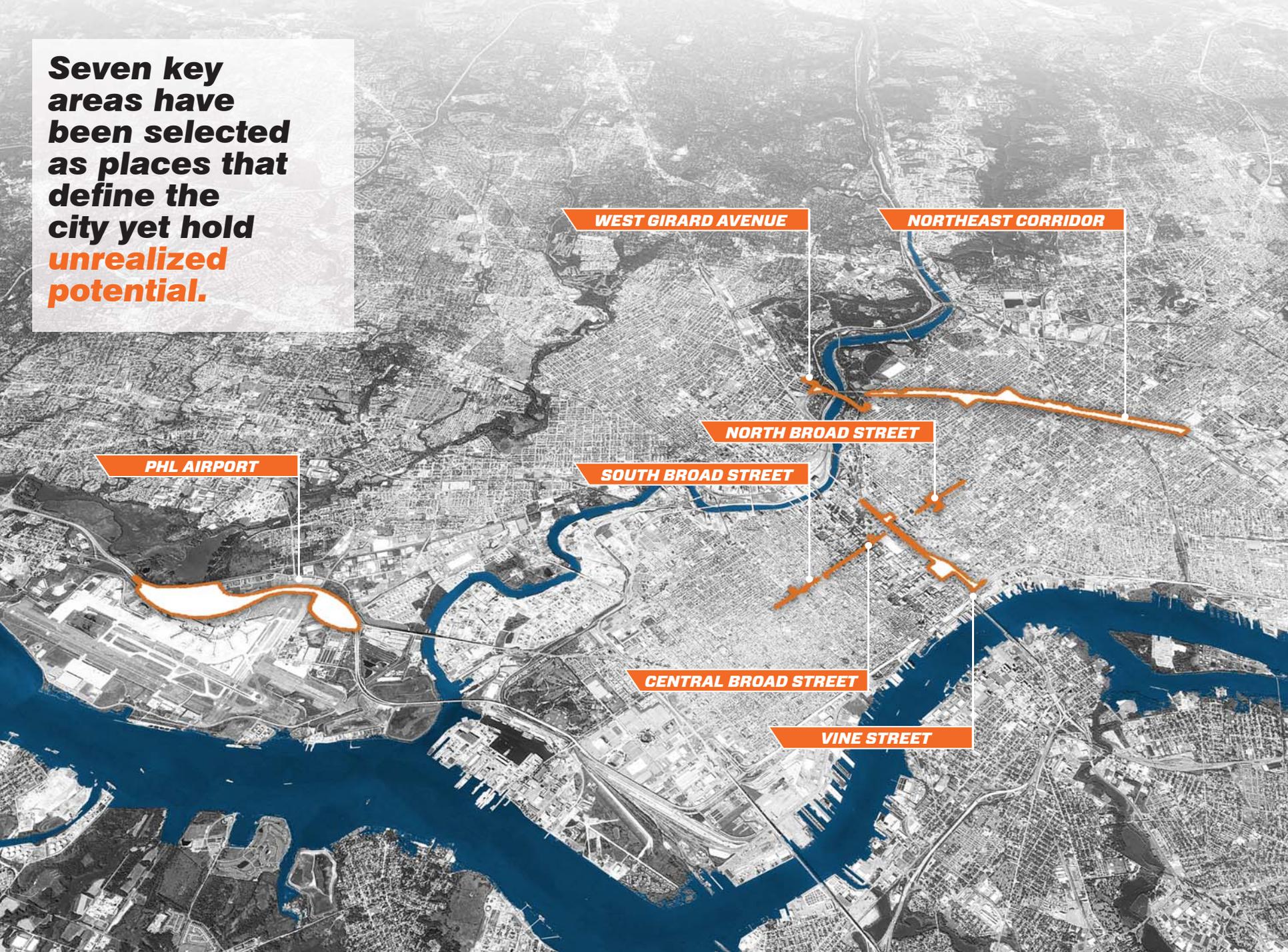


MONUMENT PLAZA

PHS + OLIN

Seven key areas have been selected as places that define the city yet hold *unrealized potential.*



PHL AIRPORT

WEST GIRARD AVENUE

NORTHEAST CORRIDOR

NORTH BROAD STREET

SOUTH BROAD STREET

CENTRAL BROAD STREET

VINE STREET

Monument Plaza holds the potential to reconnect neighborhoods and unlock new public open space.

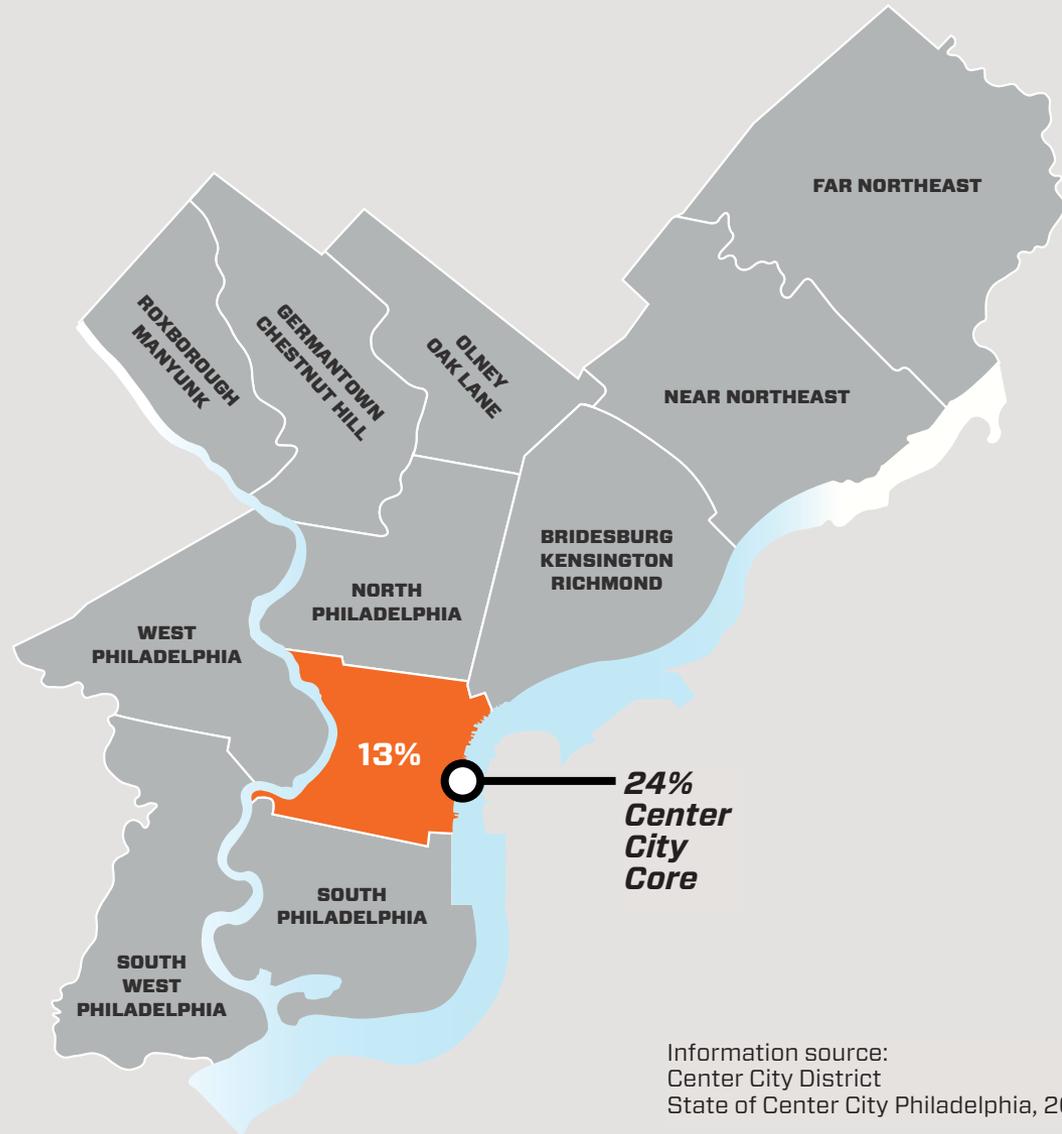


MONUMENT PLAZA

PROGRESS MEETINGS TO DATE

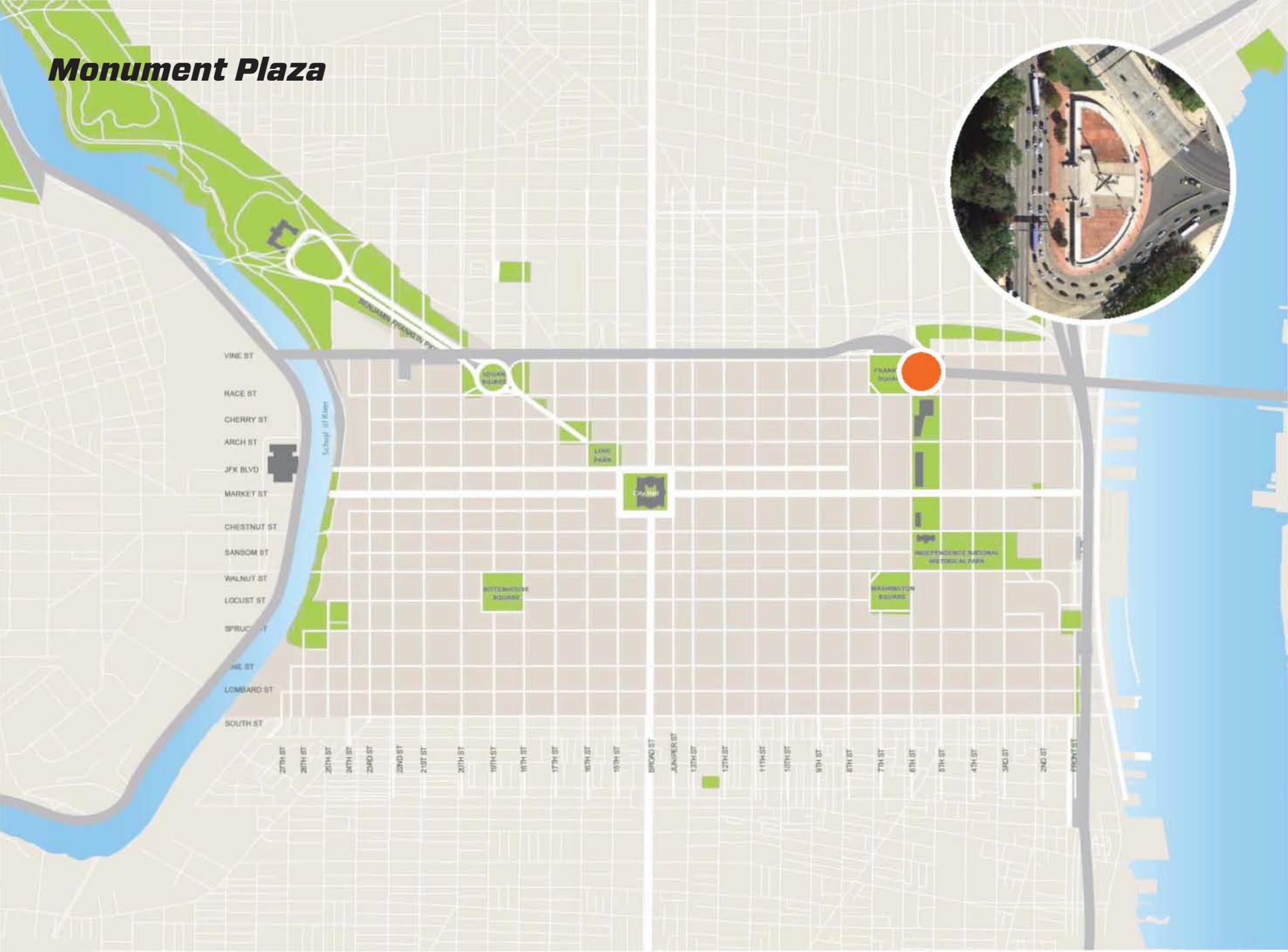
- STAKEHOLDERS 8/8/2014**
- DESIGN CHARRETTE 8/9/2014**
- DELAWARE RIVER PORT AUTHORITY (DRPA) 9/11/2014**
- MAYORS OFFICE OF TRANSPORTATION 11/6/2014**
- COUNCILMAN MARK SQUILLA 11/7/2014**
- PHILADELPHIA CITY PLANNING COMMISSION (PCPC) 11/13/2014**
- DEPUTY MAYOR FOR ECONOMIC DEVELOPMENT 12/8/2014**
- DELAWARE RIVER PORT AUTHORITY (DRPA) 12/11/2014**
- STAKEHOLDERS 1/7/2015**

Population growth in Greater Center City has *increased* by 13% in the last decade, faster than any other portion of the city.



Information source:
Center City District
State of Center City Philadelphia, 2014 Report

Monument Plaza



To sustain downtown population growth, many factors matter, including: **connected neighborhoods.**

