jun 11, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Daniel Paschall
[email removed]

Comment #208 — Neil Hickey Jun 11, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Neil Hickey
[email removed]

Comment #209 — Eric Daley Jun 11, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Eric Daley
[email removed]

Comment #210 — Jose Ditan Jun 11, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Jose Ditan
[email removed]

Comment #211 — Jeannine Anckaitis Jun 11, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Jeannine Anckaitis
[email removed]

Comment #212 — Gabriel Gottlieb Jun 11, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 81785 | Cross County Trail East: Section A
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Thank you,
Gabriel Gottlieb
[email removed]

Comment #213 — James Byrne Jun 11, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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1. I fully support the allocation of $120 million of Carbon Reduction



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
James Byrne
[email removed]

Comment #214 — Elizabeth Nunan Jun 11, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Elizabeth Nunan
[email removed]

Comment #215 — Uma McGuire Jun 11, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire

region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
2. I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Uma McGuire
[email removed]

Comment #216 — Katie Kovalchik Jun 11, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to

create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Katie Kovalchik
[email removed]

Comment #217 — William Tung Jun 11, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors

through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.

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- MPMS# 81785 | Cross County Trail East: Section A
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
William Tung
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #218 — David Talone Jun 11, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
David Talone
[email removed]

Comment #219 — Samantha Kelly Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Samantha Kelly
[email removed]

Comment #220 — Daniel Love Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 119299 | Carbon Reduction Program Line Item
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Daniel Love
[email removed]

Comment #221 — Joe Bonus Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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Trail to Joshua Rd
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Joe Bonus
[email removed]

Comment #222 — Bob Arrowsmith Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Bob Arrowsmith
[email removed]

Comment #223 — Jordan Teicher Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Jordan Teicher
[email removed]

Comment #224 — Amy Krauss Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Amy Krauss
[email removed]

Comment #225 — Aaron Becker Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Trail to Joshua Rd
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Aaron Becker
[email removed]

Comment #226 — Kevin Reilly Jun 12, 2024

Dear members of the DVRPC Board, :
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Kevin Reilly
[email removed]

Comment #227 — Darrell Boyd Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Darrell Boyd
[email removed]

Comment #228 — Heather Ryan MPMS 110312 Jun 12, 2024

This is a dangerous and frustrating intersection. Cars aside, I have seen a semi get stuck on (and destroy getting off of) the curb while turning right northbound from Newark Rd. I suggest this be a high priority project.

Comment #229 — Lisa Frueh MPMS 118034 Jun 13, 2024

Protected bike lanes with parking on the traffic-side and bike lanes on the sidewalk side would vastly improve safety on this street. Improvements on Washington Ave increased bike traffic and safety. Spring garden could similarly serve as a safe connector for cyclists between the Delaware river trail and Fairmount park. As it is today, it is extremely dangerous with fast cars and little regard for bike safety. My daily commute takes me on Spring Garden for about 15 blocks and it’s

my least favorite part of my ride. I have almost been hit 4 times, mostly from people driving into the bike lane, turning right without looking for bikes, or pulling out of parking places suddenly into the bike lane.

Comment #230 — Jessie Amadio Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Jessie Amadio
[email removed]

Comment #231 — Alicia Simpson Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Alicia Simpson
[email removed]

Comment #232 — isabel melvin Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
isabel melvin
[email removed]

Comment #233 — Carol Eisenlohr Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd,

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
2. I fully support the prioritization and construction of the following
Circuit Trails projects:
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &
Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Carol Eisenlohr
[email removed]

Comment #234 — Alyssa Brysiak Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Alyssa Brysiak
[email removed]

Comment #235 — Gary Butterworth Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 105291 | The Circuit Line Item

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Gary Butterworth
[email removed]

Comment #236 — Don Wildermuth Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Don Wildermuth
[email removed]

Comment #237 — Andrew Spiers Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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Thank you,
Andrew Spiers
[email removed]

Comment #238 — Titania Markland Jun 12, 2024

Dear members of the DVRPC Board, :
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Transportation Improvement Program (TIP)
DRAFT for Public Comment

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Titania Markland
[email removed]

Comment #239 — Lyn Hedrick Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Lyn Hedrick
[email removed]

Comment #240 — Brian Murray Jun 12, 2024

Dear members of the DVRPC Board, :
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- MPMS# 119299 | Carbon Reduction Program Line Item
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Brian Murray
[email removed]

Comment #241 — Ruth Seeley Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to

create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Ruth Seeley
[email removed]

Comment #242 — Thomas Briggs Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors

through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Thomas Briggs
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #243 — Roberta Camp Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
Roberta Camp
[email removed]

Comment #244 — Gregory Foster Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Gregory Foster
[email removed]

Comment #245 — Olivia G. Overton Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Olivia G. Overton
[email removed]

Comment #246 — Rona Fisher Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 119299 | Carbon Reduction Program Line Item
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Rona Fisher
[email removed]

Comment #247 — Charles Karl Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Charles Karl
[email removed]

Comment #248 — Loree Schuster Jun 12, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Loree Schuster
[email removed]

Comment #249 — Brandon Rothauge Jun 13, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 105291 | The Circuit Line Item
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Brandon Rothauge
[email removed]

Comment #250 — Meagan Watkins Jun 13, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Trail to Joshua Rd
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Thank you,
Meagan Watkins
[email removed]

Comment #251 — David DesPortes Jun 13, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
David DesPortes
[email removed]

Comment #252 — Emma Kahn Jun 13, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Emma Kahn
[email removed]

Comment #253 — Morgan Wright Jun 13, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
2. I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Morgan Wright
[email removed]

Comment #254 — Adrian Lowman-Diamond Jun 17, 2024

Remove parking on 21st street to accommodate a bike lane to pair with northbound 22nd street. We need a connected network of bike lanes!

Comment #255 — Adrian Lowman-Diamond MPMS 81219 Jun 17, 2024

This project is unacceptably delayed. CSX needs to complete its obligations and repair the viaduct so that the roadway can be reconfigured. This should not take until FY29 to start.

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #256 — Daniel Paschall MPMS 118034 Jun 17, 2024

I am writing to express my full support for this project on behalf of the East Coast Greenway Alliance. I have also heard from other advocates interest in the potential for further multimodal and safety improvements to be included in the project design. Could the team please consider and analyze how a road diet might help improve safety by reducing speeding, reducing the crossing distance for pedestrians and other vulnerable road users, and creating more space for walking and biking along the corridor?

Additionally, could the project team also consider and analyze the potential for significant design improvements to upgrade bus travel? This could include dedicated bus lanes, transit signal priority, level boarding platforms for transit passengers, queue jumps for buses, additional loading zones to deter vehilces from blocking designated bus stops, and any other measures to help prioritize bus travel over other vehicle traffic. With the bus revolution combined with hundreds of more residential units being developed along the corridor with still more space for density infill, prioritizing bus movements will help in the near and long term to alleviate congestion with improved sustainable and affordable transportation options.

Finally, please prioritize pedestrians, cyclists, and other vulnerable road users at all crossings and see if there are any potential locations for raised crossings (especially across driveways and minor street crossings), as well as a streamlined process and outreach to local organizations to include plaza elements with new seating, bike racks, trees, shade structures, wayfinding, and other amenities to aid those travelers who seek shelter and a place to rest along the corridor.

Comment #257 — Daniel Paschall MPMS 120762 Jun 17, 2024

Please include wayfinding signage for users walking and biking to help travelers navigate the active transportation network, connect with nearby trails, transit, parks, and commercial corridors.

Comment #258 — Daniel Paschall MPMS 103563 Jun 17, 2024

Please ensure that people walking and biking along the Delaware River Trail will be able to connect safely, comfortably, and seamlessly, with as few crossings as possible of any vehicular travel lanes, on/off ramps, and through underpasses that make it challenging to navigate for safety and wayfinding purposes. Include signage to support the wayfinding to nearby trails (in particular the Circuit Trails and East Coast Greenway), transit, parks, and commercial corridors. Please work with Riverfront North Partnership, the Bicycle Coalition of Greater Philadelphia, and East Coast Greenway Alliance to work on the finer details around walking and biking improvements throughout this project's development of its design and implementation.

Comment #259 — Daniel Paschall MPMS 92324 Jun 17, 2024

Please note that this is a potential future route of the East Coast Greenway and will need to include reference details that recommend the implementation of a shared use path on the bridge to create a future link between Tinicum Township to the Heinz Refuge for people walking and biking.

Comment #260 — Daniel Paschall MPMS 64778 Jun 17, 2024

The project overlaps with parts of the planned East Coast Greenway in Bristol Township on State Road near the Neshaminy Creek and again between River Rd and SR-413, and it is concerning that this project's description includes the widening of travel lanes and a lack of pedestrian and bicycle facilities, which will further disconnect residents along the corridor in Bristol Township, as well as make parts of the ECG that much less safe and challenging to develop (including parts of the current interim ECG on-road route). This is all especially important now as Bristol Township strives to plan,

design, and construct the East Coast Greenway along parts of this right-of-way for a potential River Rd / PECO corridor trail between Croydon Woods and SR-413, in which the trail will need to route along State Road on either end of the River Rd Trail.
Please use the PennDOT Connects process to engage Bristol Township, Heritage Conservancy, Pennsylvania Environmental Council, and the East Coast Greenway Alliance to look at ways the project could avoid hurting the potential of a future trail connection and at best support the development of the trail in this corridor.

Comment #261 — Daniel Paschall MPMS 77183 Jun 17, 2024

Please include wayfinding signage and maps at each transit station (on the platforms and by the entrances/exits) to provide navigational information to nearby transit routes, trails (in particular Circuit Trails and East Coast Greenway trails), parks, public restrooms and other amenities, and nearby commercial corridors.

Comment #262 — Chris Stanford MPMS 64778 Jun 18, 2024

Please include the River Road Portion of the East Coast Greenway walking/bike trail as part of this PennDOT project.

Comment #263 — Nicholas Carosella MPMS 118024 Jun 18, 2024

I'm confused by the first element in the description. Part of the issue is the congestion that results from all 202 NB traffic having to be in the right lane to continue onto the bypass. The description as currently written says the right lane will split into two lanes on the ramp, which would not alleviate the issue. Instead, having both lanes of 202 NB exit to the bypass (with the left lane having an option to continue straight onto High Street via a single lane) would better address the current deficiencies.

Comment #264 — Nicholas Carosella MPMS 95429 Jun 18, 2024

Might be an area to consider an innovation such as displaced left turns for US 1 (using ROW on north side of roadway) to shorten signal cycles

Comment #265 — Nicholas Carosella MPMS 15251 Jun 18, 2024

Hope reconfiguration of Media Bypass terminus is included given the primary movement having to exit/merge to continue on US 1 and the NB ramp curvature.

Comment #266 — Nicholas Carosella MPMS 112298 Jun 18, 2024

PennDOT should consider using the inside of the roadway between Baltimore Pike and US 1 to create auxiliary lanes between the two interchanges, given the current merges at both interchanges create significant congestion.

Comment #267 — Nicholas Carosella MPMS 15477 Jun 18, 2024

Would it be possible to realign I-95 NB to follow the SB roadway and then keep the current 322 EB to I-95 NB ramp (which would then become a right-hand merge)?

Comment #268 — F.L.Hagedorn Jun 18, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus “impact studies” that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the “impact studies” that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax

revenue in Chinatown, Washington Square West, and the surrounding area.
As the region's metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place's arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue: https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/. Philadelphia is already the poorest big city in America. We can't afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Comment #269 — Sophia Lee Jun 18, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus "impact studies" that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the "impact studies" that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.
As the region's metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place's arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue: https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/. Philadelphia is already the poorest big city in America. We can't afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.
Additionally I have grave concerns about the potential traffic in the area. Not only is SEPTA not sufficient to provide enough transportation for potential future basketball games, but people will try to drive in anyway, and there is certainly insufficient parking space available.

Comment #270 — Kristine Wee Jun 18, 2024

Hello there,
I'm writing to include my voice in opposition to the development of the 76 Place arena. I urge the DVRPC to conduct a proper study that analyzes overall impact on Philadelphia residents, especially those that stand to lose the most if this arena costs taxpayers money instead of much-needed revenue.
The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus "impact studies" that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the "impact studies" that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.
As the region's metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place's arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue: https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/. Philadelphia is already the poorest big city in America. We can't afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #271 — Alyssa R Jun 18, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus "impact studies" that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the "impact studies" that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area. I am a resident of these neighborhoods and strongly believe this will negatively impact the local community.
As the region's metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place's arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue: https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/. Philadelphia is already the poorest big city in America. We can't afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities

Comment #272 — Emma Hall Jun 18, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus "impact studies" that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the "impact studies" that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.
As the region's metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place's arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue: https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/. Philadelphia is already the poorest big city in America. We can't afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Comment #273 — May Kho Jun 18, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus "impact studies" that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the "impact studies" that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.
As the region's metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place's arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue: https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/. Philadelphia is already the poorest big city in America. We can't afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #274 — Wayne Ritz Jun 18, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus “impact studies” that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the “impact studies” that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.
As the region’s metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place’s arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue: https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/. Philadelphia is already the poorest big city in America. We can’t afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Comment #275 — Jacinda Tran Jun 19, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus “impact studies” that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the “impact studies” that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.
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Comment #276 — Abigail Lowe Jun 19, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus “impact studies” that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the “impact studies” that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.
As the region’s metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place’s arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue: https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/. Philadelphia is already the poorest big city in America. We can’t afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Comment #277 — Jay Chou Jun 19, 2024

No f**king arena in Philly Chinatown!!

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #278 — Jennifer DeSimone-Jewell Jun 19, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus “impact studies” that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the “impact studies” that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.
As the region’s metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place’s arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue: https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/. Philadelphia is already the poorest big city in America. We can’t afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Comment #279 — Stuart Krzywonos Jun 19, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus “impact studies” that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the “impact studies” that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.
As the region’s metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place’s arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue:

Comment #280 — elizabeth jones Jun 19, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with “impact studies” that they paid for, which creates serious questions of bias. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the “impact studies” that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.
As the region’s metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place’s arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue: https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/. Philadelphia is already the poorest big city in America. We can’t afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.
As a Director in an immigrant serving non-profit, I know the data shows that strong immigrant communities benefit the entire city. There are multiple examples around the country of cities putting all their economic revitalization hopes in an arena project only to experience the opposite. Follow the data and engage the community in solutions that have worked and that benefit the people who live in the area--instead of continuing to try and coax suburbanites into the city. Create

spaces for Philadelphians to live and work and thrive. Sixers have a much better opportunity to be a part of the sports complex planning in South Philly.

Comment #281 — Kristine Chin Jun 19, 2024

As the region's metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place's arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue: https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/. Philadelphia is already the poorest big city in America. We can't afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Comment #282 — Brooke Rogers Jun 19, 2024

The community does NOT want the proposed arena in Chinatown. Building it would be a massive, irrevocable mistake at the literal cost of taxpayers. Do the right thing for the community and the City and say no.
The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus "impact studies" that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the "impact studies" that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.
As the region's metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place's arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue: https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/. Philadelphia is already the poorest big city in America. We can't afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.
Respectfully,
Brooke Rogers
Philly resident
CCP employee

Comment #283 — Deborah Gausmann Jun 19, 2024

Please do not accept the proposed plan for a 76 Place Arena. Our Philadelphia community needs independant studies, not bogus "impact studies" paid for by the developer 76DevCorp. The DVRPC should be responsible for truly assessing the impact of an arena , which would be a monumental change to the region, costing Philadelphia and Pennsylvania more than $1 billion in lost tax revenue. Our beloved Philadelphia is already the poorest big city in the U.S. We can't afford a Center City arena that would steal funds needed for our schools, streets and communities.

Comment #284 — Shirley Moy Jun 19, 2024

Here are my reasons why the 76ers Place arena at Fashion District is a terrible idea.
As a resident and patron of Chinatown, I already have difficulty finding parking in Center City and Chinatown. I can only imagine 18,000 more people, 8,000 more cars every other night looking for a spot like me. Nightmare!
I can imagine a daytime 76ers game when there's also an event at the Convention Center. Gridlock from River to River!

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

On game nights and event nights, Chinatown patrons will expect to pay even more than you already do. Do you think customers are going to frequent your Center City or Chinatown restaurant on game nights or event nights?. Heck no, they're staying away from the parking and traffic congestion and going to eat somewhere else. Customers are not going to order delivery either, because it could take too long to get the food. The 76ers might be winners, but the local businesses will be the losers.
Wait until the arena comes and drives up the cost for folks that live in the area already. 76ers are proposing 347 housing units, with just 20% being "affordable", meaning 80% or 270 units being "not affordable" for most working class families. The 76ers tout its plan for "affordable housing" that's not the same as
"low-income housing" or "subsidized housing."
What is the proposed rental cost to live in the one or two bedroom apartments that are not considered "affordable housing units."? If you already live in the area, the 76ers are going to drive up the rent in nearby apartment units and drive current residents out of the neighborhood.
As a homeowner, I'm paying over $4,000 a year in real estate taxes in Chinatown. I'm not going to afford living there when the real estate taxes go up.
People experiencing a health emergency and trying to get to Jefferson or Penn Hospital in a hurry on a game night or event night might not survive the trip through all that congestion and proposed 10th and 11th street closures.
Chinatown and Center City residents will have to put up with the late night noise, traffic, congestion, trash, pandering, and other nuisances … their sacrifices are supposedly good for the City after all. The 76ers owners are just glad it's not "in their backyard."
The 76ers owner says that they'll still build a stadium, even if it isn't downtown. The 76ers can go somewhere else that makes sense. The 76ers will be able to fulfill their promises to union workers, to include African American and Minority-Owned business, and generate tax revenue for the City – without destroying a cultural heritage neighborhood.
Something else can be built at Market East .. after all it's just a block away from a successful Reading Terminal Farmers Market. The arena is not the only savior and option to revitalize Market East.
The 76ers hype up its "Community Benefit Agreement" - $50 million over a 30 year lease. Do the math – that's only $1.6 million a year that they are spreading across multiple entities and across the city and doing for their own benefit – not for the immediate Center City or Chinatown communities.
The 76ers are making promises or pledges, which there is no guarantee that they will keep. The 76ers say the City is going to be the landlord and can hold them accountable. The 76ers will hold all the cards. The City won't be in a position to do anything with an empty stadium.
How does the City benefit from being the landlord? Does that mean the 76ers won't pay real estate taxes, that the City will be stuck with a 30 year old building when the 76ers decide they need a newer facility (after all the 76ers are saying the xx year old Wells Fargo stadium is too old for them), that the City is responsible for whatever goes wrong with the building?
The 76ers are proposing a residential building but has produced no images of what the side looks like from the Chinatown side.

Comment #285 — Henry Reimer Jun 19, 2024

What is DVRPC's position on the proposed 76ers arena in downtown Philadephia? The short term impacts (construction phase) will be disastrous for Chinatown and surrounding areas. The long term impacts are likely to be extremely negative for Chinatown businesses and residents; no positive impact, other than for favored construction companies, is evident. Parking is an enormous issue (no additional parking is contemplated) and the notion that the arena may somehow "revitalize" downtown is a pipe dream spawned by the ego of the participants, not by any serious attempt to estimate

impact. An arena is a dead space throughout the daylight hours (in the middle of the city!) followed by extreme floods of cars and people who are not there to patronize local businesses, but - loigically enough - to watch an event. Current clients of Chinatown restaurants, for example, will quickly recognize that any event day is not a day to visit Chinatown. As a resident of Chinatown, I dread the possibility that this project might proceed. Please consider the impact on Philadelphia of this project!

Comment #286 — Lawrence Tom Jun 20, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus “impact studies” that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the “impact studies” that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.
As the region’s metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place’s arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue: https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/. Philadelphia is already the poorest big city in America. We can’t afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities

Comment #287 — Jenny Chen Jun 20, 2024

As a member of the Chinatown community, I am deeply concerned about the proposed 76 Place arena. Over this past year, the developers have been trying to justify their project by funding "impact studies" that they're paying for out of their own pockets. How could this possibly result in unbiased and trustworthy findings?
DVRPC is the metropolitan planning organization for the region and has a unique and critical role to play to evaluate the arena proposal and understand its true effects on regional transportation systems.

Comment #288 — Jaeun Lee Jun 20, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased “impact studies” that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the “impact studies” that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.
As the region’s metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place’s arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue: https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/. Philadelphia is already the poorest big city in America. We can’t afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Comment #289 — Connor Descheemaker Jun 20, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with delayed (and often inaccurate) “impact studies” that they paid for. Instead of independent studies, the “impact studies” that 76DevCorp paid

for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.
As the region's metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place's arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue: https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/, while the land-ownership scheme being proposed would remove a major tax burden from an enormous and valuable piece of land. Philadelphia is already the poorest big city in America. We can't afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Comment #290 — Andrew Hartmann Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 119299 | Carbon Reduction Program Line Item
2. I fully support the prioritization and construction of the following
Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &
Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Andrew Hartmann
[email removed]

Comment #291 — Cyndi Noonan Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Cyndi Noonan
[email removed]

Comment #292 — Alison Sommers-Sayre Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors
through connected trail and active transportation systems has created a
once-in-a-generation opportunity for Pennsylvania to lead the nation and
create a model for how Carbon Reduction Program funds can be leveraged to
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- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Alison Sommers-Sayre
[email removed]

Comment #293 — Owen Sindler Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Owen Sindler
[email removed]

Comment #294 — Ronald Ehman Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Ronald Ehman
[email removed]

Comment #295 — Sarah McEneaney Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Sarah McEneaney
[email removed]

Comment #296 — Shawn Baker Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
Shawn Baker
[email removed]

Comment #297 — Brian Ratchford Jun 17, 2024

Dear members of the DVRPC Board, :
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DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Brian Ratchford
[email removed]

Comment #298 — Jake Warfel Jun 17, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
Jake Warfel
[email removed]

Comment #299 — Erika Morgan Jun 17, 2024

Dear members of the DVRPC Board, :
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Transportation Improvement Program (TIP)
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DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,

Erika Morgan
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #300 — David Loeb Jun 17, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
David Loeb
[email removed]

Comment #301 — Jordan Linhart Jun 17, 2024

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- MPMS# 119299 | Carbon Reduction Program Line Item
2. I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Jordan Linhart
[email removed]

Comment #302 — Lynn Mellow Jun 17, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Lynn Mellow
[email removed]

Comment #303 — Meghan Shaffer Jun 18, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Meghan Shaffer
[email removed]

Comment #304 — Sara Salavitabar Jun 18, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Sara Salavitabar
[email removed]

Comment #305 — James Bergman Jun 18, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
James Bergman
[email removed]

Comment #306 — Archer Harmony Jun 18, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Archer Harmony
[email removed]

Comment #307 — Kyle Thomas Jun 18, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street

to Ridley Creek project
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Kyle Thomas
[email removed]

Comment #308 — Mary McKenna Jun 18, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Mary McKenna
[email removed]

Comment #309 — Tyler Ewell Jun 18, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Tyler Ewell
[email removed]

Comment #310 — Erin Ewell Jun 18, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Erin Ewell
[email removed]

Comment #311 — Alexander Gibbons Jun 18, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Alexander Gibbons
[email removed]

Comment #312 — Charlotte Chatfield Jun 18, 2024

Dear members of the DVRPC Board, :
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Charlotte Chatfield
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #313 — Brandon Schlueter Jun 18, 2024

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
Brandon Schlueter
[email removed]

Comment #314 — Susan Thompson Jun 18, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
2. I fully support the prioritization and construction of the following Circuit Trails projects:
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Susan Thompson
[email removed]

Comment #315 — Stefanie Kroll Jun 18, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Stefanie Kroll
[email removed]

Comment #316 — Mike Peale Jun 18, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Mike Peale
[email removed]

Comment #317 — William Gaetz Jun 18, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
William Gaetz
[email removed]

Comment #318 — Marilyn Maurer Jun 18, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Marilyn Maurer
[email removed]

Comment #319 — Stephanie Phillips Jun 18, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Stephanie Phillips
[email removed]

Comment #320 — Richard Himmer Jun 18, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
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Trail to Joshua Rd
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Richard Himmer
[email removed]

Comment #321 — Tom Forkin Jun 18, 2024

Dear members of the DVRPC Board, :
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Thank you,
Tom Forkin
[email removed]

Comment #322 — India Durham Rucker Jun 18, 2024

Dear members of the DVRPC Board, :
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Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
India Durham Rucker
[email removed]

Comment #323 — Craig Hoogstraten Jun 18, 2024

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Thank you,
Craig Hoogstraten
[email removed]

Comment #324 — Joseph Slabinski Jun 18, 2024

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Pennsylvania
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Joseph Slabinski
[email removed]

Comment #325 — Dennis Barnebey Jun 18, 2024

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Thank you,
Dennis Barnebey
[email removed]

Pennsylvania
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DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #326 — Jay Horrow Jun 18, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
2. I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
Jay Horrow
[email removed]

Comment #327 — MICHAEL BALL Jun 18, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
MICHAEL BALL
[email removed]

Comment #328 — Matt Darragh Jun 18, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Matt Darragh
[email removed]

Comment #329 — Jason Das Jun 18, 2024

Dear members of the DVRPC Board, :
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Jason Das
[email removed]

Comment #330 — SUSAN HAUCK Jun 18, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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SUSAN HAUCK
[email removed]

Comment #331 — John Walker Jun 18, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors
through connected trail and active transportation systems has created a
once-in-a-generation opportunity for Pennsylvania to lead the nation and
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
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Thank you,
John Walker
[email removed]

Comment #332 — Douglas Maisey Jun 18, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
Douglas Maisey
[email removed]

Comment #333 — O'Neil Williams Jun 18, 2024

Dear members of the DVRPC Board, :
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[email removed]

Comment #334 — Silvia Ascarelli Jun 18, 2024

Dear members of the DVRPC Board, :
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Silvia Ascarelli
[email removed]

Comment #335 — Johanna Hantel Jun 18, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
Johanna Hantel
[email removed]

Comment #336 — Joshua Block Jun 18, 2024

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Joshua Block
[email removed]

Comment #337 — Chris Stanford Jun 18, 2024

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DRAFT for Public Comment

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Chris Stanford
[email removed]

Comment #338 — Mayci Shimon Jun 18, 2024

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DRAFT for Public Comment

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This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.

Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Mayci Shimon
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #339 — Dennis Cohen Jun 18, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
Dennis Cohen
[email removed]

Comment #340 — Maureen Feyas Jun 18, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Maureen Feyas
[email removed]

Comment #341 — Chris Creelman Jun 18, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
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DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Chris Creelman
[email removed]

Comment #342 — Rebecca Chan Jun 18, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Trail to Joshua Rd
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Rebecca Chan
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Comment #343 — Christopher Dascher Jun 18, 2024

Dear members of the DVRPC Board, :
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Christopher Dascher
[email removed]

Comment #344 — Nicole Seahorn Hameen Jun 18, 2024

Dear members of the DVRPC Board, :
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Thank you,
Nicole Seahorn Hameen
[email removed]

Comment #345 — Vicki Landers Jun 18, 2024

Dear members of the DVRPC Board, :
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Thank you,
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[email removed]

Comment #346 — MICHAEL CONNOR Jun 18, 2024

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[email removed]

Comment #347 — Dan Onraet Jun 18, 2024

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[email removed]

Comment #348 — David Squires Jun 18, 2024

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David Squires
[email removed]

Comment #349 — Rich Hanson Jun 18, 2024

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[email removed]

Comment #350 — Christine Reimert Jun 18, 2024

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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
2. I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Christine Reimert
[email removed]

Comment #351 — Ken Edmonds Jun 18, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Ken Edmonds
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #352 — Emmanuelle Morgen Jun 18, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
Emmanuelle Morgen
[email removed]

Comment #353 — Ryan Zulawski Jun 18, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Ryan Zulawski
[email removed]

Comment #354 — Andrea Camacho Jun 18, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Andrea Camacho
[email removed]

Comment #355 — Tyson Mott Jun 19, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Tyson Mott
[email removed]

Comment #356 — Tamara Jones Jun 19, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Tamara Jones
[email removed]

Comment #357 — Pat Castiglione Jun 19, 2024

Dear members of the DVRPC Board, :
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Thank you,
Pat Castiglione
[email removed]

Comment #358 — Frances Gray Jun 19, 2024

Dear members of the DVRPC Board, :
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Thank you,
Frances Gray
[email removed]

Comment #359 — Leigh McKenzie Jun 19, 2024

Dear members of the DVRPC Board, :
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
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Leigh McKenzie
[email removed]

Comment #360 — Christopher Vasquez Jun 19, 2024

Dear members of the DVRPC Board, :
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Christopher Vasquez
[email removed]

Comment #361 — Karen Perez Sarmiento Jun 19, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Karen Perez Sarmiento
[email removed]

Comment #362 — Ashley de Vries Jun 19, 2024

Dear members of the DVRPC Board, :
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Transportation Improvement Program (TIP)
DRAFT for Public Comment

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Ashley de Vries
[email removed]

Comment #363 — Joe Rolland Jun 19, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Joe Rolland
[email removed]

Comment #364 — Jun 19, 2024

Hello, I am a resident of Philadelphia (zip code 19104) and would like to leave a comment regarding the proposed 76 Place Arena in Philadelphia's Chinatown. The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus â¿¿impact studiesâ¿

that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the â¿¿impact studiesâ¿ that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.
As the regionâ¿¿s metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Placeâ¿¿s arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue:
https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/.
Philadelphia is already the poorest big city in America. We canâ¿¿t afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.
--
Stephen Chao
*they/them/their * or *he/him/his
*

Comment #365 — Jun 18, 2024

Good morning,
SEPTA is requesting modifications to the Transit Program of the FY2025 Transportation Improvement Program for Pennsylvania (FY25-FY28) as described in the attached document.
Thanks,
Brian McFadden | Director, Capital Budget & Grant Development Department
Southeastern Pennsylvania Transportation Authority
1234 Market Street, 9th Floor
Philadelphia, PA 19107
[email removed][email removed]> | www.septa.org
215-580-3166
[cid:132de7f4-31e3-425a-be0f-cb754840ccf4]

Comment #366 — Alexander Milone Jun 16, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Alexander Milone
[email removed]

Comment #367 — Sydney Stafford Jun 16, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
Sydney Stafford
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #368 — Jose de Arteaga Jun 16, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
Jose de Arteaga
[email removed]

Comment #369 — Jake Cannon Jun 16, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Jake Cannon
[email removed]

Comment #370 — Jun 16, 2024

Dear colleagues at DVRPC:
As a member of the Save Chinatown Coalition, I am writing to ask the agency to use its expertise in assessing the impact of the arena proposal on Chinatown, Washington Sq. West, and Center City overall. With the Chinatown Stitch moving ahead and the 76ers arena pending, we see DVRPC as having a role in assessing community impacts.
We have several questions and concerns:
- As we have not been given access to the 76ers Transportation Study and OTIS's report is still forthcoming, will you do peer evaluations of these studies?
- We are concerned that levels of service designations on Vine Street, the VSE, and surrounding streets are mainly metrics and do not include the local pedestrian or driver experience. What will happen at the intersection of the VSE and the Schuylkill Expressway? At the 8th Street off-ramp from I-95?
- Given that the Chinatown Stitch is approved and moving ahead with detailed planning, how will the traffic options for the Stitch be considered in light of the 76ers Transportation Study?
- Will DVRPC also include the economic and social impacts that occur as a result of traffic and parking changes in its analysis?
I look forward to hearing from you.
Sincerely yours,
Mary Yee
on behalf of the
Technical/Planning Committee
The Save Chinatown Coalition
--
Mary Yee, MCP, Ed.D
(she, her, hers)
Consultant
Mid-Career Educational Leadership Program
University of Pennsylvania Graduate School of Education

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #371 — John McKinstry Jun 14, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
John McKinstry
[email removed]

Comment #372 — Zach Newman Jun 15, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Zach Newman
[email removed]

Comment #373 — David Knight Jun 15, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
David Knight
[email removed]

Comment #374 — Leslie Hayes Jun 15, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Leslie Hayes
[email removed]

Comment #375 — Michael Kovach Jun 15, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Michael Kovach
[email removed]

Comment #376 — Michael Ferry Jun 15, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia

- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Michael Ferry
[email removed]

Comment #377 — DOUGLAS CARMAN Jun 15, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
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- MPMS# 81785 | Cross County Trail East: Section A
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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
DOUGLAS CARMAN
[email removed]

Comment #378 — Shobhana Kanal Jun 15, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street

to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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Chester County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &
Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Shobhana Kanal
[email removed]

Comment #379 — Lisa Anzalone Jun 15, 2024

Jun 15, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I appreciate that the DVRPC Board proposed landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
Trails and open spaces enrich a community and help residents with healthy ways to enjoy their free time. Trails and walking are two things anyone can do for free to keep mentally and physically healthy. And there are not enough of these trail systems in the Philadlephia area.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be

leveraged to create trail and active transportation networks.
I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Ms. Lisa Anzalone
1021 Warren Rd
West Chester, PA 19382-5754
[email removed]

Comment #380 — Kenneth Cooper Jun 13, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board,

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Kenneth Cooper
[email removed]

Comment #381 — Shelley Pulaski-Fisher Jun 13, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.

Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Shelley Pulaski-Fisher
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #382 — Stephen Russell Jun 13, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
Stephen Russell
[email removed]

Comment #383 — Hugo Safar Jun 13, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Hugo Safar
[email removed]

Comment #384 — Danielle Casher Jun 13, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Danielle Casher
[email removed]

Comment #385 — Lisa Gares Jun 13, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 119299 | Carbon Reduction Program Line Item
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Lisa Gares
[email removed]

Comment #386 — Shannon McCleary Jun 13, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Shannon McCleary
[email removed]

Comment #387 — Helen Holmes Jun 13, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Helen Holmes
[email removed]

Comment #388 — Helena Gallant Jun 13, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County

- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Helena Gallant
[email removed]

Comment #389 — Allison Duncan Jun 13, 2024

Dear members of the DVRPC Board, :
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Trail to Joshua Rd
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Allison Duncan
[email removed]

Comment #390 — Diana Hulboy Jun 13, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Diana Hulboy
[email removed]

Comment #391 — Dave Pelton Jun 13, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Dave Pelton
[email removed]

Comment #392 — Sue DiMoia Jun 13, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Sue DiMoia
[email removed]

Comment #393 — Mark Kern Jun 13, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Mark Kern
[email removed]

Comment #394 — Michael Merz Jun 13, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and



Pennsylvania
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DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
Michael Merz
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #395 — Caitlin Flaherty Jun 13, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

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Thank you,
Caitlin Flaherty
[email removed]

Comment #396 — Doris Lloyd Jun 13, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Doris Lloyd
[email removed]

Comment #397 — ANTONIO VALONE Jun 13, 2024

Dear members of the DVRPC Board, :
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
ANTONIO VALONE
[email removed]

Comment #398 — ROHIT MOGHE Jun 13, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 119299 | Carbon Reduction Program Line Item
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Thank you,
ROHIT MOGHE
[email removed]

Comment #399 — Thomas Nelson Jun 13, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
Thomas Nelson
[email removed]

Comment #400 — Daniel Adair Jun 13, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia

- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Daniel Adair
[email removed]

Comment #401 — nancy dickson Jun 14, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
nancy dickson
[email removed]

Comment #402 — Megan LeCluyse Jun 14, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street

to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &
Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Megan LeCluyse
[email removed]

Comment #403 — Tom Jennings Jun 14, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Tom Jennings
[email removed]

Comment #404 — Don Ratchford Jun 14, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Don Ratchford
[email removed]

Comment #405 — Mallory DeJesus Jun 14, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Mallory DeJesus
[email removed]

Comment #406 — Robert Reinhart Jun 14, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
Robert Reinhart
[email removed]

Comment #407 — Melani Duvall Jun 14, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
Melani Duvall
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #408 — Greg Ladner Jun 14, 2024

Dear members of the DVRPC Board, :
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
Greg Ladner
[email removed]

Comment #409 — Earl Stout III Jun 14, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Earl Stout III
[email removed]

Comment #410 — Sarah Stuart Jun 14, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Sarah Stuart
[email removed]

Comment #411 — Michelle Dugan Jun 14, 2024

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Michelle Dugan
[email removed]

Comment #412 — William Marquis Jun 14, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd,
Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
2. I fully support the prioritization and construction of the following
Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &
Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
William Marquis
[email removed]

Comment #413 — Ray Mannion Jun 14, 2024

Dear members of the DVRPC Board, :
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Ray Mannion
[email removed]

Comment #414 — Saffra Milano Jun 14, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Saffra Milano
[email removed]

Comment #415 — Jun 19, 2024

Dear Persons,
I am writing because I am concerned about the 76 Place arena that is proposed for Chinatown.
These developers are attempting to justify this arena with biased and bogus "impact studies" -- that they paid for! The community and our city need independent studies, with real data and analysis by truly independent parties.
Instead of independent studies, the â¿¿impact studiesâ¿ that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.
As the regionâ¿¿s metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Placeâ¿¿s arena proposal, modeling the project's impact, and reporting on the impacts of this monumental change on the region.
Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue: Sixers arena could cost $1 billion in lost tax revenue, study finds.
Philadelphia is already the poorest big city in America. We canâ¿¿t afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.
Thank you for your service to our region,
Lynne IserPhiladelphia PA

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #416 — Jun 18, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus â¿¿impact studiesâ¿ that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the â¿¿impact studiesâ¿ that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.
As the regionâ¿¿s metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Placeâ¿¿s arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue:
https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/.
Philadelphia is already the poorest big city in America. We canâ¿¿t afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.
Wayne Ritz

Comment #417 — Jun 18, 2024

Hello,
The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus â¿¿impact studiesâ¿ that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the â¿¿impact studiesâ¿ that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.
As the regionâ¿¿s metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Placeâ¿¿s arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue:
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Philadelphia is already the poorest big city in America. We canâ¿¿t afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.
Sincerely,

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Julie Zavage
Philadelphia 19143

Comment #418 — Elena Marie DiLapi, QCSW Jun 18, 2024

I submit this letter to register my strong insistence that the 76 stadium remain in South philly sports complex...one of the only in the country. Why move when you can build where u are??? Workers still get jobs and communities are valued esp the Chinatown neighbors. Preserve the legacy of the thriving Chinatown community of residents, businesses. Restaurants, shops and unique cultural events for the entire philly community. NO ARENA IN CHINATOWN. It is a disrespectful and discriminatory action the planning commission should not support.
The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus â¿¿impact studiesâ¿ that they paid for. What the community needs are independent studies, withreal data and analysis by truly independent parties. Instead of independent studies, the â¿¿impact studiesâ¿ that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.
As the regionâ¿¿s metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Placeâ¿¿s arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue:https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/.
Philadelphia is already the poorest big city in America. We canâ¿¿t afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.
Sincerely
Elena Marie DiLapi
Yahoo Mail: Search, Organize, Conquer

Comment #419 — Jun 18, 2024

Hello,
The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus â¿¿impact studiesâ¿ that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the â¿¿impact studiesâ¿ that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.
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Philadelphia is already the poorest big city in America. We canâ¿¿t afford

a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.
Many thanks,
Suzy
--
Suzy Martin (she/her)
Freelance Medical Editor
215-681-5616
[email removed]

Comment #420 — Jun 18, 2024

Dear DVRCP team -
I strongly support the proposed projects funded through the TIP - in particular, the Cross-County Trail sections in Montgomery County (81785, 82084, 119481, 82083, 114172). The Upper Dublin section of the Cross-County trail is almost complete, and I use it on my commute to the library and township building. It is already very much improving the appearance and experience in the Greater Fort Washington District. However, this trail section is still an unconnected island. With the proposed sections, the Upper Dublin trail section would be connected on both ends, to the Schuylkill Trail and to the Pennypack Trail. It's going to be fantastic! Please continue to fund the ongoing planning and construction of the Cross-County Trail.
Harm Scherpbier
Harm Scherpbier
Commissioner Ward 1
Upper Dublin Township
484.568.3420
[email removed][email removed]>
www.upperdublin.net
[cid:bc85d5b3-079f-47b1-bf06-ecf678859728]
Confidentiality Notice: This e-mail message, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure, forwarding, or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message.

Comment #421 — Emilia Crotty Jun 13, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Emilia Crotty
[email removed]

Comment #422 — James Purcell Jun 13, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board,

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
James Purcell
[email removed]

Comment #423 — Jeffrey Lawton Jun 13, 2024

Dear members of the DVRPC Board, :
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Jeffrey Lawton
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #424 — Arthur Vogel Jun 13, 2024

Dear members of the DVRPC Board, :
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
Arthur Vogel
[email removed]

Comment #425 — richard gering Jun 13, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
richard gering
[email removed]

Comment #426 — Gloria Safar Jun 13, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Gloria Safar
[email removed]

Comment #427 — Francis Fedoroff Jun 13, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County

- MPMS# 119299 | Carbon Reduction Program Line Item
2. I fully support the prioritization and construction of the following
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &
Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Francis Fedoroff
[email removed]

Comment #428 — Marlene Adkins Jun 13, 2024

Dear members of the DVRPC Board, :
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Thank you,
Marlene Adkins
[email removed]

Comment #429 — Mark Mumbauer Jun 13, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Mark Mumbauer
[email removed]

Comment #430 — Mariah Caldwell Jun 13, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Mariah Caldwell
[email removed]

Comment #431 — Christopher Dunham Jun 13, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Thank you,
Christopher Dunham
[email removed]

Comment #432 — Chris Hanno Jun 13, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Thank you,
Chris Hanno
[email removed]

Comment #433 — Carl Rider Jun 13, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
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DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
Carl Rider
[email removed]

Comment #434 — Bradley Jordan Stitzer Jun 13, 2024

Dear members of the DVRPC Board, :
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Bradley Jordan Stitzer
[email removed]

Comment #435 — Joseph Werzinski Jun 13, 2024

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DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Joseph Werzinski
[email removed]

Comment #436 — Tim Larson Jun 13, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

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Thank you,
Tim Larson
[email removed]

Pennsylvania
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DRAFT for Public Comment

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Comment #437 — Eric Kasprowicz Jun 13, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
Eric Kasprowicz
[email removed]

Comment #438 — Bicycle Coalition of Greater Philadelphia MPMS 117965 Jun 20, 2024

We support this project

Comment #439 — Bicycle Coalition of Greater Philadelphia MPMS 120688 Jun 20, 2024

We support the conversion of these intersections to roundabouts.

Comment #440 — Bicycle Coalition of Greater Philadelphia MPMS 48174 Jun 20, 2024

Why are standard unprotected bike lanes (basically paint and signage) not included within the scope of this $24 Million Dollar project? Requiring the township to go back to the drawing board is just a missed opportunity and will either cost more to implement or more likely, not happen.

Comment #441 — Bicycle Coalition of Greater Philadelphia Jun 20, 2024

Thank You for the inclusion of CRP funding for Circuit Trails. This funding initiative is unprecedented and should be recognized as a national model to effectively maximize the impact of Climate Reduction Program funds.

Comment #442 — Bicycle Coalition of Greater Philadelphia Jun 20, 2024

Implementing a Safe System Approach To Traffic Safety - Most of the roadway projects don't follow a safe systems approach to road safety, the focus on turn lanes, blown out intersections and measuring success by traffic flow is in direct conflict with the safety and convenience for vulnerable road users who travel along and across our road network. The DVRPC has a Vision Zero Policy and while there are some notable exceptions the FY 2025 TIP in general does not reflect the spirt of that policy.

Comment #443 — Bicycle Coalition of Greater Philadelphia MPMS 115418 Jun 20, 2024

Support the conversion to a roundabout. An FHWA proven safety countermeasure that aligns with DVRPC's Regional Vision Zero policy.

Comment #444 — Bicycle Coalition of Greater Philadelphia MPMS 77183 Jun 20, 2024

Support station improvements - especially bike facilities, high accessible platforms and safe pedestrian connections.

Comment #445 — Bicycle Coalition of Greater Philadelphia MPMS 57773 Jun 20, 2024

Generally support, but a project that is labeled as "complete streets" should include proper bike facilities. We recommend 11 foot lanes, 5 foot bike lanes and 2 foot buffers that could support the installation of vertical separation for the bike lanes which would support DVPRC's Regional Vision Zero Policy.

Comment #446 — Bicycle Coalition of Greater Philadelphia MPMS 111022 Jun 20, 2024

Support the conversion of two-way stop signs to roundabouts. An FWHA Proven Safety Countermeasure that supports DVRPC's Regional Vision Zero Policy.

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #447 — Bicycle Coalition of Greater Philadelphia MPMS 88083 Jun 20, 2024

The proposed pedestrian path should be widened to the shared-use path minimum standard width of 10 feet recommended by AASHTO to accommodate pedestrians, bicycles and other micromobility devices. This side path will connect to the newly opened segment of the Newtown - Scudder Falls Circuit Trail via the sidepath on Lindenhurst and Washington Crossing Rd.

Comment #448 — Bicycle Coalition of Greater Philadelphia MPMS 118031 Jun 20, 2024

Oppose this project if does not provide any significant bicycle and pedestrian safety improvements. The area currently lacks sidewalks and there is no safe bike and pedestrian access between the village of Rahns and the Perkiomen Trail. Route 113 is rated at Bicycle LTS 3 but the road has no shoulder and therefore it is likely to be an LTS 4 road. Gravel Pike is rated at Bicycle LTS 4. PennDOT signage at the intersection forbids pedestrians to cross PA 113 at PA 29.

Comment #449 — Bicycle Coalition of Greater Philadelphia MPMS 115419 Jun 20, 2024

Support the conversion to a roundabout. An FHWA proven safety countermeasure that aligns with DVRPC's Vision Zero policy.

Comment #450 — Bicycle Coalition of Greater Philadelphia MPMS 12965 Jun 20, 2024

We support the sidewalk connectivity included in this project.

Comment #451 — Bicycle Coalition of Greater Philadelphia MPMS 13635 Jun 20, 2024

We oppose any intersection widening project that does not make the crossings safer for pedestrians. Between 2017 and 2021 the majority of Killed or Serious Injury (KSI) Crashes at or near this location have involved pedestrians.
It is likely that Lincoln Hwy and Oxford Valley Rd will be on the Regional High Injury Network. While the description does mention sidewalks and ADA ramps there are no details on how vulnerable road users will be able safely and comfortably navigate this wider intersection.

Comment #452 — Kerstin Palombaro Jun 20, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus “impact studies” that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the “impact studies” that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.
As the region’s metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place’s arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue: https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/. Philadelphia is already the poorest big city in America. We can’t afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Comment #453 — Ashley Tomisek Jun 21, 2024

No Arena in Chinatown: The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased “impact studies” that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the “impact studies” that 76DevCorp paid for and

the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.
As the region's metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place's arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue: https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/. Philadelphia is already the poorest big city in America. We can't afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Comment #454 — William Kerr Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

2. I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
William Kerr
[email removed]

Comment #455 — Mark Bailey Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd,

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
2. I fully support the prioritization and construction of the following
Circuit Trails projects:
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &
Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Mark Bailey
[email removed]

Comment #456 — Barry Patterson Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors
through connected trail and active transportation systems has created a
once-in-a-generation opportunity for Pennsylvania to lead the nation and
create a model for how Carbon Reduction Program funds can be leveraged to
create trail and active transportation networks. Thank you, DVRPC board,
for proposing landmark funding.
This investment would be a major step forward in connecting the entire
region by trail, making it safer and easier for people in 9 counties across
Greater Philadelphia and Southern New Jersey to walk and bike where they
want to go, and amplifying the regionâ¿¿s climate resiliency.
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Pennsylvania:
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Program funds for the following MPMS# to advance the completion of 20 miles
of Circuit Trails in the Southeastern Pennsylvania Counties.
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street
to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Barry Patterson
[email removed]

Comment #457 — Cathy Becker Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item

- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Cathy Becker
[email removed]

Comment #458 — Mark Connolly Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
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- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
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2. I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Mark Connolly
[email removed]

Comment #459 — Lori Hartley Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Lori Hartley
[email removed]

Comment #460 — Robert Fossett Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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1. I fully support the allocation of $120 million of Carbon Reduction



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
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- MPMS# 81785 | Cross County Trail East: Section A
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Thank you,
Robert Fossett
[email removed]

Comment #461 — Michael Zapantis Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Michael Zapantis
[email removed]

Comment #462 — Mark Hoffman Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Mark Hoffman
[email removed]

Comment #463 — Cheryl Burgos Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to

create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Cheryl Burgos
[email removed]

Comment #464 — Mike Zickler Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors

through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Mike Zickler
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #465 — Peter McLoone Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
2. I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Pennsylvania
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DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
Peter McLoone
[email removed]

Comment #466 — Julia Manning Jun 21, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Julia Manning
[email removed]

Comment #467 — Matthew Pihokker Jun 21, 2024

Dear members of the DVRPC Board, :
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DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Matthew Pihokker
[email removed]

Comment #468 — John Ungar Jun 21, 2024

Dear members of the DVRPC Board, :
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
John Ungar
[email removed]

Comment #469 — Jeanette Lewis Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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Trail to Joshua Rd
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Thank you,
Jeanette Lewis
[email removed]

Comment #470 — Paul Price Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Paul Price
[email removed]

Comment #471 — Edward Williams Jun 21, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
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DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Edward Williams
[email removed]

Comment #472 — Rick Tannahill Jun 21, 2024

Dear members of the DVRPC Board, :
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Rick Tannahill
[email removed]

Comment #473 — Michael Bowen Jun 21, 2024

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Thank you,
Michael Bowen
[email removed]

Comment #474 — John Custer Jun 21, 2024

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John Custer
[email removed]

Comment #475 — Allan Silverberg Jun 21, 2024

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Allan Silverberg
[email removed]

Comment #476 — Cait O'Donnell Jun 21, 2024

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Cait O'Donnell
[email removed]

Comment #477 — Amanda Benner Jun 21, 2024

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create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Amanda Benner
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #478 — Rick Moore Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
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- MPMS# 81785 | Cross County Trail East: Section A
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
Rick Moore
[email removed]

Comment #479 — Stefan Keller Jun 21, 2024

Jun 21, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
Great trails make for great communities. Just look at world-class cities around the world - they all have extensive trail systems.
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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I fully support the prioritization and construction of the following

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Stefan Keller
2157 Inverness Ln
Huntingdon Valley, PA 19006-6009
[email removed]

Comment #480 — Judith Vose Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &
Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Judith Vose
[email removed]

Comment #481 — Roscoe Sampson Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors
through connected trail and active transportation systems has created a
once-in-a-generation opportunity for Pennsylvania to lead the nation and
create a model for how Carbon Reduction Program funds can be leveraged to
create trail and active transportation networks. Thank you, DVRPC board,
for proposing landmark funding.
This investment would be a major step forward in connecting the entire
region by trail, making it safer and easier for people in 9 counties across
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Roscoe Sampson
[email removed]

Comment #482 — Linda York Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Linda York
[email removed]

Comment #483 — Larissa MOGANO Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Larissa MOGANO
[email removed]

Comment #484 — Harris Miller Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Harris Miller
[email removed]

Comment #485 — James Burke Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
James Burke
[email removed]

Comment #486 — Eileen Wallace Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Eileen Wallace
[email removed]

Comment #487 — RUTH BROWN Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
RUTH BROWN
[email removed]

Comment #488 — Chris Robinson Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Chris Robinson
1790 Lower Farm Dr
Avondale, PA 19311-9790
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #489 — Martin Marino Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Sincerely,
Mr. Martin Marino
322 Firethorne Cir
Exton, PA 19341-2023
[email removed]

Comment #490 — Robert Montgomery Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
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I fully support the prioritization and construction of the following

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Robert Montgomery
11 S Wyoming Ave
Unit 10
Ardmore, PA 19003-1255
[email removed]

Comment #491 — Wesley & Annette Bowers Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Wesley & Annette Bowers
101 Mill Top Dr
Kennett Square, PA 19348-2665
[email removed]

Comment #492 — Vern Brunton Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
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I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Vern Brunton
212 E Fornance St
Norristown, PA 19401-3408
[email removed]

Comment #493 — Robert Yeats Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
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I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Robert Yeats
1136 Talleyrand Rd
West Chester, PA 19382-7461
[email removed]

Comment #494 — Torpey White Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
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I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Torpey White
122 E Keel Dr
Hampstead, NC 28443-4064
[email removed]

Comment #495 — Francis Fedoroff Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a

once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
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I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Francis Fedoroff
5935 Pulaski Ave
Philadelphia, PA 19144-3822
[email removed]

Comment #496 — Ken Louis Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding

that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
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I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Ken Louis
806 Furnace Ct
Phoenixville, PA 19460-1343
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #497 — Barbara Mako Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
Dear DVRPC:
I just heard of the proposed major funding that will help connect more trails in the southeastern Pennsylvania area. This is absolutely the best news for me - a frequent trail user - and for so many others that use our local trails to commute, exercise, and enjoy. I know they are used by thousands because every time I am on one, there are more and more people using them.
The potential connectivity of all these trails will likely lead to additional tourism in the area. My friends and I are always searching for bike tours and I must say that southeastern PA has limited options compared to other states.
I am thrilled and I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
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I fully support the prioritization and construction of the following Circuit Trails projects:
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough
Sincerely,
Ms. Barbara Mako
2239 Beaver Hill Rd
Chester Springs, PA 19425-2625
[email removed]

Comment #498 — Rich Loyek Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 119299 | Carbon Reduction Program Line Item
I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough
Sincerely,
Mr. Rich Loyek
528 Vine St
Perkasie, PA 18944-1449
[email removed]

Comment #499 — Fred Minahan Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Fred Minahan
3421 Conestoga Rd
Glenmoore, PA 19343-2605
[email removed]

Comment #500 — Anthony Silvi Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I work in Philly and see so many folks riding bikes to get around. The streets are dangerous and improvements are needed.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave

- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Anthony Silvi
9 Cameo Dr
Richboro, PA 18954-1376
[email removed]

Comment #501 — Barbara Kaufman Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Dr. Barbara Kaufman
4319 Pechin St
Philadelphia, PA 19128-3438
[email removed]

Comment #502 — Aurica Donovan Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mrs. Aurica Donovan
2323 Race St
Unit 1102
Philadelphia, PA 19103-1089
[email removed]

Comment #503 — James Schmerl Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
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I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. James Schmerl
3878 Somerset Dr
Collegeville, PA 19426-4172
[email removed]

Comment #504 — Patrick Oconnor Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding

that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Patrick Oconnor
3235 Independence Ct
Bensalem, PA 19020-1801
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #505 — JamesAndMichelle Alvare Jun 21, 2024

Jun 21, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Sincerely,
Mr. JamesAndMichelle Alvare
134 Hastings Ave
Havertown, PA 19083-2430
[email removed]

Comment #506 — Brian Barrett Jun 21, 2024

Jun 21, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
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I fully support the prioritization and construction of the following

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Brian Barrett
1014 Darby Rd
Havertown, PA 19083-3616
[email removed]

Comment #507 — Richard Caroto Jun 21, 2024

Jun 21, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd,

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Richard Caroto
1304 Rose Tree Ln
Havertown, PA 19083-2726
[email removed]

Comment #508 — Pam Mckernan Jun 21, 2024

Jun 21, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Ms. Pam Mckernan
PO Box 762
Gwynedd Valley, PA 19437-0762
[email removed]

Comment #509 — Andrew Shea Jun 21, 2024

Jun 21, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
Thank you for your commitment to good regional planning and recognized alternatives to bike and walking paths away from traffic lanes.
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- The Devault and Warner Spur trails connecting the Chester VAlley trail to the SRT.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Andrew Shea
360 Red Coat Ln
Wayne, PA 19087-1339
[email removed]

Comment #510 — Steve Young Jun 21, 2024

Jun 21, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be

leveraged to create trail and active transportation networks.
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Steve Young
22 Castle Rock Dr
Havertown, PA 19083-1207
[email removed]

Comment #511 — Blaik Halling Jun 21, 2024

Jun 21, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Dr. Blaik Halling
1384 Chase Rd
Newtown, PA 18940-3712
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #512 — William Piccinni Jun 21, 2024

Jun 21, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
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I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Sincerely,
Mr. William Piccinni
2221 S Beechwood St
Philadelphia, PA 19145-3409
[email removed]

Comment #513 — Columba Mcdevitt Jun 21, 2024

Jun 21, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Columba Mcdevitt
1508 Grovania Ave
Abington, PA 19001-1705
[email removed]

Comment #514 — Andrew Hartmann Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County

- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
2. I fully support the prioritization and construction of the following
Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &
Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Andrew Hartmann
[email removed]

Comment #515 — Cyndi Noonan Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Cyndi Noonan
[email removed]

Comment #516 — Alison Sommers-Sayre Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
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- MPMS# 81785 | Cross County Trail East: Section A
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Alison Sommers-Sayre
[email removed]

Comment #517 — Owen Sindler Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Owen Sindler
[email removed]

Comment #518 — Ronald Ehman Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Ronald Ehman
[email removed]

Comment #519 — Sarah McEneaney Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Sarah McEneaney
[email removed]

Comment #520 — Shawn Baker Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Shawn Baker
[email removed]

Comment #521 — Paul Randall Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Paul Randall
[email removed]

Comment #522 — Ann Watts Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board,

Pennsylvania
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DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Ann Watts
[email removed]

Comment #523 — John Struble Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a

once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Thank you,
John Struble
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #524 — Ag Manta Jun 20, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
Ag Manta
[email removed]

Comment #525 — Nate Ramsey Jun 20, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Nate Ramsey
[email removed]

Comment #526 — Mike Bourg Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Mike Bourg
[email removed]

Comment #527 — Beth Pilling Jun 20, 2024

Dear members of the DVRPC Board, :
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- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 119299 | Carbon Reduction Program Line Item
2. I fully support the prioritization and construction of the following
Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &
Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Beth Pilling
[email removed]

Comment #528 — Craig Peiffer Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Craig Peiffer
[email removed]

Comment #529 — Ross Abel Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors
through connected trail and active transportation systems has created a
once-in-a-generation opportunity for Pennsylvania to lead the nation and
create a model for how Carbon Reduction Program funds can be leveraged to
create trail and active transportation networks. Thank you, DVRPC board,
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street
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- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Ross Abel
[email removed]

Comment #530 — Neil Shusterman Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Neil Shusterman
[email removed]

Comment #531 — Michelle Mullin Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Michelle Mullin
[email removed]

Comment #532 — David Roberts Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
David Roberts
[email removed]

Comment #533 — Edward Hertzog Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Edward Hertzog
[email removed]

Comment #534 — Maria Thomson Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Thank you,
Maria Thomson
[email removed]

Comment #535 — Todd Wanner Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
Todd Wanner
[email removed]

Comment #536 — Amy Ryan Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

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Thank you,
Amy Ryan
[email removed]

Pennsylvania
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DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #537 — Caroline HE Jun 20, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

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Thank you,
Caroline HE
[email removed]

Comment #538 — Michael Murphy Jun 20, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Michael Murphy
[email removed]

Comment #539 — Mark Grundel Jun 20, 2024

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- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
2. I fully support the prioritization and construction of the following Circuit Trails projects:

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Mark Grundel
[email removed]

Comment #540 — Laura Lyn Stern Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Laura Lyn Stern
[email removed]

Comment #541 — Annette Holloman Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Annette Holloman
[email removed]

Comment #542 — Judi Space Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Judi Space
[email removed]

Comment #543 — Mark Harris Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 105291 | The Circuit Line Item
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Mark Harris
[email removed]

Comment #544 — Andrew Mooney Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Trail to Joshua Rd
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Andrew Mooney
[email removed]

Comment #545 — Christine Papp Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Christine Papp
[email removed]

Comment #546 — Pauline Berkowitz Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Pauline Berkowitz
[email removed]

Comment #547 — Tim Ward Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
Tim Ward
[email removed]

Comment #548 — Thomas Rutkoski Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

Pennsylvania
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DRAFT for Public Comment

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Thank you,
Thomas Rutkoski
[email removed]

Comment #549 — Tim Burke Jun 20, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
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DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
Tim Burke
[email removed]

Pennsylvania
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DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #550 — Lisa Jacobs Jun 20, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

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Thank you,
Lisa Jacobs
[email removed]

Comment #551 — Emily Bryan Jun 20, 2024

Dear members of the DVRPC Board, :
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
2. I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Emily Bryan
[email removed]

Comment #552 — Samantha Connors Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Samantha Connors
[email removed]

Comment #553 — Lynn Moceri Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Lynn Moceri
[email removed]

Comment #554 — Andrew Johnson Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Andrew Johnson
[email removed]

Comment #555 — Todd Hart Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Todd Hart
[email removed]

Comment #556 — Carmelo Giuseppe Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Carmelo Giuseppe
[email removed]

Comment #557 — Joe Kelly Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Trail to Joshua Rd
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Joe Kelly
[email removed]

Comment #558 — Tony Grassi Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Tony Grassi
[email removed]

Comment #559 — Alice Berman Jun 20, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Alice Berman
[email removed]

Comment #560 — Camille Orman Jun 21, 2024

Dear members of the DVRPC Board, :
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Camille Orman
[email removed]

Comment #561 — Susie Paige Jun 21, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
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DRAFT for Public Comment

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Thank you,
Susie Paige
[email removed]

Comment #562 — Tracy Pulos Jun 21, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
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Thank you,
Tracy Pulos
[email removed]

Pennsylvania
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DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #563 — Patrick Starr Jun 21, 2024

Dear members of the DVRPC Board, :
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
Patrick Starr
[email removed]

Comment #564 — Ernest A Sarao Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Ernest A Sarao
[email removed]

Comment #565 — Robert Thomas Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Robert Thomas
[email removed]

Comment #566 — Dan McGinnis Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Dan McGinnis
[email removed]

Comment #567 — Adam Schorsch Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
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- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd,
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- MPMS# 119299 | Carbon Reduction Program Line Item
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &
Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Adam Schorsch
[email removed]

Comment #568 — Erik Wright Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Erik Wright
[email removed]

Comment #569 — David Sawhill Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
David Sawhill
[email removed]

Comment #570 — Ellen Wright Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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to Ridley Creek project
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Trail to Joshua Rd
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Ellen Wright
[email removed]

Comment #571 — Elly Porter-Webb Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Elly Porter-Webb
[email removed]

Comment #572 — Claudia Apfelbaum Jun 21, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Claudia Apfelbaum
[email removed]

Comment #573 — Samantha Ryan Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
Samantha Ryan
[email removed]

Comment #574 — Dana Russikoff Jun 21, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
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DRAFT for Public Comment

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Dana Russikoff
[email removed]

Comment #575 — Karen Wold Jun 21, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Karen Wold
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #576 — Frank Fitzgerald Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 119299 | Carbon Reduction Program Line Item
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
Frank Fitzgerald
[email removed]

Comment #577 — Daniel Vader Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Daniel Vader
[email removed]

Comment #578 — Michael Yasner Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Michael Yasner
[email removed]

Comment #579 — Thomas Maciag Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
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Pennsylvania
Transportation Improvement Program (TIP)
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DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Thomas Maciag
[email removed]

Comment #580 — John Batchelor Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd,
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
John Batchelor
[email removed]

Comment #581 — Jason Diaz Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Jason Diaz
[email removed]

Comment #582 — Gina Craigo Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Gina Craigo
[email removed]

Comment #583 — Gary Lewis Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Thank you,
Gary Lewis
[email removed]

Comment #584 — Jen Torman Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Jen Torman
[email removed]

Comment #585 — Larry Harrod Jun 21, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
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DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Larry Harrod
[email removed]

Comment #586 — Alexander Nemeth Jun 21, 2024

Dear members of the DVRPC Board, :
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Thank you,
Alexander Nemeth
[email removed]

Comment #587 — Kathleen Dieal Jun 21, 2024

Dear members of the DVRPC Board, :
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Kathleen Dieal
[email removed]

Comment #588 — Don Lookingbill Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.

Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Don Lookingbill
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #589 — Bicycle Coalition of Greater Philadelphia MPMS 115445 Jun 21, 2024

5th St is on the City's High Injury Network. We support improvments to the pedestrian crossings but we are concerned that traffic calming is not in the description of the project and that speeding is not being addressed.

Comment #590 — Bicycle Coalition of Greater Philadelphia MPMS 118035 Jun 21, 2024

This project is on the City's High Injury Network. The term complete streets improvements is vague, it would be helpful if the description was more specific such as what type of traffic calming elements are being included. This corridor has faded door zone bike lanes and double parking issues.

Comment #591 — Bicycle Coalition of Greater Philadelphia MPMS 81219 Jun 21, 2024

We support this project.

Comment #592 — Bicycle Coalition of Greater Philadelphia MPMS 17215 Jun 21, 2024

We support this project and would like to see beautification and placemaking implemented within the wide right of way on these historical bridges.

Comment #593 — Bicycle Coalition of Greater Philadelphia MPMS 110958 Jun 21, 2024

We support the conversion to a roundabout.

Comment #594 — Bicycle Coalition of Greater Philadelphia MPMS 118034 Jun 21, 2024

We support this project to include a first class bicycle and pedestrian facilities between the Schuylkill and Delaware Rivers as well a key connector for the Circuit Trails and the East Coast Greenway

Comment #595 — Bicycle Coalition of Greater Philadelphia MPMS 115440 Jun 21, 2024

We support the installation of of raised crosswalks at 76th and Briar Rd but we are concerned based on other locations in the City that motorists will not yield to the rapid flashing beacons. We suggest a full signal or additional traffic calming measures to force drivers to slow down before approaching to the new crossing.

Comment #596 — Bicycle Coalition of Greater Philadelphia Jun 21, 2024

Support for the Circuit Trails- The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the region’s climate resiliency.
I’d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Comment #597 — Sheryl Ozard Jun 22, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus “impact studies” that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the “impact studies” that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.
As the region’s metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place’s arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue: https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/. Philadelphia is already the poorest big city in America. We can’t afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Comment #598 — Susan Volz Jun 22, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus “impact studies” that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the “impact studies” that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.
As the region’s metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place’s arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue: https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/.

Philadelphia is already the poorest big city in America. We can't afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Comment #599 — Marq Forste Jun 23, 2024

I agree with the following statement drafted for use by the public whom oppose the 76 Place Arena. Moreover, as a concerned citizen and sports fan, I have my own objections which are detailed afterwards.
The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus "impact studies" that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties.
As the region's metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place's arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue: https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/.
Center City Philadelphia is a regional center that affects not only the City of Philadelphia but the surrounding counties both in Pennsylvania and New Jersey. Further, I and my fellow sports enthusiasts are proud to enjoy Philadelphia's Stadium District: The Stadium District is the only one of its kind in any major city in the USA. It is the standard that other cities look to exemplify. The impressive collection of venues illicits the 'wow' factor from out-of-towners and affords Delaware Valley fans bragging rights. Further, the Stadium District provides we fans with a convenient choice of driving with plentuful parking or riding on public transport.
The ranks of sports fans, like myself are swelled by working class people. As such we are decidedly pro jobs; just not at the expense of working class neighborhoods. Moreover, we are excited by the Comcast Corporation proposal to further develop and enhance the Stadium District, which will bring with it a plethora of desirable job creation.
Commuting throughout Center City Philadelpha will become a nightmare. The extra influx of people on game days will greatly exacerbate existing transportation problems there and further burden an already strained infrastructure; especially when the surrounding system of roads are not slated for improvement by 76 Place. Moreover, we fans do not appreciate being told that we must relegate ourselves to taking public transport simply to accommodate the overwhelming and unecessary traffic congestion created by a 76 Place arena.
Center City already lacks a sufficient number of parking spaces and the proposed network of digitally linked parking garages and associated consumer apps will not alleviate that shortage. The inevitable result will merely be that regional commuters who are left without spaces will learn their fate more quickly.

Comment #600 — KG Jun 23, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus "impact studies" that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the "impact studies" that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.
As the region's metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place's arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue: https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/.

Philadelphia is already the poorest big city in America. We can't afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Comment #601 — Ted Roehrig MPMS 81744 Jun 24, 2024

great to see this on the TIP, however if the project is only between Whitford Bridge and Downingtown Trestle, won't it be a link without a chain? It would be great if at least a connection to the East Brandywine trail could be made as part of this project, so users would have a safe way to get to it until the Chester Valley Trail is built between Whitford Bridge and Ship Road.

Comment #602 — Ted Roehrig MPMS 14532 Jun 24, 2024

This project can't possibly get to construction fast enough. The condition of the road is deplorable and contributes to the nearly daily accidents. The ovelay job that was done 5 years ago has exceeded its useful life.

Comment #603 — Eric Bliss Jun 24, 2024

As a cyclist in Chester county, I fully support the connection between the Chester Valley Trail in Exton to the Brandywine Trail in Downingtown. This extension would eliminate an extremely unsafe route along Boot Road and another unsafe route along Pennsylvania Ave./Lancaster Ave./Quarry Rd. This extension would increase the bicycle access between Exton and Downingtown while reducing interference with auto traffic on all the listed roads.

Comment #604 — Ray Coyne Jun 24, 2024

The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus "impact studies" that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the "impact studies" that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, the Gayborhood and the surrounding area.
As the region's metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Place's arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue: https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/.
Philadelphia is already the poorest big city in America. We can't afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.

Comment #605 — Mark Wolgin MPMS 95402 Jun 24, 2024

Fully in support. Keeping these bridges in good shape keeps speeds up and services running.

Comment #606 — Randall Drain Jun 24, 2024

Most assuredly, the proposed 76 Place arena is threatening Chinatown and the developers are desperately trying to justify it with in accurate and misleading "impact studies" that they paid for themselves. the community needs to have fully independent studies using accurate data as well as real and analysis by independent contractors. Yet, instead of independent studies, these "impact studies" that 76DEvCorp paid for and the city government erroneously agreed upon, flatly rejected the need to examine how the arena would impact existing businesses, workers, inhabitants and tax revenue in Chinatown, Washington Square West, Independence Hall and the surrounding area.
As the region's metropolitan planning organization for the Greater Philadelphia region, DVRPC should be more responsible

in evaluating 76 Palace's arena proposal, carefully conduct modeling on the true impact of the project and be responsible for reporting on the real impact of this great change to the region. Currently, independent studies have clearly shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue. Philadelphia is already one the poorest cities in the USA. Certainly we cant afford a Center City arena that jeopardizes the revenue that funds our schools, streets and communities. What is even more ridiculous is that the 76 team already has a very functional stadium in South Philadelphia. Ae we in such financial excess, as to to able to afford such a new structure that has not been proven to generate enough revenue to pay for itself in a timely manner?

Comment #607 — Mark H Wolgin MPMS 81744 Jun 24, 2024

I am in full support of this, I'd hope it will connect to the rest of the CVT as well

Comment #608 — Mark H Wolgin MPMS 119480 Jun 24, 2024

Build the subway. Eat the cost now while its 'cheap', and just do it. Make it an argument about increasing travel times on the road, package it as a larger Route 1 Improvement Plan. Just build the subway and lets move on.

Comment #609 — Bicycle Coalition of Greater Philadelphia MPMS 112500 Jun 24, 2024

Can the projects that are on the City's High Injury Network be noted in the TIP?

Comment #610 — Bicycle Coalition of Greater Philadelphia MPMS 111194 Jun 24, 2024

On the High Injury Network. We strongly support this project.

Comment #611 — Bicycle Coalition of Greater Philadelphia Jun 24, 2024

The Pennsylvania NEVI State Plan provides no provision for charging micromobility vehicles. The Bicycle Coalition believes that any EV charging station deployed with public dollars should include 110V outlets to allow for charging of micromobility at any location that is accessible by e-bike or e-scooter. And that funding should include micromobility charging stations in Philadelphia Center City to accommodate delivery workers to prevent switching unregistered gas-powered scooters.

Comment #612 — Jean Burock MPMS 64798 Jun 24, 2024

Dear DVRPC Board Members,
On behalf of Narberth Borough Council and our residents, I write to express support for programming the funding necessary in the FY 2025 Transportation Improvement Plan (TIP) for replacement of the North Narberth Avenue Bridge Over Amtrak/SEPTA (MPMS# 64798).
Narberth Avenue Bridge serves as a vital connector between the north and south side of our borough. The 14 year long wait for replacement and its 5 year long closure has impacted Narberth economically as it serves as an important access route to reach the adjacent commercial district and train station, and has impaired the connectivity in the Borough for our residents and visitors. Restoration of the bridge is essential to the economic vitality of our Narberth downtown small business community. Its closure also severely limits the ability of emergency vehicles to quickly respond to calls in the Borough.
I urge the board to prioritize funding for this important and long-awaited replacement that will reconnect our community.
Thank you very much for your consideration.

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Jean Burock
Narberth Borough Council

Comment #613 — Michael Merz Jun 24, 2024

Jun 24, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough
Sincerely,
Mr. Michael Merz
155 Larchwood Ct
Collegeville, PA 19426-2903
[email removed]

Comment #614 — Stephen Gibbons Jun 24, 2024

Jun 24, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough
Sincerely,
Mr. Stephen Gibbons
231 Winthrop Ln
Wayne, PA 19087-2153
[email removed]

Comment #615 — R David Belli Jun 24, 2024

Jun 24, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am a long-time bicyclist and frequent user of the Pennypack rail trail in Montgomery and Bucks Counties. At 80 years old, I have seen vast improvements over the years in available trails for walking and cycling, and want to encourage continued development. The Circuit Trails are should be fully developed.
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
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Sincerely,
Mr. R David Belli
1787 Oak Hill Dr
Huntingdon Valley, PA 19006-7727
[email removed]

Comment #616 — Judith Vose Jun 21, 2024

Dear members of the DVRPC Board, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.

Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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Thank you,
Judith Vose
[email removed]

Comment #617 — Roscoe Sampson Jun 21, 2024

Dear members of the DVRPC Board, :
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Roscoe Sampson
[email removed]

Comment #618 — Linda York Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Linda York
[email removed]

Comment #619 — Larissa MOGANO Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Larissa MOGANO
[email removed]

Comment #620 — Harris Miller Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board,

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Harris Miller
[email removed]

Comment #621 — James Burke Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.

Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
James Burke
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #622 — Eileen Wallace Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
Eileen Wallace
[email removed]

Comment #623 — RUTH BROWN Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
RUTH BROWN
[email removed]

Comment #624 — Davr McCarraher Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Davr McCarraher
[email removed]

Comment #625 — Dabrali Herrera-Diaz Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Dabrali Herrera-Diaz
[email removed]

Comment #626 — William Oswald Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
William Oswald
[email removed]

Comment #627 — Beatrice Zovich Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Beatrice Zovich
[email removed]

Comment #628 — Jon Bergstresser Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 105291 | The Circuit Line Item
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Jon Bergstresser
[email removed]

Comment #629 — Eugene Friesen Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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to Ridley Creek project
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Eugene Friesen
[email removed]

Comment #630 — Andrew Vose Jun 21, 2024

Dear members of the DVRPC Board, :
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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Andrew Vose
[email removed]

Comment #631 — Andrew Rolli Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Andrew Rolli
[email removed]

Comment #632 — Rick Urbanowski Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Rick Urbanowski
[email removed]

Comment #633 — Bria Parker Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Bria Parker
[email removed]

Comment #634 — Karen Wisnia Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and



Pennsylvania
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DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Karen Wisnia
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #635 — Karen McGovern Jun 21, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
Karen McGovern
[email removed]

Comment #636 — Clare Hall Jun 22, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Trail to Joshua Rd
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Clare Hall
[email removed]

Comment #637 — Jared Johnson Jun 22, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Jared Johnson
[email removed]

Comment #638 — Rachael Barrett Jun 22, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Rachael Barrett
[email removed]

Comment #639 — Dan Jass Jun 22, 2024

Dear members of the DVRPC Board, :
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DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
Dan Jass
[email removed]

Comment #640 — Stanley Horwitz Jun 22, 2024

Dear members of the DVRPC Board, :
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Stanley Horwitz
[email removed]

Comment #641 — Catherine Sulimay Jun 22, 2024

Dear members of the DVRPC Board, :
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Catherine Sulimay
[email removed]

Comment #642 — JosÃ© PagÃ¡n MuÃ±oz Jun 22, 2024

Dear members of the DVRPC Board, :
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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd,
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- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following
Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &
Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
JosÃ© PagÃ¡n MuÃ±oz
[email removed]

Comment #643 — Robert Steinfort Jun 22, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
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- MPMS# 105291 | The Circuit Line Item
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Robert Steinfort
[email removed]

Comment #644 — Elizabeth Lennon Jun 22, 2024

Dear members of the DVRPC Board, :
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Elizabeth Lennon
[email removed]

Comment #645 — Viacheslav Eroshin Jun 22, 2024

Dear members of the DVRPC Board, :
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Thank you,
Viacheslav Eroshin
[email removed]

Comment #646 — Ryan Johnson Jun 22, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

Pennsylvania
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DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
Ryan Johnson
[email removed]

Comment #647 — Marc Meola Jun 22, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and



Pennsylvania
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DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
Marc Meola
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #648 — Jun 24, 2024

Hello,
I would like to speak out in *strong opposition* to the proposed 76 Place arena in Chinatown--a project that would enrich an ownership group of billionaires, at the expense of the rest of our city (and our state, when one factors in the state tax breaks that the owners hope to benefit from). Although the arena developers have conjured any number of economic figures to justify their pet project, these "impact studies" are not supported by years of third-party research by scholars. As the regionâ¿¿s metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Placeâ¿¿s arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue: https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/. Philadelphia is already the poorest big city in America. We canâ¿¿t afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.
Thank you,
Molly
--
Molly Lester *(she/her)*
Architectural Historian | Preservation Planner
Founder, InKind Baking Project

Comment #649 — Jun 23, 2024

Hi, I'd like to get in under the wire just in case any of my ideas could be of any use.
https://moberly.cjfearnley.com/Upper%20Darby%20Bike%20Routes.pdf
I refer to the map I made of my bike plans for Upper Darby which is made of Open Source materials and is free to use. This is my 7th version, still it isn't totally up to date. My main idea is to make Upper Darby schools accessible by bicycle. So many kids here are driven to and from school even though there are buses available and schools are mainly within walking distance. It's like a third rush hour when the kids are picked up in the afternoon. Septa realized that if people take the bus when they're young they are more likely to use public transportation when adults, and this is even more true for bicycling.
Some of this has been achieved but there's still a long way to go. There's a lot of fear here, but the prevalence of surveillance cameras, threatening signs and even just unnessary private property signs create a hostile environment for kids even playing outside. Closed, fast moving vehicles are immune to the effectrs of the unfriendly environment created by this intrusion for walking and biking.
I had thought Marshall Rd would be a good route get closer to Lansdowne Ave for the high school students, and there looks like lanes on that road are coming. Marshall is interestinrg in that there are features that remind people of an on ramp to a freeway which causes people to speed up. I saw on the internet that Penndot has plans for protected bike lanes on Garrett Road coming soon. The 69th St bike lanes are good but not well used yet. The connection on the Baltimore



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Avenue end is awkward. The new off road bike path below Marshall Rd west of Long Lane is delightful but doesn't connect well to the neighborhoods. The only cut through is through the playground. There are unmarked lanes on Lansdowne Ave between Bond and West Chester Pike but they aren't much used since the sidealk on that stretch is bikable, But Lansdowne Bourough's brave lanes below Garrett are bringing a bike route to the high school a bit closer. The stretches adjacent to the high school are still treacherous.
The Bicycle Coalition's newest approach is to focus on difficult intersections between neighborhoods and let the bicyclists navigate the quieter neighborhood streets, rather than focus on longer bike lanes, parallel and adjacent to major thoroughfares. I like this approach but there are drawbacks, getting lost, finding yourself on a one way street with no ther option (this still happens to me after 22 years). Cut-throughs and alleys improve a bicycle network a lot. Many cut-throughs have been fenced as have the ones on my block, which eliminates their use for transportation or play.
Bicycling can be a lonely sport, bcause the speed differential is such that 2 bicyclists starting out at the same time from close proximity will rarely meet. As a response I did an experimental project of creating decals from recycled plastic bottles and the glue squares used to attach reflectors on highways to try to guide bicyclists through cut-throughs or places that appear dangerous but connect to bike routes. I put out about 20 of them, using straight, left turn and right turn symbols. My idea would be to have the colors indicate the cardinal directions. M experiment coincided with the repaving of many streets in Upper Darby so some of them had short lives. A few have survived the 5 years, but only a mother would recognize them. They can be applied with heat, readily in 100 degree weather. I think encourging and normalizing bicyling can be helped with small fun touches, for instance riding on a colored pavement is quite fun.
I think the cultural aspects of encouraging bicycling are probably as important as infrastructure going forward. As a woman bicyclist I've received systematic shaming in my neighborhooda by people who don't think a woman should ride a bicycle. I had written up a plan for Upper Darby to hire a Bicycle Coordinator, which wasn't accepted so far. After planning my "bicycle book" for many years it now exists as a video sunday bicycle outing of mo and ra greenbein https://vimeo.com/279176542 https://vimeo.com/279176542 I wanted to show how fun bicyling is as well as what you need to get started, but I found it difficult to combine the 2 so the first part is the fun and the Appendix is tips for getting started. This little video is Creative Commons so can be used for free.
Although I live very close to one of the premiere transportaition centers in the US, people spend a lot of time griping about parking and many consider travel by public transportation to be demeaning. Driving is a big part of the American Dream, those with access to alternatives would seem to be the ones to lead the way.
The circuit trails are well planned, and how fortunate we are to have the Bicycle Coalition as an ally. Thank you for your wonderful team in Delaware County, I've met many of you and look forward to seeing you again. Jeannie Moberly

Comment #650 — Chris Robinson Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Chris Robinson
1790 Lower Farm Dr
Avondale, PA 19311-9790
[email removed]

Comment #651 — Martin Marino Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
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Sincerely,
Mr. Martin Marino
322 Firethorne Cir
Exton, PA 19341-2023
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #652 — Robert Montgomery Jun 20, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Sincerely,
Mr. Robert Montgomery
11 S Wyoming Ave
Unit 10
Ardmore, PA 19003-1255
[email removed]

Comment #653 — Wesley & Annette Bowers Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Sincerely,
Mr. Wesley & Annette Bowers
101 Mill Top Dr
Kennett Square, PA 19348-2665
[email removed]

Comment #654 — Vern Brunton Jun 20, 2024

Jun 20, 2024
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I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Vern Brunton
212 E Fornance St
Norristown, PA 19401-3408
[email removed]

Comment #655 — Robert Yeats Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware

Pennsylvania
Transportation Improvement Program (TIP)
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DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Robert Yeats
1136 Talleyrand Rd
West Chester, PA 19382-7461
[email removed]

Comment #656 — Torpey White Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving

Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Torpey White
122 E Keel Dr
Hampstead, NC 28443-4064
[email removed]

Comment #657 — Francis Fedoroff Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Francis Fedoroff
5935 Pulaski Ave
Philadelphia, PA 19144-3822
[email removed]

Comment #658 — Ken Louis Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Ken Louis
806 Furnace Ct
Phoenixville, PA 19460-1343
[email removed]

Comment #659 — Barbara Mako Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
Dear DVRPC:

Pennsylvania
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DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

I just heard of the proposed major funding that will help connect more trails in the southeastern Pennsylvania area. This is absolutely the best news for me - a frequent trail user - and for so many others that use our local trails to commute, exercise, and enjoy. I know they are used by thousands because every time I am on one, there are more and more people using them.

The potential connectivity of all these trails will likely lead to additional tourism in the area. My friends and I are always searching for bike tours and I must say that southeastern PA has limited options compared to other states.

I am thrilled and I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Ms. Barbara Mako
2239 Beaver Hill Rd

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Chester Springs, PA 19425-2625
[email removed]

Comment #660 — Rich Loyek Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough
Sincerely,
Mr. Rich Loyek
528 Vine St
Perkasie, PA 18944-1449
[email removed]

Comment #661 — Fred Minahan Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
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- MPMS# 119299 | Carbon Reduction Program Line Item
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough
Sincerely,
Mr. Fred Minahan
3421 Conestoga Rd
Glenmoore, PA 19343-2605
[email removed]

Comment #662 — Anthony Silvi Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I work in Philly and see so many folks riding bikes to get around. The streets are dangerous and improvements are needed.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Anthony Silvi
9 Cameo Dr
Richboro, PA 18954-1376
[email removed]

Comment #663 — Barbara Kaufman Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Dr. Barbara Kaufman
4319 Pechin St
Philadelphia, PA 19128-3438
[email removed]

Comment #664 — Aurica Donovan Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mrs. Aurica Donovan
2323 Race St
Unit 1102
Philadelphia, PA 19103-1089
[email removed]

Comment #665 — James Schmerl Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. James Schmerl
3878 Somerset Dr
Collegeville, PA 19426-4172
[email removed]

Comment #666 — Patrick Oconnor Jun 20, 2024

Jun 20, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Patrick Oconnor
3235 Independence Ct
Bensalem, PA 19020-1801
[email removed]

Comment #667 — JamesAndMichelle Alvare Jun 21, 2024

Jun 21, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding

that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
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Sincerely,
Mr. JamesAndMichelle Alvare
134 Hastings Ave
Havertown, PA 19083-2430
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
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DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #668 — Brian Barrett Jun 21, 2024

Jun 21, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Sincerely,
Mr. Brian Barrett
1014 Darby Rd
Havertown, PA 19083-3616
[email removed]

Comment #669 — Richard Caroto Jun 21, 2024

Jun 21, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
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- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
I fully support the prioritization and construction of the following

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Richard Caroto
1304 Rose Tree Ln
Havertown, PA 19083-2726
[email removed]

Comment #670 — Pam Mckernan Jun 21, 2024

Jun 21, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd,



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Ms. Pam Mckernan
PO Box 762
Gwynedd Valley, PA 19437-0762
[email removed]

Comment #671 — Andrew Shea Jun 21, 2024

Jun 21, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
Thank you for your commitment to good regional planning and recognized alternatives to bike and walking paths away from traffic lanes.
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- The Devault and Warner Spur trails connecting the Chester VAlley trail to the SRT.
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station

- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Andrew Shea
360 Red Coat Ln
Wayne, PA 19087-1339
[email removed]

Comment #672 — Steve Young Jun 21, 2024

Jun 21, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Steve Young
22 Castle Rock Dr
Havertown, PA 19083-1207
[email removed]

Comment #673 — Blaik Halling Jun 21, 2024

Jun 21, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be

leveraged to create trail and active transportation networks.
I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Dr. Blaik Halling
1384 Chase Rd
Newtown, PA 18940-3712
[email removed]

Comment #674 — Susan Mudambi Jun 22, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board,

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Susan Mudambi
[email removed]

Comment #675 — Robert Monahan Jun 22, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Robert Monahan
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #676 — Brian Wadiak Jun 22, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
Brian Wadiak
[email removed]

Comment #677 — Joanne Davis Jun 22, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Joanne Davis
[email removed]

Comment #678 — Kevin Maloy Jun 22, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Kevin Maloy
[email removed]

Comment #679 — Kelly Davis Jun 22, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Kelly Davis
[email removed]

Comment #680 — David Cohen Jun 22, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County

- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd,
Chester County
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- MPMS# 119299 | Carbon Reduction Program Line Item
2. I fully support the prioritization and construction of the following
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &
Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
David Cohen
[email removed]

Comment #681 — Adam Spector Jun 22, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Adam Spector
[email removed]

Comment #682 — Daniela Ascarelli Jun 22, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Daniela Ascarelli
[email removed]

Comment #683 — Michael Shaw Jun 22, 2024

Dear members of the DVRPC Board, :
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Michael Shaw
[email removed]

Comment #684 — Graham Bier Jun 22, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Graham Bier
[email removed]

Comment #685 — Stewart Keener Jun 22, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Stewart Keener
[email removed]

Comment #686 — Robert Sassa Jun 22, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Thank you,
Robert Sassa
[email removed]

Comment #687 — Christine Zacchei Jun 22, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
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DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Christine Zacchei
[email removed]

Comment #688 — Amory Hillengas Jun 22, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and

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Thank you,
Amory Hillengas
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #689 — Tessa Lalonde Jun 22, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
Tessa Lalonde
[email removed]

Comment #690 — Charles Gabriel Jun 22, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Charles Gabriel
[email removed]

Comment #691 — Kyle Fisher Jun 22, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
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DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
Kyle Fisher
[email removed]

Comment #692 — Ward Kradjel Jun 22, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 119299 | Carbon Reduction Program Line Item
2. I fully support the prioritization and construction of the following
Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &
Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Ward Kradjel
[email removed]

Comment #693 — Ruth Macdonald Jun 22, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Ruth Macdonald
[email removed]

Comment #694 — Joe OBrien Jun 22, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Joe OBrien
[email removed]

Comment #695 — Ed Voorhees Jun 22, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Ed Voorhees
[email removed]

Comment #696 — Patricia Woodworth Jun 22, 2024

Dear members of the DVRPC Board, :
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Patricia Woodworth
[email removed]

Comment #697 — Felix Schafroth Doty Jun 22, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Felix Schafroth Doty
[email removed]

Comment #698 — Margaret Emerson Jun 22, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
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DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Margaret Emerson
[email removed]

Comment #699 — Kay Gering Jun 23, 2024

Dear members of the DVRPC Board, :
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DRAFT for Public Comment

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Thank you,
Kay Gering
[email removed]

Comment #700 — Madeleine Becker Jun 23, 2024

Dear members of the DVRPC Board, :
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DRAFT for Public Comment

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Thank you,
Madeleine Becker
[email removed]

Comment #701 — Jonathan Justice Jun 23, 2024

Dear members of the DVRPC Board, :
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Thank you,
Jonathan Justice
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #702 — Alex Shirreffs Jun 23, 2024

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Pennsylvania
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DRAFT for Public Comment

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Thank you,
Alex Shirreffs
[email removed]

Comment #703 — Erin Carton Jun 23, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Erin Carton
[email removed]

Comment #704 — Pamela Zimmerman Jun 23, 2024

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2. I fully support the prioritization and construction of the following Circuit Trails projects:

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Pamela Zimmerman
[email removed]

Comment #705 — Keya Johnson Jun 23, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Trail to Joshua Rd
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Keya Johnson
[email removed]

Comment #706 — Peter Durlacher Jun 23, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Peter Durlacher
[email removed]

Comment #707 — Carolyn Dorph Jun 23, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Carolyn Dorph
[email removed]

Comment #708 — Sam Kopansky Jun 23, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Sam Kopansky
[email removed]

Comment #709 — Matthew Quinn Jun 23, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Trail to Joshua Rd
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Matthew Quinn
[email removed]

Comment #710 — Patrick Nellis Jun 23, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Patrick Nellis
[email removed]

Comment #711 — Julie Richburg Jun 23, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
Julie Richburg
[email removed]

Comment #712 — Sam Ressin Jun 23, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Thank you,
Sam Ressin
[email removed]

Comment #713 — James Donaghy Jun 23, 2024

Dear members of the DVRPC Board, :
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DRAFT for Public Comment

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Thank you,
James Donaghy
[email removed]

Comment #714 — Jacqueline Santiago Jun 24, 2024

Dear members of the DVRPC Board, :
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Thank you,

Jacqueline Santiago
[email removed]

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DRAFT for Public Comment

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Comment #715 — Joseph Hancher Jun 24, 2024

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DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
Joseph Hancher
[email removed]

Comment #716 — Daniel Faria Jun 24, 2024

Dear members of the DVRPC Board, :
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Daniel Faria
[email removed]

Comment #717 — Brian Wasson Jun 24, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
2. I fully support the prioritization and construction of the following Circuit Trails projects:

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Brian Wasson
[email removed]

Comment #718 — Katharine Johnson Jun 24, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Katharine Johnson
[email removed]

Comment #719 — Jaquan Collins Jun 24, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd,
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &
Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Jaquan Collins
[email removed]

Comment #720 — Rose Paddison Jun 24, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Rose Paddison
[email removed]

Comment #721 — Mary Spross Jun 24, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Mary Spross
[email removed]

Comment #722 — Mark Wolgin Jun 24, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street

to Ridley Creek project
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Mark Wolgin
[email removed]

Comment #723 — Kyle Conner Jun 24, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Kyle Conner
[email removed]

Comment #724 — Donald Charles Jun 24, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Donald Charles
[email removed]

Comment #725 — William Jackson Jun 24, 2024

Dear members of the DVRPC Board, :
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
William Jackson
[email removed]

Comment #726 — Jean Burock Jun 24, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
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DRAFT for Public Comment

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Thank you,
Jean Burock
[email removed]

Comment #727 — State Rep. Pat Gallagher Jun 24, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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Thank you,
State Rep. Pat Gallagher
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #728 — Lisa Serieyssol Jun 24, 2024

Dear members of the DVRPC Board, :
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
Lisa Serieyssol
[email removed]

Comment #729 — Joann Kelly Jun 24, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Joann Kelly
[email removed]

Comment #730 — Thomson Weir Jun 24, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Thomson Weir
[email removed]

Comment #731 — Steve Panning Jun 24, 2024

Jun 24, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people in Bucks & Montgomery counties to walk, bike and get to where they want to go.
I support the allocation of $60million of Climate Reduction Program funds for the following MPMS# to advance the completion of Circuit Trails in Bucks & Montgomery Counties.
Use the other $60 million for extending SEPTA to Rt 309 at Rock Hill (State Road) Telford; which I understand can be done using Lansdale s electrical substation.
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing

I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Hellertown - Bethlehem connector bike trail.
Thanks for reading this far...
I enjoy biking on trails & off the roads.
Sincerely,

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Mr. Steve Panning
228 W Broad St
Souderton, PA 18964-1812
[email removed]

Comment #732 — Jun 24, 2024

Dear Members of the DVRPC Board,
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 119299 | Carbon Reduction Program Line Item
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Lisa Serieyssol
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #733 — Jun 24, 2024

See the attachment.
Eleanor V. Horne

Comment #734 — Jun 24, 2024

Dear members of the DVRPC Board,
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
On behalf of the Delaware & Lehigh National Heritage Corridor Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1.
Specifically impacting the D&L Trail, we urge consideration for the following projects and the surrounding multimodal trail facilities.
*
MPMS# 77183 | Transit and Regional Rail Station Program (Various, SEPTA). This item includes the SEPTA Station in Bristol Borough across fromt the D&L Trail at Bristol Lagoon. We request that where feasible the project include bicycle transit improvements, wayfinding and signage to the D&L Trail and Bristol Spurline Trail, and improved connections to the trail.
*
MPMS# 84258 | Pennsylvania Avenue Bridge over Delaware Canal and D&L Trail (Morrisville Borough, Bucks County)
*
MPMS# 74827 | Delaware Canal Enhancement (Bristol Borough & Yardley Borough, Bucks County)
*
MPMS# 86244 | River Road Bridge over Delaware Canal (Tinicum Township, Bucks County). This bridge crosses over the D&L Trail, we request the width of the underlying trail be maintained to promote an accessible trail
2.
I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.
*
MPMS# 81744 | Chester Valley Trail: P&T Phase 1
*
MPMS# 81785 | Cross County Trail East: Section A
*
MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
*
MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
*

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

MPMS# 82084 | Cross County Trail East - Section B Montgomery County
*
MPMS# 105291 | The Circuit Line Item
*
MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
*
MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
*
MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
*
MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
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MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
*
MPMS# 119299 | Carbon Reduction Program Line Item
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I fully support the prioritization and construction of the following Circuit Trails projects:
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MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
*
MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
*
MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
*
MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
*
MPMS# 114172 | Dreshertown Rd CC Trl Ext
This investment support is crucial for achieving our goal of 500 miles of Circuit Trails by 2025.
Thank you,
Liz Rosencrans | Director of Trails & Conservation
Delaware & Lehigh National Heritage Corridor, Inc.
2750 Hugh Moore Park Road | Easton, PA 18042
[email removed][email removed]> | 610-923-3548 x227
delawareandlehigh.org | canals.org | race.delawareandlehigh.org
.....
[cid:d31224e7-efa1-4312-a3c5-de55bdfb22c7] [cid:85931213-a0f6-44dc-9cdb-734313cebec1] [cid:e7f8568c-12a9-4693-a268-23b19307dc89]
Get Involved and SUPPORT the DLNHC

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

The DLNHC employees are rotating between office and telework. Email is the best way to reach staff.
If you have an urgent matter, please contact me directly at 610-984-4752.
[cid:0aa97185-1bb0-48bc-bb67-3ac442671a11]

Comment #735 — Jun 24, 2024

Please accept these two letters of support of projects in the 2025 TIP.
Thank you. - Tim
[cid:*[email removed]*]

Comment #736 — Jun 24, 2024

To Whom It May Concern:
I am writing to ask that DVRPC consider serious questions in regard to the proposed 76Place arena as you proceed with your long range plan. Thank you for considering public input to the long range planning process now underway. We have grave concerns particularly in regard to transportation, traffic, and streets. . The Save Chinatown Coalition has submitted numerous Right to Know Requests which have largely been denied. As well, while someone was able to get the initial transportation study done by Langan on behalf of the developers of 76 Place, subsequent requests for updated studies and communication in regard to the studies have been denied. We are in the process of appealing these denials.
Nonetheless, we were able to get some documents which raised substantial questions in regard to the arena project and effects on the Chinatown community and. I will share these questions below and hope you work to ensure adequate responses to these questions.
1.
The original plan for closure of 10th and 11th streets during events as well as a subsequent suggestion that they would keep one lane open raises the following concerns:
1.
A key point of SEPTAâ¿¿s current Bus Revolution network redesign (and the Cityâ¿¿s Transit Plan) is to have a simpler, more reliable, and consistent network. Route 47, operating north and south on these streets, is on the City's Transit Priority list in the Transit Plan. These
are some of the highest ridership streets in all of the City. This is proposed as a 10 Max route in Bus Revolution. Regularly detouring a high ridership 10MAX route stands directly in contrast to this initiative. Even
partial closures and increased congestion will affect this bus line. How is
this being addressed?

2.
It would require detours on to Market Street and either north on 13th or 9th Streets. The latter would require turning at Chestnut Street and would take away access to a current end of line used by Route 23.How will this affect the Cityâ¿¿s long term transit plan?
3.
In the case of detouring a 10 Max route, is this in keeping with the spirit of the City's Transit Plan?
2.
Widening of the east-side the of 11th Street sidewalk and the west side of 10th street sidewalk from 13' to 22' will reduce curb to curb width. This is also concerning.
1.
Two lanes must be maintained, but will the removal of parking.drop off points turn the right lane into a de facto stopping lane and impede the
flow of buses and bike lanes?.
3.
They propose taking Filbert Street. Space towards Filbert Street is already regularly used by double decker tourist buses and event charters. Any relocation puts them in competition with SEPTA at other locations for limited curb space. How has this been addressed?
4.
Will a capacity analysis be done to determine if the trainsets needed to support the arena demand can be facilitated at the existing stations?
5.
Double parking, illegal turns and other problematic behaviors cannot be totally controlled by enforcement. While those also occur at present, anything that deteriorates the existing conditions is of concern and warrants addressing for possible mitigation. Narrower cartways, detours and changes in traffic flows have the potential to concentrate more of that activity on major surface transit corridors.How will this impact long range use or the area?
6.
The developers have asked for a reclassification of Market Street East as a â¿¿localâ¿ road (vs. its current status as a state (PennDOT) controlled road. Market Street is designated an emergency route, and carries many of our public transportation buses. As well, as a state controlled road, there are existing restrictions in regard to lighted billboards and signage due to the, historic status of this area. How will this change in designation affect Market Street?
7.

18,500 people will be leaving events at the same time. Where is designated taxi/ride share pick up being located? Are sidewalks in this area sufficiently wide to accommodate that number of people? Will there be an issue in regard to pedestrian safety?

8.

How have they addressed existing curbside uses, SEPTA operations, sidewalk pedestrian capacity, etc?

9.

There is a Fire Department station located at 133 N. 10th Street. There are also 4 different emergency rooms in this area that will be impacted: Wills Eye, Pennsylvania Hospital and Jefferon. As well, Jefferson is currently the only Level 1 Trauma emergency treatment center in the area. Has there been an analysis of both increase in emergency room visits as well as increased use of emergency vehicles during large events?

10.

What is the plan for proposed 2 years of demolition and 4 years of construction in regard to street closures/blockages/alterations?

11.

Since COVID, 30% of Chinatown restaurant businesses relay on takeout/pick up services. This requires the ability to find on street temporary parking and easy ingress and egress to streets surrounding Chinatown. How will the traffic created by the proposed 150 events a year affect the business corridors?

12.

The arena will be empty more than half the year. What will be done to ensure the area does not become another â¿¿dead zoneâ¿ similar to the Convention Center? Why, if the mall is failing, does the developer believe retail spaces will be sufficient or successful in addressing this issue?

13.

With the Chinatown Stitch being underway, how will traffic operate in the area?

14.

Will DVRPC investigate and identify those most serious levels of traffic congestion and pedestrian safety that could result from the construction of 76 Place? This would not only include local street intersection issues, but also issues involving the Interstate system such as I-95, I-76 and I-676.With 76, I-95 entrance and exit ramps and Ben Franklin Bridge traffic all in the immediate area, how will this affect traffic, parking and respiratory health of residents in the area - Chinatown and beyond?

15.

Part of your vision is to â¿¿protect and preserve our natural resources while creating healthy communities; and foster greater opportunities for

all.â¿ Chinatown is a 150 year old residential and business community. Adjacent are some of the USâ¿¿s most precious historical sites. Will DVRPC investigate the impact of this proposal on these particular parts of the Commission's charge?
There are many other areas of concern for us as we have had two years to study this project. We would be happy to meet with you to discuss this further. I do hope you can consider the questions I am asking as you develop your long range plan.
With regards,
Debbie Wei

Comment #737 — William Piccinni Jun 21, 2024

Jun 21, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd,

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. William Piccinni
2221 S Beechwood St
Philadelphia, PA 19145-3409
[email removed]

Comment #738 — Columba Mcdevitt Jun 21, 2024

Jun 21, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
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- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Columba Mcdevitt
1508 Grovania Ave
Abington, PA 19001-1705
[email removed]

Comment #739 — Gilles Emond Jun 21, 2024

Jun 21, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
When I go to my second home in Langhorne, PA, I use the area's bike trails. I am always amazed at the quality of the infrastructure.
Thank you for continuing the development of bike paths in Eastern Pennsylvania.
I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Gilles Emond
77 Shady Brook Dr
Langhorne, PA 19047-8010
[email removed]

Comment #740 — Jody Twer Jun 21, 2024

Jun 21, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Ms. Jody Twer
256 Nockamixon Rd
Kintnersville, PA 18930-1650
[email removed]

Comment #741 — Ed Lundgren Jun 21, 2024

Jun 21, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be

leveraged to create trail and active transportation networks.
I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Ed Lundgren
9 Claremont Cir
Horsham, PA 19044-1024
[email removed]

Comment #742 — Shawn Curran MPMS 12923 Jun 20, 2024

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Attachments sent during the Public Comment Period for the DVRPC FY2025 Draft TIP for Pennsylvania

Southeastern Pennsylvania Transportation Authority
1234 Market Street • Philadelphia, PA 19107-3780

June 18, 2024

Mr. Jesse Buerk
Manager, Office of Capital Programs
Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

Dear Mr. Buerk:

The Southeastern Pennsylvania Transportation Authority (SEPTA) requests consideration by the Delaware Valley Regional Planning Commission (DVRPC) of a change to the Draft FY2025-2028 Transportation Improvement Program (TIP) for Pennsylvania.

SEPTA is requesting the removal of all funding programmed in the Regional Rail Car and Locomotive Acquisition Program (MPMS #60638) in fiscal years 2025, 2026, and 2027 ($40.011M). These funds were programmed to support the Multi-Level Regional Rail Car project ($185M, Prior Years - FY 2027). However, SEPTA cancelled its procurement of 45 Multi-Level Regional Rail Cars for cause due to unmet contract requirements by the manufacturer in April 2024. SEPTA requests that the $40.011M in MPMS #60638 be reprogrammed to MPMS #115472 Projects of Significance to support the Regional Rail Car Silverliner IV Replacement Project - $728.06M (Prior Years – FY 2036) project.

The attached fiscal constraint chart provides a summary of changes by funding source and the detailed TIP programming adjustments. Please contact me if you have any questions regarding these changes to the TIP. We appreciate your consideration of this request.

Sincerely,

Brian McFadden
Director, Capital Budgets & Grant Development

cc: T. Lidiak - FTA
J. Korus - PennDOT
D. Alas– PennDOT

DVRPC FFY 2025-2028 TIP for Pennsylvania
Fiscal Constraint Chart
SEPTA TIP Recommended Changes
Federal and State Funds (in $1,000s)

Project Title	MPMS	Phase	Fund Type			FFY 2025			FFY 2026			FFY 2027			Comments
			Amts	Fed	State	Fed	State	Local	Fed	State	Local	Fed	State	Local	
Projects of Significance	115472	ERC	Before	5307	1514	59,920	35,166	3,854	36,203	45,529	1,596	33,481	57,015	4,287	SEPTA recommended changes for FY 2025 - FY 2028 TIP
			Before	5337	1514	51,847	0	0	24,565	0	0	11,254	0	0	
			Before	5339	1514	1,760	0	0	1,805	0		5,790	0	0	
			Before	RVR	1514	134,757	0	0	133,950	0	0	0	0	0	
			Before	1514	1514	0	0	0	0	0	0	0	0	0	
			Before	OTH	1514	0	0	92,155	0	0	0	0	0	0	
			Before	LOC	1514	0	0	0	0	0	0	0	0	0	
			Before	DISFUND	1514	0	0	0	96,079	0	0	79,509	0	0	
			Adjust	5307	1514	0	0	0		0	0	0	0	0	
			Adjust	5337	1514	9,380	2,269	76	11,270	2,727	91	11,359	2,747	92	
			Adjust	5339	1514	0	0	0	0	0	0	0	0	0	
			Adjust	RVR	1514	0	0	0	0	0	0				
			Adjust	1514	1514	0	0	0	0	0	0	0	0	0	
			Adjust	OTH	1514	0	0	0	0	0	0	0	0	0	
			Adjust	LOC	1514	0	0	0	0	0	0	0	0	0	
			Adjust	DISFUND	1514	0	0	0	0	0	0	0	0	0	
					Total Adjust	9,380	2,269	76	11,270	2,727	91	11,359	2,747	92	
			After	5307	1514	59,920	35,166	3,854	36,203	45,529	1,596	33,481	57,015	4,287	
			After	5337	1514	61,227	2,269	76	35,835	2,727	91	22,613	2,747	92	
			After	5339	1514	1,760	0	0	1,805	0	0	5,790	0	0	
			After	RVR	1514	0	0	0	133,950	0	0				
			After	1514	1514	0	0	0	0	0	0	0	0	0	
			After	OTH	1514	0	0	92,155	0	0	0	0	0	0	
			After	LOC	1514	0	0	0	0	0	0	0	0	0	
			After	DISFUND	1514	0	0	0	96,079	0	0	79,509	0	0	

Project Title	MPMS	Phase	Fund Type			FFY 2025			FFY 2026			FFY 2027			Comments
			Amts	Fed	State	Fed	State	Local	Fed	State	Local	Fed	State	Local	
Regional Rail Car & Locomotive Acquisition	60638	PUR	Before	5337	1514	9,380	2,269	76	11,270	2,727	91	11,359	2,747	92	
			Before	1514	1514	0	0	0	0	0	0	0	0	0	
			Before	LOC	1514	0	0	0	0	0	0	0	0	0	
			Adjust	5337	1514	(9,380)	(2,269)	(76)	(11,270)	(2,727)	(91)	(11,359)	(2,747)	(92)	
			Adjust	1514	1514	0	0	0	0	0	0	0	0	0	
			Adjust	LOC	1514	0	0	0	0	0	0	0	0	0	
					Total Adjust	(9,380)	(2,269)	(76)	(11,270)	(2,727)	(91)	(11,359)	(2,747)	(92)	
			After	5337	1514	0	0	0	0	0	0	0	0	0	
			After	5307	1514	0	0	0	0	0	0	0	0	0	
			After	LOC	1514	0	0	0	0	0	0	0	0	0	
Summary of Changes			Before			543,391	404,496	116,567	647,528	421,373	16,913	532,296	421,394	17,308	
			Adjust			0	0	0	0	0	0	0	0	0	
			After			543,391	404,496	116,567	647,528	421,373	16,913	532,296	421,394	17,308	

CHALFONT BOROUGH

40 N. Main Street Chalfont, PA 18914 P: 215-822-7295 F: 215-822-5528 Email: info@chalfontborough.com

June 19, 2024

Richard Murphy
Manager, TIP Development and Maintenance
DVRPC
190 N Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

RE: Support of Primary Project ID **#12923; Bristol Road Extension**

Mr. Murphy,
Chalfont Borough Council has voiced and continues to voice its strong support for the construction of the Bristol Road Extension for the health, well-being and safety of the public. The Bristol Road Extension has been a priority project of Chalfont Borough, New Britain Borough, and New Britain Township for 55 years.

The Bristol Road Extension will mitigate the troublesome daily traffic congestion in Chalfont Borough and thereby reduce response times in emergencies for police, fire, and EMT services. There is currently no alternate route for residents of Chalfont Borough, New Britain Borough and New Britain Township who need to travel to the northeast or southwest in cases of emergency evacuations and/or routine road closures. In addition, the Bristol Road Extension will provide a direct pedestrian and bicycle route to local destinations, including schools, parks, shops, and nearby SEPTA stations, thereby promoting a walkable community and encouraging the use of mass transit.