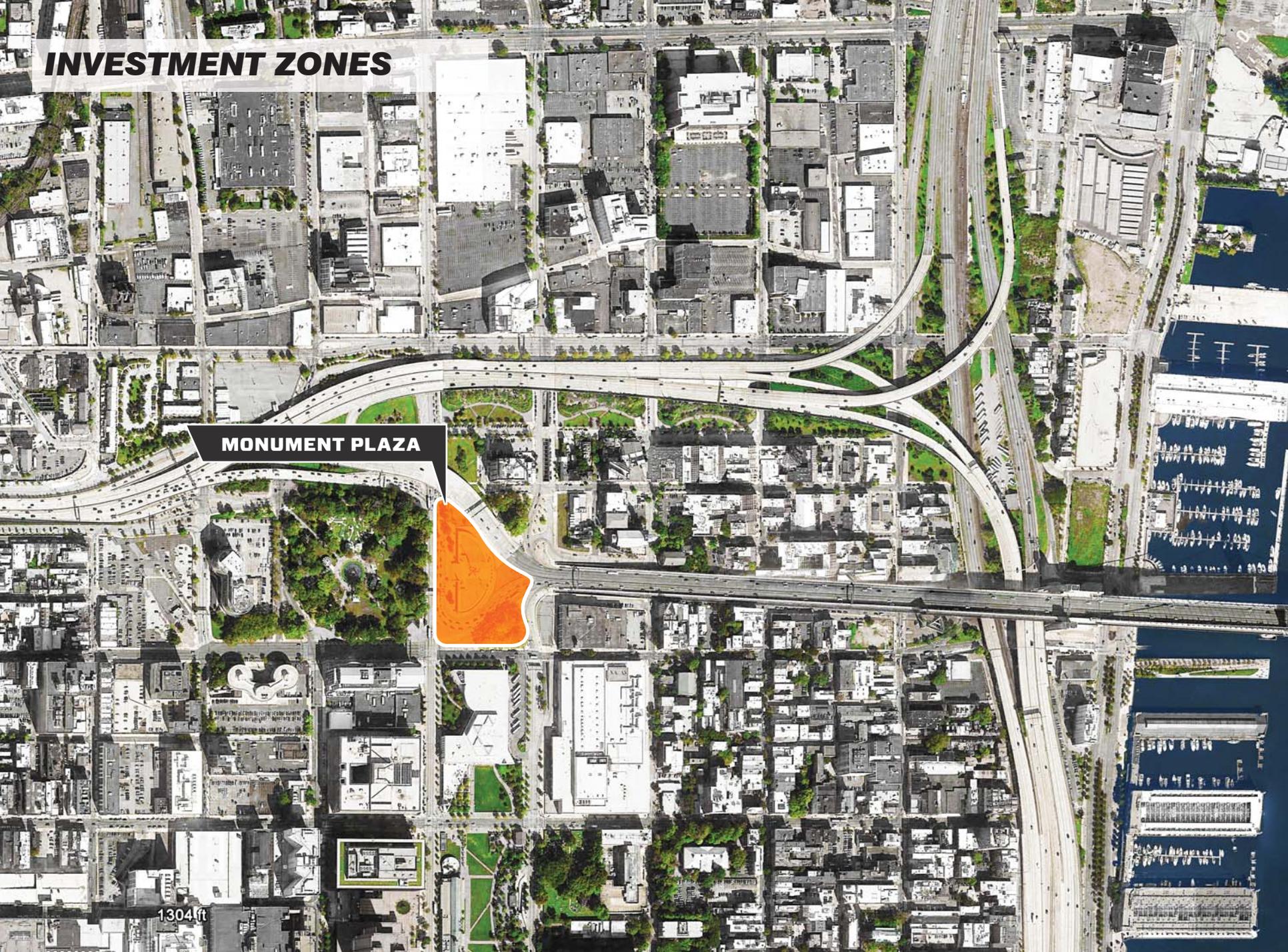


INVESTMENT ZONES

MONUMENT PLAZA



1304 ft

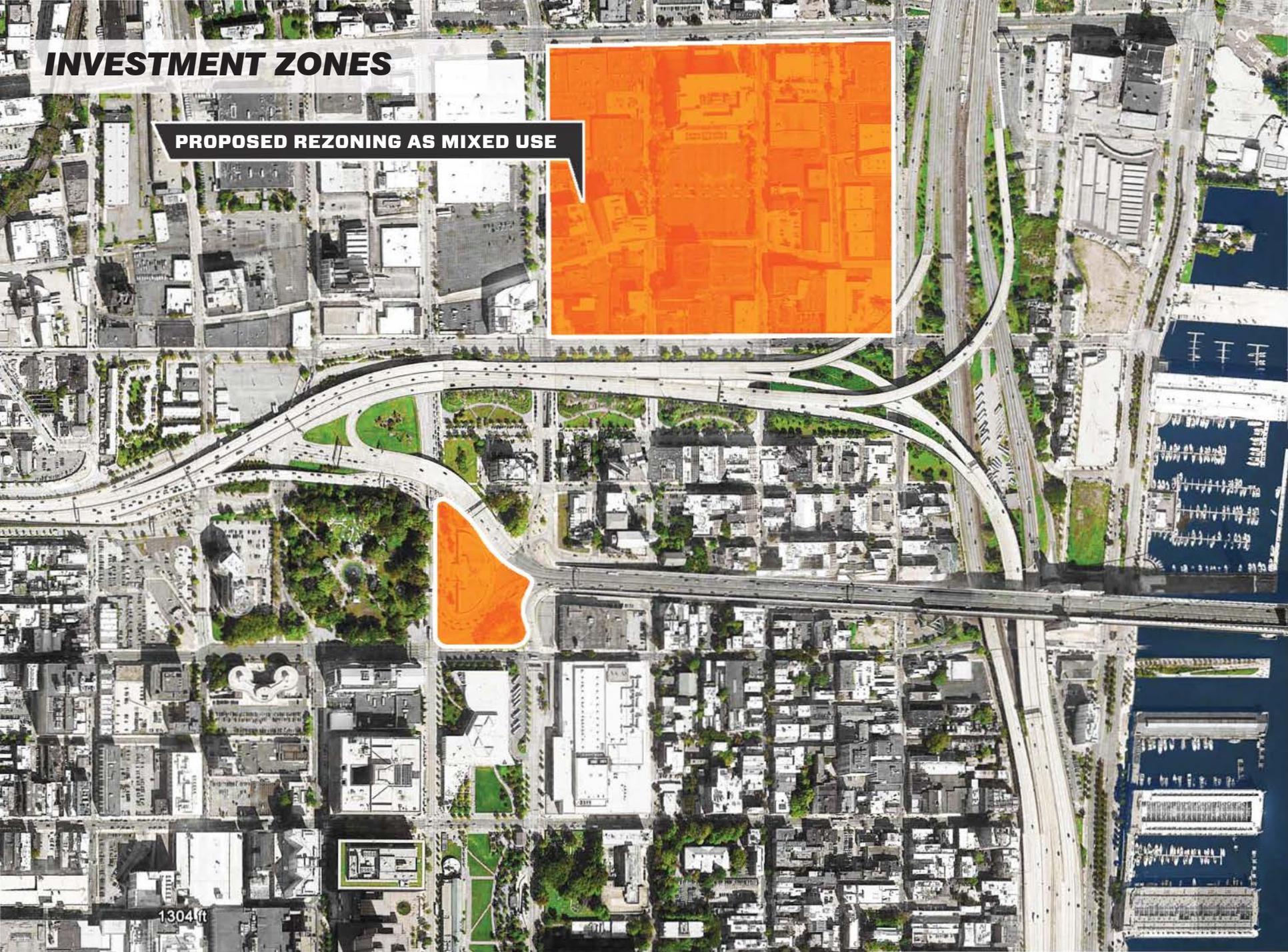


INVESTMENT ZONES

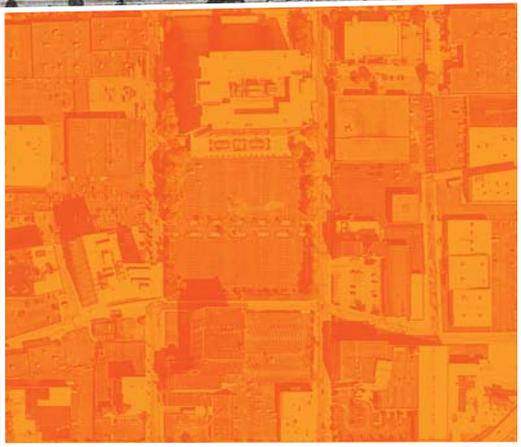
PROPOSED REZONING AS MIXED USE



1304 ft



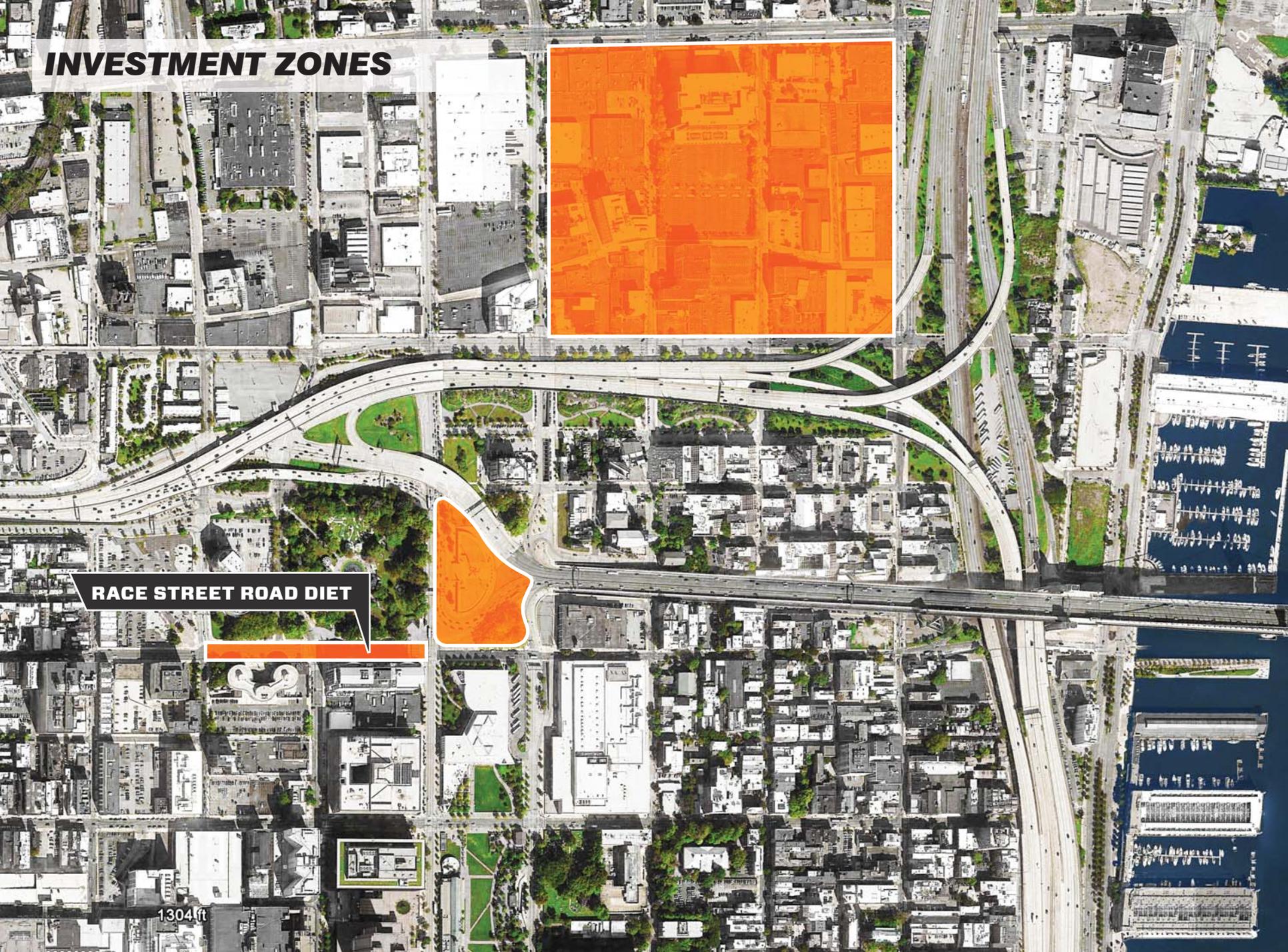
INVESTMENT ZONES



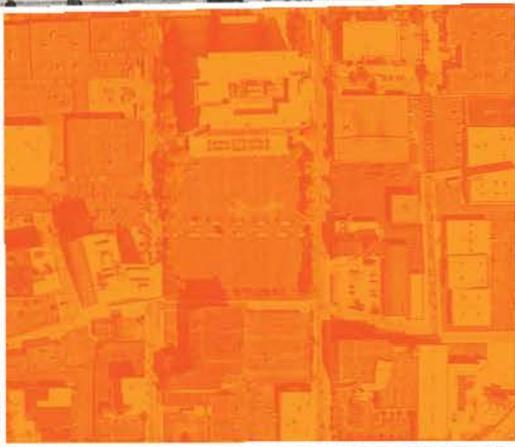
RACE STREET ROAD DIET



1304 ft



INVESTMENT ZONES

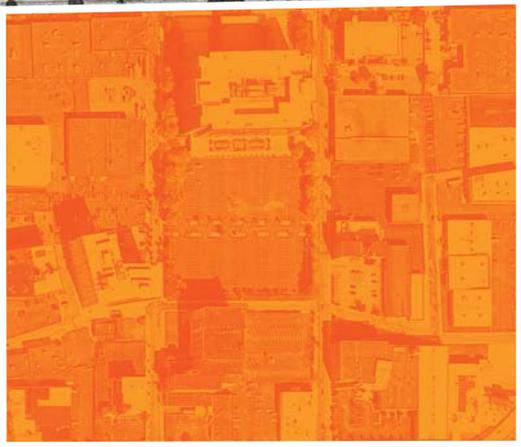


RE-PURPOSED POLICE STATION

1304 ft



INVESTMENT ZONES

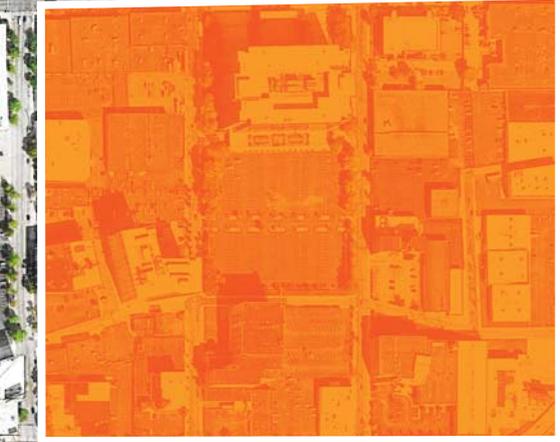


POTENTIAL RE-OPENING PATCO STATION



1304 ft

INVESTMENT ZONES