Chalfont Borough strongly supports the long-awaited Bristol Road Extension project and looks forward to its commencement. Please feel free to contact me with any questions, updates, or to coordinate any meetings with regards to this project. I can be reached at 215-822-7295, or scurran@chalfontborough.com

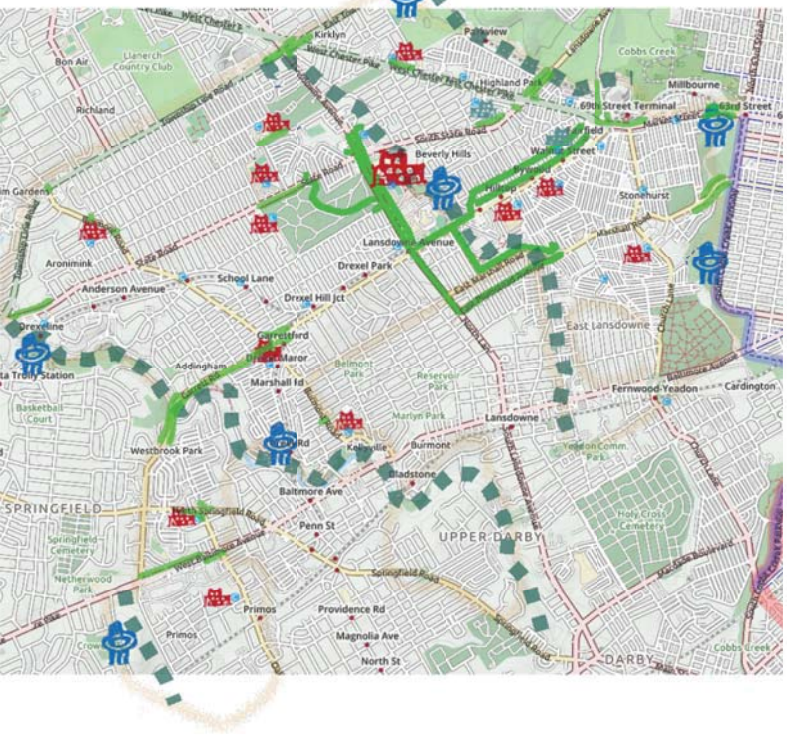
Respectfully,

Shawn Curran
Manager, Chalfont Borough

CC: HNTB/Narayana Velaga, Project Manager
610-205-6873
c-nvelaga@pa.gov

Robert Graham, Head of Bucks County PennDOT Maintenance Department
robegraham@pa.gov
267-360-2159

Bicycle Facilities for Upper Darby, PA



Map Key

- Motorway
- Trunk road
- Primary road
- Secondary road
- Track
- Cycleway
- National cycleway
- Regional cycleway
- Local cycleway
- Footway
- Railway
- Forest
- Common and meadow
- Lake and reservoir
- Bicycle shop
- Bicycle parking
- Upper Darby boundary
- Proposed Bike Lanes
- Off Road Trails
- Schools
- Libraries
- Composting Toilets

Upper Darby Bicycle Facilities

Phase one: Children can bike to school. For the high school bike lanes on Lansdowne Ave from Marshall to South Cedar. Bike Lanes on Garret from Naylor's Run Park to Lansdowne and back. Bike Lanes on Marshall from Sherbrook to Windemere. Alternatively, the westbound lane could be on Plumstead. (Some one way streets may accommodate bike lanes in 2 directions.) Bike lanes on School Lane from Windemere across Lansdowne and from the high school to Shadeland. Another route to the northwest would be through the cemetery and across State Road. Bike lanes should be in front of all the schools to allow bikes to enter school grounds unimpeded and parking should be available in front of the schools. Garrettford and BeverlyHills will need lanes that extend to the closest intersection that access neighborhoods. For Garrettford Garrett Rd between Burmont and Westport needs lanes. For BeverlyHills east on Bywood and west on Fairfield. The Kindergarten Center will need lanes on State Road from Harper to Lansdowne and Lansdowne to Turner unless use could be made of the cemetery.

Phase two: Connect. Lanes should be put into the existing route of Baltimore Bicyclist Baltimore Pike, namely Providence Road to and from Oak and Morton and Linden to and from Hilldale. 69th Street Terminal would need lanes that lead there along Market and crossing at 69th St and Garrett/ Long Lane/ Victory intersections. Lanes should lead out and back Victory, and a crossing at Fairfield. Bike lanes leading to the Primos and Fernwood stations of the Media-Elwyn train line. Connecting to Philadelphia we need lanes on Marshall, at least, to and from Powell and 63rd and Market should have lanes from Millbourne to 63rd and from 63rd to Powell. Lanes should connect N State Road to Lansdowne Ave. Crossings should be made at Lansdowne to East Township Line and west to Hollywood. Burmont and State should have crossings of Township Line. West Baltimore should connect Bishop to Oak.

Phase three: Build community. Off road trails should connect along Naylor's Run to the high school up to Lansdowne and West Chester Pike and down parallel to Union. Darby Creek trail should extend down past the dogpark toward Darby east of Lansdowne to Springfield. A trail should be made on the eastern border of McCall's along Cobb's Creek to the Terminal. A trail beyond or through Fernwood Cemetery could connect to Baltimore's crossing of the Cobb's Creek Trail. Bike lanes should access the libraries. Bike parking put in shopping areas are community builders. Composting toilets can encourage walking and bicycling in nature.

base map: OpenStreetMap ODbL cc

moberly.cjfearnley.com /Upper Darby Bike Routes.pdf

November 2018

June 24, 2024

Richard Murphy
Manager, TIP Development and Maintenance
Delaware Valley Regional Planning Commission
190 N Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

PA TIP Comments: Chester County

On behalf of the Transportation Management Association of Chester County (TMACC), I am writing to express our strong support for the Delaware Valley Regional Planning Commission's draft FY2025 Transportation Improvement Program (TIP) for Pennsylvania. It is crucial that we approach Chester County's transportation system with a holistic, multimodal perspective—encompassing everything from trails and highways to bridges and public transportation.

Planning for capital projects is vital to the economy of Chester County and to fostering healthy communities. The materials funded in these projects such as asphalt, stone, steel, and concrete are just materials but are essential in facilitating access for residents, students, our workforce, and visitors. Including these projects in the final TIP will ensure that Chester County remains competitive and safe.

We urge the DVRPC Board to support the inclusion of these projects in the final TIP. Investing in all components of our infrastructure not only enhances mobility and connectivity for our residents but also fosters healthier communities and supports environmental sustainability.

Thank you for your consideration and your commitment to advancing transportation funding in our region.

Sincerely,

P. Timothy Phelps
Executive Director
TMACC

cc: J. Maxwell, Commissioner, Chester County
B. O'Leary, Executive Director, CCPC
J. Forsythe, TMACC Board Chair

June 24, 2024

Richard Murphy
Manager, TIP Development and Maintenance
Delaware Valley Regional Planning Commission
190 N Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

PA TIP Comments: Circuit Trails

I am writing on behalf of the Transportation Management Association of Chester County (TMACC) to express our strong support for the Delaware Valley Regional Planning Commission's draft FY2025 Transportation Improvement Program (TIP) for Pennsylvania. The proposed funding for the Circuit Trails in four major corridors—Spring Garden Street Greenway in Philadelphia County, Cross County Trail in Montgomery County, Chester Valley Trail in Chester County, and Route 291 Trail/East Coast Greenway in Delaware County—represents a landmark investment in our region's transportation infrastructure.

Including these projects in the final TIP would be a major step forward in achieving the goal of completing 500 miles of Circuit Trails by 2025. Trails are a vital part of our regional multimodal transportation connectivity, offering opportunities for individuals to adopt active lifestyles and significantly reducing our region's carbon emissions. It is essential that trails be accessible to, for, and by all, promoting inclusivity and community engagement.

We urge the DVRPC Board to support the inclusion of these projects in the final TIP. Investing in the Circuit Trails not only enhances mobility and connectivity for our residents but also fosters healthier communities and supports environmental sustainability.

Thank you for your consideration and commitment to advancing transportation and trail development in our region.

Sincerely,

P. Timothy Phelps
Executive Director
TMACC

cc: J. Maxwell, Commissioner, Chester County
B. O'Leary, Executive Director, CCPC
J. Forsythe, TMACC Board Chair

ELEANOR V. HORNE
18 Pinflower Lane
West Windsor, New Jersey 08550

June 24, 2024

Public Comments
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106-1520 US

Subject: Circuit Trails Prioritization in the Draft FY2025 TIP for PA

Dear Members of the DVRPC Board,

Our region is a much better place in which to live and work because of the leadership and efforts of DVRPC. The quality of life will be enhanced through the large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems. The DVRPC counties in Pennsylvania have a once-in-a-generation opportunity to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in nine counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, as well as improving the region's climate resiliency. My hope is that the DVRPC New Jersey counties will follow.

I write to provide my support for the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

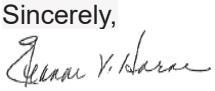
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

Further, I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you, DVRPC Board, for proposing landmark funding. Also, thank you for being a responsible and responsive Metropolitan Planning Organization.

Sincerely,



Eleanor V. Horne

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AGENCY RESPONSES TO PUBLIC COMMENTS ON THE DRAFT DVRPC FY2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA

AGENCY RESPONSES TO COMMENTS

Monday, July 22, 2024

Bucks

MPMS ID: 74827 Delaware Canal Enhancement
Related to Comment IDs: 4

Response By: DVRPC

Thank you for your comment, we will adjust the project description as appropriate.

Response By: PennDOT

Thank you for sharing your comment and your support of this project. The Delaware Canal Enhancement project is located in Yardley Borough.

Response By: Bucks County

Thank you for your support and duly noted.

MPMS ID: 102309 PA 309 Bridge over Morgan Creek
Related to Comment IDs: 7

Response By: PennDOT

At the project scoping meeting (Connects) in June 2020 with Richland Twp., and Bucks County Planning Commission representatives, Richland Twp indicated that there are no plans for sidewalks in these areas, but they would like to see wider shoulders. Based on this input, the current design does not include sidewalks, however we have incorporated 8 ft. shoulders as suggested by Richland Twp.
We will discuss these comments with the Township accordingly and take the appropriate actions that best meet the project purpose and need, the township's goal, and best use of transportation funds for the region.
More information on the project can be found at Routehttps://www.penndot.pa.gov/RegionalOffices/district-6/ConstructionsProjectsAndRoadwork/BucksCounty/Pages/Route-309-over-Morgan-Creek-and-Beaver-Run-Bridge-Replacements.aspx 309 over Morgan Creek and Beaver Run Bridge Replacements (pa.gov)

Response By: Bucks County

Bucks County supports pedestrian facility improvements during the bridge rehabilitation/reconstruction process. We will work with PennDOT to ensure the pedestrian facilities are given proper consideration during the design process. The discussion on the Liberty Bell Trail route is duly noted.

MPMS ID: 102664 PA 309 Bridge over Beaver Run
Related to Comment IDs: 8

Response By: PennDOT

At the project scoping meeting (Connects) in June 2020 with Richland Twp., and Bucks County Planning Commission representatives, Richland Twp indicated that there are no plans for sidewalks in these areas, but they would like to see wider shoulders. Based on this input, the current design does not include sidewalks, however we have incorporated 8 ft. shoulders as suggested by Richland Twp.
We will discuss these comments with the Township accordingly and take the appropriate actions that best meet the project purpose and need, the township's goal, and best use of transportation funds for the region.
More information on the project can be found at Routehttps://www.penndot.pa.gov/RegionalOffices/district-6/ConstructionsProjectsAndRoadwork/BucksCounty/Pages/Route-309-over-Morgan-Creek-and-Beaver-Run-Bridge-Replacements.aspx 309 over Morgan Creek and Beaver Run Bridge Replacements (pa.gov)

Response By: Bucks County

Bucks County supports pedestrian facility improvements during the bridge rehabilitation/reconstruction process. We will work with PennDOT to ensure the pedestrian facilities are given proper consideration during the design process.

MPMS ID: 92641 Dublin Pike Bridge over Morgan Creek
Related to Comment IDs: 9

Response By: PennDOT

Thank you for sharing your comment. Before advancing the design of the project, our project team will engage in the

CONNECTS coordination process for awareness, consideration, and incorporation of various public interests including pedestrian and bike access across the bridge. The project team will use the CONNECTS feedback to help develop a project purpose and needs statement. The purpose and needs statement serves as a foundation for the design development of a project.

Response By: Bucks County

Bucks County supports pedestrian facility improvements during the bridge rehabilitation/reconstruction process. We will work with PennDOT to ensure the pedestrian facilities are given proper consideration during the design process.

MPMS ID: 99431 Route 663 (John Fries Highway) Widening
Related to Comment IDs: 10

Response By: PennDOT

Thank you for sharing your comment. Before advancing the design of the project we will engage in CONNECTS coordination for awareness, consideration, and incorporation of various public interests as we work to develop a project purpose and needs statement.

Response By: Bucks County

Bucks County supports pedestrian facility improvements during the roadway design process. We will work with PennDOT to ensure the pedestrian facilities are given proper consideration during the design process.

MPMS ID: 120912 Trumbauersville Road Bridge over Unami Creek
Related to Comment IDs: 11

Response By: PennDOT

Thank you for sharing your comment. Before advancing the design of the project, our project team will engage in the CONNECTS coordination process for awareness, consideration, and incorporation of various public interests. The project team will use the CONNECTS feedback to help develop a project purpose and needs statement. The purpose and needs statement serves as a foundation for the design development of a project.

Response By: Bucks County

Bucks County supports pedestrian facility improvements during the bridge rehabilitation/reconstruction process. We will work with PennDOT to ensure the pedestrian facilities are given proper consideration during the design process.

MPMS ID: 118190 Fairview Road Railroad Xing
Related to Comment IDs: 12

Response By: PennDOT

The equipment at the crossing is old and out of date the crossing is in bad shape, the whole crossing needs to be upgraded to today's standards. There will be new warning devices and the surface will be upgraded. The crossing will not be upgraded until summer of 2025. The process with the Railroad and PUC must be completed and approved before any work can start.

Response By: Bucks County

The project will include signal improvements. The rehabilitation of the grade crossing is probably outside of the project budget. Currently, no passenger service is provided on this line and it's only occasionally used by freight trains. Given the infrequent service, it may be difficult for SEPTA to prioritize these grade crossing improvements. Bucks County agrees that improvements to the grade crossing should be constructed if funding can be found.

MPMS ID: 64778 State Road Reconstruction
Related to Comment IDs: 260, 262

Response By: PennDOT

The PennDOT design team will engage Bristol Township, East Coast Greenway Alliance and the other groups mentioned to coordinate the design of the State Road Corridor Improvement project with design of the East Coast Greenway.

AGENCY RESPONSES TO COMMENTS

Monday, July 22, 2024

Response By: Bucks County

Bucks County agrees that PennDOT should work to include the East Coast Greenway improvements to the greatest extent possible in this project.

MPMS ID: 115418 Route 113 & Minsi Trail Road Roundabout
Related to Comment IDs: 443

Response By: PennDOT

Thank you for your comment and your support of this project.

Response By: Bucks County

Thank you for your support.

MPMS ID: 88083 Stoopville Road Improvements - Phase 2
Related to Comment IDs: 447

Response By: PennDOT

Thank you for sharing your comment. The current design includes a 5-foot-wide walking path. Widening the path to a minimum of 10 feet would significantly increase environmental and utility impacts, right-of-way needs, and project costs.

Response By: Bucks County

Bucks County agrees that where possible, the trail should be 10'. However, we recognize that there may right of way issues contributing to the proposed design size.

MPMS ID: 115419 US 202/Route 263 (York Road) Roundabout
Related to Comment IDs: 449

Response By: PennDOT

Thank you for your comment and your support of this project.

Response By: Bucks County

Thank you for your support.

MPMS ID: 12965 Lawn Avenue Reconstruction
Related to Comment IDs: 450

Response By: Bucks County

Thank you for your support.

MPMS ID: 13635 Oxford Valley Road/Lincoln Highway Intersection Improvements
Related to Comment IDs: 451

Response By: PennDOT

The project includes a significant expansion of the existing sidewalk network, ADA compliant curb ramps, crosswalks, and pedestrian refuge islands. Signal equipment will be replaced and modernized to include pedestrian push buttons and countdown timers at all crossings. Traffic signal timings will provide for pedestrian crossing phases.

Response By: Bucks County

Bucks County fully supports this improvement safety project. Additionally, the project will provide pedestrian facilities which do not currently exist, thereby improving pedestrian and bicyclist safety. We suggest you review the plans found at the project website: https://www.penndot.pa.gov/RegionalOffices/district-6/ConstructionsProjectsAndRoadwork/BucksCounty/Pages/Oxford-Valley-Road-at-Lincoln-Highway-Intersection-Improvement-Project.aspx

AGENCY RESPONSES TO COMMENTS

Monday, July 22, 2024

MPMS ID: 12923 Bristol Road Extension
Related to Comment IDs: 742

Response By: PennDOT

Thank you for your comment and your support of this project.

Response By: Bucks County

Thank you for your support. Bucks County also supports this project and is eager to see its completion.

Chester

MPMS ID: 110312 Baltimore Pike/Newark Road Intersection Improvements
Related to Comment IDs: 228

Response By: PennDOT

Thank you for sharing your concern and for letting us know of your interest in this project. We believe that the proposed project will provide significant improvements at the intersection as the proposed improvements will address existing alignment deficiencies along Newark Road, increase vehicular maneuverability, construct turning lanes and improve pedestrian accommodations. PennDOT encourages you to follow our progress advancing the design and participating in future public involvement. More information on the project can be found at https://bit.ly/3VASspm
.

Response By: Chester County

Thank you for your comment, Heather. This project will increase turning radii, making it much easier for trucks and larger vehicles to navigate. This intersection is a top priority for Chester County as well, and we are trying to move it through the design review process so that it can move to the construction phase as soon as possible. Follow the progress of this project through PennDOT's webpage https://www.penndot.pa.gov/RegionalOffices/district-6/ConstructionsProjectsAndRoadwork/ChesterCounty/Pages/Old-Newark-Road-and-Baltimore-Pike-Intersection-Improvements.aspx

MPMS ID: 118024 US 202 and High Street Interchange
Related to Comment IDs: 263

Response By: PennDOT

Thank you for your interest on the project and providing your knowledge of the traffic patterns in this area. The existing lane configuration forcing all traffic staying on US 202NB into the right lane approaching the intersection that you describe is a deficiency that has been identified. We are currently generating and evaluating alternatives and alleviating that condition will be one of the criteria used when choosing an alternative.

Response By: Chester County

Thank you for your comment, Nicholas. You are correct, the preferred alternative has the NB 202 right lane as right turn only (staying on 202N) and the left lane as straight (to High St) or right, onto the 202 NB ramp. We will work with DVRPC to clarify the narrative.

MPMS ID: 81744 Chester Valley Trail: P&T Phase 1
Related to Comment IDs: 601

Response By: Chester County

Thank you for your comment, Ted. In addition to the Phase 1 work, Chester County is investigating connections to both the borough of Downingtown and the East Branch Brandywine Trail, as suggested in the 2017 CVT Extension to Downingtown Master Plan- available on our website Chescoplanning.org Updates on our progress in extending the Chester Valley Trail can be found at https://www.chescoplanning.org/transportation/cvt-ProjectStatus.cfm#CVT-Oaklands

MPMS ID: 14532 US 30, Coatesville Downingtown Bypass Reconstruction Design
Related to Comment IDs: 602

Response By: PennDOT

AGENCY RESPONSES TO COMMENTS

Monday, July 22, 2024

Thank you for your interest in the US 30 Reconstruction Program. The Chester County Maintenance Crews are working diligently to repair and maintain all of the state-owned roadways in Chester County. We are all very eager to see construction begin on the US 30 Bypass. The 14-mile corridor has been divided into 4 Design Project Sections and each is progressing separately through its preliminary design phase. These Projects are being progressed as Section 010, Section AIR, Section 082, and Section CER. We anticipate Section AIR will begin its final design phase in late 2024 followed by Section 010, Section 082,.and then Section CER. Our Maintenance Crews will continue to do the necessary repairs to maintain a safe roadway until construction begins. If you have a roadway concern, please call 1-800-FIX-ROAD to report the issue and location to our Maintenance Team. Please see our Project website at WWW.us30-chesco.com for the latest updates along the US 30 Corridor.

Response By: Chester County

Thank you for expressing your concerns over the conditions on the US 30 Bypass. Most everyone is eager to move that project to construction as soon as possible for many reasons. The primary purpose for its complete reconstruction is because it is simply beyond its useful life from when it was originally constructed thus creating conditions that contribute to a greater need for required maintenance. All parties involved with its current planning and design understand that this project needs to move forward and are doing so as expeditiously and responsibly as possible given this Federally funded project's scale and required clearances and approvals.

Delaware

MPMS ID: 93105 State Rd o/Darby Creek (Bridge)
Related to Comment IDs: 3

Response By: PennDOT

This project includes replacement of the existing bridge with limited approach work. There is no bicycle lane or physical separation for bicyclists proposed. The project proposes three travel lanes, shoulders, and a sidewalk in both the northbound and southbound directions.

Response By: Delaware County

Thank you for your comment. This project includes replacement of the existing bridge with limited approach work. There is no bicycle lane or physical separation for bicyclists proposed on the bridge surface. The project proposes three travel lanes, shoulders, and a sidewalk in both the northbound and southbound directions. There will be sufficient room under the bridge to accommodate a multi-use trail.

MPMS ID: 99668 PA 291 Drainage Improvement
Related to Comment IDs: 14

Response By: PennDOT

In coordination with Delaware County, PennDOT has incorporated a multi-use path into the project design from Crum Creek Bridge to the intersection of Stewart Ave. The path is scoped to be part of Bicycle PA Route E, the East Coast Greenway, and the 9/11 National Memorial Trail.

MPMS ID: 92324 Gov Printz Blvd o/ Conrail (Bridge)
Related to Comment IDs: 259

Response By: Delaware County

Delaware County thanks you for supporting this project. This bridge will be designed in a way that will accommodate potential future trail use.

MPMS ID: 95429 US 202 and US 1 Intersection Area Improvements
Related to Comment IDs: 264

Response By: PennDOT

Thank you for your comment. PennDOT continues to evaluate options to best improve the safety and efficiency within the project area.

Response By: Delaware County

Thank you for your comment. PennDOT is exploring innovative ways to improve safety and efficiency of the intersection

which includes the completion of the loop road network.

MPMS ID: 15251 US 1 and PA 352 Interchange, Intersection, and Roadway Improvements
Related to Comment IDs: 265

Response By: PennDOT

As part of PennDOT's Route 352 (Middletown Road) and U.S. 1 Roadway Improvements Project, the terminus of the Media Bypass will be reconfigured to tie directly into U.S. 1 (Baltimore Bike) with two travel lanes in each direction. Media Bypass traffic destined for Route 352 (Middletown Road) will utilize an off-ramp at the interchange. For more information on the project, including conceptual design drawings, please visit pa352us1delco.com.

Response By: Delaware County

Thank you for your comment. The interchange will include the terminus reconfiguration as you stated. Please refer to the project website for additional information on this project. https://pa352us1delco.com

MPMS ID: 112298 SR 476: I-76 Interchange to MacDade
Related to Comment IDs: 266

Response By: Delaware County

Thank you for your comment. PennDOT is working towards utilizing the interior median as part of their Hard Shoulder Running program which would create an additional through lane along this stretch of roadway.

MPMS ID: 15477 I-95/322/Conchester Hwy. Interchange/Impvts. (322)
Related to Comment IDs: 267

Response By: PennDOT

Thank you for your interest in the I-95/322/Conchester Hwy. Interchange Improvement Project and sharing your comment. Realigning northbound I-95 to create a right-hand entrance for U.S. 322 eastbound through the interchange, is being evaluated as part of this project along with a number of other transportation safety improvements within the project limits.

Response By: Delaware County

Thank you for your question. The goal of this project is to eliminate the current left to right merge configuration so that it becomes a more conventional right to left merge.

MPMS ID: 120688 SR 3007 Sec DMB Preliminary Design for Concord Road / McDonald Blvd and Concord Road/Sunfield Drive Intersection Improvements
Related to Comment IDs: 439

Response By: Delaware County

Thank you for your support of this project.

MPMS ID: 57773 Lloyd Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line (CB)
Related to Comment IDs: 445

Response By: PennDOT

Thank you for your support of the project.

The project's local sponsor (City of Chester) will adjust the line striping for the bridge with 11' lanes and 7' shoulders that can accommodate 11' lanes and 5' width for bike lanes with 2' buffer areas in the future.

Response By: Delaware County

Thank you for your comment. We appreciate this feedback and will pass along this information to the design consultant.

MPMS ID: 111022 Chichester Avenue Corridor Safety Improvements
Related to Comment IDs: 446

AGENCY RESPONSES TO COMMENTS

Monday, July 22, 2024

Response By: PennDOT

Thank you for your comment and your support of this project.

Response By: Delaware County

Thank you for your support of this project.

Montgomery

MPMS ID: 102273 Ridge/Germantown Intersection Realignment - Phase 1, Perkiomen Crossing

Related to Comment IDs: 1

Response By: PennDOT

Thank you for your comment. This project was developed in coordination with both Lower Providence Township and Montgomery County. The current design was developed based upon short and long-term recommendations identified in Lower Providence Township's "Ridge Pike West Corridor Study." This study was completed in June of 2018 and the web address to the document can be found below.

https://www.lowerprovidence.org/sites/g/files/vyhlif4626/f/uploads/currentprojects_tcdi_report_text_-_june_2018.pdf

Response By: Montgomery County

Thank you for your comment regarding the Ridge/Germantown intersection realignment project, slated to go to construction in 2025. PennDOT's design team has taken a number of these considerations into account throughout the design and engineering process, which has been underway since 2019 and has fully involved Lower Providence Township staff and elected officials. This project is supported by a number of planning documents, such as Lower Providence's Ridge Pike West Corridor Study (2018) and Montgomery County's Montco 2040 Comprehensive Plan (2015).

MPMS ID: 83742 Keim Street Bridge Over Schuylkill River

Related to Comment IDs: 5

Response By: Montgomery County

Thank you for your comment regarding the design of the intersections related to the Keim Street bridge project. Because the area around the bridge is still an active industrial zone, the project design had to balance both the needs of trail users and freight traffic. To accommodate truck deliveries, the intersection radii were designed based on the PennDOT-required design vehicle of a WB-67 negotiating the intersection's right turns without tracking into barriers, sidewalk, or behind the Detectable Warning Surface for the trail/trail crossing itself. It's important to note that oversize trucks/permit vehicle traffic for infrastructure steel delivery also had to be considered for this intersection because there is a fabrication facility located close to the intersection along Industrial Highway that could utilize the new bridge to reach US 422.

To improve safety for pedestrians, regarding signal installations, pedestrian push button facilities are located on both corners of the intersection. A NO TURN ON RED blank-out sign is provided for the right turn movement from northbound Keim Street onto eastbound Industrial Highway that is activated if the pedestrian push buttons are pressed for the marked crossing. A TURNING TRAFFIC MUST YIELD TO PEDESTRIANS sign is provided for the right turn movement from eastbound Industrial Highway onto southbound Keim Street across the Schuylkill River Trail. A NO TURN ON RED sign is not provided for this movement since pedestrians would not be permitted to cross Keim Street when Keim Street has a green light. The proposed signage and signal design is consistent with how a majority of intersections currently operate and has been approved by PennDOT.

MPMS ID: 72355 Valley Green Road Bridge Over Wissahickon Creek

Related to Comment IDs: 6

Response By: Montgomery County

Thank you for your comment and your contingent support for a safe, multimodal waterway crossing. To accommodate pedestrian traffic across the bridge, the County currently has incorporated a 6 foot shoulder on both the upstream and downstream side of the bridge into the design requirements, which will taper back to the existing conditions off the structure to be fully utilized should the township and local residents decide to construct a connecting sidewalk. The scope of work for this project is to replace or rehabilitate the bridge, which will be determined as the engineering process continues.

AGENCY RESPONSES TO COMMENTS

Monday, July 22, 2024

MPMS ID: 117965 Liberty Bell Trail P3
Related to Comment IDs: 438

Response By: Montgomery County

Thank you for your comment. Montgomery County is supportive of the actions in the FY2025 TIP to fund trail development throughout The Circuit, including previously awarded Transportation Alternatives program projects.

MPMS ID: 48174 PA 63, PA 152, Norristown Road at Maple Glen Triangle
Related to Comment IDs: 440

Response By: PennDOT

The project proposes to install curb to curb widths that would allow for future bike lanes throughout the limits of the Maple Glen Triangle. The reason for not showing them on the current plans is because the bike lanes would not tie into any bike facilities at either end of the project.

Response By: Montgomery County

Montgomery County's Bike Montco plan recommends both Limekiln Pike and Norristown Road as priority bike routes. We have conveyed this to PennDOT and the project is still in the preliminary engineering phase.

MPMS ID: 118031 PA 29 & PA 113
Related to Comment IDs: 448

Response By: PennDOT

Thank you for your comment. This project is currently in preliminary engineering. Bicycle and pedestrian concerns will be considered in coordination with the Township and Montgomery County.

Response By: Montgomery County

In meetings with the township and PennDOT, Montgomery County has expressed the importance and priority of a pedestrian path that connects the intersection to the Perkiomen Trail. The project is still in preliminary engineering.

MPMS ID: 64798 North Narberth Avenue Bridge Over Amtrak/SEPTA (CB)
Related to Comment IDs: 612

Response By: PennDOT

Thank you for your comment and your support of this project.

Response By: Montgomery County

Thank you for your comment. Montgomery County is eager to see the Narberth Avenue Bridge replacement project move into the construction phase with the cooperation of PennDOT, SEPTA, and Amtrak.

Philadelphia

MPMS ID: 118034 Spring Garden Connector
Related to Comment IDs: 15

Response By: City of Philadelphia

Thank you for your interest, this project is currently in design, with improved safety as a key driver. Additional engagement will be conducted as part of that process.

MPMS ID: 118034 Spring Garden Connector
Related to Comment IDs: 16, 17, 105, 205, 229, 256, 594

Response By: City of Philadelphia

Thank you for your interest, this project is currently in design, with improved safety for all modes as a key driver.

MPMS ID: 112500 Citywide 3R 110
Related to Comment IDs: 203, 204

AGENCY RESPONSES TO COMMENTS

Monday, July 22, 2024

Response By: City of Philadelphia

Thank you for your comment. S. 21st St. was paved by City forces in 2022 and the CW111 package will focus on completing ADA ramp accessibility upgrades along this corridor.

MPMS ID: 81219 25th St: Washington Ave to Passyunk Ave
Related to Comment IDs: 255

Response By: City of Philadelphia

Thank you for your comment. This project will be entering preliminary engineering in FY25 and will be advanced as schedule & funding allow.

MPMS ID: 120762 Cobbs Creek Parkway: Market - Woodland
Related to Comment IDs: 257

Response By: PennDOT

Thank you for sharing your concern. PennDOT is leading the advancement of MPMS# 120762 to improve safety for all highway users along Cobbs Creek Parkway. We will share your request for wayfinding signing for the trail system in the adjacent park to the City of Philadelphia Parks & Recreation Department for their consideration as the trail system falls under their jurisdiction.

Response By: City of Philadelphia

Thank you for your interest in this important corridor safety improvement project, your comment will be passed along to the project manager.

MPMS ID: 103563 I-95: Delaware Avenue Extension (BS5)
Related to Comment IDs: 258

Response By: PennDOT

PennDOT will work with the stakeholders to achieve the requested goals as much as possible. Thank you.

Response By: City of Philadelphia

Thank you for your comment, this project is still in design and will support multimodal connections along the North Delaware.

MPMS ID: 115445 5th Street Corridor Safety Improvements
Related to Comment IDs: 589

Response By: PennDOT

Thank you for your comment. As part of PennDOT's safety project traffic signal equipment will be upgraded from pedestal signals to mast arm signals to improve visibility. The City of Philadelphia is investigating traffic calming measures, like speed humps, along 5th Street as part of a separate project.

Response By: City of Philadelphia

Thank you for your interest. This comment will be shared with the project manager.

MPMS ID: 118035 5th Street Improvements
Related to Comment IDs: 590

Response By: City of Philadelphia

Thank you for your interest. This comment will be shared with the project manager.

MPMS ID: 81219 25th St: Washington Ave to Passyunk Ave
Related to Comment IDs: 591

Response By: City of Philadelphia

Thank you for your support.

MPMS ID: 17215 70th, 71st, 72nd Streets over Amtrak
Related to Comment IDs: 592

Response By: PennDOT

Thank you for the thoughtful comment regarding beautification and addition of bike facilities on our bridges.

Design for the Paschall Elmwood Bridge Project has not yet started but the City of Philadelphia will be reviewing various conceptual roadway layouts for the bridges. Additionally the City's project team will investigate means to increase multi-modal access across these bridges.

While a specific roadway layout has not been contemplated at this moment, please rest assured that public input will be considered in the design development process.

Response By: City of Philadelphia

Thank you for your comment.

MPMS ID: 110958 Castor Avenue Roundabout
Related to Comment IDs: 593

Response By: PennDOT

Thank you for your comment and your support of this project.

Response By: City of Philadelphia

Thank you for your comment.

MPMS ID: 115440 Washington Lane Corridor Safety Improvements
Related to Comment IDs: 595

Response By: PennDOT

Thank you for your comment.

Response By: City of Philadelphia

Thank you for your interest. Your comment will be shared with the project manager.

MPMS ID: 119480 Roosevelt Boulevard Study
Related to Comment IDs: 608

Response By: PennDOT

Our team is progressing the study for transit options (including the subway) to improve the Boulevard for all users. Thank you for your comment and your support for this project.

Response By: SEPTA

Thank you for your comment.

Response By: City of Philadelphia

Thank you for your comment. Transit analysis is currently underway. We encourage public engagement on the Route for Change project: https://www.penndot.pa.gov/RegionalOffices/district-6/ConstructionsProjectsAndRoadwork/Philadelphia/Pages/Roosevelt-Boulevard-Improvement-Projects.aspx

MPMS ID: 112500 Citywide 3R 110
Related to Comment IDs: 609

Response By: City of Philadelphia

Thank you for your question. This is something that the City intends on doing in the future. On Citywide 3R 110, 61st, Broad, and Race as well as portions of 2nd, 5th, 70th, Belfield, Byberry, Lansdowne, Rising Sun, and Woodland are all part of the High Injury Network and were evaluated for additional low-cost safety improvements as part of the design process.

MPMS ID: 111194 Castor Avenue Corridor Safety Improvements
Related to Comment IDs: 610

Response By: PennDOT

Thank you for your comment and your support of this project. The department is currently seeking additional public feedback on several of the proposed safety countermeasures.

Response By: City of Philadelphia

Thank you for your support.

SEPTA

MPMS ID: 77183 Transit and Regional Rail Station Program
Related to Comment IDs: 261

Response By: SEPTA

Thank you for input. Please note, SEPTA's FY 2025 Capital Budget and the FY 2025 PA TIP includes the Rail Transit Wayfinding & Signage project, the project includes directional signage, maps, exit, policy, and safety related signage, pylon structures and electrical signage, in addition to the standardization of sign frame locations and construction specifications, and substrate standards. The project also includes a new standard process and database for tracking sign locations, content, and conditions to simplify maintenance moving forward. In addition to physical wayfinding, the project also includes coordinated modernization efforts for SEPTA's website, mobile app, and data feeds

MPMS ID: 77183 Transit and Regional Rail Station Program
Related to Comment IDs: 444

Response By: SEPTA

Thank you for your comment. SEPTA has programmed funding to support these efforts in its FY 2025 Capital Program and the FY 2025 PA TIP under Stations, Loops, and Parking Improvements.

MPMS ID: 95402 Bridge Program
Related to Comment IDs: 605

Response By: SEPTA

Thank you for your support. Yes, maintaining bridges in a state of good repair is critical for safe, frequent, and reliable service.

Various

MPMS ID:
Related to Comment IDs: 2

Response By: PennDOT

Thank you for your sharing your idea to improve safety on Bristol Pike in the area of Woodhaven Road interchange in the City of Philadelphia. The City of Philadelphia and PennDOT would like to improve safety on every street in the City. Although this location has not been prioritized for a new transportation improvement project, we will examine the interchange intersections and see if there are low cost options that can be completed to improve safety in the near future.

Response By: Bucks County

Thank you for your comment. We will request that PennDOT analyzes your suggestion.

MPMS ID: 105291 The Circuit Line Item
Related to Comment IDs: 13

AGENCY RESPONSES TO COMMENTS

Monday, July 22, 2024

Response By: DVRPC

Thank you for your comment. We appreciate you identifying the typo and will ensure it is corrected in the final draft.

The "Philadelphia-Lindbergh Blvd Sidepath" project (MPMS #105853), also known as Cobbs Creek Trail Segment D, is a breakout from the Circuit Line Item (MPMS #105291). This project is completed and no longer needs to be included in the description and will be removed.

"CRP-U" funding refers to Carbon Reduction Program - Urban. While CRP funding is available to a wide range of areas (urban, suburban, rural), CRP-U funding is a subset of the program specifically designated for urban areas with populations exceeding 200,000.

Also, thank you for suggesting that we add a note to the project descriptions involving Circuit Trails. We will work on updating those descriptions for the final draft to clarify those connections.

MPMS ID:
Related to Comment IDs: 18

Response By: DVRPC

Thank you for sharing your views on roadway system expansion projects in the Pennsylvania counties of Greater Philadelphia. In alignment with the regional Vision for an equitable, resilient, and sustainable Greater Philadelphia, DVRPC strives for a safe, multimodal transportation network that serves everyone. Roadway system expansion projects have a higher level of review because of the impacts such projects have on our environment and communities. Roadway expansion projects need to be consistent with the region's Congestion Management Process that identifies and limits where roadway widening is appropriate and requires consideration of other alternatives before widening. Acknowledging the impact of roadway widening projects and to ensure that there are sufficient funds to address preservation, multimodal, and other regional priorities; the DVRPC Connections 2050 Long-Range Plan limits expenditures on system expansion projects to no more than four percent of total roadway expenditures.

The Pennsylvania TIP makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. In the Pennsylvania state sub-region, approximately 44 percent of total funding (set through the federal legislative process) goes toward maintaining and improving transit infrastructure. However, at least one-third of all households and jobs in the Greater Philadelphia region lack reasonable access to transit. Ensuring that people and goods can safely and reliably move around the region is critical for quality of life, health and well-being, and the economy.

For FHWA roadway funds allocated to the region, the priority is system preservation, which receives about 75 percent of total roadway funds anticipated through 2050. Roadway expansion projects that are included in the TIP primarily seek to correct past design flaws, remove bottlenecks, fill in missing links, and support economic development. Federal regulations require that alternatives to building new Single Occupancy Vehicle road capacity are explored first; where additional capacity is found to be appropriate and necessary, multimodal supplemental strategies to get the most long-term value from the investment must be included. Such strategies improve safety for pedestrians and bicyclists. The current TIP lists hundreds of projects eligible for federal funding, and nearly all of them contain bicycle and pedestrian components. Additionally, DVRPC has elected to cap its roadway expansion expenditures at four percent of total roadway funds in each state sub-region.

DVRPC remains committed to improving the multimodal nature of transportation within Greater Philadelphia, and to responding to climate change by both lowering carbon emissions and adapting to climate change. In alignment with our region's net zero greenhouse gas goal, DVRPC recommends a range of strategies, including increased land use density near transit, and updating zoning to support more mixed-use development to support more walkable and energy efficient communities; increasing access to safe pedestrian and bicycle infrastructure, electrifying vehicles and all other equipment currently powered by fossil fuels;; and accelerating availability and the transition towards renewable energy.

We have shared your comments with the DVRPC Regional Technical Committee (RTC) and Board in advance of discussions at their July meetings. We hope you will continue to provide valuable input into the Planning process by participating in public meetings, reviewing our website and publications, submitting comments on our plans and programs, or simply following us on social media. Thank you for your involvement in the regional planning process.

AGENCY RESPONSES TO COMMENTS

Monday, July 22, 2024

MPMS ID:

Related to Comment IDs: 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 366, 367, 368, 369, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 441, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 596, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 737, 738, 739, 740, 741

Response By: DVRPC

Thank you for your support. The DVRPC region has made, and will continue to make, significant investments in bicycle and pedestrian improvements, through the collaboration of local and county governments, non-profits, foundations, and DOTs, including but not limited to the Circuit Trails network.

The completed Circuit Trails are expected to be an 800-mile network, about half of which is currently completed and open. Over the years, DVRPC's Regional Trails Program has provided planning assistance and funding to help plan, design, and construct Circuit Trail projects, thanks to financial support from the William Penn Foundation. For over a decade, the region has relied heavily on federal Transportation Alternatives Set-Aside (TASA or TAU) and Congestion Mitigation and Air Quality (CMAQ) funds to construct trail projects. As noted in your comments, the Draft FY2025 Pennsylvania TIP includes several large, county-led Circuit Trail projects, largely funded by the Carbon Reduction Program (CRP), a new federal formula program created by the IIJA/BIL that provides funding for projects designed to reduce transportation emissions. DVRPC's Pennsylvania counties led the charge for this unprecedented investment in Circuit Trail projects to create a safe and efficient network for carbon-free travel.

DVRPC applauds the counties and all the other stakeholders who are working hard to make the vision of the Circuit Trails network a reality.

Response By: Bucks County

Thank you for your support.

Response By: Chester County

Thank you for your comments. Without the support of partners like the Bicycle Coalition of Greater Philadelphia, DVRPC, our political representatives and others, our region would not have the outstanding Circuit trail network that we do. We look forward to seeing the network grow. Follow our progress in extending the Chester Valley Trail west through our webpage https://www.chescoplanning.org/transportation/cvt-ProjectStatus.cfm#CVT-Oaklands

Response By: Delaware County

Delaware County thanks you for supporting this project.

AGENCY RESPONSES TO COMMENTS

Monday, July 22, 2024

Response By: Montgomery County

Thank you for your comment. Montgomery County is supportive of the actions in the FY2025 TIP to fund trail development throughout The Circuit.

Response By: City of Philadelphia

Thank you for your support.

MPMS ID:

Related to Comment IDs: 106, 254, 611

Response By: SEPTA

Thank you for your comment. SEPTA is committed to making all stations ADA accessible. SEPTA's FY 2025 Capital Program and the FY 2025 PA TIP includes more than 45 transit and regional rail station ADA projects. Additionally, SEPTA has programmed $150M for zero emission bus facility upgrades that will enable SEPTA to transition to a zero-emission fleet by 2040.

Response By: City of Philadelphia

Note to DVRPC: this comment should be directed to SEPTA.

MPMS ID:

Related to Comment IDs: 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 364, 415, 416, 417, 418, 419, 452, 453, 597, 598, 599, 600, 604, 606, 648

Response By: DVRPC

Thank you for your comment. This comment has been forwarded to the City of Philadelphia–please also see their response.

DVRPC understands your concerns regarding this potential project. As an agency, we do not have a specific position on the proposal but remain available to assist with fact-gathering and analysis as directed by our Board. There are no current or proposed transportation improvement projects on the Draft FY2025 TIP at this location.

DVRPC develops its Unified Planning Work Program for each fiscal year in coordination with the member governments and agencies that make up our Board. Under our annual Work Program, we conduct and fund planning studies that are requested and then approved by our Board member governments, including the City of Philadelphia. We cannot undertake work unless it is requested by a Board member and ultimately approved by the entire Board.

Response By: City of Philadelphia

Thank you for your submission. We appreciate your taking the time to share your questions and concerns.

MPMS ID:

Related to Comment IDs: 365

Response By: DVRPC

Thank you for your comment. Staff have reviewed and added the changes to the List of Recommended Changes that will be presented to the RTC and Board at adoption.

MPMS ID:

Related to Comment IDs: 370

Response By: DVRPC

Thank you for your comment. Many of the questions you include in your comment may be answered in a more detailed transportation/traffic impact statement, and we cannot answer them at this time. We have forwarded the questions to the City of Philadelphia.

There are no current or proposed transportation improvement projects on the Draft FY2025 TIP at this location.

AGENCY RESPONSES TO COMMENTS

Monday, July 22, 2024

MPMS ID:
Related to Comment IDs: 420

Response By: Montgomery County

Thank you for your comment. Montgomery County is supportive of the actions in the FY2025 TIP to fund trail development throughout The Circuit.

MPMS ID:
Related to Comment IDs: 442

Response By: DVRPC

Thank you for your comment urging the prioritization of safer design for vulnerable road users and a more comprehensive consideration of the Safe System Approach in project development. We appreciate that you noted there are exceptions where safety has been more significantly considered.

Safety is the goal of the Regional Vision Zero Plan and its partners, and requires changing the business-as-usual approach in order to shape all aspects of transportation planning to focus first on safety. DVRPC has had recent success with projects like Bicycle-Friendly Resurfacing (and its successor Complete Streets Evaluation) whereby we work with PennDOT to identify opportunities to add bike facilities and other CS improvements during annual repaving projects. This is important work initiated by PennDOT, and facilitated by DVRPC in coordination and collaboration with county and municipal partners.

DVRPC is a planning agency and does not implement projects, but we know that through our studies and collaboration our regional partners are perpetually more engaged on the topic and more conscious of the need to prioritize safety for vulnerable road users. DVRPC will continue to work with project sponsors and other partners to ensure that safety considerations are a focus for all projects. You too are our partner, and you bring an insightful perspective that inspires us and effects change that supports our pursuit of the Regional Vision Zero goal. Together we can make it happen.

Response By: PennDOT

Thank you for your feedback regarding the implementation of a Safe System Approach to traffic safety.

The department has embraced the Safe System Approach, recognizing its importance in creating safer roadways for all users, including vulnerable road users (VRUs) such as pedestrians and cyclists. An important factor in the Safer Roads component of this approach is considering the specific context of the roadway which includes the roadway's role within the larger transportation network. Balancing the need for mobility and safety is essential in determining roadway design.

Mobility plays a crucial role in the planning process. While safety is first and foremost priority on all projects, it is also essential to ensure that roadways can accommodate appropriate throughput without causing undue congestion. Excessive congestion can lead to unintended consequences, such as diverting motor vehicle traffic onto alternative roadways not designed to accommodate larger volumes of traffic, thereby creating new safety concerns. Achieving the appropriate balance between safety and mobility is indeed challenging but essential for an effective transportation system.

Regarding the DVRPC's Vision Zero Policy, the department is dedicated to aligning projects with the goal of eliminating traffic fatalities and serious injuries. While the FY 2025 TIP may have some projects that optimize traffic flow, the department also incorporates a safety review process as part of project delivery to reflect the principles of the Safe System Approach and Vision Zero.

MPMS ID:
Related to Comment IDs: 603, 735

Response By: Chester County

Thank you for your comment and support, Eric. If you are interested in following our progress in extending the Chester Valley trail west, this link will take you to a CVT project status page https://www.chescoplanning.org/transportation/cvt-ProjectStatus.cfm#CVT-Oaklands

MPMS ID:
Related to Comment IDs: 649

AGENCY RESPONSES TO COMMENTS

Monday, July 22, 2024

Response By: Delaware County

Thank you for providing your comment. We are always looking for ways to improve the bicycle network within Delaware County and are constantly looking for opportunities in creating a safe bicycling environment. We appreciate your support for encouraging bicycle infrastructure!

MPMS ID:

Related to Comment IDs: 736

Response By: DVRPC

Thank you for your comment. Many of the questions you include in your comment may be answered in a more detailed transportation/traffic impact statement, and we cannot answer them at this time. We have forwarded the questions to the City of Philadelphia and SEPTA.

There are no current or proposed transportation improvement projects on the Draft FY2025 TIP at this location.

Response By: SEPTA

Thank you for your comment. SEPTA is currently working closely with the City of Philadelphia and other stakeholders to evaluate any impacts to SEPTA's operations and system if the arena were to be constructed.

Response By: City of Philadelphia

Thank you for your submission. We appreciate your taking the time to share your questions and concerns.

MPMS ID:

Related to Comment IDs: 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779

Response By: DVRPC

Comment received after the June 24, 2024 5:00PM deadline. No response is required

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PUBLIC COMMENTS RECEIVED AFTER the MAY 23, 2024 (5:00 PM Local Time) - JUNE 24, 2024 (5:00 PM Local Time) PUBLIC COMMENT PERIOD

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #743 — James Sontag Jul 7, 2024

Jul 7, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Sincerely,
Mr. James Sontag
500 Joseph St
West Norriton, PA 19403-3316
[email removed]

Comment #744 — Steven Greenberg Jun 27, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Steven Greenberg
[email removed]

Comment #745 — Brandi Aulston Jun 27, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

2. I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Brandi Aulston
[email removed]

Comment #746 — Jun 27, 2024

To whom it may concern;
My name is Jasmine Rivera, I'm a homeowner, voter and parent in Philadelphia and I oppose the proposed 76 place arena. The proposed 76 Place arena is threatening Chinatown and the developers are trying to justify it with biased and bogus â¿¿impact studiesâ¿ that they paid for. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the â¿¿impact studiesâ¿ that 76DevCorp paid for and the city government agreed to, rejected the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.
As the regionâ¿¿s metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Placeâ¿¿s arena proposal, conduct modeling on the impact of the project, and report on the impacts of this monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue:
https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/.
Philadelphia is already the poorest big city in America. We canâ¿¿t afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities.
Thank you for your time.
Jasmine Rivera

Comment #747 — Mary Jones Jun 26, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.

Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:

1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Mary Jones
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #748 — Matthew Edmond Jun 25, 2024

DVRPC Colleagues:
Attached is the MCPC's formal comment letter on the Draft FY 2025 TIP. We apologize for not submitting it electronically before yesterday's deadline. We hope you will accept it nonetheless, and we appreciate the opportunity to share our thoughts.
Sincerely,
Matthew Edmond
Assistant Director of Transportation & Long-Range Planning
(610) 278-3742
â¿¿

Comment #749 — Jacob Unterreiner Jun 25, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Jacob Unterreiner
[email removed]

Comment #750 — Michael Wolf Jun 25, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Michael Wolf
[email removed]

Comment #751 — Virginia Lynn Jun 25, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave

- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Virginia Lynn
[email removed]

Comment #752 — Jacqueline Santiago Jun 24, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station

- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Jacqueline Santiago
[email removed]

Comment #753 — Joseph Hancher Jun 24, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Joseph Hancher
[email removed]

Comment #754 — Daniel Faria Jun 24, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

2. I fully support the prioritization and construction of the following Circuit Trails projects:
- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Daniel Faria
[email removed]

Comment #755 — Brian Wasson Jun 24, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Pennsylvania:
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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Brian Wasson
[email removed]

Comment #756 — Katharine Johnson Jun 24, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
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DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Katharine Johnson
[email removed]

Comment #757 — Jaquan Collins Jun 24, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board,

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Thank you,
Jaquan Collins
[email removed]

Comment #758 — Rose Paddison Jun 24, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a

once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Thank you,
Rose Paddison
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #759 — Mary Spross Jun 24, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank you,
Mary Spross
[email removed]

Comment #760 — Mark Wolgin Jun 24, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Trail to Joshua Rd
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Mark Wolgin
[email removed]

Comment #761 — Kyle Conner Jun 24, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Kyle Conner
[email removed]

Comment #762 — Donald Charles Jun 24, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 119299 | Carbon Reduction Program Line Item
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Trail to Joshua Rd
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Donald Charles
[email removed]

Comment #763 — William Jackson Jun 24, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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Thank you,
William Jackson
[email removed]

Comment #764 — Jean Burock Jun 24, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors
through connected trail and active transportation systems has created a
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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Jean Burock
[email removed]

Comment #765 — State Rep. Pat Gallagher Jun 24, 2024

Dear members of the DVRPC Board, :
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
State Rep. Pat Gallagher
[email removed]

Comment #766 — Lisa Serieyssol Jun 24, 2024

Dear members of the DVRPC Board, :
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &
Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Lisa Serieyssol
[email removed]

Comment #767 — Joann Kelly Jun 24, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
This investment would be a major step forward in connecting the entire region by trail, making it safer and easier for people in 9 counties across Greater Philadelphia and Southern New Jersey to walk and bike where they want to go, and amplifying the regionâ¿¿s climate resiliency.
Iâ¿¿d like to provide the following comments on the Draft FY2025 TIP for Pennsylvania:
1. I fully support the allocation of $120 million of Carbon Reduction Program funds for the following MPMS# to advance the completion of 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties.

- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail East - Section B Montgomery County
- MPMS# 105291 | The Circuit Line Item
- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Joann Kelly
[email removed]

Comment #768 — Thomson Weir Jun 24, 2024

Dear members of the DVRPC Board, :
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Thomson Weir
[email removed]

Comment #769 — Clay Sublett Jun 24, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.
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DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Clay Sublett
[email removed]

Comment #770 — Kimberlee Model Jun 24, 2024

Dear members of the DVRPC Board, :
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks. Thank you, DVRPC board, for proposing landmark funding.

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext
Thank you,
Kimberlee Model
[email removed]

Comment #771 — Jun 24, 2024

Hello,
I am hopeful funding shall be made available to extend the Chester Valley Trail westward to Downingtown and beyond.
I feel utilizing a the existing abandoned rail bed and bridges will be

advantageous.
In addition, a trail on the existing trestle bridge in Downingtown would bring tourists eager to ride such an iconic bridge and thus help support the local economy.
Boyd H. Peart
1355 Pennsridge Place
Downingtown, PA 19335
484 252 6741 (mobile)
[email removed]

Comment #772 — Michael Merz Jun 24, 2024

Jun 24, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
I fully support the allocation of $120 million of Climate Reduction Program funds for the following MPMS# to advance the completion of more than 20 miles of Circuit Trails in the Southeastern Pennsylvania Counties:
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 82009 | East Coast Greenway - Eddystone and Ridley Delaware County
- MPMS# 119299 | Carbon Reduction Program Line Item

I fully support the prioritization and construction of the following Circuit Trails projects:

- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Michael Merz
155 Larchwood Ct
Collegeville, PA 19426-2903
[email removed]

Comment #773 — Stephen Gibbons Jun 24, 2024

Jun 24, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),

I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
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Pennsylvania
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DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 79832 | North Delaware Riverfront Greenway project, Sec 3
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Stephen Gibbons
231 Winthrop Ln
Wayne, PA 19087-2153
[email removed]

Comment #774 — R David Belli Jun 24, 2024

Jun 24, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am a long-time bicyclist and frequent user of the Pennypack rail trail in Montgomery and Bucks Counties. At 80 years old, I have seen vast improvements over the years in available trails for walking and cycling, and want to encourage continued development. The Circuit Trails are should be fully developed.
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be leveraged to create trail and active transportation networks.
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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. R David Belli
1787 Oak Hill Dr
Huntingdon Valley, PA 19006-7727
[email removed]

Comment #775 — Tyler Levy Jun 24, 2024

Jun 24, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike and get to where they want to go.
The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model for how Carbon Reduction Program funds can be

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,
Mr. Tyler Levy
1221 W Park Ave
Perkasie, PA 18944-1721
[email removed]

Comment #776 — Albert Mamary Jun 24, 2024

Jun 24, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects and promotes safe connected ways for people across Greater Philadelphia and Southern New

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Sincerely,
Dr. Albert Mamary
517 Shortridge Dr
Wynnewood, PA 19096-1609
[email removed]

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #777 — Ferris Harmon Jun 24, 2024

Jun 24, 2024
Delaware Valley Regional Planning Commission (DVRPC)
Dear (DVRPC),
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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Comment #779 — Mark Kocent Jul 5, 2024

DVRPC:
The intersection of 34th Street and Greys Ferry Avenue continues to limit the development potential of the Lower Schuylkill Innovation District, Pennovation Works and the future growth of the PennMedicine/CHOP/VA Healthcare precinct. This vital gateway to University City and the Lower Schuylkill, currently operates at a level of service rated F. The ongoing CHOP utility work on University Ave and the PennDOT bridge replacement over the SRDC Trail are both nearing their final stages of completion this fall.
As planned life sciences development at Pennovation and the Bellwether district move forward, we ask that DVRPC assists in seeking solutions to this intersection and placing this critical traffic improvement project on the FY25 TIP.
We welcome any advice on how to advance this important initiative.
Respectfully,
Mark Kocent

Attachments sent after the Public Comment Period for the DVRPC FY2025 Draft TIP for Pennsylvania

Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Sincerely,
Mr. Ferris Harmon
4 Fox Run Dr
Chadds Ford, PA 19317-9354
[email removed]

Comment #778 — Jun 24, 2024

To Whom It May Concern,
Instead of repurposing the existing structure through activating the street level with community businesses and services that generate activity and revenue for the benefit of all and realizing the full potential of the heart of the city, the proposed 76 Place arena is threatening Chinatown, disrupting existing infrastructure and improvement projects, and worsening racial tensions dividing people, and the developers are trying to justify it all with biased â¿¿impact studiesâ¿ from biased consultants. What the community needs are independent studies, with real data and analysis by truly independent parties. Instead of independent studies, the â¿¿impact studiesâ¿ that 76DevCorp paid for and the city government agreed to, reject the need to examine how the arena would impact existing businesses, workers, and tax revenue in Chinatown, Washington Square West, and the surrounding area.
As the regionâ¿¿s metropolitan planning organization for the Greater Philadelphia region, DVRPC should be responsible for evaluating 76 Placeâ¿¿s arena proposal, conduct modeling on the impact of the project, and report on the impacts of this potentially monumental change to the region. Independent studies have shown that the arena could cost Philadelphia and Pennsylvania more than $1 billion in lost tax revenue: https://whyy.org/articles/sixers-arena-study-tax-revenue-loss/ not taken into account by the developers' biased studies and loss of a priceless cultural hub older than the Stadium District itself. Philadelphia is already the poorest big city in America. We canâ¿¿t afford a Center City arena jeopardizing the revenue that funds our schools, our streets, and our communities. Thank you.
Sincerely,
Joshua Hui
--
Joshua Hui
University of Pennsylvania
Graduate School of Education

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MONTGOMERY COUNTY
BOARD OF COMMISSIONERS

JAMILA H. WINDER, CHAIR
NEIL K. MAKHIJA, VICE CHAIR
THOMAS DIBELLO, COMMISSIONER

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MONTGOMERY COUNTY
PLANNING COMMISSION

MONTGOMERY COUNTY • PO BOX 311
NORRISTOWN, PA 19404-0311

610-278-3722
PLANNING@MONTGOMERYCOUNTYPA.GOV

SCOTT FRANCE, AICP
EXECUTIVE DIRECTOR

June 25, 2024

TIP Public Comments
c/o DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

DVRPC:

Thank you for the opportunity to publicly comment on the Draft FY 2025 Transportation Improvement Program (TIP) for Pennsylvania. We appreciate the hard work that DVRPC staff, PennDOT, and our partner counties in southeastern Pennsylvania put into the preparation of this document.

First, we would like to thank DVRPC for its leadership and vision by programming $120.7 million of the region's $188 million allocation of Carbon Reduction Program monies to fund various Circuit Trail segments in all five counties. This is proof that the five counties, DVRPC, and PennDOT can work together to do big things that shape our region's transportation system for generations to come.

Second, we are requesting that DVRPC and its partners consider increasing the Transportation Community Development Initiative (TCDI) allocation (MPMS #117904) to $2 million in order to better fund this important regional investment in planning. Currently funded in the Draft FY 2025 TIP at $1.2 million, TCDI has been a perennial line item in the PA TIP for 25 years. In the FY 2005 through FY 2009 TIPs, the region allocated $2 million for each program cycle. Starting with the FY 2011 TIP, the allocation was reduced to $1.2 million – and it has remained at that level ever since. In an effort to stretch the money as much as possible, the program typically awards grants of only $100,000 or less. This funding level – reduced over time first by choice and then by inflation – is no longer sufficient for hiring planning consultants to produce quality plans.

This is important because while many competitive grant programs in the region fund engineering and construction, TCDI is the only one that funds planning. Planning is the critical first step in the project development pipeline. The more our region funds planning work, the more potential projects are pursued and the more we build a regional culture that values planning. Increasing the TCDI allocation in MPMS #117904 back to $2 million, coupled with potential changes to the maximum award amount, would allow our region to make larger awards and procure better plans.

Third, the MCPC is requesting that DVRPC and its partners consider doubling the annual allocation in the PA Transportation Demand Management Base Program (MPMS #117929) from $800,000 to $1.6 million each in FY 2025 and 2026. The funding level for this program, now called TripSmart PA, has remained consistently around $1 million per year since the FY 2007 TIP. This money is allocated across eight organizations comprised of six transportation management associations (TMAs), SEPTA, and the Clean Air Council (CAC). Almost all of these organizations receive around $100,000 or less each year, an allocation that does not go very far and has not kept up with nearly two decades of inflation. We feel that the regional TDM subcommittee has worked hard with these eight organizations over the last several years to improve their effectiveness and accountability, and therefore the time is right to provide them with more resources under MPMS #117929 to substantially increase their TDM outreach to our businesses and citizens.

Finally, the MCPC strongly encourages DVRPC and its partners to urge PennDOT Central Office to consider utilizing formula funds at the state level to invest in access to major transportation "big data" sets, including but not limited to origin/destination, volume, speed, and roadway user interactions. This could be done via the "Various" section of each MPO's TIP throughout Pennsylvania as a way to spread the costs. Funding such an effort is extremely important to the work that DVRPC and our county planning commissions do, but the costs of obtaining subscriptions for such data from the companies that provide them is cost-prohibitive at the county (and sometimes regional) level. We have seen the benefits this data has had on our planning work. Travel information data such as the Vehicle Probe Project's Data Analytics Suite, the NPMRDS national data package, and INRIX's statewide origin and destination data for 2022 and 2023 have been used to improve the Congestion Management Process (CMP), undertake individualized congestion studies, and understand the flow of connected vehicles within and through the state. A data-driven approach to making major transportation decisions is paramount in an era of increasing data availability, and therefore PennDOT's investment in this information to distribute to MPOs statewide is a wise use of transportation funding.

Once again, we are grateful for DVRPC's hard work assembling this Draft FY 2025 TIP, and for the ability to comment on it before adoption.

Scott France, AICP
Executive Director



Public Comment Outreach Docoumentation

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

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THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION
ANNOUNCES FOR PUBLIC REVIEW:

Draft Amendment 3 to *Connections 2050* Long-Range Plan
And
Draft DVRPC FY2025 Transportation Improvement Program for Pennsylvania (FY25-FY28),

The Delaware Valley Regional Planning Commission (DVRPC) is opening a public comment period to seek your input on the *following documents:*

- *Connections 2050 Long-Range Plan: Draft Amendment 3*
- *Draft DVRPC Federal Fiscal Year (FY) 2025 Transportation Improvement Program (TIP) for Pennsylvania (FY25-FY28)*

DVRPC will accept comments on the Draft FY2025 PA TIP and *Connections 2050 Long-Range Plan: Draft Amendment 3* documents from May 23, 2024, until June 24, 2024, at 5:00 PM local time.

After this public comment period, there will be a second, related public comment period for Draft Conformity Determination: *Connections 2050 Long-Range Plan* and *Draft FY2025 TIP for Pennsylvania*. Public comments on the Draft Conformity Determination draft documents will be accepted from June 4, 2024, until July 8, 2024, at 5:00 PM local time.

Electronic versions of the documents are available at:

- Draft Amendment 3 to *Connections 2050* Long-Range *Plan* is available at www.dvrpc.org/plan/.
- DVRPC Draft FY2024 TIP for Pennsylvania at https://www.dvrpc.org/tip/
- Draft Conformity Determination at www.dvrpc.org/AirQuality/Conformity

If requested, any of these documents can be translated into an alternative format or language. Hard copies are also available at public libraries throughout the region, and upon request.

The *Connections 2050* Long-Range Plan contains a fiscally constrained financial plan and project list for transportation investments throughout the region over the coming decades. In between four-year update cycles, the Plan is occasionally amended to account for significant changes to the cost or scope of Major Regional Projects. Amendment 3 accounts for significant changes to the cost, scope, or funding status for various Major Regional Projects.

The TIP represents the region's federally-funded transportation improvement priorities and is required by federal law in order for the region to be eligible to receive and spend federal transportation funds. The TIP also includes non-federally-funded projects that are regionally significant in order to provide a broad picture of the region's transportation improvements.

A Conformity Determination is conducted to ensure transportation investments conform to the federal Clean Air Act, and demonstrate that a proposed plan or projects will not negatively impact a region’s ability to meet or maintain federal air quality standards.

DVRPC is hosting two public meetings on these draft documents. The meetings will also include a presentation on the Draft Transportation Conformity Demonstration, which will have an overlapping public comment period. To reach as many people as possible, one meeting will be held online, and one will be hybrid.

Online only meeting:
Monday, June 10, 2024, from 6:00 PM to 7:30 PM
Registration via:
https://bit.ly/June10mtg or by visiting DVRPC's events calendar at:
https://www.dvrpc.org/calendar/.
After registering, you will receive a confirmation email containing information about joining the webinar.

Hybrid meeting:
Tuesday, June 11, 2024, from 6:00 PM to 7:30 PM
Registration for in-person and online attendees via:
https://bit.ly/3yj9iAU or by visiting DVRPC's events calendar at: https://www.dvrpc.org/calendar/.
DVRPC Conference room
190 N Independence Mall W
Philadelphia, PA 19139
Directions: https://www.dvrpc.org/directions/
Dinner will be served for in-person attendees; an online option will also be available to give public comment.
Interpretation can be provided if requested. Please reach out to public_affairs@dvrpc.org or 215.592.1800.

Written comments and questions must be submitted in the following ways listed below:

Electronically through a web application available at:

- Draft PA TIP and Statewide STIP: www.dvrpc.org/TIP/Draft .

By Email:

- Draft PA TIP Comments: TIP@dvrpc.org
- Plan Amendment 3 Comments: LRP@dvrpc.org
- Conformity Comments: airconformity@dvrpc.org

By Mail:

- Public Comments
  c/o DVRPC Office of Communications and Engagement
  190 N. Independence Mall West, 8th Fl.
  Philadelphia, PA 19106-1520

Questions and comments must be submitted in writing. If you need assistance in providing a written comment, please contact the DVRPC Office of Communications and Engagement at 215.592.1800 or public_affairs@dvrpc.org.

DVRPC must receive comments for the Draft TIP and Draft Amendment documents by 5:00 PM (local time) on June 24, 2024, at 5:00 PM local time and comments on the Draft Conformity Determination by July 8, 2024, at 5:00 PM local time. Comments received via mail must be postmarked by June 24, 2024, for PA TIP and LRP and July 8, 2024, for Conformity. Responses will not be provided unless comments are submitted in writing during the public comment period.

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 mandates in all programs and activities. DVRPC is committed to ensuring that no person is excluded from participation in, or denied the benefits of, all programs and activities on the basis of race, creed color, national origin, age, gender, disability, sexual orientation, or income level, as protected by Title VI of the Civil Rights Act of 1964 and other related nondiscrimination mandates.

DVRPC's website, 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's public meetings are always held in ADA-accessible facilities, and held in transit-accessible locations whenever possible. DVRPC will work to accommodate all reasonable requests for translation, interpretation, accommodations or other auxiliary services and encourages that requests be made at least seven days prior to a public meeting. Requests can be made by contacting the Commission's ADA and Title VI Compliance Officer Shoshana Akins via email at public_affairs@dvrpc.org, calling (215) 592-1800, or while registering for an upcoming meeting.

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 must be in writing and filed with DVRPC's ADA and Title VI Compliance Officer Shoshana Akins and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. Complaints that a program, service, or activity of DVRPC is not accessible to persons with disabilities should be directed to Shoshana Akins as well. For more information on DVRPC's Title VI program or to obtain a Title VI Complaint Form, please visit: www.dvrpc.org/GetInvolved/TitleVI, call (215) 592-1800, or email public_affairs@dvrpc.org.

Important Notice: DVRPC is committed to providing open and competitive procurement opportunities and that Disadvantaged Business Enterprises (DBEs), as defined in 49 CFR part 26, have an equal opportunity to receive and participate in federally funded contracts. For information about opportunities to do business with DVRPC, please visit www.dvrpc.org/Business/.

NOTICE OF PUBLIC HEARINGS

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FISCAL YEAR 2025 OPERATING & CAPITAL BUDGET

Pursuant to Pennsylvania Title 74 Pa. C.S.A. Transportation Section 1751 - Fiscal Provisions, the Southeastern Pennsylvania Transportation Authority ("SEPTA") is required to adopt an Operating and Capital Budget prior to the beginning of the ensuing fiscal year, which begins July 1st.

The schedule of Fiscal Year 2025 Budget Public Hearings is as follows:
Operating Budget: May 20, 2024 – 11:00 AM & 5:00 PM
Operating Budget: May 21, 2024 – 10:00 AM & 4:00 PM
Capital Budget: May 22, 2024 – 10:00 AM & 4:00 PM

The Public Hearings can be attended in-person in the Board Room at SEPTA Headquarters, 1234 Market Street, Mezzanine Level, Philadelphia, PA 19107, or virtually utilizing WebEx. Additional information on how individuals can register to attend via WebEx will be posted on approximately April 26, 2024 at the Authority's website: www.septa.org/notice.

At the hearings, SEPTA will present the proposed Fiscal Year 2025 Operating Budget and Fiscal Years 2026-2030 Financial Projections, and the Fiscal Year 2025 Capital Budget and Fiscal Years 2025-2036 Capital Program. The proposed budgets will be published on or about April 16, 2024 and will be accessible from the SEPTA website: **https://planning.septa.org/reports/**. SEPTA will afford an opportunity for interested persons or agencies to be heard with respect to the budgets at the public hearings. People wishing to attend and speak at the morning and afternoon sessions in-person or via WebEx must register by the start time on the day of each public hearing. SEPTA representatives will be available at each hearing to listen to public comments and testimony. A sign language interpreter will be present during the public hearings. An audio version of the public hearing notice and summary will be available through the Associated Services for the Blind at its website: **www.asb.org**

Public Participation Details:

- Individuals wishing to attend a public hearing virtually via WebEx must register at **http://septa.org/notice** before the date and time the public hearing is to be held (see schedule above). Details and instructions on how to register via WebEx will be posted to the above SEPTA website on approximately April 26, 2024.
- Individuals wishing to attend in-person should arrive at the SEPTA Board Room by 11:00AM and 5:00PM respectively on May 20, 2024 and by 10:00AM and 4:00PM respectively on May 21, 2024 for the Operating Budget, and by 10:00AM and 4:00PM respectively on May 22, 2024 for the Capital Budget.
- Persons desiring to provide oral comments or testimony about the Capital Budget may call 215-580-7771, and about the Operating Budget may call 215-580-7772 to submit comments or testimony via voicemail message.
- Individuals may submit comments via email on the Operating Budget to **operatingbudget@septa.org** and on the Capital Budget to **capbudget@septa.org**.
- Persons wishing to file written comments may mail them to the Senior Director, Budgets & Transformation, Southeastern Pennsylvania Transportation Authority, 1234 Market St., 9th Floor, Philadelphia, PA 19107.

All comments and testimony received will become part of the public record and will be forwarded to the Hearing Examiner. To be included in the official public record, comments must be received by Friday May 31, 2024 at 5:00 PM.

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

190 N INDEPENDENCE MALL WEST
8TH FLOOR
PHILADELPHIA, PA 19106-1520
Phone: 215-592-1800
Fax: 215-592-9125
www.dvrpc.org

Dated: May 23, 2024

Sent via email from public_affairs@dvrpc.org

RE: DVRPC releasing three documents for public comment

To the Federally Recognized Tribes in Lenapehoking territory, referred to as the Greater Philadelphia region by settler-colonial peoples:

With respect to the special status of Federally Recognized Tribes, the purpose of this letter is to provide notice of two 30-Day Public Comment Periods for several draft documents per the Federal Highway Administration's regulations, 23 CFR §450.316. DVRPC is opening two overlapping public comment periods for three documents; the first opens on May 23 and closes June 24 at 5:00 PM local time, and the second opens on June 4 and closes July 8 at 5:00 PM local time. DVRPC serves as a technical advisor, provides access to federal transportation funding, and works with local elected officials, participating federal, state and county agencies, transit operators, and the public to coordinate planning activities and prioritization of transportation infrastructure projects, among other tasks.

With this letter, the Delaware Valley Regional Planning Commission (DVRPC) formally invites your Tribe or Nation to contribute comments to the following documents:

- *Connections 2050 Long-Range Plan: Draft Amendment 3*
- *Draft DVRPC Federal Fiscal Year (FY) 2025 Transportation Improvement Program (TIP) for Pennsylvania (FY25-FY28),*
- Draft Conformity Determination: Amendments to the *Connections 2050 Long-Range Plan: Draft Amendment 3* and Draft FY2025 TIP for Pennsylvania.

Electronic versions of the documents are available at:

- DVRPC Draft FY2024 TIP for Pennsylvania at https://www.dvrpc.org/tip/.
- Draft Conformity Determination at www.dvrpc.org/AirQuality/Conformity
- Draft Amendment to Connections 2050 Plan is available at www.dvrpc.org/plan/.

Additionally, DVRPC will host two public meetings – one online and the other hybrid. The hybrid meeting will have anoption to attend online or in-person. You are invited to attend.

Online meeting on Monday, June 10, 2024 at 6:00 PM to 7:30 PM
Registration via:
https://dvrpc.zoom.us/webinar/register/WN_b815VIjZReqjdllKJF_gEw#/registration or by visiting DVRPC's events calendar at: https://www.dvrpc.org/calendar/.
After registering, you will receive a confirmation email containing information about joining the webinar.

Hybrid meeting on Monday, June 11, 2024 at 6:00 PM to 7:30 PM
Registration for in-person and online attendees via:
https://dvrpc.zoom.us/webinar/register/WN_8JQuiSpLQKe5BOjw3DV1pA or by visiting DVRPC's events calendar at: https://www.dvrpc.org/calendar/.
DVRPC Conference room
190 N Independence Mall W
Philadelphia, PA 19139
Directions: https://www.dvrpc.org/directions/
Dinner will be served for in-person attendees; an online option will also be available to give public comment.
Interpretation can be provided if requested. Please reach out to public_affairs@dvrpc.org or 215.592.1800.

The TIP includes all transportation projects in the regional planning area that anticipate using federal transportation funding within the four-year period. For this public comment period, we are accepting comments on the Pennsylvania 2025-2028 TIP. When transportation projects advance past the planning phase of project development, you will be consulted during Section 106 of the National Historic Preservation Act (NHPA) and the National Environmental Policy Act (NEPA) consultation processes consistent with New Jersey Department of Transportation (NJDOT), Pennsylvania Department of Transportation (PennDOT), and the Federal Highway Administration (FHWA) policies. This project-specific outreach during Section 106 and NEPA consultation will occur regardless of your participation in this current Public Comment Period.

The Amendment to Connections 2050, the region's Long-Range Plan, accounts for significant changes to the cost, scope, or funding status for thirteen different Major Regional Projects. The *Connections 2050* Long-Range Plan details the long-term vision for Greater Philadelphia and contains a fiscally constrained financial plan and project list for transportation investments throughout the region. In between four-year update cycles, the Plan is occasionally amended to account for significant changes to the cost or scope of Major Regional Projects.