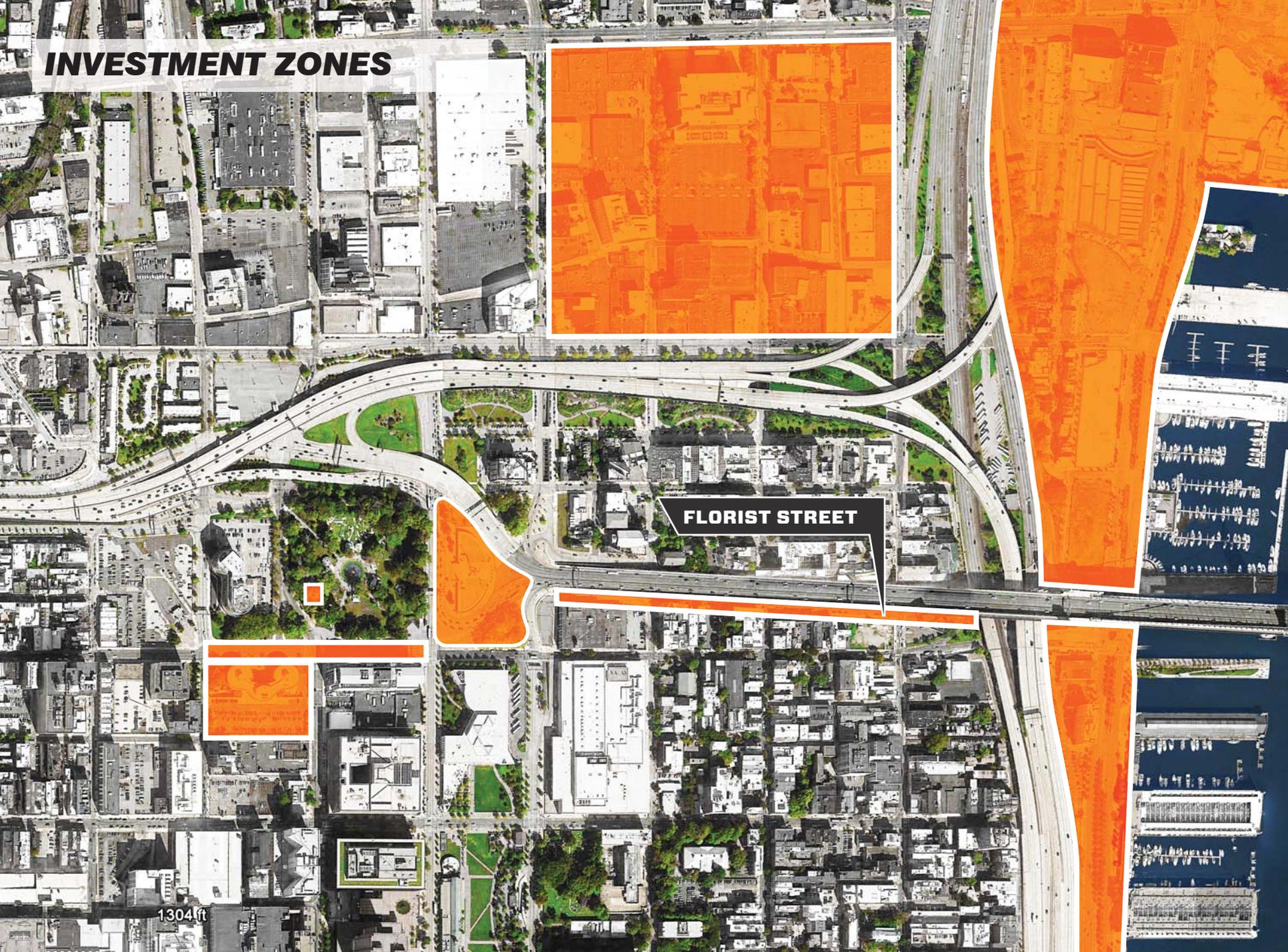


FUTURE DEVELOPMENT ALONG THE WATERFRONT



1304 ft

INVESTMENT ZONES

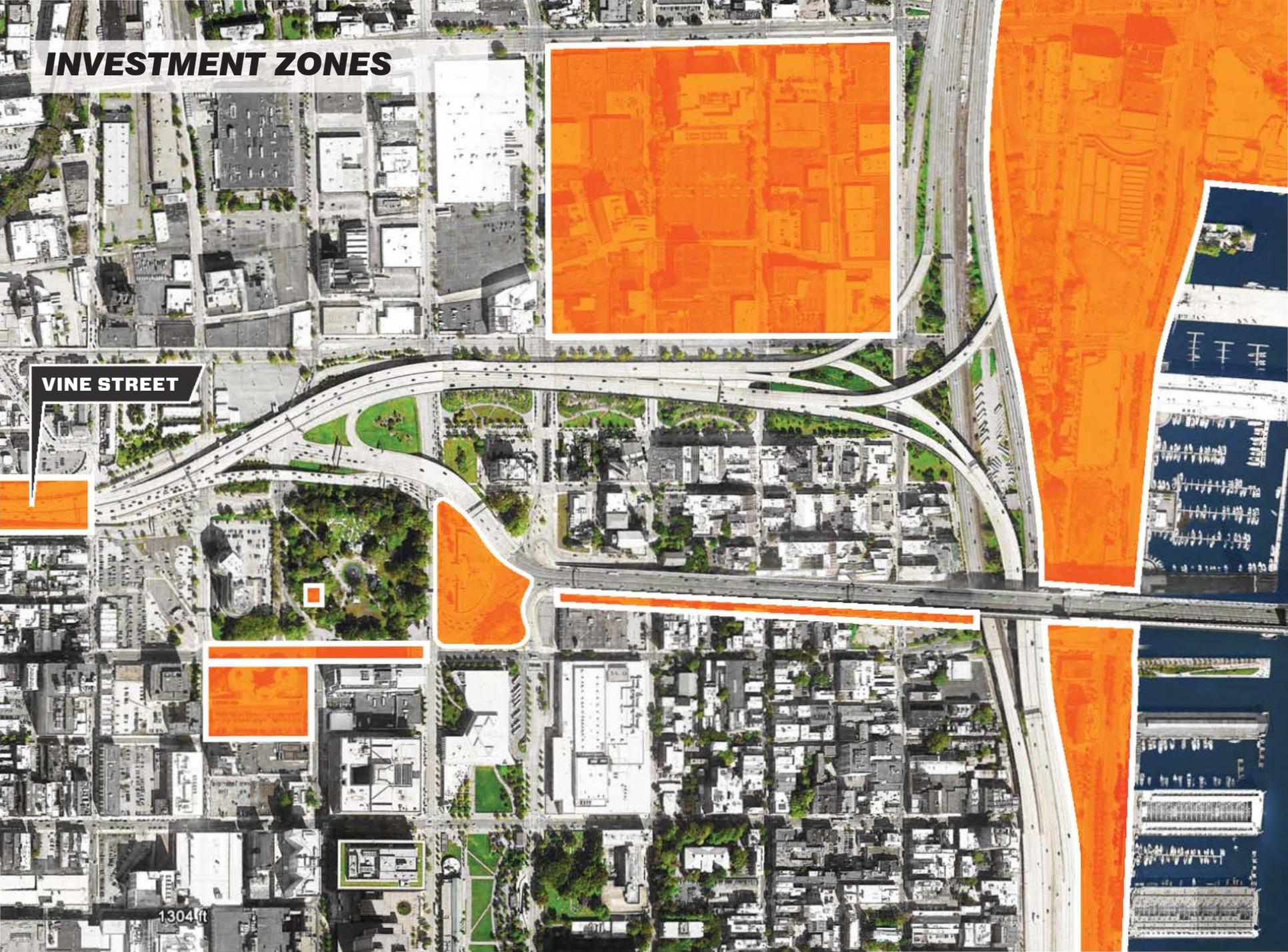


FLORIST STREET

1304 ft

INVESTMENT ZONES

VINE STREET



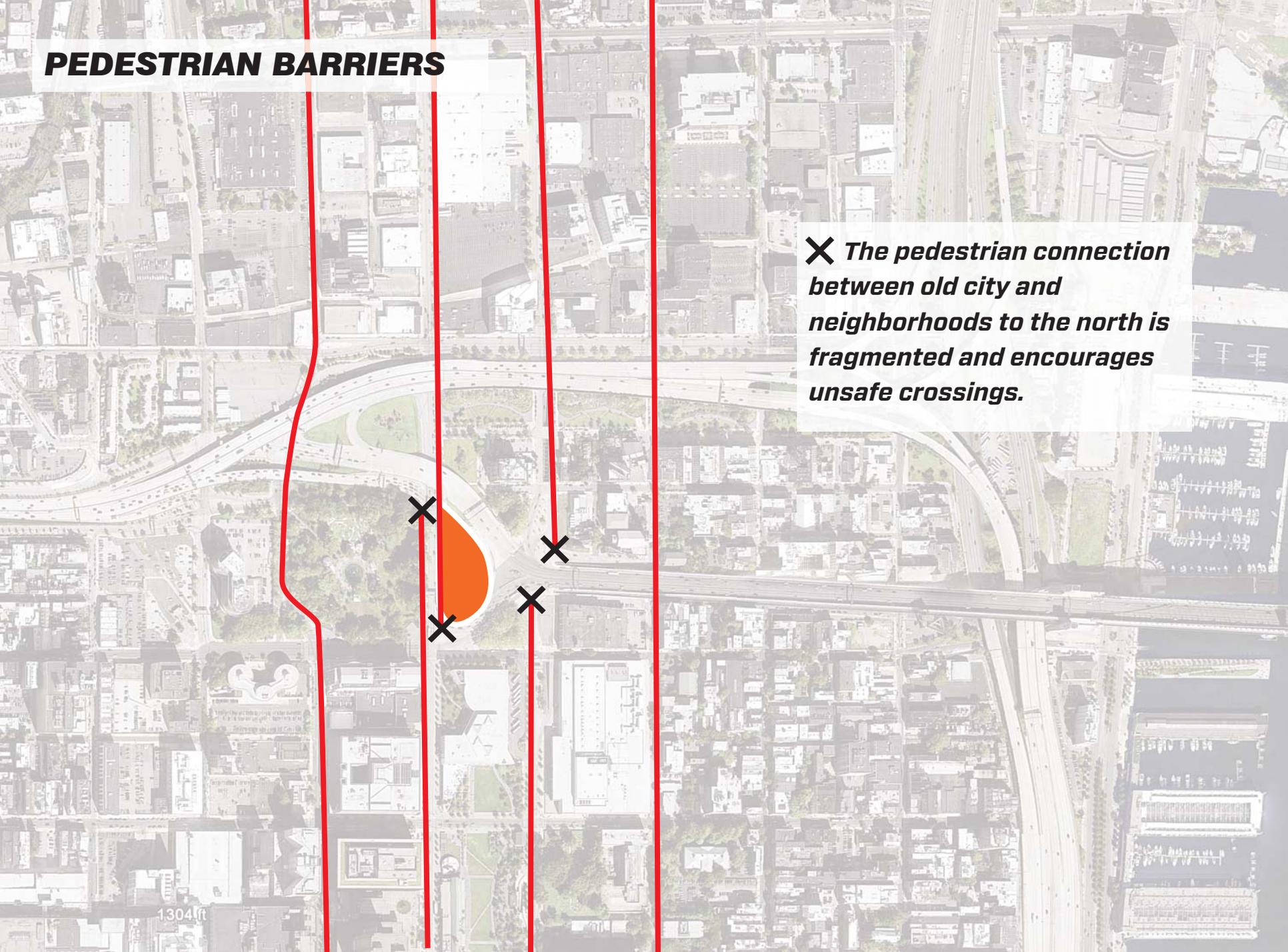
1304ft

INVESTMENT ZONES



1304ft

PEDESTRIAN BARRIERS



X *The pedestrian connection between old city and neighborhoods to the north is fragmented and encourages unsafe crossings.*

1304ft

EXISTING TRAFFIC FLOW

- Highway traffic directed through city
- 6 lane street
- Complex lane changing + merging
- Tight turn for trucks + cars

BUS PARKING LANE

3 LANES TO THE CITY

3 LANES TO THE BRIDGE

+28.45

+29.27

+42

+29.68

+35.97

+35.71

BUS PARKING

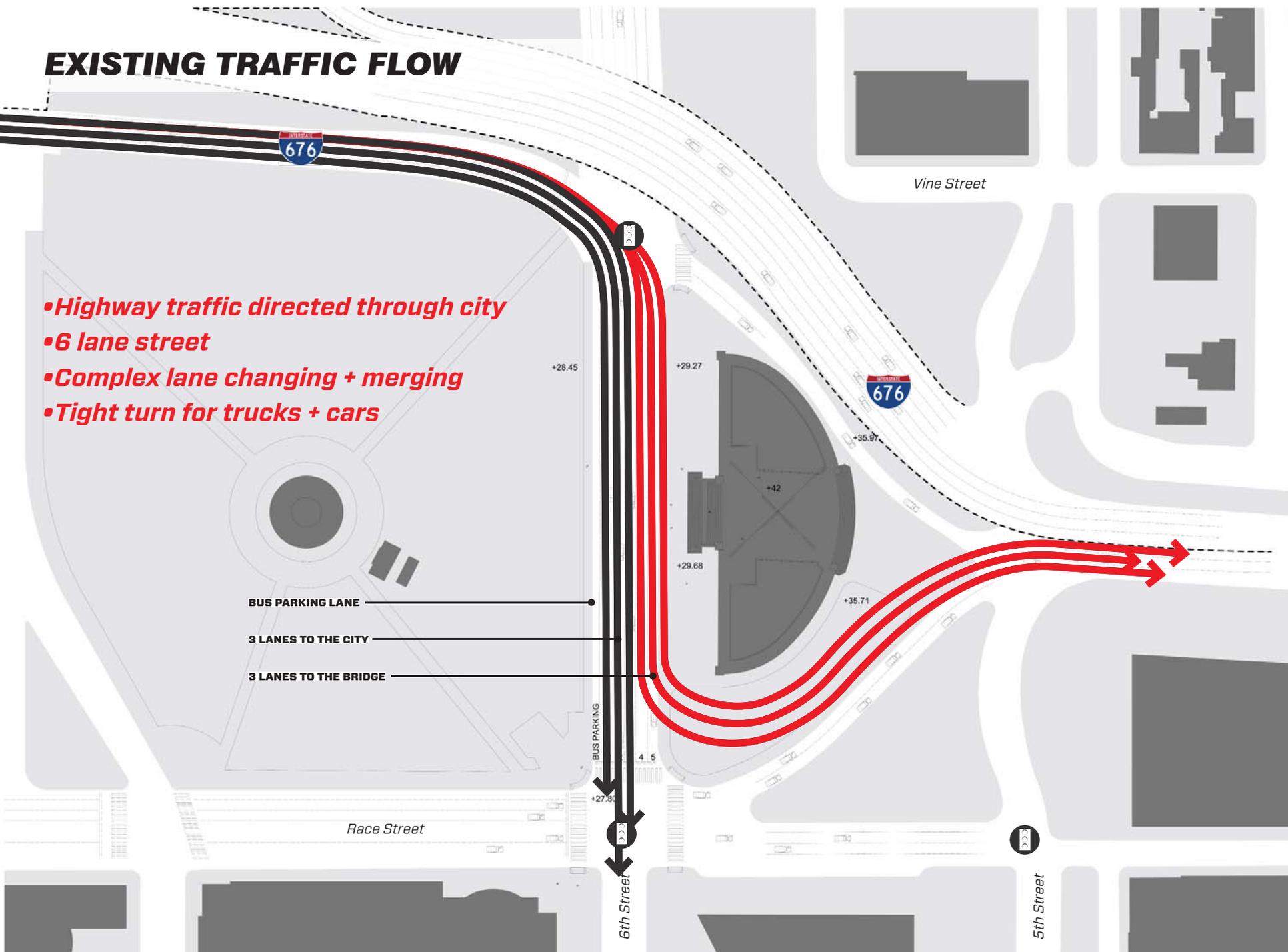
+27.80

6th Street

5th Street

Vine Street

Race Street

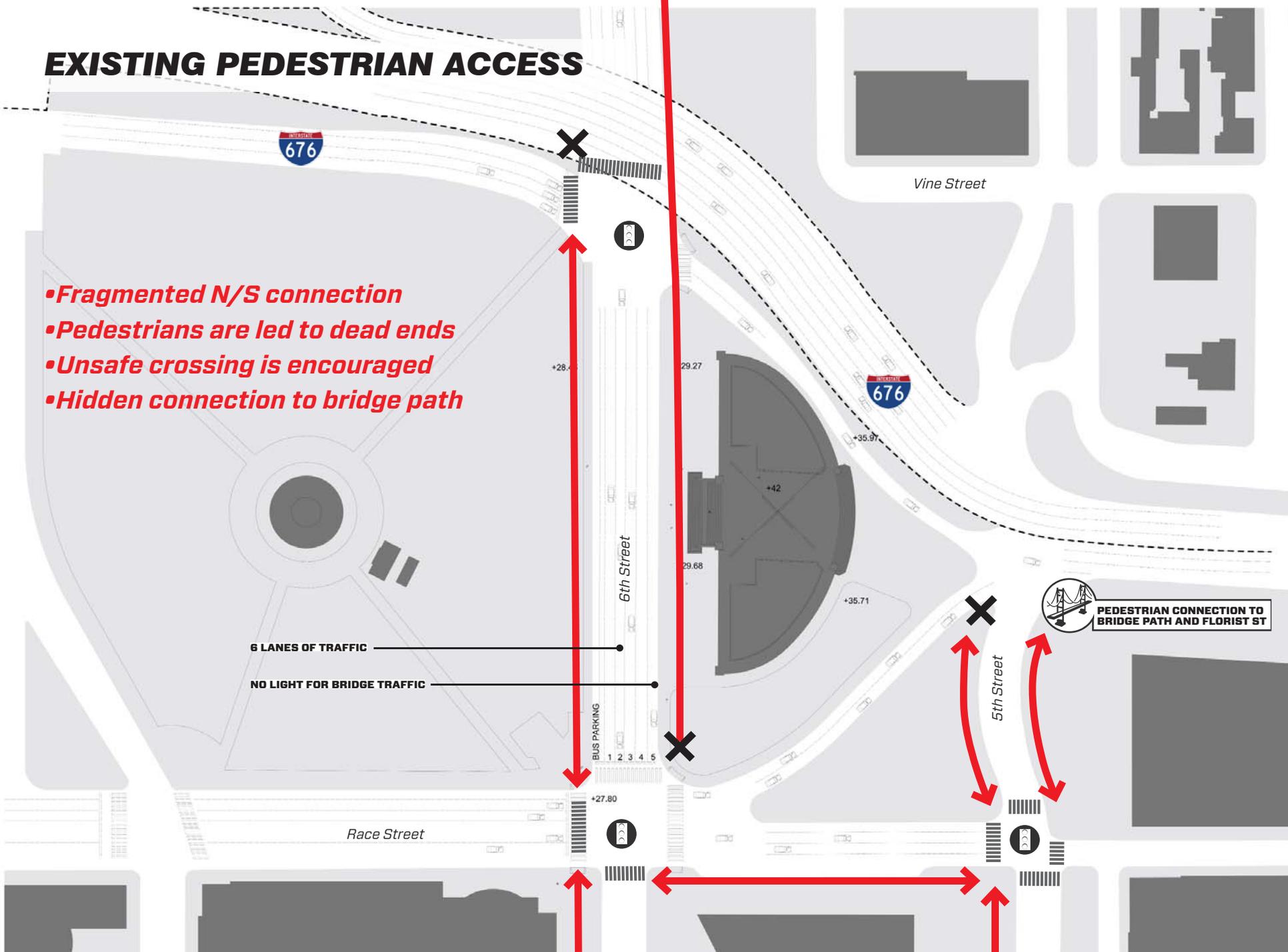


EXISTING PEDESTRIAN ACCESS

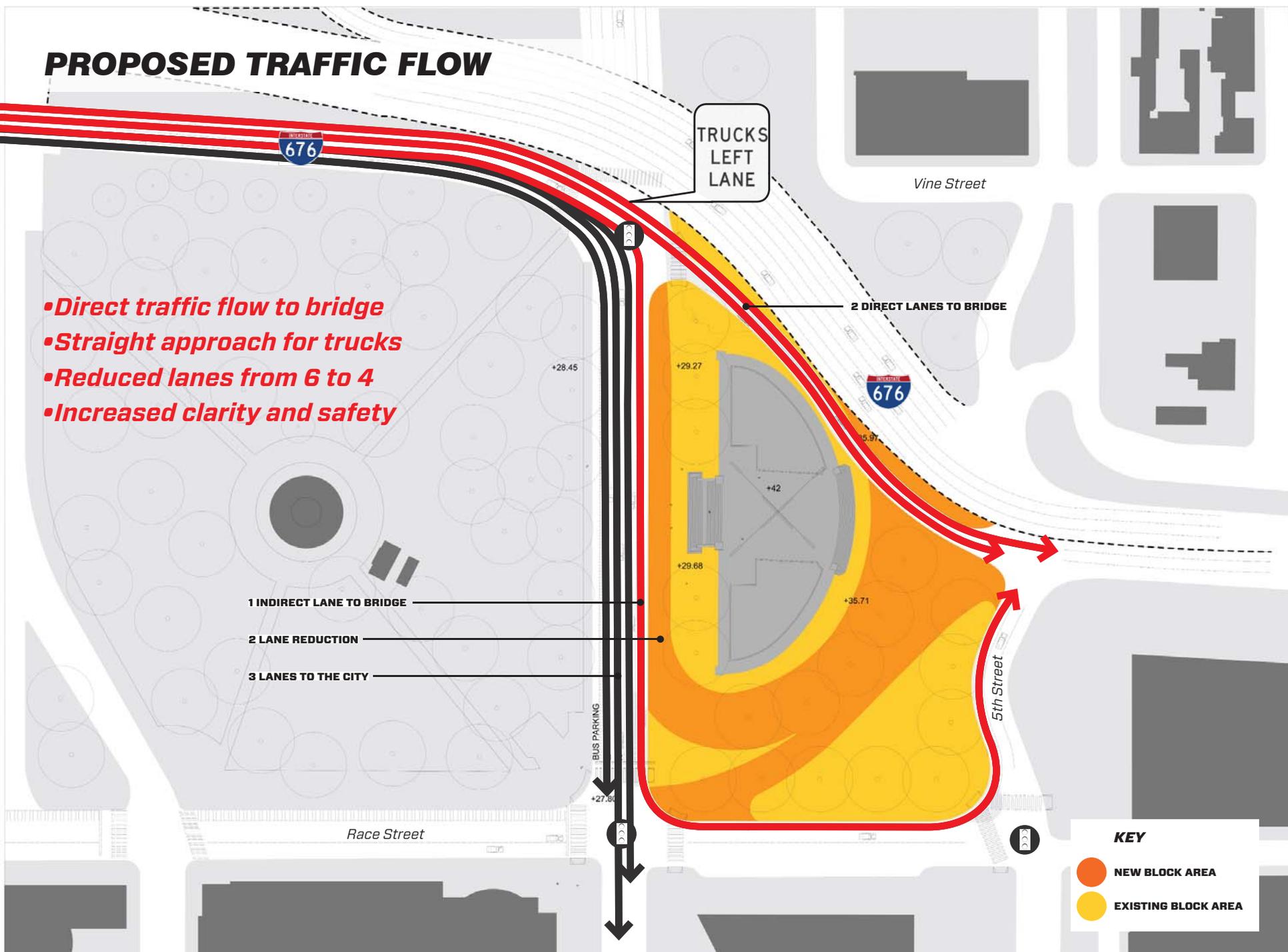
- *Fragmented N/S connection*
- *Pedestrians are led to dead ends*
- *Unsafe crossing is encouraged*
- *Hidden connection to bridge path*

6 LANES OF TRAFFIC
NO LIGHT FOR BRIDGE TRAFFIC

PEDESTRIAN CONNECTION TO BRIDGE PATH AND FLORIST ST



PROPOSED TRAFFIC FLOW



676

TRUCKS
LEFT
LANE

Vine Street

2 DIRECT LANES TO BRIDGE

676

- Direct traffic flow to bridge
- Straight approach for trucks
- Reduced lanes from 6 to 4
- Increased clarity and safety

1 INDIRECT LANE TO BRIDGE

2 LANE REDUCTION

3 LANES TO THE CITY

BUS PARKING

5th Street

Race Street

KEY

- NEW BLOCK AREA
- EXISTING BLOCK AREA

PROPOSED PEDESTRIAN ACCESS

- *Repaired N/S connection*
- *Gain meaningful public space*
- *Safe pedestrian movement*
- *Strong connection to bridge path*



676

Vine Street

676

6th Street

5th Street

Race Street

PEDESTRIAN CONNECTION TO BRIDGE PATH AND FLORIST ST

KEY

- NEW BLOCK AREA
- EXISTING BLOCK AREA
- ▨ NEW CROSSWALKS

EXISTING SITE



POTENTIAL GREEN SPACE



EXISTING SITE



POTENTIAL GREEN SPACE



COLUMBUS CIRCLE, NY, NY



LOS ANGELES AIRPORT, CA



BROAD STREET LIGHTING



911 MEMORIAL LIGHTING



NEXT STEPS

- CONTINUE TO BUILD PARTNERSHIPS**
- SOLICIT PUBLIC, GOVERNMENT, AND PRIVATE SUPPORT**
- ADVANCE TRAFFIC STUDIES**
- ADVANCE PROGRAMMATIC INVESTIGATION**
- DEVELOP DESIGN CONCEPTS**
- SECURE FUNDING**

POTENTIAL GREEN SPACE





















Civic Landscape Initiative

- William Penn Foundation Grant
- More than 100 Stakeholders
- First Plan of its Kind
- Strengthening Philadelphia's Claim as America's "Garden Capital"

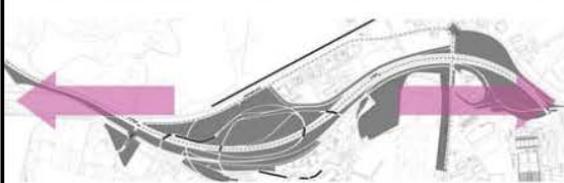


Civic Landscape Initiative



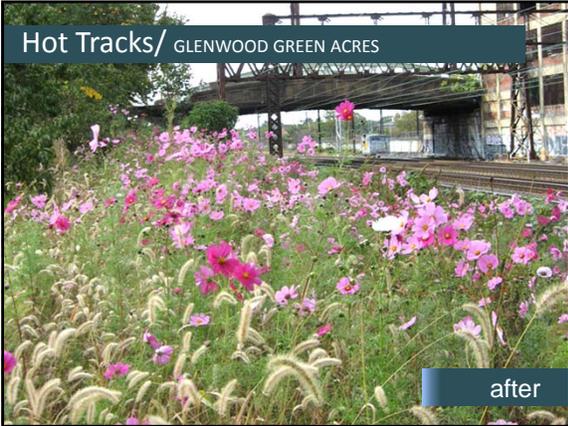
Over the next 15 years, PHS will collaborate with partners across the city to transform the landscape in these seven areas. Working together, we will create imaginative, sustainable and memorable public spaces that place Philadelphia at the forefront of great civic landscape design.

Project Runway/PHILADELPHIA AIRPORT



Potential Partners

MAYOR'S OFFICE OF TRANSPORTATION & UTILITIES
AMERICAN AIRLINES • PENNDOT • PHL
SELECT GREATER PHILADELPHIA • UPS



Cat Walk/ WEST GIRARD

Potential Partners

LAUREL HILL CEMETERY • PLEASE TOUCH MUSEUM
FAIRMOUNT PARK CONSERVANCY
PHILADELPHIA PARKS & RECREATION
PHILADELPHIA ZOO • SEPTA
FAIRMOUNT CDC • PHILADELPHIA COMMERCE DEPT



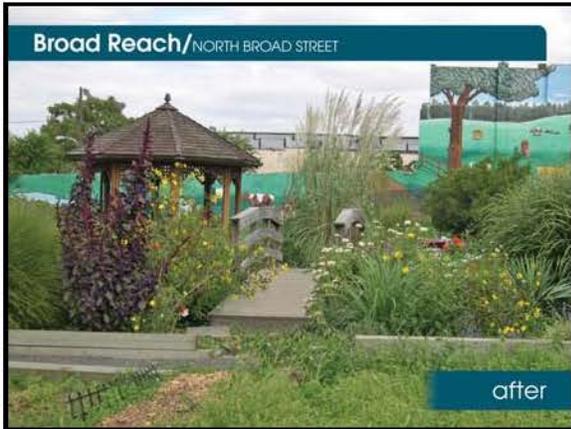


Broad Reach/ NORTH BROAD STREET

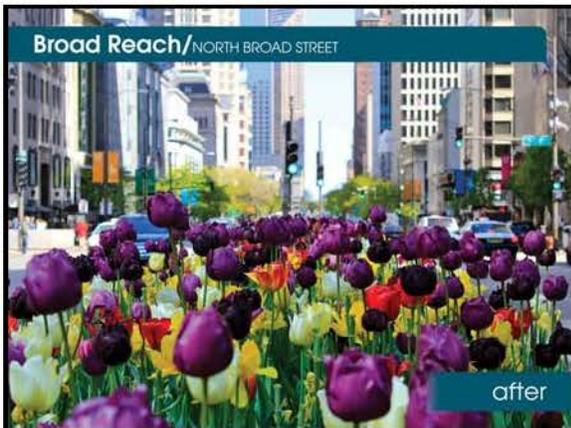
Potential Partners

- AVENUE OF THE ARTS, INC.
- GLENWOOD GREEN ACRES
- SCATTERGOOD FOUNDATION
- TEMPLE UNIVERSITY HOSPITAL
- VOLUNTEERS OF AMERICA

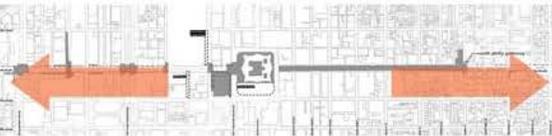








Broad Reach/ CENTRAL BROAD STREET

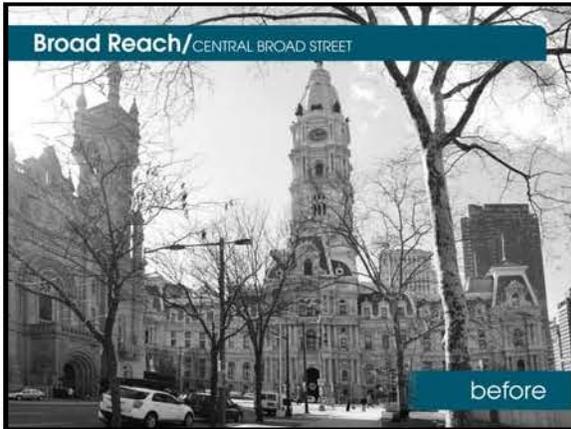


Potential Partners

MAYOR'S OFFICE OF TRANSPORTATION & UTILITIES
AVENUE OF THE ARTS, INC.
CENTER CITY DISTRICT • PENNDOT
PENNSYLVANIA CONVENTION CENTER AUTHORITY

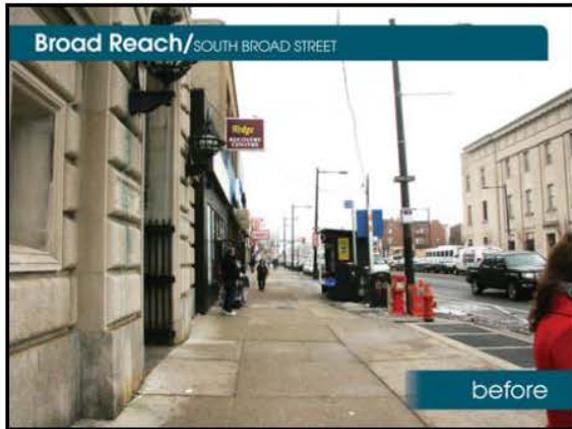










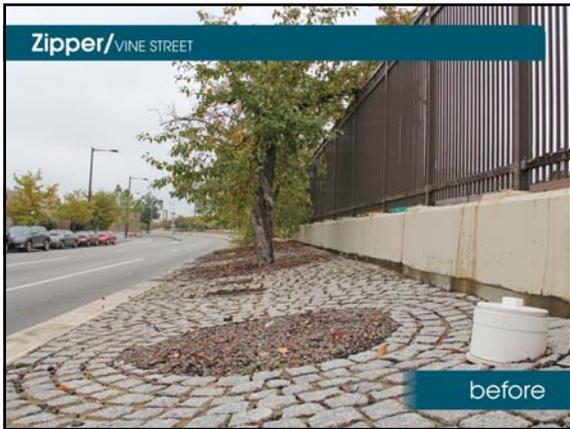




Zipper/VINE STREET

Potential Partners

- MAYOR'S OFFICE OF TRANSPORTATION & UTILITIES
- DELAWARE RIVER PORT AUTHORITY
- DELAWARE RIVER WATERFRONT CORPORATION
- DELAWARE VALLEY REGIONAL PLANNING COMMISSION
- NOGUCHI MUSEUM • PENNDOT
- PHILADELPHIA PARKS & RECREATION