A Conformity Determination is conducted to ensure transportation investments conform to the federal Clean Air Act, and demonstrate that a proposed plan or project will not negatively impact a region's ability to meet or maintain federal air quality standards. The Conformity Determination is required due to amendments to the Long-Range Plan and several regionally significant projects in the TIP for Pennsylvania.

Hard copies of these documents can be sent upon request. If you would like to make a comment, please contact me at sakins@dvrpc.org or 215.592.1800. We also accept comments by mail, sent to the attention of the Office of Communications and Engagement. I will coordinate with our federal and state partners and the appropriate staff to address your comments.

All comments and questions submitted during the public comment period will be taken into consideration. A full summary of the process, comments and responses will be made available in September or October of 2024.

If you have any questions, concerns, or suggestions about notification to the Tribes and Nations or the public commenting process, please contact me at sakins@dvrpc.org.

Sincerely,

Shoshana Akins, MPH
Manager of Public Participation Planning
Delaware Valley Regional Planning Commission
sakins@dvrpc.org
Sent via email

Enclosures

CC:

DVRPC: Jesse Buerk, Jackie Davis, Sean Greene, Alison Hastings, Ariella Maron, Rick Murphy, Elise Turner;
NJDOT: Eric Powers, Lauralee Rappleye;
FHWA-NJ: Sutapa Bandyopadhyay, Jason Simmons;
PennDOT: David Alas, Kristin Mulkerin; and
FHWA-PA: Gene Porochniak, FHWA-PA, Ronnique Bishop, Benjamin Harvey

dvrpc

Richard Murphy <rmurphy@dvrpc.org>

DVRPC - Request for comment on PA TIP, LRP, and Conformity

DVRPC Office of Communications & Engagement <public_affairs@dvrpc.org> Thu, May 23, 2024 at 4:45 PM
To: bkillscrow@delawaretribe.org, sbachor@delawaretribe.org
Cc: sutapa.bandyopadhyay@dot.gov, jason.simmons@dot.gov, lashifflet@pa.gov, "Crobak, Jennifer (FHWA)" <jennifer.crobak@dot.gov>, "Porochniak, Gene (FHWA)" <Eugene.Porochniak@dot.gov>, dalas@pa.gov, ronnique.bishop@dot.gov, eric.powers@dot.nj.gov, Jesse Buerk <jbuerk@dvrpc.org>, Richard Murphy <rmurphy@dvrpc.org>, Alison Hastings <ahastings@dvrpc.org>, Sean Greene <sgreene@dvrpc.org>, Jackie Davis <jdavis@dvrpc.org>, Elise Turner <eturner@dvrpc.org>

Dear Chief Brad Killscrow and Historic Preservation Representative Susan Bachor of Delaware Tribe of Indians,

By way of this email, please find this notification of two public comment periods regarding DVRPC's Connections 2050 Long-Range Plan: Draft Amendment 3, Draft DVRPC Federal Fiscal Year (FY) 2025 Transportation Improvement Program (TIP) for Pennsylvania (FY25-FY28), and Draft Conformity Determination: Amendments to the Connections 2050 Long-Range Plan: Draft Amendment 3 and Draft FY2025 TIP for Pennsylvania. Attached is the notification letter.

If you have any questions, please let me know. If you would like to make comments on the draft documents, please reach out to me and let me know which documents. I can then connect you with the appropriate staff.

Best regards,

Shoshana Akins, MPH | **Manager, Public Participation Planning** | *She/Her*
Delaware Valley Regional Planning Commission
190 N Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520
215.238.2817 | sakins@dvrpc.org

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Richard Murphy <rmurphy@dvrpc.org>

DVRPC - Request for comment on PA TIP, LRP, and Conformity

DVRPC Office of Communications & Engagement <public_affairs@dvrpc.org> Thu, May 23, 2024 at 4:45 PM
To: ec@delawarenation.com, klucas@delawarenation-nsn.gov, epaden@delawarenation-nsn.gov
Cc: sutapa.bandyopadhyay@dot.gov, jason.simmons@dot.gov, lashifflet@pa.gov, "Crobak, Jennifer (FHWA)" <jennifer.crobak@dot.gov>, "Porochniak, Gene (FHWA)" <Eugene.Porochniak@dot.gov>, dalas@pa.gov, ronnique.bishop@dot.gov, eric.powers@dot.nj.gov, Jesse Buerk <jbuerk@dvrpc.org>, Richard Murphy <rmurphy@dvrpc.org>, Alison Hastings <ahastings@dvrpc.org>, Sean Greene <sgreene@dvrpc.org>, Jackie Davis <jdavis@dvrpc.org>, Elise Turner <eturner@dvrpc.org>

Dear Tribal President Deborah Dotson, Historic Preservation Assistant Katelyn Lucas, and Tribal Historic Preservation Specialist Erin Thompson-Paden of the Delaware Nation, Oklahoma,

By way of this email, please find this notification of two public comment periods regarding DVRPC's Connections 2050 Long-Range Plan: Draft Amendment 3, Draft DVRPC Federal Fiscal Year (FY) 2025 Transportation Improvement Program (TIP) for Pennsylvania (FY25-FY28), and Draft Conformity Determination: Amendments to the Connections 2050 Long-Range Plan: Draft Amendment 3 and Draft FY2025 TIP for Pennsylvania. Attached is the notification letter.

If you have any questions, please let me know. If you would like to make comments on the draft documents, please reach out to me and let me know which documents. I can then connect you with the appropriate staff.

Best regards,

Shoshana Akins, MPH | **Manager, Public Participation Planning** | *She/Her*
Delaware Valley Regional Planning Commission
190 N Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520
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Richard Murphy <rmurphy@dvrpc.org>

DVRPC - Request for comment on PA TIP, LRP, and Conformity

DVRPC Office of Communications & Engagement <public_affairs@dvrpc.org> Thu, May 23, 2024 at 4:45 PM
To: Governor@astribe.com, 106NAGPRA@astribe.com
Cc: sutapa.bandyopadhyay@dot.gov, jason.simmons@dot.gov, lashifflet@pa.gov, "Crobak, Jennifer (FHWA)" <jennifer.crobak@dot.gov>, "Porochniak, Gene (FHWA)" <Eugene.Porochniak@dot.gov>, dalas@pa.gov, ronnique.bishop@dot.gov, eric.powers@dot.nj.gov, Jesse Buerk <jbuerk@dvrpc.org>, Richard Murphy <rmurphy@dvrpc.org>, Alison Hastings <ahastings@dvrpc.org>, Sean Greene <sgreene@dvrpc.org>, Jackie Davis <jdavis@dvrpc.org>, Elise Turner <eturner@dvrpc.org>

Dear Gov John R. Johnson and Tribal Historic Preservation Officer Devon Frazier of Absentee-Shawnee Tribe of Indians of Oklahoma,

By way of this email, please find this notification of two public comment periods regarding DVRPC's Connections 2050 Long-Range Plan: Draft Amendment 3, Draft DVRPC Federal Fiscal Year (FY) 2025 Transportation Improvement Program (TIP) for Pennsylvania (FY25-FY28), and Draft Conformity Determination: Amendments to the Connections 2050 Long-Range Plan: Draft Amendment 3 and Draft FY2025 TIP for Pennsylvania. Attached is the notification letter.

If you have any questions, please let me know. If you would like to make comments on the draft documents, please reach out to me and let me know which documents. I can then connect you with the appropriate staff.

Best regards,

Shoshana Akins, MPH | **Manager, Public Participation Planning** | *She/Her*
Delaware Valley Regional Planning Commission
190 N Independence Mall West, 8th Floor
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Richard Murphy <rmurphy@dvrpc.org>

DVRPC - Request for comment on PA TIP, LRP, and Conformity

DVRPC Office of Communications & Engagement <public_affairs@dvrpc.org> Thu, May 23, 2024 at 4:45 PM
To: debra.hansen@pamunkey.org
Cc: sutapa.bandyopadhyay@dot.gov, jason.simmons@dot.gov, lashifflet@pa.gov, "Crobak, Jennifer (FHWA)" <jennifer.crobak@dot.gov>, "Porochniak, Gene (FHWA)" <Eugene.Porochniak@dot.gov>, dalas@pa.gov, ronnique.bishop@dot.gov, eric.powers@dot.nj.gov, Jesse Buerk <jbuerk@dvrpc.org>, Richard Murphy <rmurphy@dvrpc.org>, Alison Hastings <ahastings@dvrpc.org>, Sean Greene <sgreene@dvrpc.org>, Jackie Davis <jdavis@dvrpc.org>, Elise Turner <eturner@dvrpc.org>

Dear Tribal Administrator Debra K Hansen of the Pamunkey Indian Tribe,

By way of this email, please find this notification of two public comment periods regarding DVRPC's Connections 2050 Long-Range Plan: Draft Amendment 3, Draft DVRPC Federal Fiscal Year (FY) 2025 Transportation Improvement Program (TIP) for Pennsylvania (FY25-FY28), and Draft Conformity Determination: Amendments to the Connections 2050 Long-Range Plan: Draft Amendment 3 and Draft FY2025 TIP for Pennsylvania. Attached is the notification letter.

If you have any questions, please let me know. If you would like to make comments on the draft documents, please reach out to me and let me know which documents. I can then connect you with the appropriate staff.

Best regards,

Shoshana Akins, MPH | **Manager, Public Participation Planning** | *She/Her*
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Richard Murphy <rmurphy@dvrpc.org>

DVRPC - Request for comment on PA TIP, LRP, and Conformity

DVRPC Office of Communications & Engagement <public_affairs@dvrpc.org> Thu, May 23, 2024 at 4:45 PM
To: cassie@shawnee-tribe.com, tonya@shawnee-tribe.com, benbarnes@gmail.com
Cc: sutapa.bandyopadhyay@dot.gov, jason.simmons@dot.gov, lashifflet@pa.gov, "Crobak, Jennifer (FHWA)" <jennifer.crobak@dot.gov>, "Porochniak, Gene (FHWA)" <Eugene.Porochniak@dot.gov>, dalas@pa.gov, ronnique.bishop@dot.gov, eric.powers@dot.nj.gov, Jesse Buerk <jbuerk@dvrpc.org>, Richard Murphy <rmurphy@dvrpc.org>, Alison Hastings <ahastings@dvrpc.org>, Sean Greene <sgreene@dvrpc.org>, Jackie Davis <jdavis@dvrpc.org>, Elise Turner <eturner@dvrpc.org>

Dear Tribal Administrator Cassie Harper, Tribal Historic Preservation Officer Tonya Tipton, and Chief Ben Barnes of the Shawnee Tribe,

By way of this email, please find this notification of two public comment periods regarding DVRPC's Connections 2050 Long-Range Plan: Draft Amendment 3, Draft DVRPC Federal Fiscal Year (FY) 2025 Transportation Improvement Program (TIP) for Pennsylvania (FY25-FY28), and Draft Conformity Determination: Amendments to the Connections 2050 Long-Range Plan: Draft Amendment 3 and Draft FY2025 TIP for Pennsylvania. Attached is the notification letter.

If you have any questions, please let me know. If you would like to make comments on the draft documents, please reach out to me and let me know which documents. I can then connect you with the appropriate staff.

Best regards,

Shoshana Akins, MPH | **Manager, Public Participation Planning** | *She/Her*
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Richard Murphy <rmurphy@dvrpc.org>

DVRPC - Request for comment on PA TIP, LRP, and Conformity

DVRPC Office of Communications & Engagement <public_affairs@dvrpc.org> Thu, May 23, 2024 at 4:45 PM
To: shannon.holsey@mohican-nsn.gov, thpo@mohican-nsn.gov
Cc: sutapa.bandyopadhyay@dot.gov, jason.simmons@dot.gov, lashifflet@pa.gov, "Crobak, Jennifer (FHWA)" <jennifer.crobak@dot.gov>, "Porochniak, Gene (FHWA)" <Eugene.Porochniak@dot.gov>, dalas@pa.gov, ronnique.bishop@dot.gov, eric.powers@dot.nj.gov, Jesse Buerk <jbuerk@dvrpc.org>, Richard Murphy <rmurphy@dvrpc.org>, Alison Hastings <ahastings@dvrpc.org>, Sean Greene <sgreene@dvrpc.org>, Jackie Davis <jdavis@dvrpc.org>, Elise Turner <eturner@dvrpc.org>

Dear Tribal President Shannon Holsey and Tribal Historic Preservation Officer Jeffrey Bendremer of the Stockbridge-Munsee Community, Wisconsin,

By way of this email, please find this notification of two public comment periods regarding DVRPC's Connections 2050 Long-Range Plan: Draft Amendment 3, Draft DVRPC Federal Fiscal Year (FY) 2025 Transportation Improvement Program (TIP) for Pennsylvania (FY25-FY28), and Draft Conformity Determination: Amendments to the Connections 2050 Long-Range Plan: Draft Amendment 3 and Draft FY2025 TIP for Pennsylvania. Attached is the notification letter.

If you have any questions, please let me know. If you would like to make comments on the draft documents, please reach out to me and let me know which documents. I can then connect you with the appropriate staff.

Best regards,

Shoshana Akins, MPH | **Manager, Public Participation Planning** | *She/Her*
Delaware Valley Regional Planning Commission
190 N Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520
215.238.2817 | sakins@dvrpc.org

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dvrpc

Richard Murphy <rmurphy@dvrpc.org>

DVRPC - Request for comment on PA TIP, LRP, and Conformity

DVRPC Office of Communications & Engagement <public_affairs@dvrpc.org> Thu, May 23, 2024 at 4:45 PM
To: gjwallace@estoo.net
Cc: sutapa.bandyopadhyay@dot.gov, jason.simmons@dot.gov, lashifflet@pa.gov, "Crobak, Jennifer (FHWA)" <jennifer.crobak@dot.gov>, "Porochniak, Gene (FHWA)" <Eugene.Porochniak@dot.gov>, dalas@pa.gov, ronnique.bishop@dot.gov, eric.powers@dot.nj.gov, Jesse Buerk <jbuerk@dvrpc.org>, Richard Murphy <rmurphy@dvrpc.org>, Alison Hastings <ahastings@dvrpc.org>, Sean Greene <sgreene@dvrpc.org>, Jackie Davis <jdavis@dvrpc.org>, Elise Turner <eturner@dvrpc.org>

Dear Chief Glenna Wallace of the Eastern Shawnee Tribe of Oklahoma,

By way of this email, please find this notification of two public comment periods regarding DVRPC's Connections 2050 Long-Range Plan: Draft Amendment 3, Draft DVRPC Federal Fiscal Year (FY) 2025 Transportation Improvement Program (TIP) for Pennsylvania (FY25-FY28), and Draft Conformity Determination: Amendments to the Connections 2050 Long-Range Plan: Draft Amendment 3 and Draft FY2025 TIP for Pennsylvania. Attached is the notification letter.

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The Philadelphia Inquirer
100 S. INDEPENDENCE MALL W, STE 600, PHILADELPHIA, PA 19106

Affidavit of Publication

On Behalf of:
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
190 N. Independence Mall West
8th Floor
PHILADELPHIA, PA 19106

STATE OF PENNSYLVANIA COUNTY OF PHILADELPHIA:

Before the undersigned authority personally appeared the undersigned who, on oath represented a and say: that I am an employee of The Philadelphia Inquirer, LLC, and am authorized to make this affidavit of publication, and being duly sworn, I depose and say:

1. The Philadelphia Inquirer, LLC is the publisher of the Philadelphia Inquirer, with its headquarters at 100 S. Independence Mall West, Suite 600, Philadelphia, PA 19106.
2. The Philadelphia Inquirer is a newspaper that which was established in in the year 1829, since which date said daily newspaper has been continuously published and distributed daily in the City of Philadelphia, count and state aforesaid.
3. The printed notice or publication attached hereto set forth on attached
hereto was published in all regular print editions of
The Philadelphia Inquirer on

Legal Notices

as published in **Inquirer Legals** in the issue(s) of:

5/23/2024

4. Under oath, I state that the following is true and correct, and that neither I nor The Philadelphia Inquirer, LLC have any is interest in the subject matter of the aforesaid notice or advertisement.

Helene Sweeney

Nancy S. Fisher
Notary Public

My Commission Expires:

Commonwealth of Pennsylvania - Notary Seal
Nancy S Fisher, Notary Public
Philadelphia County
My Commission Expires June 27, 2027
Commission Number 1433937

Ad No: 163680
Customer No: 102651

COPY OF ADVERTISEMENT

THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION ANNOUNCES FOR PUBLIC REVIEW:
Draft Amendment 3 to Connections 2050 Long-Range Plan
And
Draft DVRPC FY2025 Transportation Improvement Program for Pennsylvania (FY25-FY28),

The Delaware Valley Regional Planning Commission (DVRPC) is opening a public comment- period to seek your input on the following documents:
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DVRPC will accept comments on the Draft FY2025 PA TIP and Connections 2050 Long-Range Plan: Draft Amendment 3 documents from May 23, 2024, until June 24, 2024, at 5:00 PM local time.

After this public comment period, there will be a second, related public comment period for Draft Conformity Determination: Connections 2050 Long-Range Plan and Draft FY2025 TIP for Pennsylvania. Public comments on the Draft Conformity Determination draft documents will be accepted from June 4, 2024, until July 8, 2024, at 5:00 PM local time.

Electronic versions of the documents are available at:
- Draft Amendment 3 to Connections 2050 Long-Range Plan is available at **www.dvrpc.org/plan/.**
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The Connections 2050 Long-Range Plan contains a fiscally constrained financial plan and project list for transportation investments throughout the region over the coming decades. In between four-year update cycles, the Plan is occasionally amended to account for significant changes to the cost or scope of Major Regional Projects. Amendment 3 accounts for significant changes to the cost, scope, or funding status for various Major Regional Projects.

The TIP represents the region's federally-funded transportation improvement priorities and is required by federal law in order for the region to be eligible to receive and spend federal transportation funds. The TIP also includes non-federally-funded projects that are regionally significant in order to provide a broad picture of the region's transportation improvements.

A Conformity Determination is conducted to ensure transportation investments conform to the federal Clean Air Act, and demonstrate that a proposed plan or projects will not negatively impact a region's ability to meet or maintain federal air quality standards.

DVRPC is hosting two public meetings on these draft documents. The meetings will also include a presentation on the Draft Transportation Conformity Demonstration, which will have an overlapping public comment period. To reach as many people as possible, one meeting will be held online, and one will be hybrid.

Online only meeting:
Monday, June 10, 2024, from 6:00 PM to 7:30 PM
Registration via: **https://bit.ly/June10mtg** or by visiting DVRPC's events calendar at: **https://www.dvrpc.org/calendar/.**
After registering, you will receive a confirmation email containing information about joining the webinar.

Hybrid meeting:
Tuesday, June 11, 2024, from 6:00 PM to 7:30 PM
Registration for in-person and online attendees via: **https://bit.ly/3yj9IAU** or by visiting DVRPC's events calendar at:
https://www.dvrpc.org/calendar/.
DVRPC Conference room
190 N Independence Mall W
Philadelphia, PA 19139
Directions: **https://www.dvrpc.org/directions/**
Dinner will be served for in-person attendees; an online option will also be available to give public comment.
Interpretation can be provided if requested. Please reach out to **public_affairs@dvrpc.org** or 215.592.1800.

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By Email:
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- Plan Amendment 3 Comments: **LRP@dvrpc.org**
- Conformity Comments: **airconformity@dvrpc.org**

By Mail:
- Public Comments
c/o DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106-1520

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The Philadelphia Tribune

STATE OF PENNSYLVANIA

COUNTY OF PHILADELPHIA

Eugene Cliett, being duly swom, deposes and says that The Philadelphia Tribune is a newspaper published at 520-26 S. 16th Street, Philadelphia, Pennsylvania. The publication attached herein is exactly the same as the printed notice published in the regular edition of the said newspaper on the following date (s) viz:

May 23, 24 AD 2024

Affiant further deposes and says that he is an employee of the publisher of the said newspaper, and has been authorized to verify the foregoing statement that he is not interested in the subject matter of the aforesaid notice or publication and that all allegations in the foregoing statement as to time, place and character of publication are true.

Eugene Cliett

Sworn to and subscribed before me
this 24 day of May 2024

Commonwealth of Pennsylvania - Notary Seal
Gerald Jones, Notary Public
Philadelphia County
My Commission Expires June 28, 2027
Commission Number 1029979

STATEMENT OF ADVERTISING COSTS

Delaware Valley Regional Planning Commission
190 N. Independence Mall West
8th Floor
Philadelphia, PA 19106-1520

TO: THE PHILADELPHIA TRIBUNE for publishing the notice of advertising attached hereto on the above dates

$_____

PUBLISHERS RECEIPT FOR ADVERTISING COST
The Philadelphia Tribune Co., Inc.

dge receipt of the aforesaid advertising and advertising costs, and

The Philadelphia Tribune Co.,
Fax: 215 735-3612

COPY OF NOTICE OF PUBLICATION

THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION ANNOUNCES FOR PUBLIC REVIEW:

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PUBLICATION TITLE

DVRPC FY2025 Transportation Improvement Program (TIP) for Pennsylvania (FY25-FY28) Administrative Version - Appendices

PUBLICATION NUMBER

25003

DATE PUBLISHED

September 2024

GEOGRAPHIC AREA COVERED

Southeastern Pennsylvania
(Bucks, Chester, Delaware, Montgomery, and Philadelphia counties)

KEY WORDS

Air Quality, Bike and Pedestrian, Bipartisan Infrastructure Law, BIL, BOF, Bridge Investment Program, Bridge Off System, Bridges, BRIP, CMAQ, CMP, Conformity, Congestion Management Process, Congestion Mitigation and Air Quality, DRPA/PATCO, Environmental Justice, FAST Act, Federally Funded Projects, Fixing America's Surface Transportation Act, Goods Movement, Highway Safety Improvement Program, Highways, HSIP, IIJA, Indicators of Potential Disadvantage, Infrastructure Investment and Jobs Act, IPD, MAP-21, Moving Ahead for Progress in the 21st Century, National Freight Program, National Highway Freight Program, National Highway Performance Program, NFP, NHFP, NHPP, PART, PennDOT, PennDOT's Bureau of Public Transit, Pennsylvania Department of Transportation, Pottstown Area Rapid Transit, Public Involvement, Railway-Highway Grade Crossing, Safe Routes to School, SAFETEA-LU, SEPTA, STBGP, STP, STU, Surface Transportation Block Grant Program, Surface Transportation Program, TASA, TEA-21, TIP, Title VI of the 1964 Civil Rights Act, Transit, Transportation, Transportation Alternatives, Transportation Equity Act for the 21st Century, Transportation Improvement Program

ABSTRACT

This volume contains the following appendices: (A) Board Resolutions; (B) State DOT Financial, and General and Procedural Guidance used in Developing the Program, and SEPTA's and PART's Financial Capacity Analyses and SEPTA's TAM Plan; (C) Memorandum of Understanding on Procedures to Amend and Modify the TIP; (D) DVRPC Plan-TIP Project Evaluation Criteria. (E) Executive Summary of the Documentation of the Conformity Finding, (F) Title VI And Environmental Justice (EJ) Supporting Data And Mapping Appendix, (G) Title VI Policy Statement and Complaint Procedures, (H) Summary of Public Involvement Process, Original Public Comments, Responses to Public Comments, List of Recommended Changes, Public Comment Outreach Documentation, the Highlights of the Draft DVRPC FY2025 TIP for Pennsylvania, Public Notice, a copy of a letter sent to the Tribal Nations notifying the Nations of DVRPC's Core Planning Activities, and Proof of Publication.

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

STAFF CONTACT

Richard Murphy, Jr.
Manager, Office of TIP Development and Maintenance
rmurphy@dvrpc.org | 215.238.2946
190 N Independence Mall West, 8th Floor
Philadelphia PA 19106-1520
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Ethan Fogg Capital Program Coordinator
Glenn T. McNichol Principal GIS Analyst
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Thomas K. Edinger AICP Manager, Congestion Management Programs
Travis Spotts Capital Program Coordinator
William Friedrichs Transportation Engineer

DVRPC's vision for the Greater Philadelphia Region is a prosperous, innovative, equitable, resilient, and sustainable region that increases mobility choices by investing in a safe and modern transportation system; that protects and preserves our natural resources while creating healthy communities; and that fosters greater opportunities for all.

DVRPC's mission is to achieve this vision by convening the widest array of partners to inform and facilitate data-driven decision-making. We are engaged across the region, and strive to be leaders and innovators, exploring new ideas and creating best practices.

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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List of Recommended Changes

DELAWARE VALLEY
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PLANNING COMMISSION

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Recommended Changes to the Draft DVRPC FY2025 Transportation Improvement Program (TIP) for Pennsylvania
Draft for the July 25, 2024 DVRPC Board Meeting

DVRPC Highway Project Schedule Adjustments or Cost Restructuring

COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Delaware	103217	Main Street, 6th Street, and CSX Crossing Improvement	Add $3,572,000 STU to FY25, $1,000,000 STU to FY26, $1,000,000 STU in FY27, $1,000,000 STU in FY28, and $572,000 STU in FY29 for construction.	Adjust DVRPC database to match what was uploaded to MPMS for preliminary Draft
Various	118036	HSIP Supportive Line Item	Remove $2,000,000 NHPP in FY26 and replace with $1,000,000 State 581 in FY26 and $1,000,000 State 581 in FY27.	Adjust DVRPC database to match what was uploaded to MPMS for preliminary Draft
Delaware	108910	I-95 Noise Abatement (CNA)	Shift $9,000,000 State 581 of FY27 CON phase to MPMS #81734 - I-95 Chester City Noise Abatement Phs 1, and add 'Phase 2" to MPMS #108910	Break Phase 1 out in order to advance certain wall that do not include ROW, railroads, or retaining wall modifications. Rename as phase 2
Philadelphia	112525	City Wide 111	Increase FY25 CON phase by $489,000 ($391,000 STU/$98,000 Local) and reduce FY28 by $489,000 ($391,000 STU/$98,000 Local)	Used for balancing purposes
Philadelphia	115435	63rd Street Corridor Safety Improvements	Shift $9.3M State 581 of CON funding in FY32 from MPMS #115435 - 63rd Street Corridor Safety Improvements to the breakout project, MPMS #115435 - Cobbs Creek Parkway: Market - Woodland	To fully fund MPMS #120762, which is a breakout of this project.
Philadelphia	120762	Cobbs Creek Parkway: Market - Woodland	Shift $9.3M State 581 of CON funding in FY32 from MPMS #115435 - 63rd Street Corridor Safety Improvements to the breakout project, MPMS #115435 - Cobbs Creek Parkway: Market - Woodland	This is a breakout of MPMS #115435.
Various	102105	Municipal Bridge Line Item	Reduce FY26 by $2,938,000 State 183, increase FY34 by $3,000,000 State 183	Used for balancing purposes
Various	79929	Bridge Reserve Line Item	Reduce FY25 by $62,000 State 185, FY33 by $1,652,000 BOF, FY34: $7,317,000 ($4,317,000 BOF/3,000,000 State 185), FY35: $11,627,000 BOF, FY36: 12,654,000 BOF.	Used for balancing purposes
Various	79980	STU Reserve Line Item	Reduce FY25 by $2,037,000 ($1,791,000 STU/$246,000 State 581), FY26: $2,000,000 STU, FY35: 2,059,000 STU, FY36: 17,550,000 STU.	Used for balancing purposes

DVRPC Highway Project Additions

COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Delaware	81734	I-95 Chester City Noise Abatement Phs 1	Add breakout project as a phase 1 by programming $9,000,000 State 581 funds in FY27. See MPMS #108910 - I-95 Noise Abatement (CNA) above.	Break Phase 1 out in order to advance certain wall that do not include ROW, railroads, or

				retaining wall modifications.
Philadelphia	119896	Reconnecting Our Chinatown (Chinatown Stitch)	Add $8,397,000 Reconnecting Communities Program (RCP) for PE in FY25, $12,476,000 RCP in FY25 for FD, and $138,037,000 (RCP) for construction in FY26	Add competitive award funding
Delaware	82069	PA 291 Complete Streets: Irving St to Ridley Ck	Add $2,500,000 Reconnecting Communities Program (RCP) for a study phase in FY25	Add competitive award funding
Montgomery	116843	I-76 Overhead Bridges	Add new breakout project from MPMS #106662 - I-76 Integrated Corridor Management by programmed $3,000,000 (FY25: $62,000 State 185, FY26: $2.938.000 State 185) for Final Design (FD), $1,500,000 BOF for UTL in FY33, $750,000 (FY33: $152,000 BOF, FY34: $598,000 BOF), and $28,000,000 (FY34: $3,719,000 BOF, FY35: $11,627,000 BOF, FY36: 12,654,000 BOF) for construction.	Add new breakout projects from I-76 ICM - MPMS #106662
Bucks	86939	US 202/PA 611 (Doylestown Bypass) Preventative Maintenance	Add $3,000,000 (FY25: $1,000,000 STU/Toll Credit, FY26: $2,000,000 STU/Toll Credit) for Preliminary Engineering (PE)	Add new preventative maintenance project engineering phase
Philadelphia	121096	City Wide 112	Add new Citywide Resurfacing project by programming $500,000 ($400,000 STU/$100,000 Local) in FY25 for PE, and $25,000,000 (FY28: $489,000 ($391,000 STU/$98,000 Local), FY35: $2,574,000 ($2,059,000 STU/$515,000 Local), $21,937,000 ($17,550,000 STU/$4,387,000 Local)) for CON.	Add new citywide resurfacing project
Montgomery	81226	Montgomery County 3R Betterments Line Item	Add new project in the amount of $246,000 State 581 for PE in FY25. This will be an ongoing program much like the City of Philadelphia's Citywide Resurfacing program.	Create Montgomery County 3R Line Item and draw PE funds down from this MPMS # for PE until they have a list of roads and what needs to be done. PE will evaluate this.
Philadelphia	81729	Navy Yard Lift Bridge Rehabilitation	Add new earmark and private funded project by programming a $2M ($1.666M SXF/$344,000 Private) PE phase in FY25 and $17.735M Private CON phase in FY27.	This project is being funded with an earmark and PAID private funds
Bucks	81721	Bike Education/Safety Assemblies and Programs	Add $102,029 State 581 for Statewide TASA selected project.	New Statewide TASA selected project.
Montgomery	81168	Arch Street Greenway Project	Add $1,500,000 ($1,000,000 TAP/$500,000 State 581) for new StatewideTASA selected project.	New Statewide TASA selected project.
Montgomery	81677	Upper Dublin Sidewalk to School Program	Add $1,139,179 State 581 for new Statewide TASA selected project.	New Statewide TASA selected project.

Montgomery	81725	My School in Motion – 2024 -2026	Add $399,700 State 581 for Statewide TASA selected project.	New Statewide TASA selected project.
Philadelphia	81305	Belmont Trail Reconstruction	Add $1,255,500 TAP for new Statewide TASA selected project.	New Statewide TASA selected project.
Philadelphia	81307	Cobbs B2 Trail Construction	Add $1,500,0000 TAP for new Statewide TASA selected project.	New Statewide TASA selected project.
Philadelphia	81308	Logan Elementary Slow Zone	Add $1,500,000 TAP for new Statewide TASA selected project.	New Statewide TASA selected project.
Philadelphia	81309	Frankford Creek Phase 3 Trail	Add $1,500,000 TAP for new Statewide TASA selected project.	New Statewide TASA selected project.
Philadelphia	81726	Safe Routes Philly-Special Education Modules	Add $300,000 State 581 for Statewide TASA selected project.	New Statewide TASA selected project.

DVRPC Highway Project Deletions

COUNTY	MPMS #	TITLE	CHANGE	REMARKS

Highway and Transit Project Title and Description Changes

COUNTY	MPMS #	TITLE	CHANGE
SEPTA	60638	Regional Rail Car & Locomotive Acquisition	Delete project from the TIP by removing funding in the amount of $40,011,000 in FY25 ($11,725,000 ($9,380 Section 5337/$2,269,000 State 1514/$76,000 Local)), FY26 ($14,088,000 ($11,270,000 Section 5337/$2,727,000 State 1514/$91,000 Local)), and FY27 ($14,198,000 ($11,359,000 Section 5337/$2,747,000 State 1514/$92,000 Local). This is due to the cancellation of the procurement of 45 Multi- Level Regional Rail Cars for cause due to unmet contract requirements by the manufacturer in April 2024.
SEPTA	115472	Projects of Significance	Add funding to program in the amount of $40,011,000 in FY25 ($11,725,000 ($9,380 Section 5337/$2,269,000 State 1514/$76,000 Local)), FY26 ($14,088,000 ($11,270,000 Section 5337/$2,727,000 State 1514/$91,000 Local)), and FY27 ($14,198,000 ($11,359,000 Section 5337/$2,747,000 State 1514/$92,000 Local). This funding will support the Regional Rail Car Silverliner IV Replacement Project

Recommended Changes to the Draft DVRPC FY2025 Transportation Improvement Program (TIP) for Pennsylvania
Draft for the July 25, 2024 DVRPC Board Meeting

Technical Corrections			
COUNTY	**MPMS #**	**TITLE**	**CHANGE**
Various	Various	Various	Make technical correction to the program as necessary, including project descriptions, limit corrections, title edits, AQ codes, and CMP Codes, etc.

Special Discretionary Funded Projects			
COUNTY	**MPMS #**	**TITLE**	**CHANGE**
Various	Various	Various	Add new projects to the TIP that received special discretionary funds from IIJA/BIL or Annual Appropriations as long as the following requirements are met: Financial constraint is not impacted because the project is fully funded by the discretionary and local match funding, with no additional federal or state transportation dollars, except for Toll Credit Match; The region's air quality conformity finding is not impacted because the project is exempt from analysis or is a signal system which can be included in subsequent analysis per the current regulation; the project is consistent with the DVRPC long range plan; the project is consistent with the DVRPC Congestion Mitigation Process.



Highlights of the Draft TIP

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PUBLIC COMMENT PERIOD:

May 23, 2024 - June 24, 2024

submit your comments:

by email: **tip@dvrpc.org**
or by mail:
TIP Public Comments
c/o DVRPC Office of Communications and Engagement
190 N Independence Mall West, 8th Fl
Philadelphia, PA 19106-1520

dvrpc

Highlights of the Draft FY2025 Transportation Improvement Program (TIP) for Pennsylvania

Fiscal Years 2025-2028

Commonwealth of Pennsylvania
Bucks County, Chester County, Delaware County,
Montgomery County, City of Philadelphia, City of Chester

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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The Delaware Valley Regional Planning Commission (DVRPC) is the federally designated Metropolitan Planning Organization for the Greater Philadelphia region, established by an Interstate Compact between the Commonwealth of Pennsylvania and the State of New Jersey. Members include Bucks, Chester, Delaware, Montgomery, and Philadelphia counties, plus the City of Chester, in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties, plus the cities of Camden and Trenton, in New Jersey.

DVRPC serves strictly as an advisory agency. Any planning or design concepts as prepared by DVRPC are conceptual and may require engineering design and feasibility analysis. Actual authority for carrying out any planning proposals rest solely with the governing bodies of the states, local governments or authorities that have the primary responsibility to own, manage or maintain any transportation facility.

DVRPC is funded through a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

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Table of Contents

CHAPTER 1: General Overview 1

What is the TIP? 1

What Is the Timeline to Develop the TIP? 2

CHAPTER 2: Program Summaries 5

Funding to the Region 10

- Formula Funds 10
- Discretionary Funds 11
- IIJA/BIL Impact on Pennsylvania Funding 11
- Regional Impact of the IIJA 11
- Statewide IMP and Asset Management 13

CHAPTER 3: Performance-Based Planning and Programming (PBPP) 17

Evaluating FY2025-2028 TIP Performance 18

CHAPTER 4: Mapping Application and Listings Overview 19

Mapping Application and Geographic Information Systems (GIS) 19

DVRPC Regional Highway and Transit Project Listings 19

CHAPTER 5: Learn More and Share Your Ideas! 31

Figures

Figure 1: FY25-FY28 Cost Summary by County and Transit Operator in Pennsylvania ($000) 8

Figure 2: FY25-FY28 Cost Summary by Funding Source in Pennsylvania ($000) 8

Figure 3: Four-Year DVRPC Regional Highway Program Cost by Phase 9

Figure 4: Four-Year DVRPC Regional Transit Program Cost by Phase 9

Figure 5: Lowest-Life Cycle Cost 15

Tables

Table 1: Cost Summary by County and Transit Operator in Pennsylvania ($000) 5

Table 2: Cost by TIP and Interstate Funding Category ($000) 6

Table 3: Cost by Transit TIP Funding Category ($000) 7

Table 4: Grand Total Highway and Transit Program 7

Table 5: Bucks County TIP Project List 20

Table 6: Chester County TIP Project List 21

Table 7: Delaware County TIP Project List 22

Table 8: Montgomery County TIP Project List 23

Table 9: Philadelphia County TIP Project List 25

Table 10: Various Counties TIP Project List 26

Table 11: Transit TIP Program List 28
Table 12: Interstate Management Program List 29

CHAPTER 1:

General Overview

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the Draft DVRPC Fiscal Year (FY) 2025 Transportation Improvement Program (TIP) for Pennsylvania (FY25–FY28). DVRPC and its Pennsylvania member governments have worked diligently to prepare a program of projects that responds to the needs of the region and complies with federal and state policies. The TIP is the regionally agreed-upon list of priority transportation projects and shows at least four federal FYs of programming as required by federal law. This document, referred to as the Draft FY2025 TIP for Pennsylvania, includes the cost, phase, and schedule information for transportation projects in each of the federal FYs from 2025 to 2028 for Bucks, Chester, Delaware, Montgomery, and Philadelphia counties.