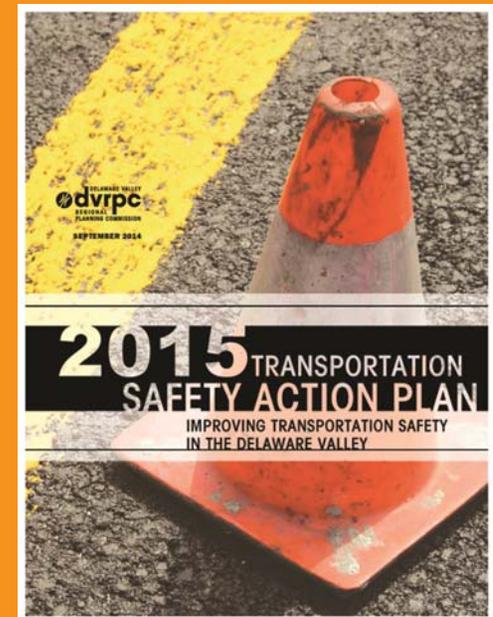




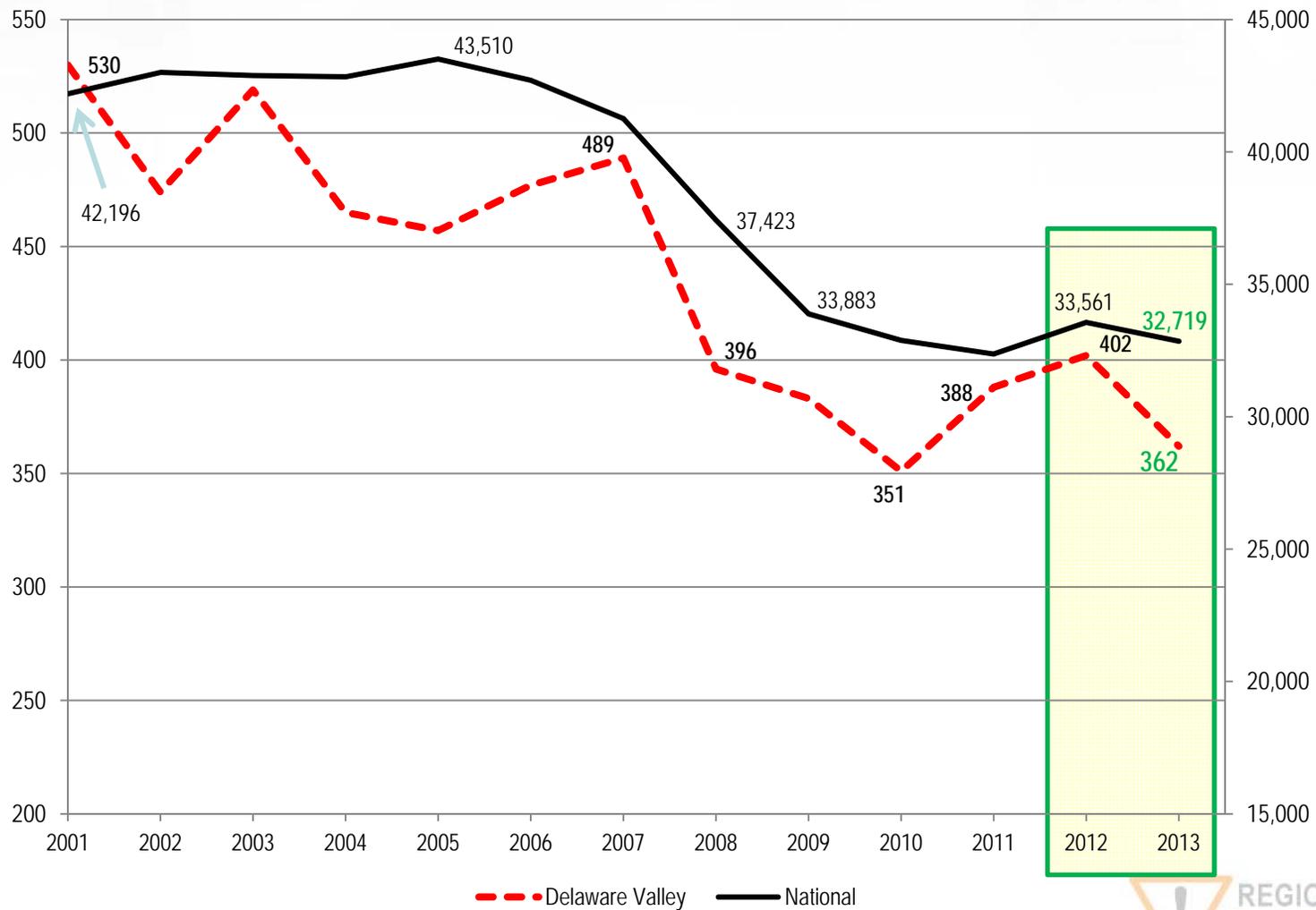


Updating the Transportation Safety Action Plan

Presentation to the Regional Technical Committee
February 10, 2015



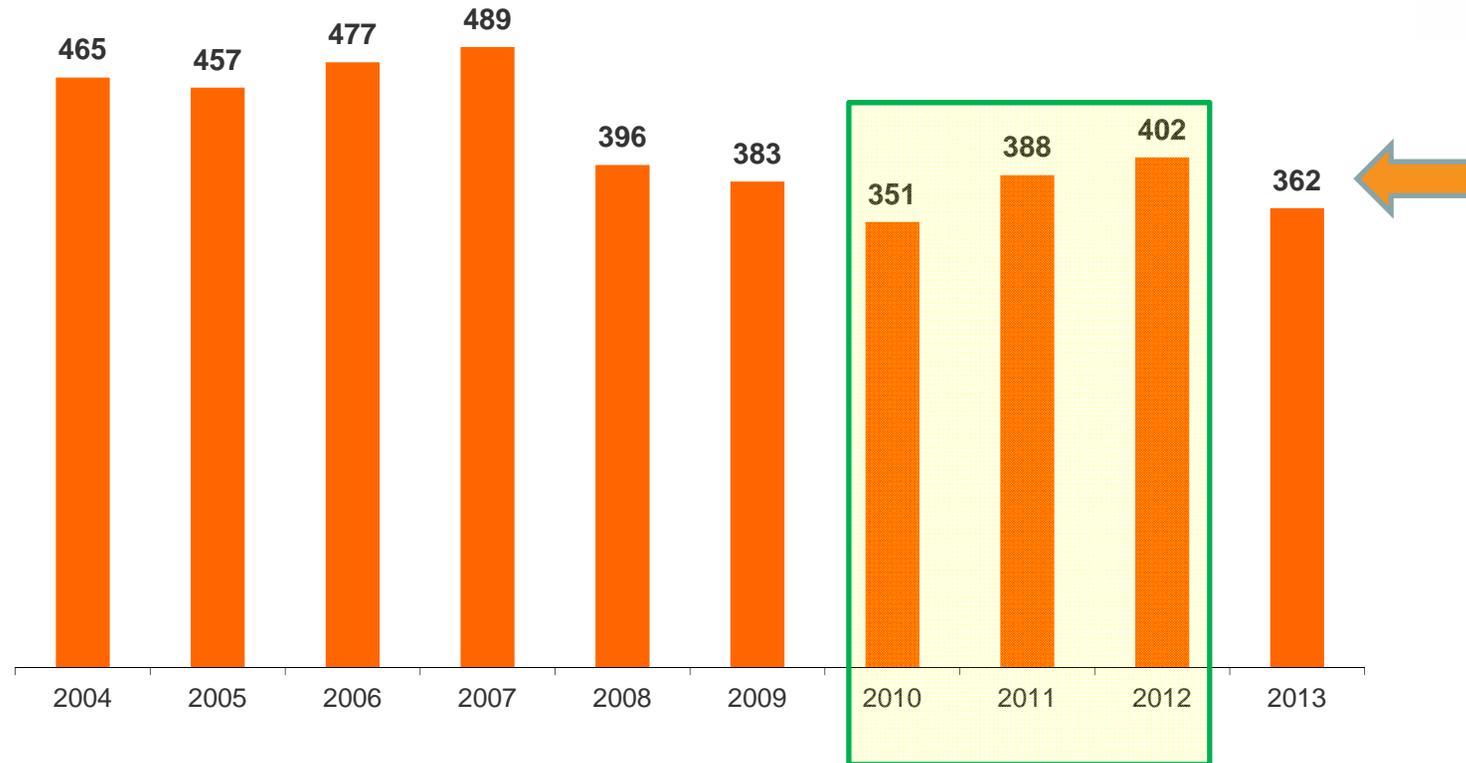
Regional Fatality Trend Compared to National Fatality Trend



Sources: NHTSA PennDOT, NJDOT

Regional Crash Fatalities

Total Crash Fatalities in the Delaware Valley Over Time



Safety Planning Context

The Transportation Safety Action Plan addresses the **eight key emphasis areas** that are contributing factors in **97%** of fatalities in the Delaware Valley, and 88% of the injuries.



1. Curb Aggressive Driving
2. Keep Vehicles on the Roadway and Minimize the Consequences of Leaving the Roadway
3. Improve the Design and Operation of Intersections
4. Reduce Impaired and Distracted Driving
5. Increase Seat Belt Usage
6. Ensure Pedestrian Safety
7. Sustain Safe Senior Mobility
8. Ensure Young Driver Safety

Key Plan Components

1. Objectives and Measures
2. Volunteer Actions
3. Map-21 Performance Measures
 - Number and Rate of Fatalities
 - Number and Rate of Serious Injuries



Mission: The Regional Safety Task Force (RSTF) is a multi-disciplinary group of transportation safety professionals and stakeholders that enhances and promotes transportation safety in the Delaware

Goal: To reduce roadway crashes, injuries, and fatalities in the Delaware Valley.

Today

Goal - Update the Transportation Safety Action Plan

- Request final comments
- Seeking a recommendation from the RTC to the DVRPC Board to accept the final plan



Thank you!

Kevin Murphy

Office of Transportation Safety & Congestion Management

Delaware Valley Regional Planning Commission

www.dvrpc.org/Transportation/Safety

Review

Transportation Safety Action Plan Milestones:

1. December 2013 meeting – RSTF presented with preliminary emphasis area analysis results
2. March 2014 meeting – The final eight emphasis areas endorsed by the RSTF
3. May 2014 special meeting – Strategies Workshop, finalized in June
4. December 2014 meeting – Draft TSAP endorsed by RSTF



Camden County Bicycling & Multi-Use Trails Plan

Cassidy Boulan, AICP
Transportation Planner
Office of Transit, Bicycle, and Pedestrian Planning



PURPOSE AND EXISTING INITIATIVES



- Plan impetus
- Catalog related activities for future coordination



PLAN DEVELOPMENT



- Document existing facilities and county attractors
- Catalog proposed trail alignments
- Identify on-road network links and determine appropriate facility type



OUTREACH AND INPUT



- One-on-one municipal meetings
- Stakeholder meetings
- Public meetings
- On-line survey



NETWORK RECOMMENDATIONS



- Describe plan facility groups and the types of treatments appropriate for each



DESIGN GUIDELINES AND IMPLEMENTATION



- Document accepted industry standards for different facility types
- Identify ways that the plan can be implemented, as well as possible complementary policies and practices

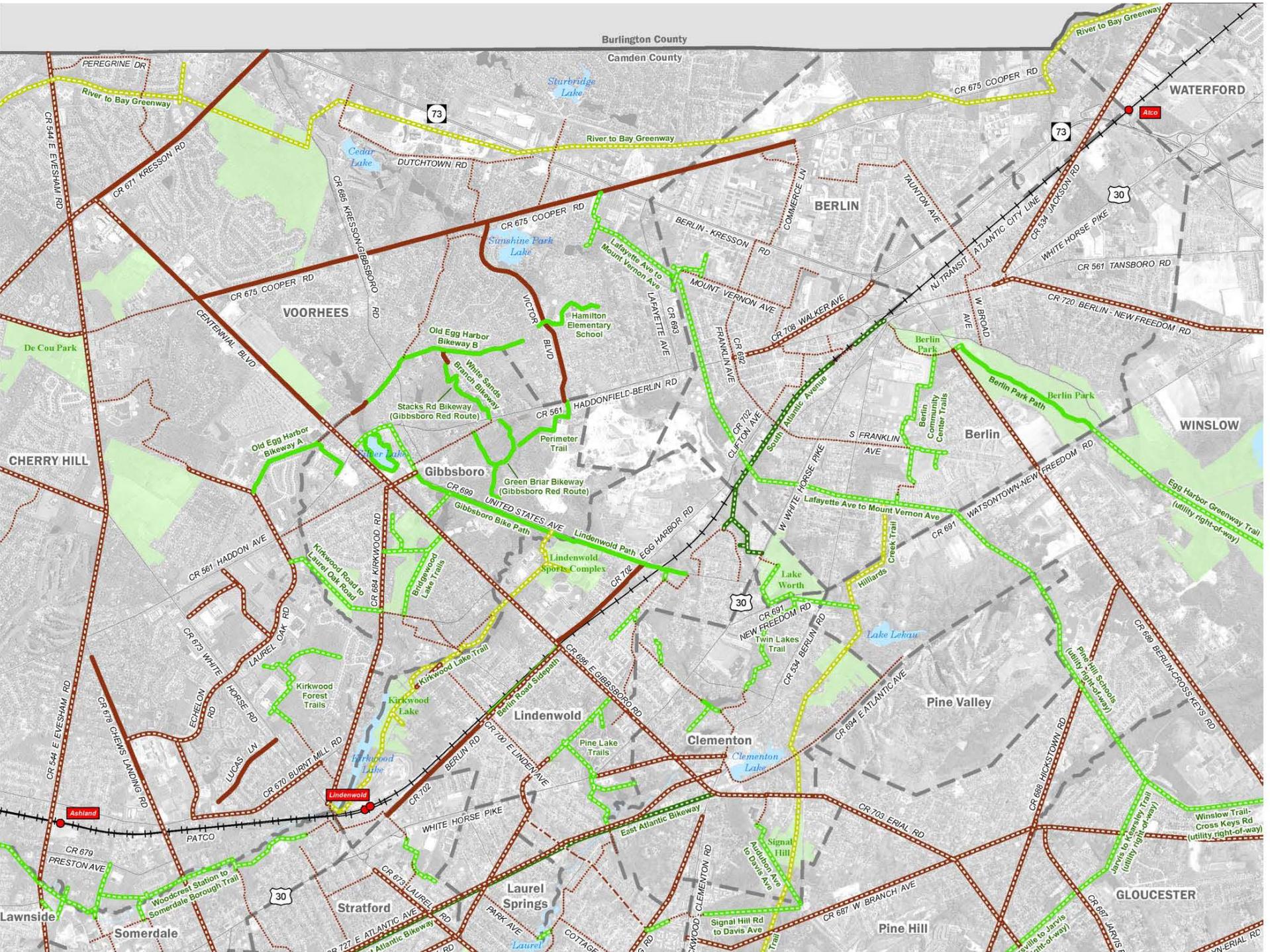


COSTS AND FUNDING



- Cost estimate for full build out
- Potential sources of funding



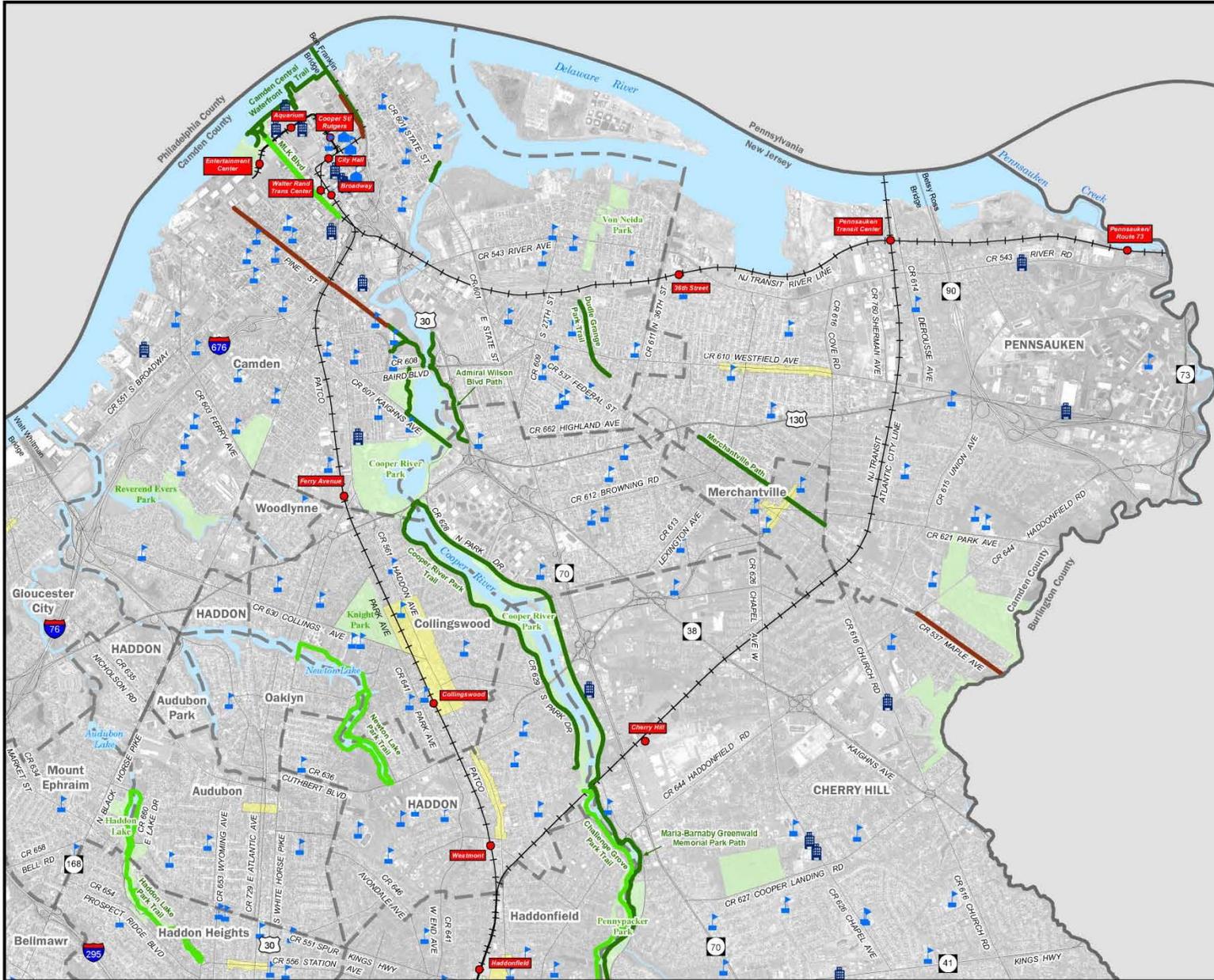




Camden County Bicycling & Multi-Use Trails Plan

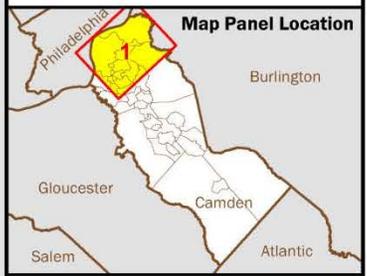
Cassidy Boulan, AICP
Transportation Planner
Office of Transit, Bicycle, and Pedestrian Planning





**Figure 4:
Existing Facilities
Map Panel 1**

- Off-Road Multi-Use Facilities:**
- Circuit Trail
 - Other Route
- On-Road Facilities:**
- Bicycle Lane
- Other Features:**
- Ashland
 - Passenger Rail Station
 - Employer (500 or More Employees)
 - College/University
 - Elementary/Secondary School (public & private)
 - Downtown Retail District
 - Protected Open Space/Park (larger than 25 acres)



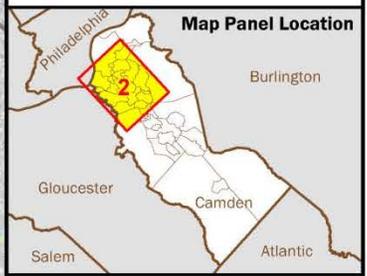
Sources:
 Multi-Use Facilities: DVRPC/Camden County
 Downtown Retail Districts: DVRPC
 Parks: DVRPC Protected Open Space, 2011
 Major Employers with >500 Employees: NETS Database, 2010
 Elementary/Secondary Schools: National Center for Education Statistics



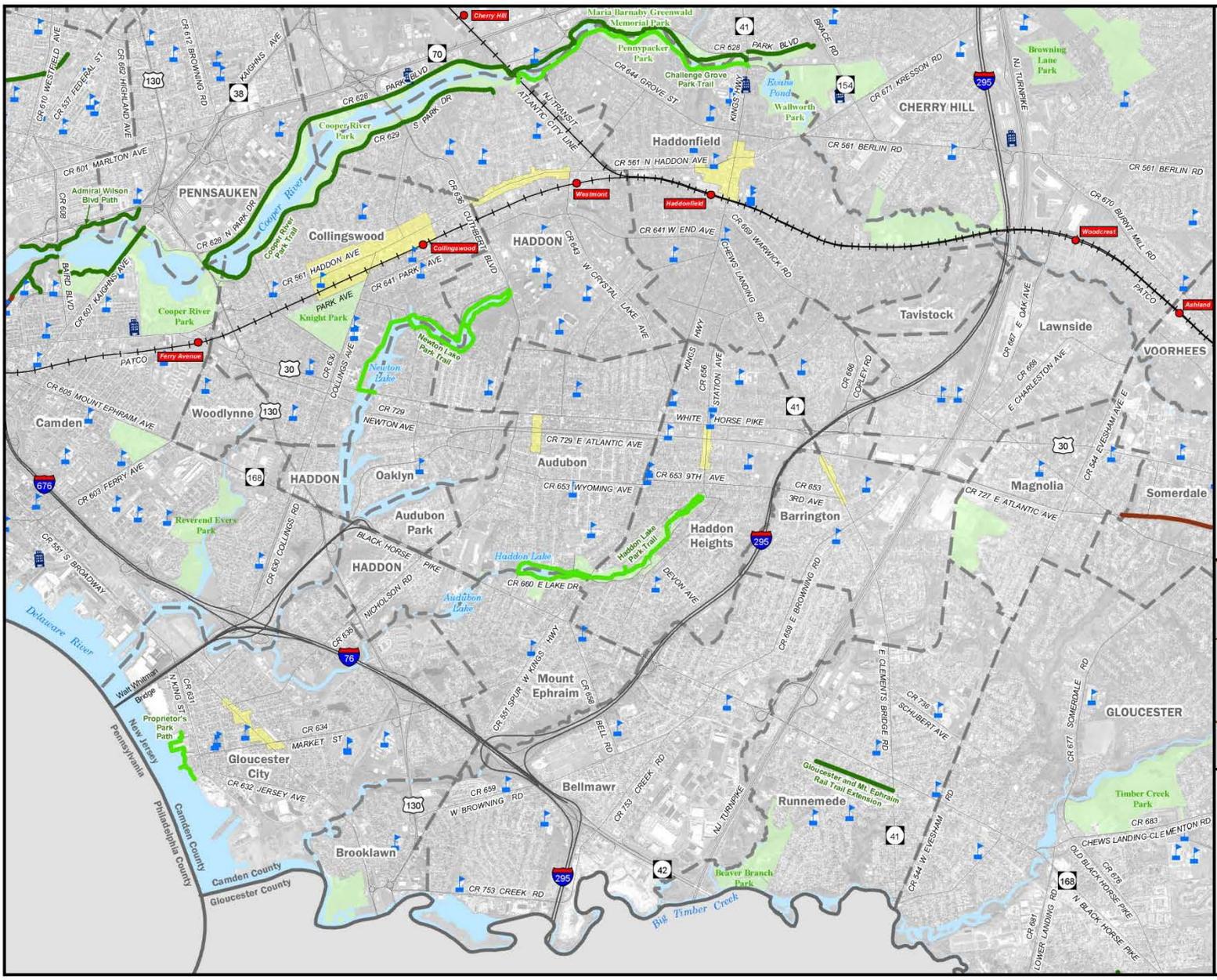


**Figure 5:
Existing Facilities
Map Panel 2**

- Off-Road Multi-Use Facilities:**
- Circuit Trail
 - Other Route
- On-Road Facilities:**
- Bicycle Lane
- Other Features:**
- Ashland Passenger Rail Station
 - Employer (500 or More Employees)
 - College/University
 - Elementary/Secondary School (public & private)
 - Downtown Retail District
 - Protected Open Space/Park (larger than 25 acres)



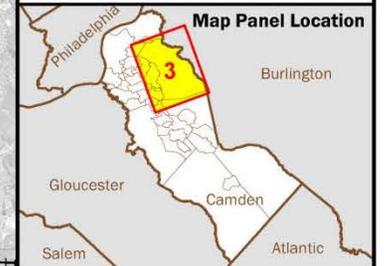
Sources:
 Multi-Use Facilities: DVRPC/Camden County
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 Parks: DVRPC Protected Open Space, 2011
 Major Employers with >500 Employees: NETS Database, 2010
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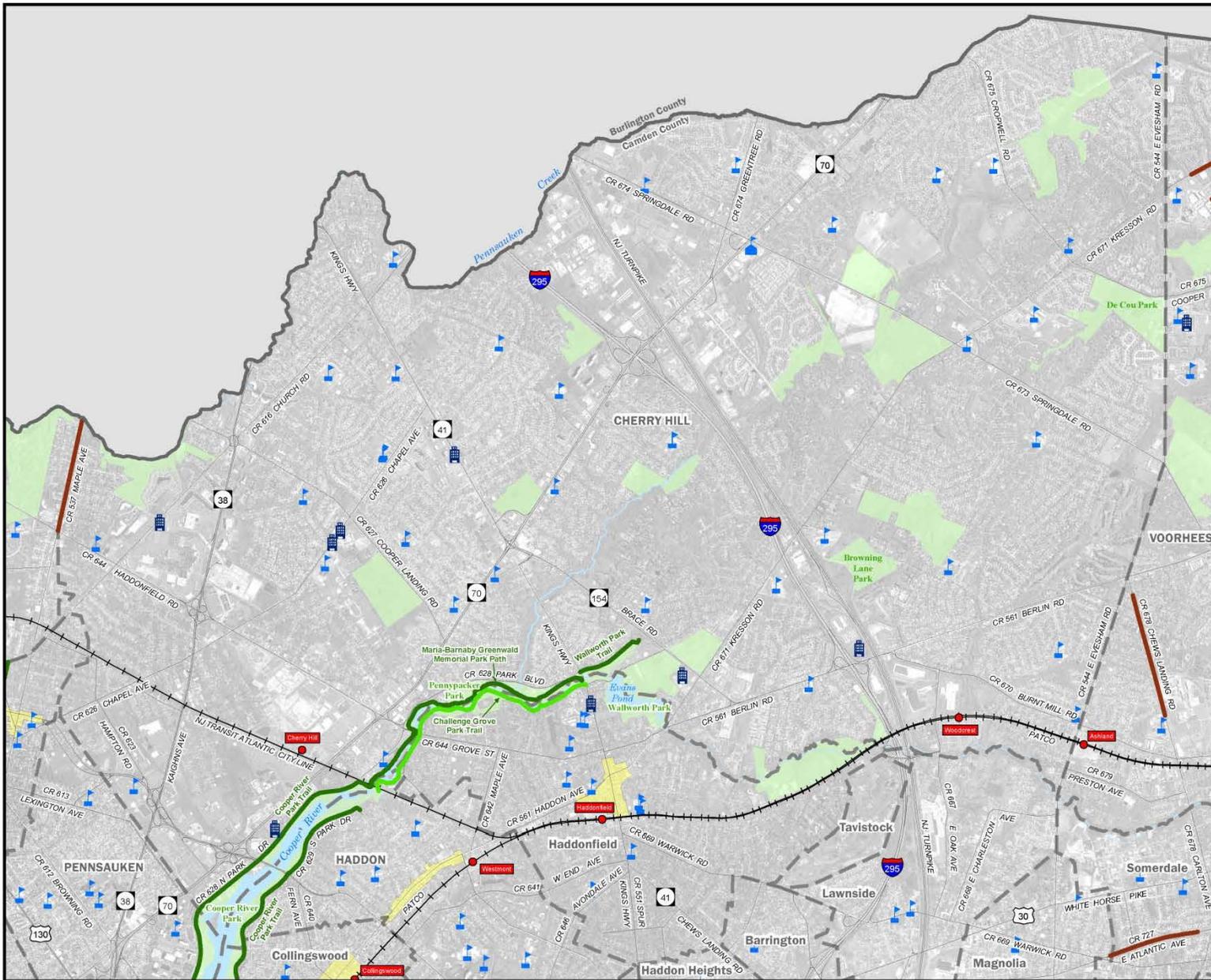


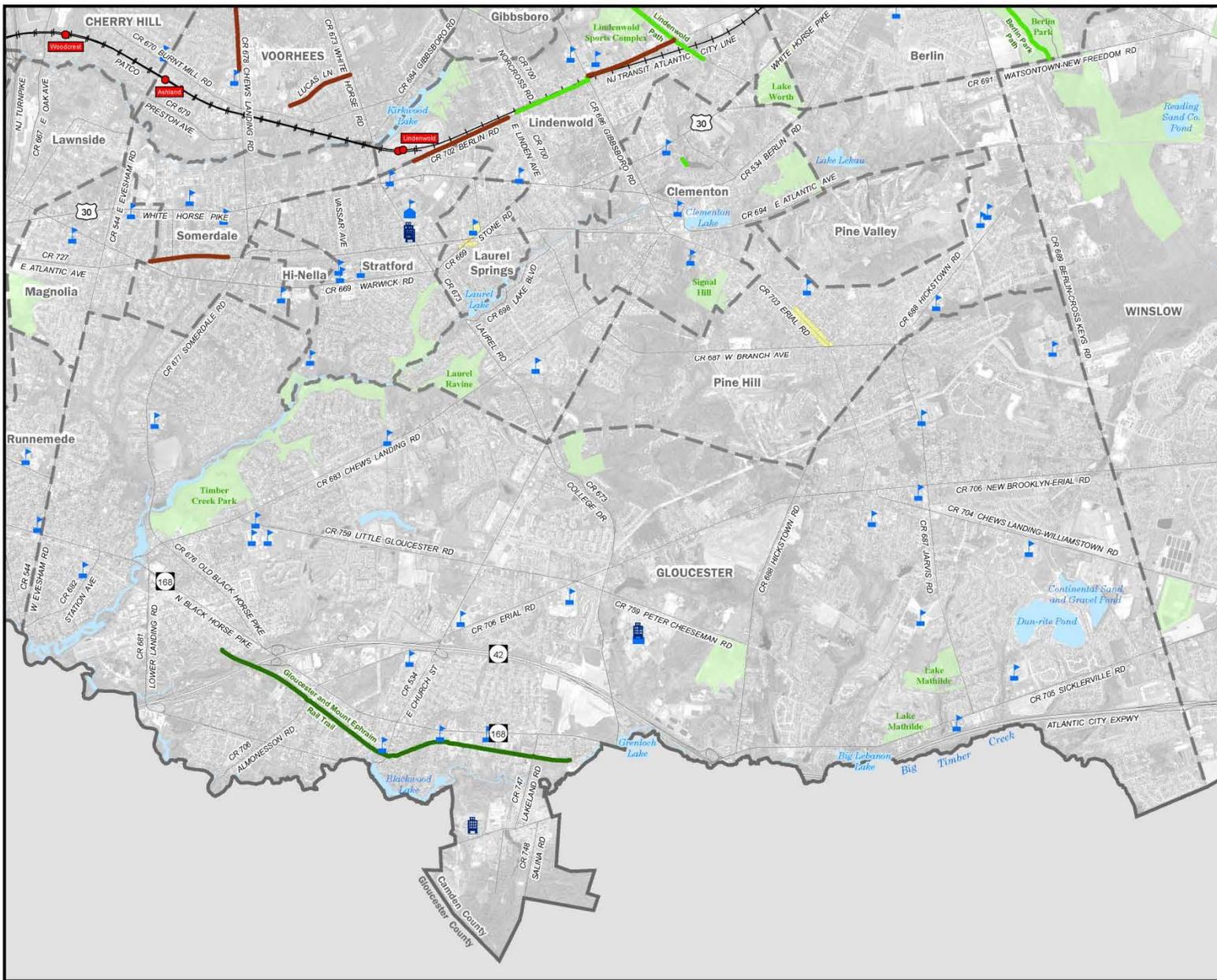
**Figure 6:
Existing Facilities
Map Panel 3**