The Draft DVRPC FY2025 TIP for Pennsylvania contains 351 projects (including the Interstate Management Program [IMP]), totaling over $8.1 billion for the phases to be advanced during the next four years, an average of close to $2.03 billion per year. Programmed funds include $2.6 billion for multimodal projects primarily addressing the non-Interstate Highway System and over $1.2 billion for projects addressing the IMP, resulting in an overall four-year total for the Highway Program (FHWA-funded) of more than $3.9 billion. Additionally, there is a Transit Program (FTA-funded) for the Southeastern Pennsylvania Transportation Authority (SEPTA), Pottstown Area Rapid Transit (PART), and the Pennsylvania Department of Transportation's Bureau of Public Transit (PennDOT BPT) that totals over $4.2 billion. Chapter 2 presents financial summaries of these programs.

It is important to note that there are different federal funding sources and eligibility requirements for projects overseen by FHWA and FTA. FTA-funded projects focus on improvements to local public transit systems, including buses, subways, light rail, commuter rail, trolleys, and ferries. While FHWA-funded projects include highway and other road improvements, they also include bicycle and pedestrian projects, bridge repairs and replacements, projects to enhance access to public transportation or freight movements, and more. To emphasize the multimodal nature of these projects, this document will refer to them as "FHWA-funded" and will refer to transit projects as "FTA-funded." While there are projects listed in this document that are partially or entirely state-funded, for the sake of simplicity, this document will also refer to those projects as FHWA-funded or FTA-funded based on the classification of the state funding source as either "highway" or "transit" by PennDOT. To remain consistent with guidance from PennDOT, FHWA, and FTA, the Program Listings chapter of this document will continue to refer to "Highway" and "Transit" projects.

What is the TIP?

The TIP is the agreed-upon list of priority transportation projects in the DVRPC-PA region. The TIP lists all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. The TIP represents the transportation improvement priorities of the region and is required by federal law, currently the IIJA/BIL. The projects cover all modes of transportation; in addition to highway, roadway improvement, and transit projects, the TIP also includes bicycle, pedestrian, and freight-related projects.

The TIP shows estimated costs and schedules by project phase. The TIP not only lists the specific projects but also documents the anticipated schedule and cost for each project phase (Preliminary Engineering, Final Design, Right-of-Way Acquisition, and Construction). Inclusion of a project phase in the TIP means that it is expected to be implemented during the TIP time period.

The TIP covers a four-year period by regulation, follows the federal FY schedule, and is updated every other year. Federal regulation requires that the TIP cover a minimum of four federal FYs of programming. DVRPC TIP documents for both Pennsylvania and New Jersey demonstrate a longer planning and programming horizon (12 years for Pennsylvania; 10 years for New Jersey) in order to better understand

expected resources and to provide the region with a more realistic timeframe for advancement of TIP projects, as well as more realistic project costs. The funding presented in both TIP documents after the first four years is considered "Later Fiscal Year" (LFY) funding and per regulation is not technically available or able to be committed or authorized. The TIP operates on a federal FY schedule that begins on October 1, of a given year and ends on September 30, of the following year. The Pennsylvania and New Jersey TIPs are updated every other year, in alternate years.

The TIP may be changed after it is adopted. Under the provisions of federal law and regulation, the approved TIP can be modified or amended in various ways in order to add new projects, delete projects, advance projects into the first year, and accommodate cost and phase-of-work changes or major scope changes to a project. The criteria and procedures for changing the TIP are outlined in a Memorandum of Understanding (MOU) included as Appendix C in the main TIP document (Publication #25002A).

The TIP is financially constrained. The list of projects in the TIP must be financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred, or additional funding to the region must be identified. As a result, the TIP is not a wish list; competition between projects for funding on the TIP clearly exists. The Financial Guidance used to develop each of the programs is included as Appendix B in the main TIP document (Publication #25002A).

The TIP is authorization to seek funding. A project's presence in the TIP represents a critical step in the authorization of funding for a project. It does not, however, represent a commitment of funds, an obligation to fund, or a grant of funds.

The TIP is not a final schedule of project implementation. The timeframe shown in the TIP is the best estimate at the time of TIP development, which ranges from nine to 12 months prior to the beginning of the first FY of the TIP period. Projects sometimes cannot maintain that schedule and are reprogrammed to later years.

The TIP does not guarantee project implementation. Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, changes in priorities, and additional financial constraints. These problems can slow a project and cause it to be postponed or even dropped from further consideration. These challenges can also increase the project's overall cost.

What Is the Timeline to Develop the TIP?

The TIP development (or update) begins approximately 10 months prior to adoption, and involves intensive staff work and negotiations by the DVRPC PA TIP Subcommittee. The subcommittee consists of representatives from PennDOT, SEPTA, PART, Delaware River Port Authority (DRPA)/Port Authority Transit Corporation (PATCO), DVRPC staff, FHWA, and representatives of DVRPC city and county member governments. For the Draft DVRPC FY2025 TIP, the process commenced during the late summer of 2023 with a review of current conditions of the transportation network, including an equity analysis of asset conditions (see Chapter 3 of the main TIP document [Publication #25002A]). The review of costs and schedules of FY2025 TIP projects commenced in the fall of 2023, as well as a review of new project candidates to be considered for addition to the TIP, should there be financial capacity. Based on reasonable, anticipated revenue projections for the next 12 years (FY25–FY36), Plan-TIP Project Evaluation Criteria results for potential new projects, performance-based planning and programming metrics, Environmental Justice (EJ) and Equity analyses of all candidate projects for the Draft TIP, and feedback from the PA TIP Subcommittee, the TIP development process resulted in a constrained, preliminary draft program ("preliminary Draft TIP") by April 2024. At the beginning of April 2024, the Subcommittee arrived at a final list of projects for the Draft TIP ("final Draft TIP") that could be evaluated for impacts on air quality conformity (see page 91 of the main TIP document [Publication #25002A] for further explanation of the conformity process). DVRPC has opened a 30+-day public comment period, in

which the draft document is shared with the public for feedback. The DVRPC Board is the final decision-making body of the Metropolitan Planning Organization (MPO), and DVRPC staff will request the DVRPC Board to adopt the Draft TIP (with the List of Recommended Changes) in July 2024. After the DVRPC Board adoption, DVRPC staff will submit the document to PennDOT for approval and inclusion in the Statewide Transportation Improvement Program (STIP), which will then be submitted to federal partners (e.g., FHWA, FTA) for review and approval. Once the federal partners formally approve the PennDOT FY2025 STIP, the new DVRPC TIP and the PennDOT STIP will become effective on October 1, 2024, and will replace the DVRPC FY2023 TIP and PennDOT FY2023 STIP.

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CHAPTER 2:

Program Summaries

The Draft DVRPC FY2025 TIP for Pennsylvania contains 351 projects (including the IMP), totaling over $8.1 billion for the phases to be advanced during the next four years, an average of $2.03 billion per year. Programmed funds include $2.6 billion for projects primarily addressing the non-Interstate FHWA-funded System, and over $1.2 billion for projects addressing the IMP, resulting in an overall four-year total for the FHWA-funded Program of over $3.9 billion. Additionally, there is an FTA-funded Program for SEPTA, PART, and PennDOT's BPT that totals $4.2 billion. Table 1 presents a funding summary for the DVRPC region by county and transit operator for each of the four TIP years in Pennsylvania, which includes federal, state, local, and the Pennsylvania statewide IMP funding for the DVRPC region. Table 2 and Table 3 provide a breakdown of various state and federal funding sources and their distributions, including local matches, while Table 4 shows the grand total of the FHWA-funded and FTA-funded program.

Table 1: Cost Summary by County and Transit Operator in Pennsylvania ($000)

	FY2025	FY2026	FY2027	FY2028	Four-Year Total (FY25–FY28)
Highway Program (See page 1 for more details about the Highway and Transit Programs)					
Bucks County	100,130	117,534	85,544	106,120	**409,328**
Chester County	141,787	91,224	92,153	127,175	**452,339**
Delaware County	64,180	90,594	74,354	62,368	**291,496**
Montgomery County	131,688	72,779	63,787	50,742	**318,996**
Philadelphia County	237,343	207,253	163,146	151,920	**759,662**
Various Counties	112,875	109,387	93,740	104,322	**420,324**
Regional Highway Program Subtotal Cost	**788,003**	**688,771**	**572,724**	**602,647**	**2,652,145**
Interstate—Delaware County	7,423	500	24,000	59,000	**90,923**
Interstate—Montgomery County	35,500	27,500	36,000	60,000	**159,000**
Interstate—Philadelphia County	232,679	250,672	264,542	272,650	**1,020,543**
Interstate Program Subtotal Cost	**275,602**	**278,672**	**324,542**	**391,650**	**1,270,466**
Regional Highway and Interstate Program Subtotal Cost	**1,063,605**	**967,443**	**897,266**	**994,297**	**3,922,611**
Transit Program (See page 1 for more details about the Highway and Transit Programs)					
PennDOT BPT	10,000	0	0	0	**10,000**
PART	3,603	3,496	3,172	3,404	**13,675**
SEPTA	1,114,454	1,133,634	970,998	993,094	**4,212,180**
Transit Program Subtotal Cost	**1,128,057**	**1,137,130**	**974,170**	**996,498**	**4,235,855**
Grand Total Cost of TIP	2,191,662	2,104,573	1,871,436	1,990,795	8,158,466

Source: DVRPC, 2024

Table 2: Cost by TIP and Interstate Funding Category ($000)

Fund Type	FY2025	FY2026	FY2027	FY2028	Four-Year Total (FY25–FY28)	2nd Four Years LFY 2029–2032	3rd Four Years LFY 2033–2036	Total LFYs 2029–2036
Highway Program								
Bridge State	43,261	43,517	42,820	42,884	**172,482**	170,237	170,222	**340,459**
Bridge State IMP	21,281	14,000	500	0	**35,781**	0	0	**0**
Highway State	53,799	59,086	66,545	73,825	**253,255**	295,292	295,278	**590,570**
Hwy State IMP	18,453	10,540	7,540	5,440	**41,973**	14,240	0	**14,240**
Bridge Off	19,059	19,059	19,059	19,059	**76,236**	76,236	76,236	**152,472**
BRIP	44,294	44,294	44,294	44,294	**177,176**	177,176	177,176	**354,352**
BRIP-Interstate	32,733	42,903	12,000	32,190	**119,826**	4,185	10,000	**14,185**
CAQ	41,992	43,037	43,037	43,037	**171,103**	172,148	172,148	**344,296**
CRP	2,573	2,668	2,668	2,668	**10,577**	10,672	10,672	**21,344**
CRPU	10,790	11,006	11,006	11,006	**43,808**	44,024	44,024	**88,048**
FLEX	17,083	17,083	17,083	17,083	**68,332**	68,332	68,332	**136,664**
HSIP	22,967	23,862	23,862	23,862	**94,553**	95,448	95,448	**190,896**
LOC	94,402	21,975	16,692	15,137	**148,206**	27,453	6,302	**33,755**
MEGA	0	26,000	26,000	26,000	**78,000**	0	0	**0**
NFP-Interstate	0	0	60,360	60,360	**120,720**	120,720	0	**120,720**
NHPP	107,329	103,378	89,755	81,100	**381,562**	324,400	324,400	**648,800**
NHPP IMP	203,135	211,229	244,142	293,660	**952,166**	1,084,176	238,900	**1,323,076**
Other	500	0	0	0	**500**	0	0	**0**
Private	25,000	0	0	0	**25,000**	0	0	**0**
RAISE	0	50,000	0	0	**50,000**	0	0	**0**
RRX	1,037	600	0	0	**1,637**	1,489	325	**1,814**
sCRP	3,305	0	0	0	**3,305**	0	0	**0**
sHSIP	17,016	8,453	1,202	0	**26,671**	0	0	**0**
sHVRU	5,000	3,000	7,000	0	**15,000**	0	0	**0**
SPK-NHPP	36,000	20,000	10,000	30,000	**96,000**	90,000	0	**90,000**
SPK-STP	26,008	4,223	0	0	**30,231**	0	0	**0**
STP	28,888	29,735	29,725	29,716	**118,064**	118,864	118,864	**237,728**
STU	88,109	92,514	92,514	92,514	**365,651**	373,484	374,056	**747,540**
SXF	7,731	3,519	0	0	**11,250**	0	0	**0**
TAP	1,000	0	0	0	**1,000**	600	0	**600**
TAU	8,583	8,762	8,762	8,762	**34,689**	35,048	35,048	**70,096**
TPK	82,277	53,000	20,700	41,700	**197,677**	0	0	**0**
Highway Subtotal	**1,063,605**	**967,443**	**897,266**	**994,297**	**3,922,611**	**3,304,224**	**2,217,431**	**5,521,655**

Source: DVRPC, 2024

Note: The funds that are highlighted in green are state transportation funds; the funds highlighted in blue are FHWA funds; the funds highlighted in purple are local/Other funds. See Figure 2: "Cost Summary by Funding Source in Pennsylvania ($000)," on page 8.

Table 3: Cost by Transit TIP Funding Category ($000)

Fund Type	FY2025	FY2026	FY2027	FY2028	Four-Year Total (FY25–FY28)	2nd Four Years LFY 2029–2032	3rd Four Years LFY 2033–2038	Total LFYs 2029–2036
Transit Program								
1513	1,952	2,021	2,073	2,185	**8,231**	0	0	**0**
1514	404,496	412,373	421,394	442,420	**1,680,683**	1,906,448	2,145,724	**4,052,172**
1516	2,000	0	0	0	**8,000**	0	0	**0**
5307	147,131	150,667	154,765	159,492	**612,055**	682,626	768,302	**1,450,928**
5337	198,106	202,604	208,682	214,943	**824,335**	926,218	1,042,465	**1,968,683**
5337 (PennDOT)	8,000	0	0	0	**8,000**	0	0	**0**
5339	8,802	9,027	9,268	9,577	**36,704**	41,268	46,447	**87,715**
5339 (c)	50,000	47,720			**97,720**			
ASAP	44,000	0	0	0	**44,000**	0	0	**0**
DISFUND	0	150,000	150,000	150,000	**450,000**	200,000	200,000	**400,000**
LOC	16,689	17,041	17,442	17,881	**69,053**	76,359	85,484	**161,843**
Other	100,000	0	0	0	**100,000**	870,000	710,000	**1,580,000**
PTAF 44	11,724	11,727	10,516	0	**33,967**	0	0	**0**
RVR	134,757	133,950	0	0	**268,707**	0	0	**0**
Transit Subtotal	**1,128,057**	**1,137,130**	**974,170**	**996,498**	**4,235,855**	**4,702,919**	**4,998,422**	**9,701,341**

Source: DVRPC, 2024

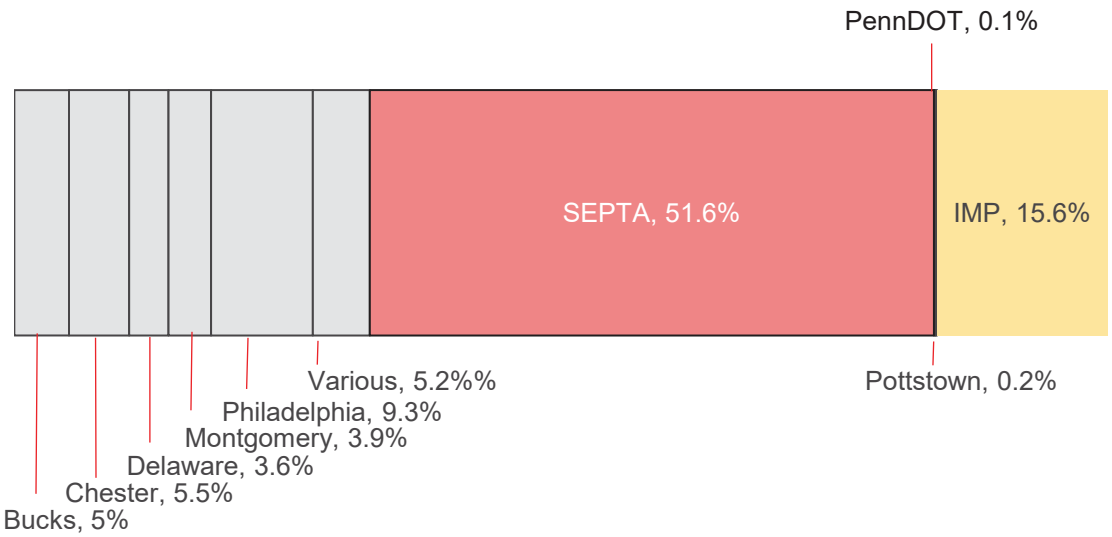
Note: The funds that are highlighted in green are state transportation funds; the funds highlighted in blue are FTA funds; the funds highlighted in purple are local/other funds. See Figure 2: "Cost Summary by Funding Source in Pennsylvania ($000)," on page 8.

Table 4: Grand Total Highway and Transit Program

Program	FY2025	FY2026	FY2027	FY2028	4-Year Total (FY2025–2028)	2nd 4 Years LFY 2029–2032	3rd 4 Years LFY 2033–2036	Total LFYs 2029–2036
Grand Total: Highway and Transit Program								
Highway	1,063,605	967,443	897,266	994,297	**3,922,611**	3,304,224	2,217,431	**5,521,655**
Transit	1,128,057	1,137,130	974,170	996,498	**4,435,855**	4,702,919	4,998,422	**9,701,341**
DVRPC Total	**2,191,662**	**2,104,573**	**1,871,436**	**1,990,777**	**8,158,466**	**8,007,143**	**7,215,853**	**15,222,996**

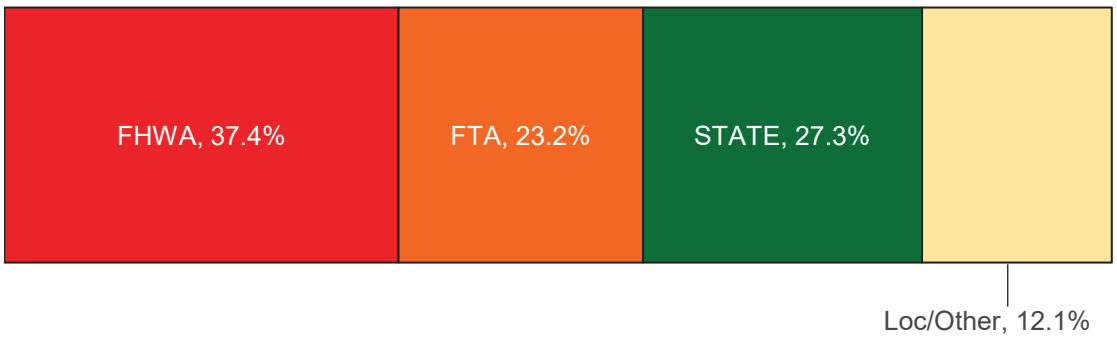
Source: DVRPC, 2024

Figure 1: FY25-FY28 Cost Summary by County and Transit Operator in Pennsylvania ($000)



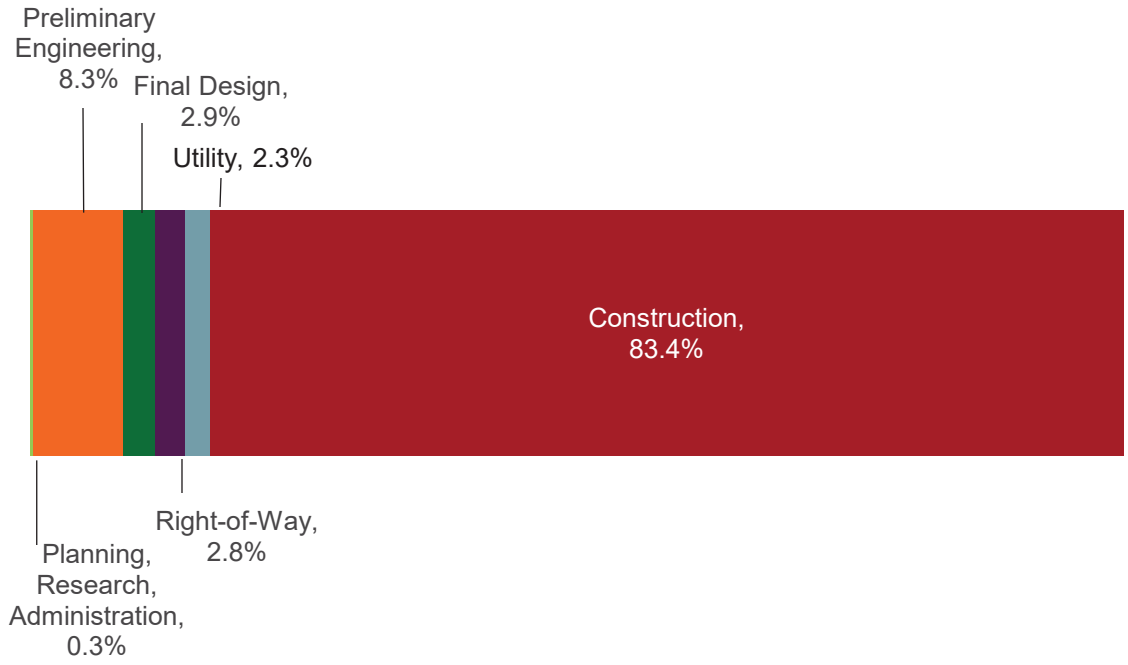
Source: DVRPC, 2024

Figure 2: FY25-FY28 Cost Summary by Funding Source in Pennsylvania ($000)



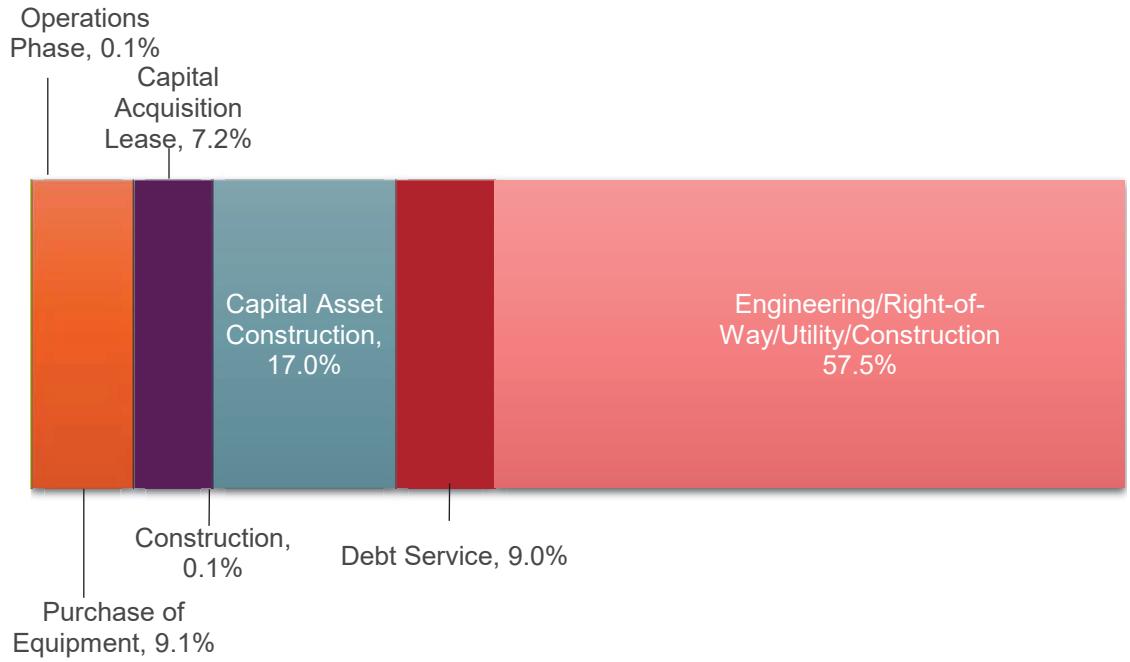
Source: DVRPC, 2024

Figure 3: Four-Year DVRPC Regional Highway Program Cost by Phase



Source: DVRPC, 2024

Figure 4: Four-Year DVRPC Regional Transit Program Cost by Phase



Source: DVRPC, 2024

Funding to the Region

The IIJA/BIL is the most recent federal transportation legislation and was signed into law on November 15, 2021. The $1.2 trillion IIJA/BIL reauthorized the nation's surface transportation and drinking water and wastewater legislation, including an additional $550 billion in funding for new programs in transportation, energy transmission, resilience, broadband, and others. Approximately half of this amount is allocated to the U.S. Department of Transportation over FY22–FY26. The bill focused on making investments that will address equity, sustainability, resilience, climate change, safety, and asset condition: priorities that align strongly with the goals of *Connections 2050,* the Long-Range Plan for the DVRPC region. The IIJA/BIL also expanded eligibility for, and changed some policy requirements in, legacy programs, and established several new formula-funded and discretionary programs.

Formula Funds

The IIJA/BIL included a five-year, $351 billion authorization of highway and bridge programs nationally, with transit programs receiving $91 billion nationally. It also included $110 billion in new spending from the General Fund for highways and bridges, primarily for a special bridge investment program (BRIP), electric vehicle charging, and several discretionary programs. Another $118 billion was transferred from the General Fund to ensure the solvency of the Highway Trust Fund. Several new Highway Trust Fund formula programs were created, including:

- A new program for bridges (BOF) where 15 percent of the funds are reserved for bridges not on the federal-aid system. Locally owned bridges that are not on the federal-aid system are eligible for a 100 percent federal share.
- A program for electric vehicle charging (NEVI), where the infrastructure must be open to the general public or used by commercial operators from more than one company. The funds for this program must be used along a designated alternative fuel corridor.
- The Carbon Reduction Program (CRP), which provides funds to projects that are designed to reduce carbon emissions from transportation, specifically on-road highway sources. Eligible projects include improvements to public transportation and pedestrian and bicycle access, efforts to reduce the environmental and community impacts of freight movement, and support for the deployment of alternative fuel vehicles.
- The Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) Formula Program helps fund projects that improve resilience of infrastructure, plan transportation improvements, and address emergency response strategies to overcome vulnerabilities such as sea level rise and storm surge. PROTECT funds can be used for coastal infrastructure, accessible evacuation routes and pathways to critical infrastructure such as hospitals, and to protect surface level transportation.

The National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), and Congestion Management and Air Quality Program (CMAQ) were all continued with some new eligibility and increased funding levels. The legislation also expanded and amended several existing core federal funding programs. The Surface Transportation Block Grant Programs (STBG), known as STP and STU (Urban) in the FY2025 TIP, includes funding for the Transportation Alternatives Set-Aside (TASA) that has increased to 10 percent of the overall STBG authorization. The Highway Safety Improvement Program (HSIP) was amended to restore 10 percent flexibility for non-infrastructure activities and behavioral projects. The program was also amended to include additional eligible improvements that enhance pedestrian safety. The DVRPC region is set to receive more HSIP funding than in past TIPs, with the annual funding amounts increasing to:

- $22.967 million in FY2025
- $23.862 million per year in FY2026–FY2028

Discretionary Funds

The IIJA/BIL also continued several discretionary grant programs and created a number of new ones. The Infrastructure for Rebuilding America (INFRA) program for Nationally Significant Freight and Highway Projects was increased from $900 million to $1 billion per year. The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program was increased to allocate $7.5 billion over FY22 to FY26. Additionally, several new programs were created:

- The Bridge Investment Program had $600 million allocated in FY2022, increasing to $700 million in FY26.
- The Congestion Relief Program was allocated $50 million per year.
- Charging and Fueling Infrastructure Grants started at $300 million in FY2022 and will increase to $700 million in FY2026.
- The Rural Surface Transportation Grant Program started at $300 million in FY2022 and will increase to $500 million in FY2026.
- PROTECT Grants started at $250 million in FY2022 and will increase to $300 million in FY2026.
- The Safe Streets and Roads for All (SS4A) discretionary program was allocated $5 billion between FY22 and FY26.

IIJA/BIL Impact on Pennsylvania Funding

Over the life of the IIJA/BIL, Pennsylvania's share of highway and bridge funding is anticipated to be approximately $13 billion, a total increase in highway and bridge funding of around $4 billion over the five years of the legislation. This includes the new Bridge Investment Program formula funding, which provided approximately $327 million per year and totals $1.6 billion over the five-year period of the IIJA/BIL. It is noted that in order for Pennsylvania to fully realize the financial benefit of the $4 billion in additional federal highway and bridge funding, the state needs to raise approximately $1 billion in matching funds. On an average annual basis, this is about 40 percent more than the state's federal-aid highway formula funding under the FAST Act's continuing resolutions. However, state funds for bridges and highways are $754 million higher over the first four years of the TIP and reflect additional revenues expected due to a reduction in Motor License Funds budgeted to the Pennsylvania State Police.

Based on formula funding alone, Pennsylvania would expect to receive about $3.2 billion over five years under the IIJA/BIL to improve public transportation options across the state. In the first year (FY2022), this represented about a 41 percent increase over 2021 FAST Act formula transit funding levels.

Regional Impact of the IIJA

Funding for the DVRPC Regional FHWA-funded Program and FTA-funded Program in the Draft FY2025 TIP is the highest it has been in recent memory. The increase is primarily due to the passage of the IIJA/BIL. A total of $3.9 billion in highway and bridge funding is available to the region over the four years of the Draft FY2025 TIP. In comparison to Financial Guidance for the FY2023 TIP, the FY2025 TIP has:

- A $347 million (9 percent) increase in highway and bridge funding.
- A $297 million (4 percent) increase in funding for bridge improvement projects.

- A more than $136 million increase in funding for safety projects.
- A $6 million (5.8 percent) increase for bicycle and pedestrian projects funded through the Transportation Alternatives-Urban Allocation (TAU) program.

According to PennDOT Financial Guidance, which establishes base funding levels for the (multimodal) Highway and Transit programs, the DVRPC-PA region receives over 25 percent ($1.9 billion) of the $7.67 billion in federal and state resources from the formula "Highway" funds distributed to MPOs and Rural Planning Organizations (RPOs) in Pennsylvania over the four-year TIP, and 61 percent ($5.2 billion) of the $8.54 billion in federal and state (Asset Improvement) resources for the Transit Program. Overall, 44 percent ($7.1 billion) of the $16.2 billion in (highway and transit) federal and state resources for non-Interstate funding over the four years (FY25–FY28) of the STIP is allocated to the DVRPC-PA region. For details, see PennDOT's Financial Guidance in Appendix B of the main TIP document (Publication #25002A), which reflects the region's core funding programs. These guidance numbers vary from actual total programming levels for the DVRPC TIP, as seen in Table 2, due to a myriad of funds that are added to the TIP for earmarks, special funding programs, Pennsylvania Turnpike funding, discretionary awards, or awards from PennDOT statewide reserves.

Since the passage of the IIJA/BIL, the DVRPC-PA region has received a number of large federal competitive grant awards that will greatly contribute to advancing the vision and goals of *Connections 2050*. Some of these awards have been programmed on the Draft FY2025 TIP for Pennsylvania, while others may be added as part of the List of Recommended Changes at the time of Board adoption, and still others will be added at a later time. DVRPC coordinates with PennDOT, FHWA, and FTA staff to gather all the necessary information before programming federal competitive grant awards on the TIP. The timing of this process varies, depending on the specific grant and project. Some federal grant awards are not required to be programmed on the TIP. However, these are important projects for the region, and represent additional funding beyond the core federal funds the region receives. Highlights of major competitive IIJA/BIL grant awards received by the DVRPC-PA region to date include:

- The Chinatown Stitch: Reconnecting Philadelphia's Vine Street project was awarded $158 million through the Reconnecting Communities and Neighborhoods Program Grant. The City of Philadelphia's Office of Transportation and Infrastructure Systems (OTIS) and the Philadelphia Chinatown Development Corporation (PCDC) secured the grant by leading a study with PennDOT and DVRPC to gather residents' input and refine the project scope. The Chinatown Stitch will create an inviting public green space with trees and plants with a safe street design that extends the Chinatown neighborhood feel, includes public buildings and businesses that serve community needs, and prioritizes the needs of the elderly, young, and those with disabilities.
- Another project that received funding from the Reconnecting Communities grant is the Redesign of Route 291, led by Delaware County. Awarded $2.5 million, this project will address significant safety concerns with a multifaceted approach that includes the potential for a road diet, green infrastructure, and bicycle and pedestrian facilities. Additionally, this stretch of Route 291 has been identified as the preferred route for the East Coast Greenway, a multimodal trail spanning from Maine to Florida. The Reconnecting Communities grant will complement the PA 291 Complete Streets: Irving Street to Ridley Creek project (MPMS #82069) that was added to the Draft FY2025 TIP as a new project candidate.

SEPTA has also recently received several competitive grants, ranging in size and scope. These projects include:

- $317 million FTA Rail Replacement Grant to replace the Market-Frankford Rail Cars (funds programmed under MPMS #115472, SEPTA's Projects of Significance program).

- $80 million Low or No Emissions Grant to advance power resiliency and facility safety upgrades at six bus districts (funds programmed under MPMS #102569, SEPTA's Maintenance and Transportation Facilities Program).
- $25 million RAISE Grant for the Rebirth for Southwest Philadelphia's Transportation Network: Trolley Modernization & Complete Streets project (AKA Blossom to Bartram).
- $56 million All Stations Accessibility Program (ASAP) grant for Broad Street Line/MFL accessibility improvements (funds programmed under MPMS #77183, SEPTA's Transit & Regional Rail Station Program).

The Schuylkill River Passenger Rail Authority (SRPRA) received funding to study restoring passenger rail service between Reading and Philadelphia with $500,000 from the Federal Railroad Administration's Corridor Identification and Development Program. The SRPRA, represented by Berks, Chester, and Montgomery Counties, is using the federal funds along with other county and state funding to re-establish the rail line with stops in Reading, Pottstown, and Phoenixville. The project will also connect the region to the Northeast Corridor between Washington D.C. and Boston, as well as the Amtrak national network. The collaborative efforts of the SRPRA, city planners, and officials of the municipalities involved will result in significant benefits in economic development, environmental impact, and community harmony.

DVRPC and the City of Philadelphia each received funds from the Safe Streets and Roads for All (SS4A) Grant Program. DVRPC was awarded nearly $1.5 million for its Regional Vision Zero 2050 Action Program. This was a regional effort, with all nine counties in the DVRPC region included as subrecipients of the award. DVRPC and its partners will create a safety action program to advance the *Connections 2050* Regional Vision Zero 2050 goal with a process designed to strengthen ongoing regional collaboration toward eliminating crash fatalities. In addition to required plan elements like a regional High Injury Network, DVRPC will review recently-completed and forthcoming county and local plans for inclusion in the regional plan–possibly qualifying them for future SS4A implementation grant rounds. In addition, the City of Philadelphia was awarded $30 million for its Philadelphia Vision Zero Capital Plan Implementation and another $16.4 million for its Complete and Safe Streets Philadelphia: Vision Zero High-Injury Network Corridors project. SS4A funds are not required to be programmed on the TIP.

Lastly, the City of Philadelphia also secured a $76 million MEGA Grant, which supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. The funding is for critical near-term safety improvements along Roosevelt Boulevard, an extremely dangerous road and the source of dozens of fatalities. This project will implement near-term recommendations from the Roosevelt Boulevard Route for Change study, aiming to improve safety, accessibility, and reliability along the corridor by implementing solutions such as additional speed cameras, improvements to bus stops and amenities, and pedestrian-oriented infrastructure such as raised crosswalks. At the same time, larger-scale, long-term improvements to the Roosevelt Boulevard continue to be studied. See the US 1: Broad Street - Adams Avenue (MPMS #119822) and US 1: Adams Avenue - Old Lincoln Highway (MPMS #119836) projects for more details.