- Off-Road Multi-Use Facilities:**
- Circuit Trail
 - Other Route
- On-Road Facilities:**
- Bicycle Lane
- Other Features:**
- Ashland Passenger Rail Station
 - Employer (500 or More Employees)
 - College/University
 - Elementary/Secondary School (public & private)
 - Downtown Retail District
 - Protected Open Space/Park (larger than 25 acres)



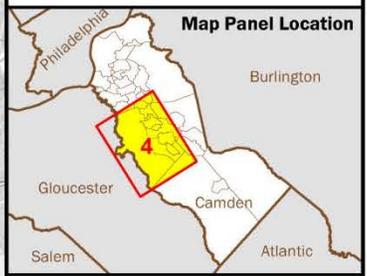
Sources:
Multi-Use Facilities: DVRPC/Camden County
Downtown Retail Districts: DVRPC
Parks: DVRPC Protected Open Space, 2011
Major Employers with >500 Employees: NETS Database, 2010
Elementary/Secondary Schools: National Center for Education Statistics





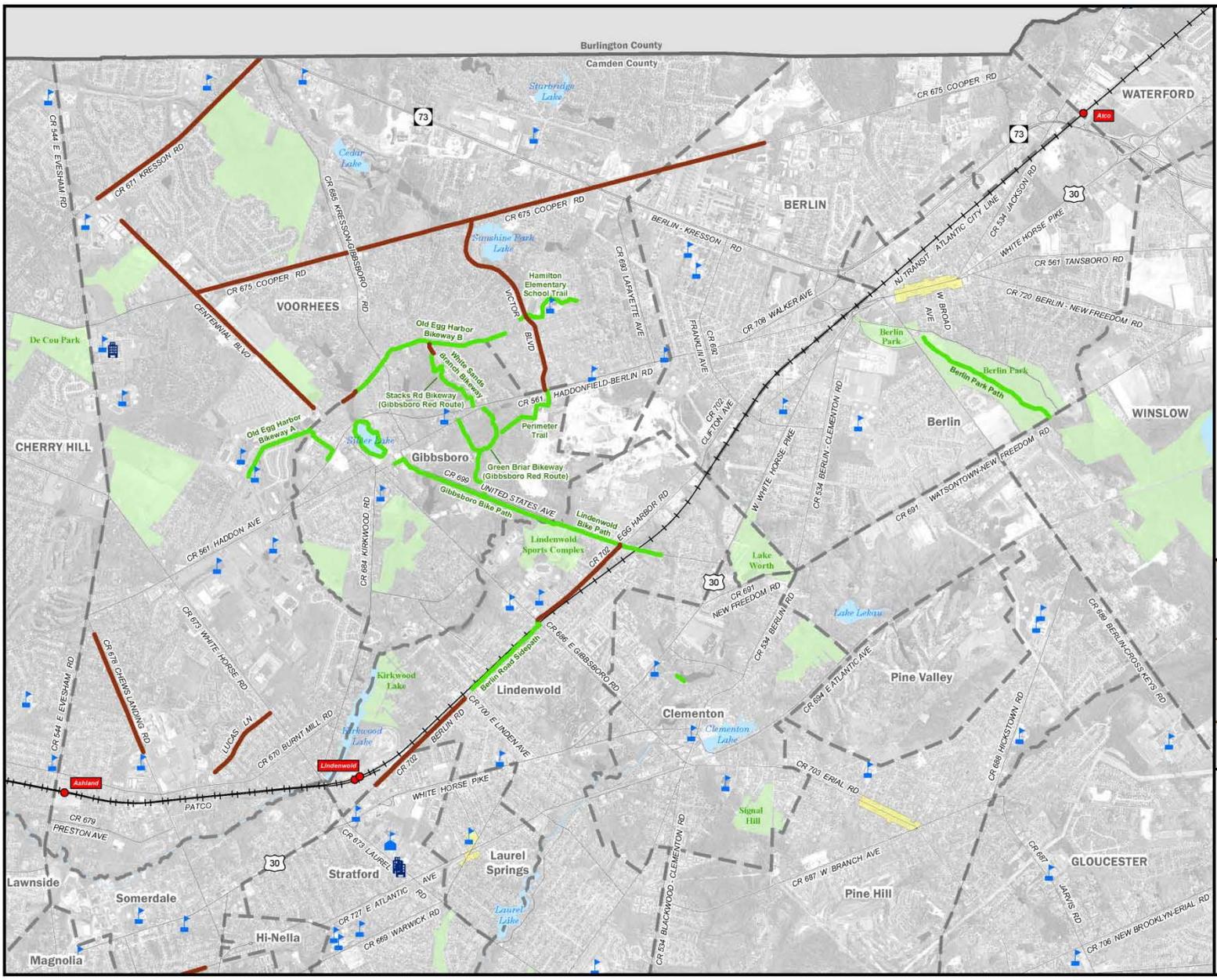
**Figure 7:
Existing Facilities
Map Panel 4**

- Off-Road Multi-Use Facilities:**
- Circuit Trail
 - Other Route
- On-Road Facilities:**
- Bicycle Lane
- Other Features:**
- Ashtand** Passenger Rail Station
 - Employer (500 or More Employees)
 - College/University
 - Elementary/Secondary School (public & private)
 - Downtown Retail District
 - Protected Open Space/Park (larger than 25 acres)



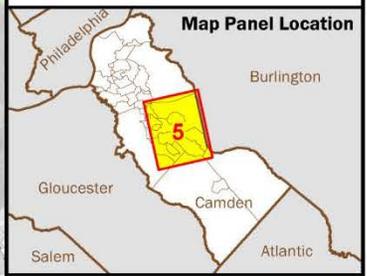
Sources:
 Multi-Use Facilities: DVRPC/Camden County
 Downtown Retail Districts: DVRPC
 Parks: DVRPC Protected Open Space, 2011
 Major Employers with >500 Employees: NETS Database, 2010
 Elementary/Secondary Schools: National Center for Education Statistics





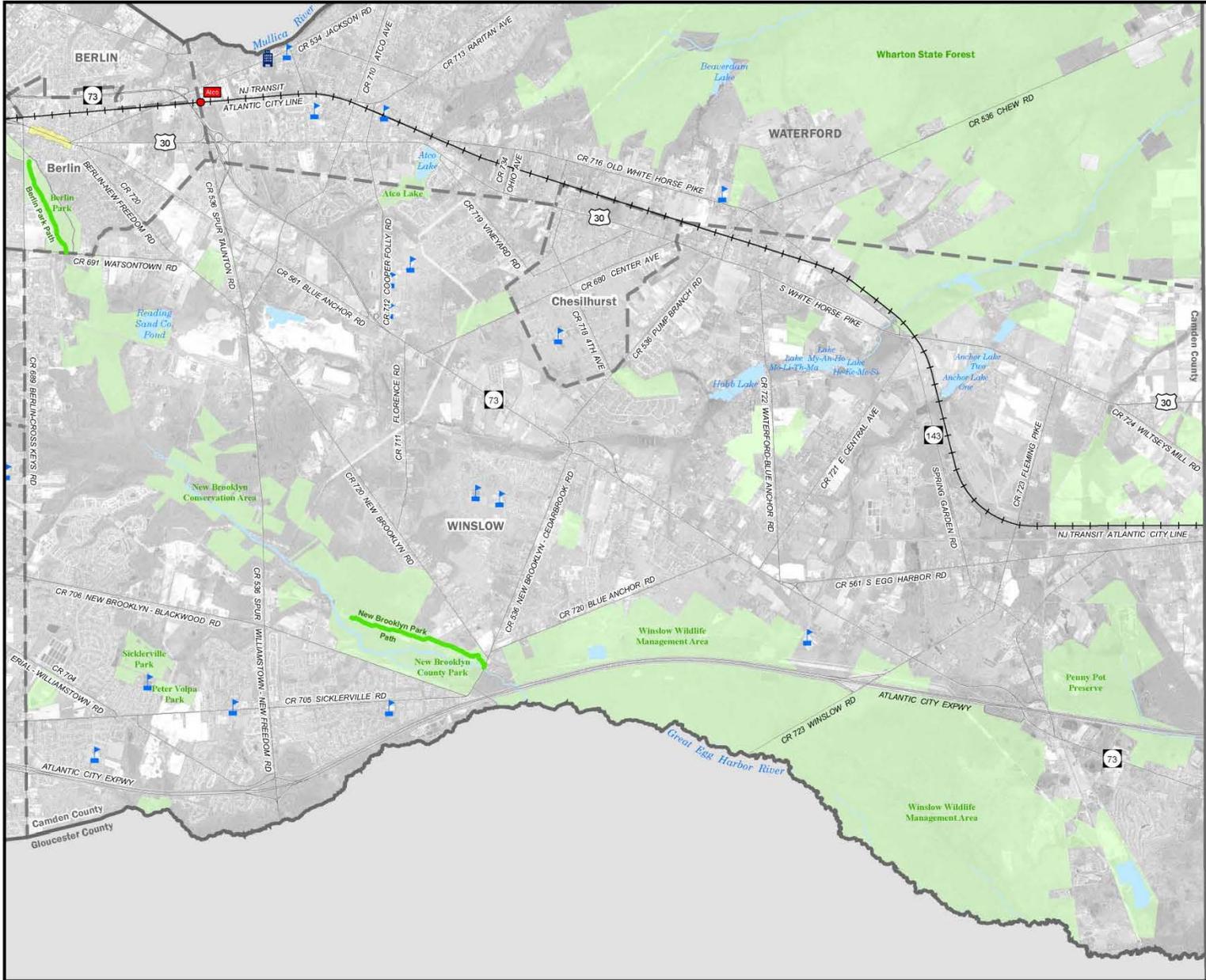
**Figure 8:
Existing Facilities
Map Panel 5**

- Off-Road Multi-Use Facilities:**
- Circuit Trail
 - Other Route
- On-Road Facilities:**
- Bicycle Lane
- Other Features:**
- Ashland
 - Passenger Rail Station
 - Employer (500 or More Employees)
 - College/University
 - Elementary/Secondary School (public & private)
 - Downtown Retail District
 - Protected Open Space/Park (larger than 25 acres)



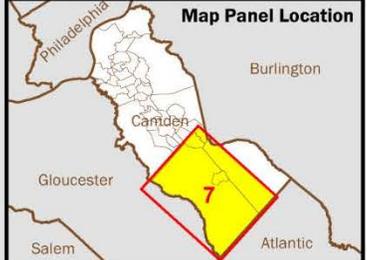
Sources:
 Multi-Use Facilities: DVRPC/Camden County
 Downtown Retail Districts: DVRPC
 Parks: DVRPC Protected Open Space, 2011
 Major Employers with >500 Employees: NETS Database, 2010
 Elementary/Secondary Schools: National Center for Education Statistics





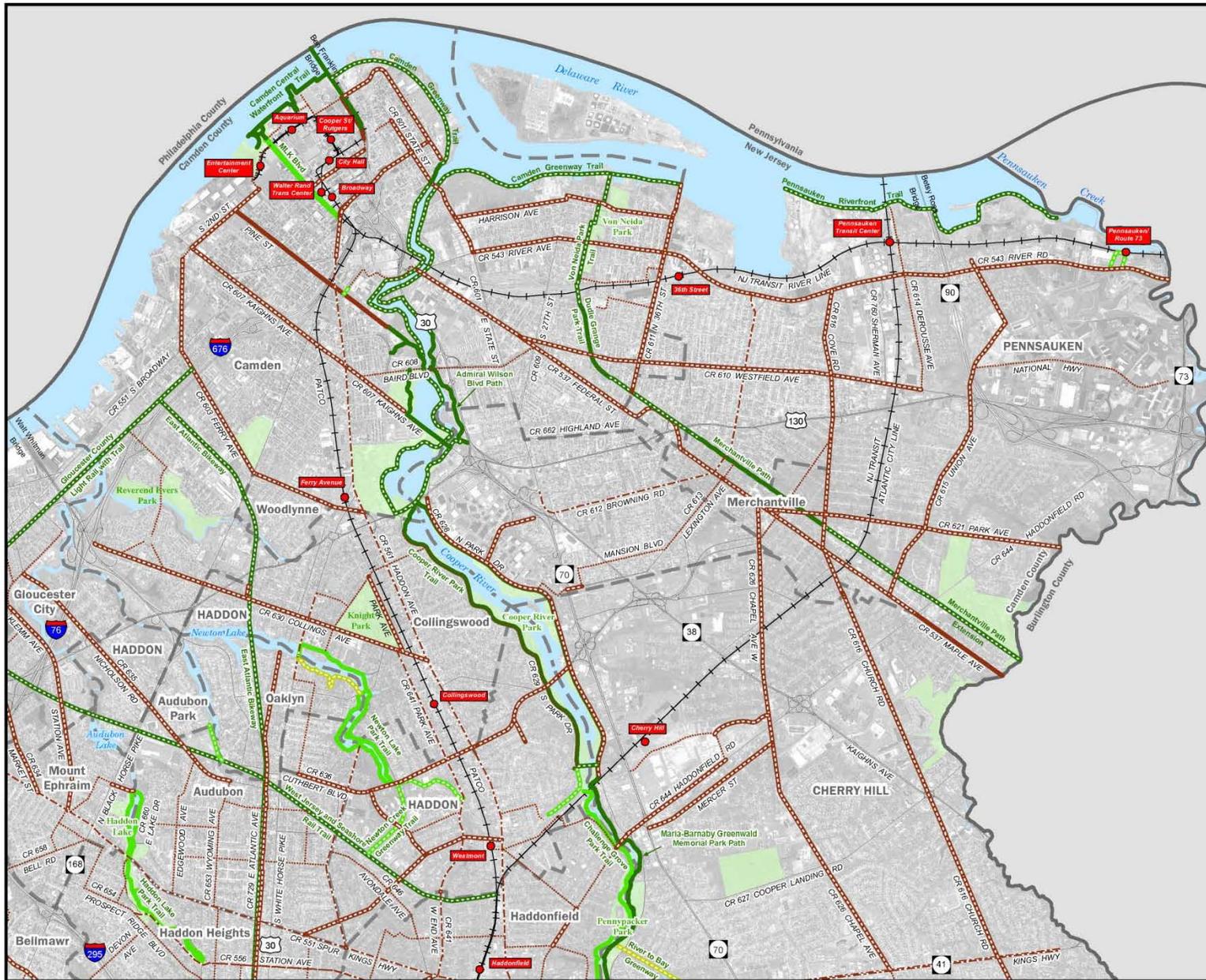
**Figure 10:
Existing Facilities
Map Panel 7**