Statewide IMP and Asset Management

More funding statewide has continued to be directed to the IMP, as was the case with the previous two TIPs. Prior to the FY2021 TIP, IMP funding had been stagnant for over 10 years, since originally being established at $370 million annually. For comparison, the IMP is currently averaging $1.217 billion per year over the four-year STIP. The identified need for Pennsylvania's Interstates that necessitated the shift in funding was $1.2 billion per year. Federal performance measures and the Pennsylvania Transportation Asset Management Plan (TAMP), which are required by the FHWA, convinced PennDOT and its planning partners to agree to increase the IMP funding over time. Agreement to focus on the Interstates was decided by PennDOT and its planning partners prior to the IIJA/BIL becoming law. Because of this prior work to address the needs of the Interstate system, the majority of the additional IIJA/BIL funding in the FY2023

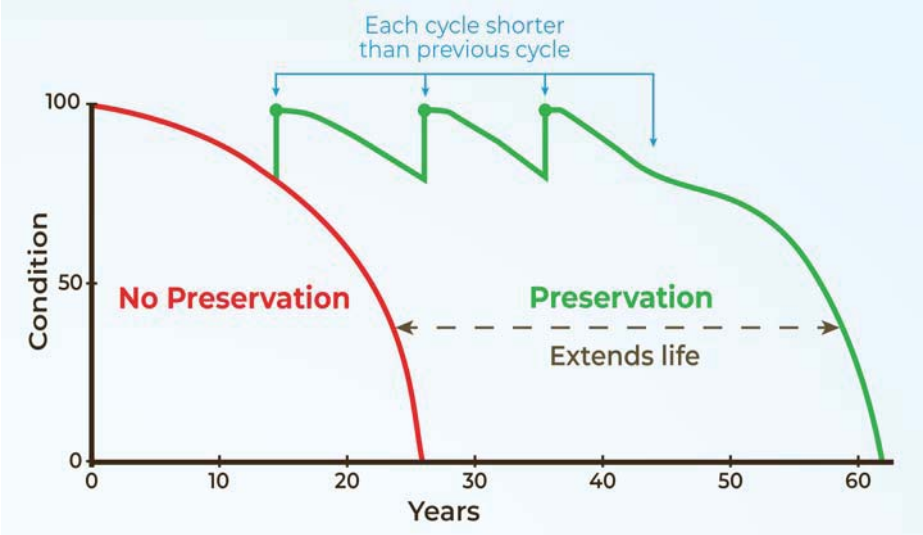
program, and carried forward in the Draft the FY2025 program, is going to the MPOs/RPOs instead of having to be dedicated to the IMP.

In order to achieve a more performance-based approach to selecting projects under the statewide Twelve-Year Program, the distribution of regional funding, known as formula funding, continues to focus on a lowest-life-cycle cost (LLCC) approach. States are required to manage the National Highway System (NHS) to the LLCC and document this in their risk-based TAMPs. Instead of maintaining a worst-to-first framework, where the worst performing asset is fixed and improved to a point where it would be performing at the top of the list, LLCC is a process designed to maximize the life of an asset at the lowest cost through a risk-based prioritization of preservation, rehabilitation, and reconstruction. LLCC promotes the right treatment at the right time (with an emphasis on preservation) rather than focusing too heavily on assets in poor conditions (e.g., worst to first). The benefit of this approach is to extend the life of the assets (bridges and pavements) and lower the annual cost over the life of the asset. This approach is a more effective use of resources, and assets are kept in better overall condition. LLCC is shown visually in Figure 5:

Financial Guidance formulas for core transportation funds distributed statewide remain the same as in the FY2023 TIP. The NHPP and STP funding distribution is based on 40 percent of the funding through a formula attributable to bridge condition data (for bridges greater than 20 feet), and 60 percent of the funding through a formula attributable to highway condition data. There is also an Asset Management Factor (AMF) included in the formulas that attempts to account for the various treatments required to maintain existing pavements and bridges in a state of good repair, consistent with the commonwealth's TAMP. This factor considers the different levels of cost incurred in order to repair different types of assets (e.g. surfaced treatment milling costs less than a full-depth reconstruction, and whether it is a low-level asset type versus a limited access highway also impacts the cost of repair). The focus of the formula can be attributed to poorly rated bridge deck area versus the deck area of all bridges in a region, in order to move away from the worst-to-first approach to programming. See pages 2-7 in the PennDOT Financial Guidance in Appendix B for additional details and explanation of the funding formulas for the various categories of funds (see main Draft TIP document, Publication #25002A).

Regarding funding for the IMP, which is managed statewide, PennDOT's Financial Guidance (Appendix B of the main TIP document [Publication #25002A]) indicates that $4,134,928,000 would be distributed (statewide) to projects in the IMP, over the years FY25 to FY28, for an average of $1,033,732,000 per year. This includes $240,258,000 of NHFP funding in the four-year STIP. When the funding dedicated to the Interstate Management Program via Financial Guidance is considered as well as the Secretary of Transportation's Discretionary Funds, there is a total of $4,869,839,000 programmed in the Draft IMP over the four years FY25 to FY28. For projects programmed during the FY25–FY28 time period, $1,270,466,000 or 26 percent of programmed IMP funds, have been distributed to the DVRPC region.

Figure 5: Lowest-Life Cycle Cost



Source: PennDOT, 2020

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CHAPTER 3:

Performance-Based Planning and Programming (PBPP)

The IIJA continues the requirements established in Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act for performance management. These requirements aim to promote the most efficient investment of Federal transportation funds. Performance-based planning ensures that DVRPC, PennDOT, and regional transit agencies collectively invest Federal transportation funds efficiently towards achieving national goals.

Transportation Performance Management (TPM) is a strategic approach that uses data to make investment and policy decisions to achieve national performance goals. 23 USC 150(b) outlines the national performance goal areas for the Federal-aid program. This statute requires FHWA and the FTA to establish specific performance measures for the system that address these national goal areas. The regulations for the national performance management measures are found in 23 CFR 490.

National Goal Areas	
Safety	▪ To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure Condition	▪ To maintain the highway infrastructure asset system in a state of good repair
Congestion Reduction	▪ To achieve a significant reduction in congestion on the National Highway System
System Reliability	▪ To improve the efficiency of the surface transportation system
Freight Movement and Economic Vitality	▪ To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
Environmental Sustainability	▪ To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced Project Delivery Delays	▪ To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

USDOT regulations have established final rules on performance measures that address the seven goals, accordingly:

- Roadway fatalities and serious injuries, both number and rate per vehicle miles traveled, on all public roads;
- roadway pavement condition on the Interstate system and on the remainder of the NHS;
- bridge condition on the NHS;
- performance (system reliability) of the Interstate system and non-Interstate NHS;
- freight movement on the Interstate system;
- traffic congestion;
- on-road mobile source emissions;

- transit rolling stock, equipment, facilities, and infrastructure; and
- transit fatalities, injuries, safety events, and system reliability.

The FHWA has established three performance measure regulations for roadway safety (PM1), bridge and pavement condition (PM2), and system performance (PM3). The FTA has established performance measures for Transit Asset Management (TAM) and Transit Safety. MPOs may either choose to support the respective state DOT and transit operator targets and the agencies' efforts to achieve the targets or develop their own regional targets. DVRPC has memoranda of agreements (MOAs) with various pertinent planning partners, including state DOTs, transit operators, and other MPOs for each of the performance measure areas. The agreements outline how the planning partners will select and report performance targets and the reporting of performance. For additional information or to view the latest TPM targets, updates, and MOAs visit www.dvrpc.org/TPM.

Evaluating FY2025-2028 TIP Performance

The Federal Fiscal Year (FFY) 2025-2028 Transportation Improvement Program supports the focus areas and goals established in DVRPC's current long-range transportation plan, *Connections 2050*. These include equity, resilience, sustainability, safety, asset management, access, and performance. The goals are aligned with the national goal areas and federal performance measures and guide DVRPC in addressing transportation priorities.

Over the four-year TIP, over 84% of the total funding is associated with roadway and bridge reconstruction, preservation, and restoration projects. However, these projects are also anticipated to provide significant improvements to roadway safety and traffic reliability for both passenger and freight travel. Through the federal performance measures, DVRPC will continue to track performance outcomes and program impacts on meeting the transportation goals and targets. Decision support tools including transportation data and project-level prioritization methods will be continually developed and enhanced to meet DVRPC, PennDOT, and transit agency needs. Dashboards and other reporting tools will be maintained to track and communicate performance to the public and decision-makers.

The *Plan–TIP Project Evaluation Criteria* evaluate candidate transportation projects relative to the vision and goals of the *Connections 2050* Long-Range Plan ('Plan') and federal Transportation Performance Management performance measure (PM) targets for roadway safety (PM-1), bridge and pavement condition (PM-2), and system performance (PM-3); and transit safety and asset management. The criteria were developed in collaboration with DVRPC's Financial Planning Subcommittee of the Regional Technical Committee (RTC). They consist of (1) a screening to compare candidate consistency with the Plan's equity, sustainability, and resiliency principles, and to ensure Major Regional Projects (MRPs) are funded in the region's Plan before being programmed in the region's TIP; and (2) a set of project evaluation criteria based on the Plan's focus areas—the environment, communities, transportation, and the economy—and the federal PMs. More information about the *Plan-TIP Project Evaluation Criteria* can be found in Appendix D of the main TIP document (Publication #25002A).

CHAPTER 4:

Mapping Application and Listings Overview

Mapping Application and Geographic Information Systems (GIS)

This TIP does not contain printed static maps in the document, except those in Appendix G: Environmental Justice Appendix. Due to the dynamic, changing nature of the TIP, static maps would become out of date by the time the final version of the TIP is printed and distributed. For this reason, DVRPC suggests using the TIP Web Search Tool, www.dvrpc.org/TIP (or www.dvrpc.org/TIP/Draft), as the primary mapping tool to view the location of mappable projects for the highway, transit, and Interstate projects.

Geographic Information Systems (GIS) is an important planning tool that supports state, regional, county, and local planning and technical efforts. Nearly all planning activities incorporate GIS technology, whether it is for data collection and storage, or analysis and presentation. GIS allows planners to view and query spatial data; perform advanced analysis to discover relationships, patterns, and trends; and effectively present information to decision makers and the public.

Different types of projects, such as intersection improvements, bridge replacements, or transit facilities, are shown using various colors and symbols in the TIP Web Search Tool. Certain types of projects, such as roadway landscaping, lease payments for the use of railroad tracks, or preliminary studies, are not mapped. These Unmapped projects can be viewed as a table within the Search Tool.

The TIP Web Search Tool has several helpful functions for searching and filters projects by Air Quality (AQ) Code, Fund Type, and MRP. Users can also toggle on several overlays, including Planning Centers, Freight Centers, Congestion Management Process (CMP) Corridors, and Indicators of Potential Disadvantage (IPD). Download the GIS data layers used in the TIP Web Search Tool from our Data Center.

DVRPC Regional Highway and Transit Project Listings

This document includes various project listings. The project listings include the Pennsylvania Highway, Transit (PART, PennDOT, and SEPTA), and Interstate Management Programs. The project listings within the Highway and Transit Programs are grouped by county and transit operator. Included are FHWA funded projects for Bucks, Chester, Delaware, and Montgomery counties, and the City of Philadelphia; a listing of projects that apply to various counties; and Transit projects for PART, PennDOT, and SEPTA.

Note that all projects within the First-Four Years (FY25-FY28) would be considered funded and able to be federally authorized for funding. By federal regulation, the TIP is the four-year constrained program for which revenues are reasonably expected to be available. However, the state and region developed a 12-year constrained programming horizon for FHWA-funded and FTA-funded projects to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs. Many projects that have phases within the First-Four Years (FY25-FY28) also have phases (such as Construction) that may be out between LFY29 and LFY36. This 12-year constrained programming horizon is illustrated on the project listings within the TIP document.

Projects **bolded** are "**NEW**" to the TIP. **Projects bolded with an asterisk (*)** are "**NEW-B**" projects that have been "broken out of," or derived from, an existing TIP project. ***Projects bolded and italicized*** are projects indicated as "***RETURN***," which were previously programmed in a prior TIP but through a variety of circumstances have returned to the FY2025 TIP.

Table 5: Bucks County TIP Project List

MPMS#	Project Title	MPMS#	Project Title
Highway Program – Bucks County			
12923	Bristol Road Extension	93445	Route 1 Improvements-North (Section RC2)
12965	Lawn Avenue Reconstruction	93446	Route 1 Improvements Frontage Corridor (Section RC3)
13240	Old Bethlehem Road Bridge over Kimples Creek	**99431**	**Route 663 (John Frieds Highway) Widening**
13440	Allentown Road and PA 663 Bridges (2) over Licking Creek	102272	Holland Road at Buck Road and Route 532
13549	US 1 (Bridges) Design (Section 03S)	102309	PA 309 over Morgan Creek
13635	Oxford Valley Road/Lincoln Highway Intersection Improvements	102664	PA 309 over Beaver Run (Bridge)
13716	Headquarters Road Bridge over Tinicum Creek	104746	West Bridge St over Tributary to Delaware River
17918	I-95, Transit Improvements/FLEX (Cornwells Heights)	110091	King Road Bridge over Herkaken Creek (CB #54)
57619	Route 313 Corridor Improvements	110309	I-95/US 13/PA 132 Slip Ramp Operation Improvement
64778	State Road Reconstruction	110310	Almshouse at Jacksonville Road
64781	Swamp Road/Pennswood Road Bridge over Branch of Neshaminy Creek	110763	Cold Spring Creamery Rd over Branch Pine Run
69823	Rosedale Road Bridge over Unami Creek	111565	Chapman Road Bridge over Pine Run
74827	Delaware Canal Enhancement	115418	Route 113 & Minsi Trail Road Roundabout
78516	Bridge Replacement Brownsville Road	115419	US 202 & York Road Roundabout
81295	**Hulmeville Road/Brown Avenue Intersection Improvements**	116893	Edison Furlong Rd over Pebble Creek
84256	Old Street Road Bridge over SEPTA	118020	Bustleton Pike/Second St Pike Roundabout
84258	Pennsylvania Avenue/Delaware Canal	118022	Route 202/179 Roundabout
86244	River Road at Golden Pheasant over Delaware	118190	Fairview Avenue Grade Crossing
88083	Stoopville Road Improvements - Phase 2	119730	I-95, I-295, PA Turnpike Interchange Stage 2
90550	Creamery Road & Tohickon Creek (Bridge)	119977	I-95, I-295, PA Turnpike Interchange Stage 3-Delaware River Bridge Replacement
92641	Dublin Pike over Morgan Creek	**120912**	**Trumbauersville Road Bridge over Unami Creek**

Source: DVRPC, 2024

Table 6: Chester County TIP Project List

MPMS#	Project Title	MPMS#	Project Title
Highway Program – Chester County			
14134	West Bridge Street Bridge over Amtrak	107553	SR30 & Airport Road Interchange Improvement
14532	US 30, Coatesville Downingtown Bypass Reconstruction Design	107554	US30 & PA82 Interchange Improvements
14580	US 1 Expressway Reconstruction: PA 472 to PA 896	107945	Art School Road over Bridge Pickering Creek (Bridge)
14581	US 1 Expressway Reconstruction: PA 896 to PA 41	110311	PA 41 at State Road Intersection
14652	Dutton Mill over Ridley Creek (CB #157)	110312	Baltimore Pike/Newark Road Intersection
14698	US 422, Reconstruction (M2B)	110765	Pickering Dam Road over Branch Pickering Creek
47979	North Valley Road over Amtrak	111572	St. Peter's Road Retaining Wall Project
64220	US 422 Expressway Reconstruction (M03)	111761	Lincoln Highway Streetscape Improvements
78617	PA 41 over White Clay Creek	113307	US 1 Expressway Reconstruction: PA/MD Line to PA 472
81744	**Chester Valley Trail: P&T Phase 1**	113312	US 1 Expressway Reconstruction: PA 41 to Schoolhouse Road
82075	**Pocopson Road at Street Road**	114166	PA 401 & Valley Hill Rd Improvements (CMAQ)
84284	Doe Run Rd/Buck Run (Bridge)	115423	Route 23 Corridor Safety Improvements
86276	Township Road over West Branch of Big Elk	117999	Thomas Road over Trout Creek (CB#300)
86301	Lancaster Avenue / Brandywine Creek	118024	US 202 and High Street Interchange
86302	Ewing Road over White Clay Creek Bridge	118025	PA 100 Northbound at Exton Station
87781	US 30, Coatesville Downingtown Bypass (CER-Eastern Section)	118183	Lake Road West Railroad Crossing
98035	Water Works Road over Rock Run	**118184**	**Lake Road East Railroad Crossing**
98039	Ship Road over Valley Creek (Bridge)	118185	Woodland Avenue Xing
98041	Birchrun Road over Birch Run (Bridge)	118186	Kimble Road Xing
98042	Conestoga Road over Pickering Creek	118188	Mt. Pleasant Grade Xing
98223	Creek Road over Pickering Creek (Bridge)	118189	Crowl Toot Road Railroad Xing
98224	Spring City Road over Stony Run (Bridge)	118552	Harvey's Bridge Road over West Bridge Brandywine Creek (CB #92)
102708	PA 41 at PA 841 Improvements	**119786**	**Unionville Road Grade Xing**
103589	**County Bridge #38 Pusey Mill Road over Big Elk Creek**	**120957**	**North Caln Road/Olive Street and Lincoln Highway**
107551	SR30/SR10 to Business 30 Interchange		

Source: DVRPC, 2024

Table 7: Delaware County TIP Project List

MPMS#	Project Title	MPMS #	Project Title
Highway Program – Delaware County			
15183	Station Road Bridge over Chester Creek (CB #234)	103217	Main Street Grade Crossing
15251	US 1 and PA 352 Interchange, Intersection, and Roadway Improvements	103521	Reed Road over Whetstone Run (CB #36)
15278	Chester Pike/9th Street Bridge over Darby Creek (CB #146)	103528	Mattson Rd over West Branch of Chester Creek
47147	3rd Street Dam over Broomall Lake	104343	US 322 over CSX
57773	Lloyd Street Bridge over Amtrak/SEPTA Wilmington Newark Rail Line (CB)	104879	Cheyney Road Bridge Replacement
69665	South Creek Road Bridge over Brandywine Creek	107642	Smithbridge Road Corridor
69817	US 322, Featherbed Lane to I-95 (Section 102)	108910	I-95 Noise Abatement
79329	Bridgewater Road Extension	110951	MacDade Blvd. Corridor Safety Improvements
82050	**6th Street Bridge over Chester Creek**	111022	Chichester Avenue Corridor Safety Improvements
82069	**PA 291 Complete Streets: Irving Street to Ridley Circle**	113251	Highland Avenue Railroad Preemption
84269	Victory Ave over SEPTA Route 100	114034	US 322: Chelsea Parkway to Market Street Interchange (Section 103)
88400	US 1, Chester County Line to Pole Cat Road	114102	West Chester Pike and 476 (Competitive CMAQ)
92323	Wanamaker Ave over Darby Ck (Bridge)	114112	Media Bypass ITS (Competitive CMAQ)
92324	Gov Printz Blvd over Conrail (Bridge)	115426	Haverford Road Corridor Safety Improvements
92808	Marshall Road over Cobbs Creek (Bridge)	115427	Lansdowne Avenue Corridor Safety
93105	State Rd over Darby Creek (Bridge)	118006	Ridley Creek Road over Branch of Ridley Creek
95429	US 202 and US 1 Intersection Area Improvements	118029	Bethel Roundabout
98216	Michigan Ave over Little Crum Creek (CB# 210)	118030	Bryn Mawr Avenue Extension
98217	Hilldale Road over Darby Creek (CB# 149)	118494	Eastern Delaware County Bikeway Implementation Plan (TOP)
98218	South Avenue over Muckinipattis Creek (Mulford Bridge) (CB# 142)	**119435***	**SR 452/I-95 Improvements***
99668	PA 291 Drainage Improvements	**119917***	**Concord Road/Bethel Road/Engle Street***

Source: DVRPC, 2024

Table 7: Delaware County TIP Project List (continued)

MPMS#	Project Title	MPMS	Project Title
Highway Program – Delaware County			
120374*	**Concord Road / Bridgewater Road Intersection Improvement (Sec BWI)***	**120910**	**Kedron Avenue over Bridge to Stony Creek**
120688*	**SR 3007 Sec DMB Preliminary Design for Concord Road / McDonald Blvd and Concord Road/Sunfield Drive Intersection Improvements***		

Source: DVRPC, 2024

Table 8: Montgomery County TIP Project List

MPMS#	Project Title	MPMS#	Project Title
Highway Program – Montgomery County			
16150	Tookany Creek Parkway Bridge over Tookany Creek	64795	Belmont Road/Rock Hill Road Widening: I-76 Ramps to Rock Hill Road
16214	PA 611, Old York Road over SEPTA R3	64798	North Narberth Avenue Bridge over Amtrak/SEPTA (CB)
16408	Fruitville Road Bridge over Perkiomen Creek (CB #232)	66952	PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)
16438	*PA 309, Connector Project - Phase I*	72355	Valley Green Road Bridge Over Wissahickon Creek
16577	Ridge Pike: Harmon Road to Crescent Avenue	74813	Ambler Pedestrian Sidewalk Improvements
16665	US 202, Markley Street Southbound (Section 500)	**81785**	**Cross County Trail East – Section A**
16738	US 422 Expressway Section M1B	**82083**	**Cross County Trail: Wissahickon Trail – SEPTA's Fort Washington Station**
48172	PA 23 Moore to Allendale and Trout Creek Road Bridge	**82084**	**Cross County Trail East – Section B**
48174	PA 63, Welsh Road	83742	Keim Street Bridge over Schuylkill River
48175	Ridge Pike: Belvoir Road to Chemical Road	92637	Pleasant View Road/Sanatoga(Bridge)
48187	Henderson/Gulph Road Widen near I-76 Ramps	92839	Ridge Pike over Norfolk Southern RR Bridge (CB: #257)
57176	**PA 611 Bridge over PA Turnpike Willow Grove Interchange Ramps**	98037	Niantic Road over Perkiomen Creek (Bridge)
63486	US 202, Johnson Highway to Township Line Road (61S)	102273	Ridge/Germantown Intersection Re-Alignment - Phase 1, Perkiomen Crossing

Source: DVRPC, 2024

Table 8: Montgomery County TIP Project List (continued)

MPMS#	Project Title	MPMS#	Project Title
Highway Program – Montgomery County			
103371	Woodmont Road Bridge Replacement (CB #10)	115428	Sumneytown Pike Intersections Safety Improvements
103372	Waverly Road over Tacony Creek (County Bridge #275)	115429	Belmont Avenue and St. Asaphs Road Roundabout
103440	Penllyn Pike Bridge Replacement (CB #289)	117963	Old Allentown Rd over Branch Towamencin Creek
105803	PA 309 Connector: Souderton Pike to PA 309	117965	Liberty Bell Trail P3
110313	Belmont Avenue Bridge over Schuylkill River (CB #200)	118005	Black Rock Road over Tributary of Schuylkill River
110315	Philmont Avenue/Tomlinson Road/Pine Road Improvements – 6 Point Intersection	118031	PA 29 and PA 113
110444	Ridge Pike - School Lane to Belvoir Road (CB #0 and TPK Bridge DB-116)/Interchange Area Bridges	118032	Dekalb Street Two-Way Reconstruction
110761	Gilbertsville Road over Branch of Ministers Creek	118033	PA 309 Connector HT4
110762	Perkiomenville Road over Sciota Creek Bridge Replacement	118187	Central Avenue Grade Crossing
110971	Main Street Safety Improvements	119481	Cross County Trail Extension
114172	Dreshertown Road CC Trail Extension (Competitive CMAQ)	**120911**	**Dreshertown Road over Bridge Sandy Run**
114948	Lancaster Avenue and Remington Road Intersection Improvements		

Source: DVRPC, 2024

Table 9: Philadelphia County TIP Project List

MPMS#	Project Title	MPMS#	Project Title
Highway Program – Philadelphia County			
17215	70th, 71st, 72nd Streets over Amtrak	108099	Falls Road Bridge
17678	Spring Garden Street over Amtrak	108129	MLK Drive over Schuylkill River (Bridge)
57902	City Wide 3R Betterments Line Item	110314	30th Street Viaduct over 30th Street Lower (Bridge)
69828	Market Street Bridges (2) over Schuylkill River	110958	Castor Avenue Roundabout
69909	Willits Road Bridge over Wooden Bridge Run	111194	Castor Avenue Corridor Safety Improvements
70231	Swanson Street Reconstruction	111515	Cherokee Street Bridge over Valley Green Road
72597	Benjamin Franklin Bride Safety Improvements	112500	Citywide 3R 110
78757	JFK Boulevard @ 32nd St. over SEPTA (30th Street Station) (Bridge)	112525	Citywide 3R 111
79832	North Delaware Riverfront Greenway Project, Sec 3	112527	Citywide ADA Ramps 3
81219	**25th Street: Washington Avenue to Passyunk Avenue**	114173	Roosevelt Boulevard Crossover Lanes (Competitive CMAQ)
81292	Frankford Avenue/Frankford Creek (Bridge)	115434	Frankford Avenue Corridor Safety Improvements
87784	Aramingo/Harbison: Church Street to Amtrak (Section BS3)	115435	63rd Street Corridor Safety Improvements
91490	Expressway Service Patrol - Philadelphia	115440	Washington Lane Corridor Safety Improvements
92554	Ridge Avenue over Amtrak (Bridge)	115442	Vine Street Corridor Safety Improvements
96223	Philadelphia Signal Retiming	115444	Wyoming Avenue Corridor Safety Improvements
98229	59th Street over Amtrak (Bridge)	115445	5th Street Corridor Safety Improvements
98230	Tabor Road over Tacony Creek (Bridge)	116807	Citywide ADA Ramps 4
103563	I-95: Delaware Avenue Extension	117341	Penn's Landing Project Development – Local Development
105290	Ben Franklin Bridge Eastbound Operational Improvements	117966	Overbrook Education Center Slow Zone
106264	I-95 Central Access Philadelphia (CAP) / Waterfront Access	**118034**	**Spring Garden Connector**
107648	North 5th Street Reformatting Signals	118035	5th Street Improvements

Source: DVRPC, 2024

Table 9: Philadelphia County TIP Project List (continued)

MPMS#	Project Title	MPMS#	Project Title
Highway Program – Philadelphia County			
118359	Logan Square Sidewalk	119836	US 1: Adams Avenue – Old Lincoln Highway
118496	The Woodland Avenue Trolley Portal Complete Street Project (TOP)	**120762***	**Cobbs Creek Parkway: Market – Woodland***
119437	Great Streets Philadelphia RAISE 22	**120940**	**Philadelphia County ADA Ramps**
119480	Roosevelt Boulevard Study	120993	North Philadelphia School Zones RAISE 23
119822	US 1: Broad Street – Adams Avenue		

Source: DVRPC, 2024

Table 10: Various Counties TIP Project List

MPMS#	Project Title	MPMS#	Project Title
Highway Program – Various Counties			
16178	Construction Management Tasks	82091	ITS Network Arch Tech Refresh Ph1 – PA 309 Hubs
48201	DVRPC Competitive CMAQ Program	**82095**	**Systemic Improvements: High Friction Surface Treatment**
51095	ITS Program Integrator	82124	PA 100 and Hanover Street ITS Deployment
57927	Regional Safety Initiatives (HSIP)	82216	NHPP Reserve Line Item
63406	Retrofit for Bike Lanes and Shoulders	83743	ADA Ramps Line Item
64984	Transportation Alternatives Program (TAP) Line	84318	CAQ Reserve Line Item
65109	Transit Flex - SEPTA	84457	Signal Retiming Program
75854	District Program Management Services "A"	92182	Expressway Service Patrol 13-16 Suburban Counties
75855	District Program Management Services "B"	95447	County Bridge Line Item
79927	Highway Reserve Line Item-STP	**96069**	**Bucks and Montco Bridge Group**
79929	Highway Reserve Line Item-STP	102105	Municipal Bridge Line Item
79980	Bridge Reserve Line Item	102275	Study Line Item
82087	**STU Reserve Line Item**	102665	Signal Upgrade Line Item
82088	**Systemic Vulnerable User Improvements**	105291	The Circuit Line Item
82089	**Systemic Improvements: Wrong Way Countermeasures**	106648	Sink Holes Line Item

Table 10: Various Counties TIP Project List (continued)

MPMS #	Project Title	MPMS #	Project Title
Highway Program – Various Counties			
106649	Stormwater Permits/Environmental Mitigation Design	115974	District 6 Modeling Assistance 2022-23
106654	I-95 Transportation Demand Management (TMA)	117904	PA Transportation and Community Development Initiative (TCDI) 2022-23
109847	ROW Divestment 6-0	117912	PA SHRPP
113257	Outdoor Advertising Control	117928	Travel Options Program (TOP)
113416	**Concrete Arch Bridges Rehabilitation (US 1)**	117929	PA Transportation Demand Management (TDM) Base Program
113813	Group HB1 Bridge Rehabilitation	117930	PA Transportation Demand Management (TDM) Base Program Administration and Commuter Services 2022-23
115964	Transportation Operations 22-23	117931	Regional TOP Competitive Administration 2022-23
115965	TAP Project Engineering/Management 2022-23	117997	Bridge Investment Program Line Item
115966	CMAQ Project Engineering/Management 2022-23	118015	CMAQ Flex for SEPTA Projects of Significance Line Item
115968	Travel Monitoring 2022-23	1180336	HSIP Supportive Line Item
115969	Regional GIS Coordination 2022-23	119299	Carbon Reduction Program Line Item
115970	Air Quality Action Supplemental Services	**120934**	**Bucks and Montgomery Counties ADA Ramps**
115971	Transportation Systems Management and Operations (TSMO)	**120938**	**Chester and Delaware Counties ADA Ramps**
115972	I-95 Planning Assistance	**120942**	**MS4 and 105 Remediation**
115973	Enhance and Maintain Travel Forecasting Tools 2022-23		

Source: DVRPC, 2024

Table 11: Transit TIP Program List

MPM#	Project Title	MPMS#	Project Title
Southeastern Pennsylvania Transportation Authority - SEPTA		Pottstown Area Rapid Transit	
15407	Villanova Intermodal Station	59935	Capital Operating Assistance - Pottstown Area Rapid Transit (PART)
59966	Capital Asset Lease Program	95739	Transportation Capital Improvements
59973	Utility Fleet Renewal Program – Non-revenue Vehicles	PennDOT BPT	
60275	Debt Service	87534	Coatesville Train Station
60335	City Hall / 15th Street Stations		
60540	Parking Improvements		
60574	Paoli Transportation Center		
60582	Vehicle Overhaul Program		
60599	Paratransit Vehicle Purchase		
60611	SEPTA Key (Fare Collection System/New Payment Technologies)		
60638	Regional Rail Car and Locomotive Acquisition		
60651	Substations and Power Improvements		
73214	Ardmore Transportation Center		
77183	Transit and Regional Rail Station Program		
90497	Infrastructure Safety and Renewal Program		
90512	SEPTA Bus Purchase Program		
93588	Exton Station		
95402	Bridge Program		
102565	Track Improvement Program		
102567	Roof Program		
102569	Maintenance & Transportation Facilities		
102571	Communications, Signals, & Technology		
115472	Projects of Significance		
121366*	**Resiliency and Sustainability Program***		
121367*	**Safe, Clean, and Secure Program***		

Source: DVRPC, 2024

Table 12: Interstate Management Program List

MPMS#	Project Title	MPMS #	Project Title
Interstate Management Program - Delaware County			
15477	I-95/322/Conchester Highway Interchange/Improvements (322)		
104821	I-476 Travel Management		
112298	I-476: I-76 Interchange to MacDade Boulevard		
Interstate Management Program – Montgomery County			
106662	I-76 Integrated Corridor Management		
116838	I-76 Flex Lanes: US 202 to I-476		
116839	I-76 Flex Lane Westbound: US 1 – Belmont Avenue		
Interstate Management Program – Philadelphia County			
17821	I-95: Shackamaxon Street to Ann Street (GIR) - Design	103553	I-95: Race to Shackamaxon 2 (GR6)
46959	I-95 Design Review Manager	103556	I-95 ATMS (GR9)
47811	Bridge Street Design (Section BSR)(IMP)	103557	I-95 Northbound: Ann St to Wheatsheaf Lane (AF3)
47812	I-95: Betsy Ross Interchange (BRI) - Design (IMP)	103558	I-95 Southbound: Ann St to Wheatsheaf Lane (AF4)
47813	I-95: Ann Street to Wheatsheaf Lane (AFC)	103559	I-95: Betsy Ross Mainline Southbound (BR4)
79828	I-95 Northbound: Race to Shackamaxon (GR5)	103560	I-95: Betsy Ross Section Conrail Bridges (BR5)
79905	I-95: Betsy Ross Mainline (BR3)	103561	I-95: Betsy Ross Interchange Drainage (BR6)
79908	I-95: Kennedy to Levick (Section BS1) (IMP)	114876	Studies Line Item
79910	I-95: Margaret to Kennedy (Section BS2) (IMP)	115687	I-95: Allegheny & Castor Avenues Interchange
81225	Girard Point Bridge Rehab - Phase 1	115805	I-95: Bridge Rehabilitation: Island Ave to Philadelphia Navy Yard
98207	I-95 Congestion Management	116391	I-95: Bridge Rehabilitation

Source: DVRPC, 2024

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CHAPTER 5:

Learn More and Share Your Ideas!

DVRPC encourages the public to provide comments about the Draft TIP and specific projects to state, county, transit, and DVRPC staff through its ongoing public involvement process.

The public comment period for the Draft DVRPC FY2025 TIP for Pennsylvania is open as of May 23, 2024, and will close on June 24, 2024, at 5:00 p.m. (local time)

Comments can be submitted online via the TIP comment/search/map application at www.dvrpc.org/TIP/Draft/

DVRPC firmly believes that meaningful public participation results in better planning outcomes. Public participation is a process, not a single event. DVRPC provides multiple opportunities for a wide variety of stakeholders, including vulnerable and historically marginalized populations, public officials, and the private sector, to provide comments on and stay informed about transportation planning and programming decisions. By incorporating local information, residents' lived experiences, and subject matter expertise, plans are more implementable, beneficial, and sustainable.

The public comment period for the Draft DVRPC FY2025 TIP for Pennsylvania opened on May 23, 2024, at 5:00 PM (local time), and will close on June 24, 2024, at 5:00 PM (local time). A hybrid meeting will be held at the DVRPC offices and an online open house will be held at the following web address for the purpose of informing interested parties on how to make public comments on the Draft DVRPC FY2025 TIP:

ONLINE ONLY MEETING:
Monday, June 10, 2024, at 6:00 PM to 7:30 PM
Registration via: https://dvrpc.zoom.us/webinar/register/WN_b815VIjZReqjdllKJF_gEw#/registration
or by visiting DVRPC's events calendar: https://www.dvrpc.org/calendar/
After registering, you will receive a confirmation email containing information about joining the webinar.

HYBRID MEETING:
Tuesday, June 11th, 2024 at 6:00 PM to 7:30 PM
Registration for in-person and online attendees via:
https://dvrpc.zoom.us/webinar/register/WN_8JQuiSpLQKe5BOjw3DV1pA
or by visiting DVRPC's events calendar: https://www.dvrpc.org/calendar/
DVRPC Conference room
190 N Independence Mall West
Philadelphia, PA 19106

Directions: https://www.dvrpc.org/directions/
Dinner will be served for in-person attendees; an online option will also be available to give public comment.
Interpretation can be provided if requested. Please reach out to public_affairs@dvrpc.org or 215.592.1800.

While not required, for the in-person meeting, those interested in joining the meeting are encouraged to RSVP by contacting 215-592-1800 or public_affairs@dvrpc.org. For the online meeting, registration information is available on DVRPC's events calendar at https://www.dvrpc.org/calendar/2024/6. While participants will need to register beforehand, they will be approved automatically and can register and join the meeting up until the meeting ends. Additionally, people who want to participate but do not have internet access or smart phones can call in. Anyone who needs accommodations, such as closed captioning or interpretation for either meeting, are directed to contact DVRPC's Office of Communications & Engagement at public_affairs@dvrpc.org or 215-592-1800. DVRPC's website (www.dvrpc.org) is a vital tool in public outreach and serves a useful purpose during the TIP update cycle. The entire Draft TIP document is available on the DVRPC website, including the date and location of the in-person and virtual public meetings and other general information. Individuals can download or access current TIP materials at any time. Public comments can also be submitted three ways: online, by email, or through U.S. mail. The quickest and most direct way to submit comments is online as part of an enhanced interactive mapping and public comment web-based tool located at www.dvrpc.org/TIP/Draft. Users are able to click on the "Submit a Comment" button to make general and project-specific comments.

In addition, the public can submit comments via email to tip@dvrpc.org, or through U.S. mail addressed to:

TIP Comments
Office of Communications and Engagement
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

Comments received via mail must be postmarked by June 24, 2024. If a person needs assistance in providing a written comment, they should contact the DVRPC Office of Communications and Engagement at 215-592-1800 or public_affairs@dvrpc.org. Legal notices explaining the public comment process were published by the following newspapers: the Philadelphia Inquirer, Philadelphia Tribune, and Al Dia. DVRPC frequently employs social media (Facebook, X, and Instagram) during the public comment period to garner the public's interest and attention. For example, DVRPC will highlight different projects and facts via social media posts. For those without internet access, draft documents are available at the DVRPC office in the American College of Physicians Building in downtown Philadelphia. The public is asked to call (215) 592-1800 to make this request. Hardcopies of the Draft TIP documents are also available at certain public libraries across the region that are listed in Table 1 "Libraries Displaying the DVRPC FY2025 TIP for Pennsylvania" Found in the main TIP document (publication #25002A). After the public comment period ends, DVRPC staff will gather responses to each public comment from the appropriate agency. Responses are only provided to comments submitted in writing during the public comment period.