- Off-Road Multi-Use Facilities:**
- Circuit Trail
 - Other Route
- On-Road Facilities:**
- Bicycle Lane
- Other Features:**
- Passenger Rail Station
 - Employer (500 or More Employees)
 - College/University
 - Elementary/Secondary School (public & private)
 - Downtown Retail District
 - Protected Open Space/Park (larger than 25 acres)



Sources:
 Multi-Use Facilities: DVRPC/Camden County
 Downtown Retail Districts: DVRPC
 Parks: DVRPC Protected Open Space, 2011
 Major Employers with >500 Employees: NETS Database, 2010
 Elementary/Secondary Schools: National Center for Education Statistics





**Figure 15:
Network Recommendations
Map Panel 1**

Off-Road Multi-Use Facilities:

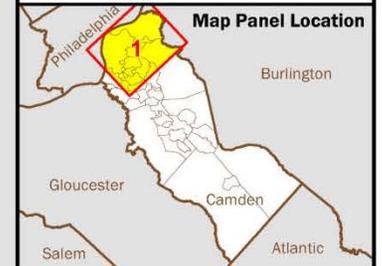
- Circuit Trail - Existing
- Circuit Trail - Proposed
- County-Identified Trail - Proposed
- Other Trail - Existing
- Other Trail - Proposed

On-Road Facilities:

- Bicycle Lane - Existing
- Bicycle Facilities - To Be Considered
- Mixed Treatments - Proposed
- Recommended Route - Proposed

Other Features:

- Ashland
- Passenger Rail Station
- Protected Open Space/Park (larger than 25 acres)



Sources:
Multi-Use Trails: DVRPC/Camden County
Parks: DVRPC Protected Open Space, 2011



**Figure 16:
Network Recommendations
Map Panel 2**

Off-Road Multi-Use Facilities:

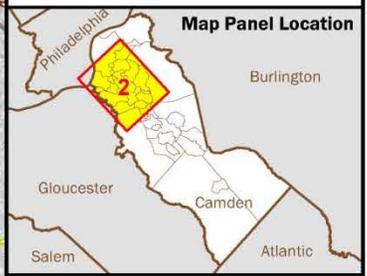
- Circuit Trail - Existing
- Circuit Trail - Proposed
- County-Identified Trail - Proposed
- Other Trail - Existing
- Other Trail - Proposed

On-Road Facilities:

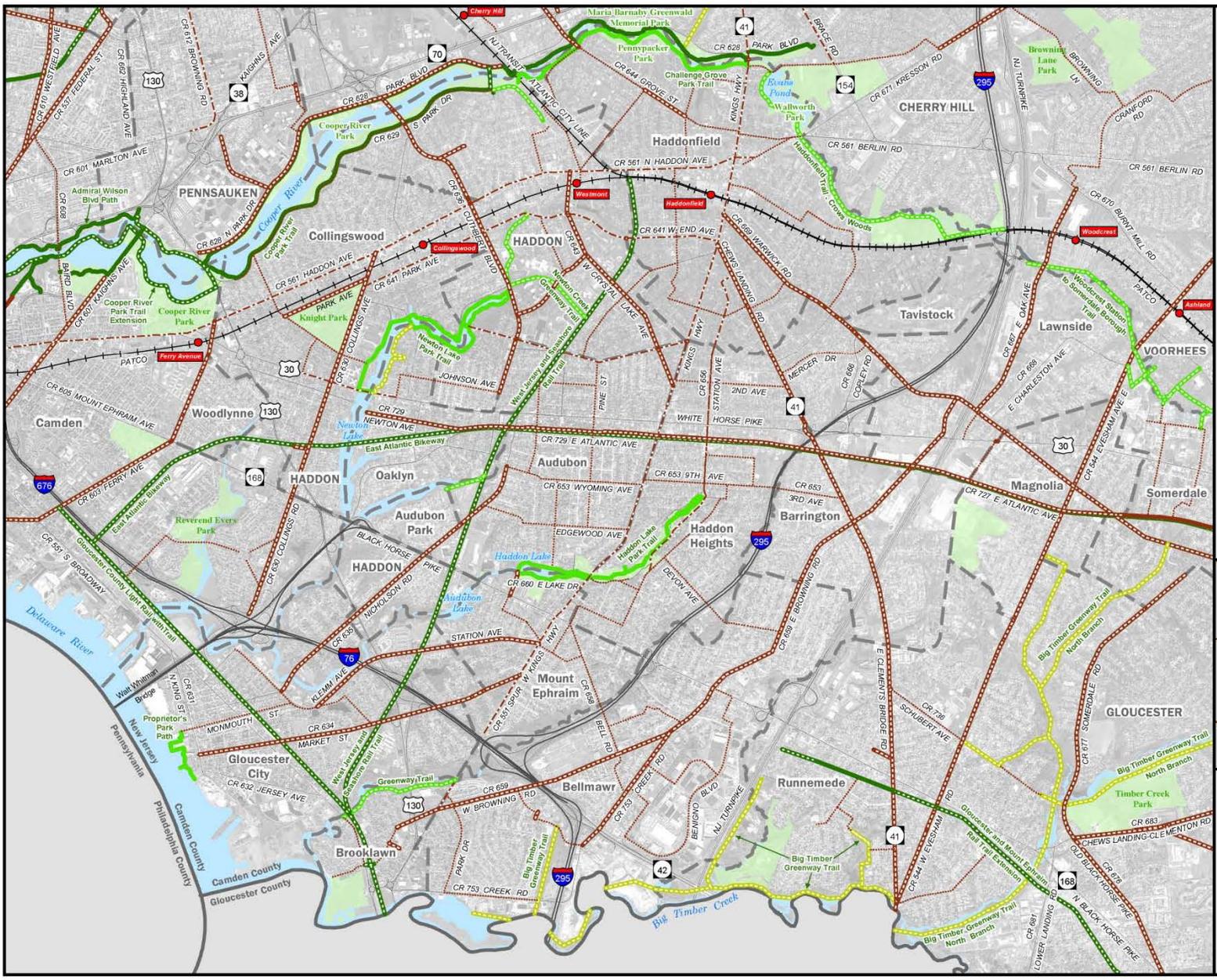
- Bicycle Lane - Existing
- Bicycle Facilities - To Be Considered
- Mixed Treatments - Proposed
- Recommended Route - Proposed

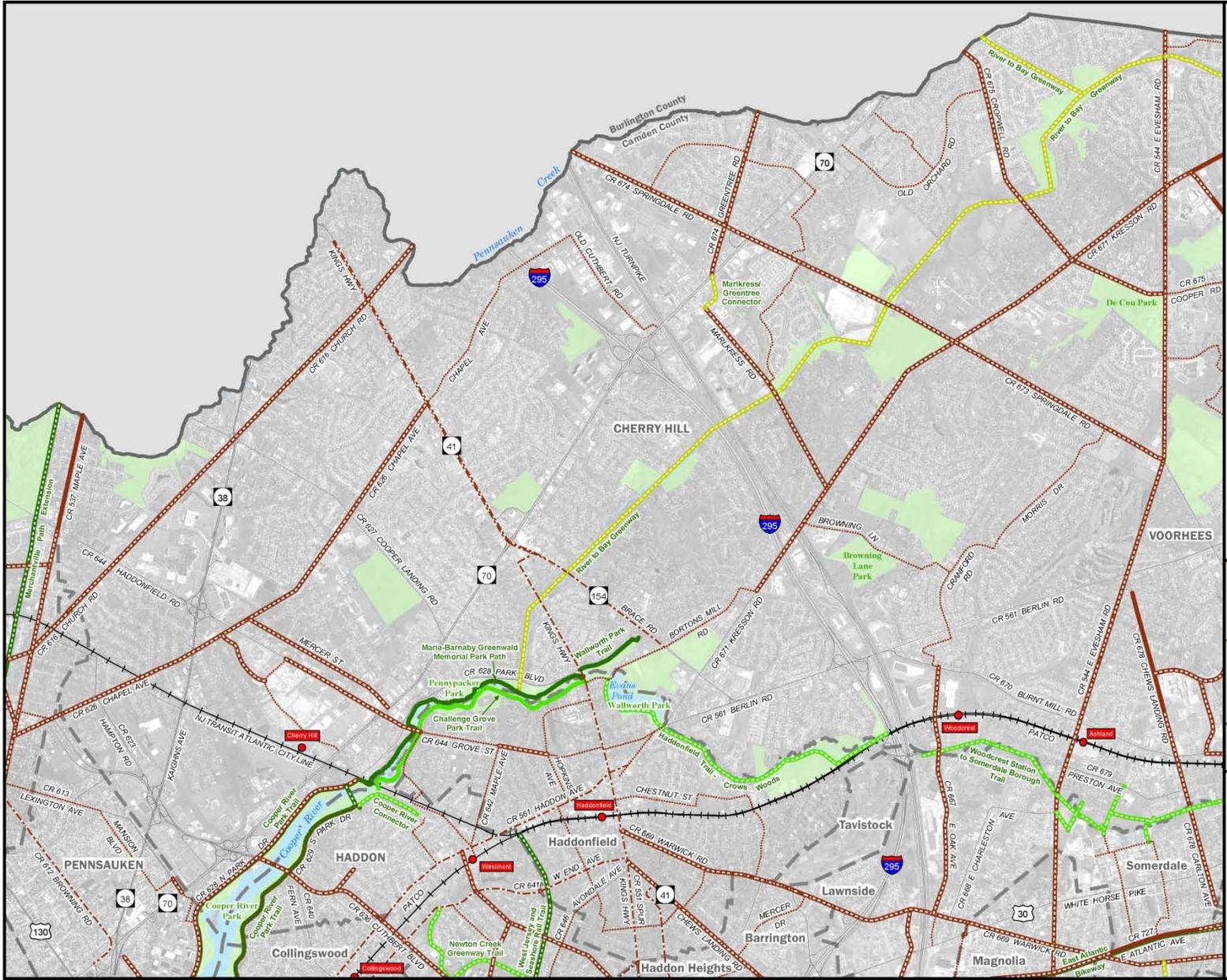
Other Features:

- Passenger Rail Station
- Protected Open Space/Park (larger than 25 acres)



Sources:
Multi-Use Trails: DVRPC/Camden County
Parks: DVRPC Protected Open Space, 2011

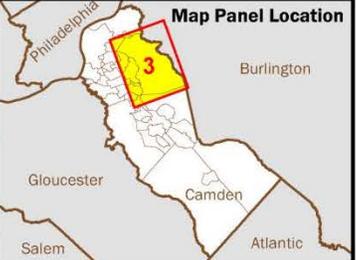




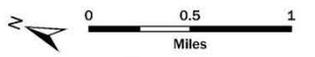
**Figure 17:
Network Recommendations
Map Panel 3**

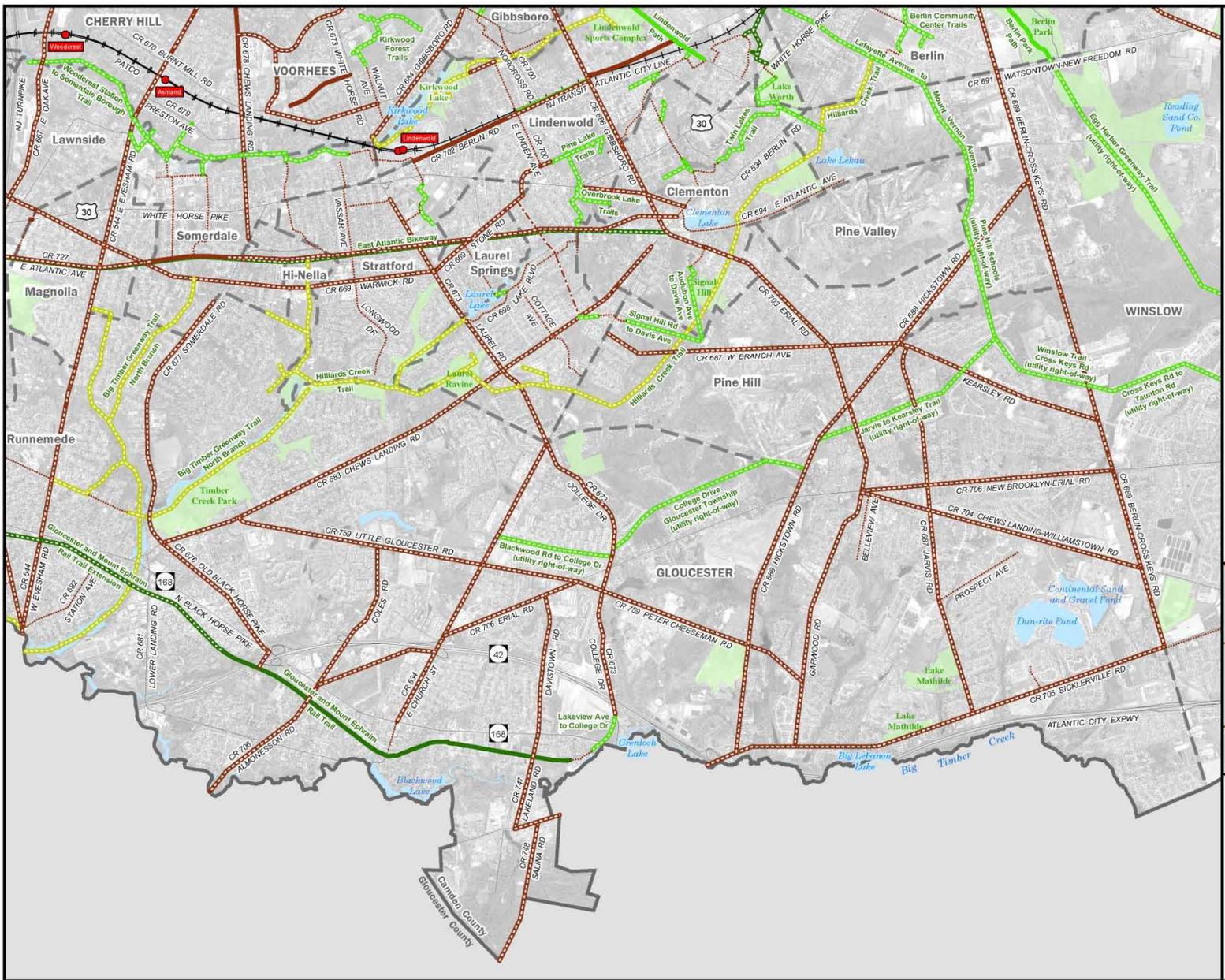
- Off-Road Multi-Use Facilities:**
- Circuit Trail - Existing
 - Circuit Trail - Proposed
 - County-Identified Trail - Proposed
 - Other Trail - Existing
 - Other Trail - Proposed
- On-Road Facilities:**
- Bicycle Lane - Existing
 - Bicycle Facilities - To Be Considered
 - Mixed Treatments - Proposed
 - Recommended Route - Proposed

- Other Features:**
- Ashland
 - Passenger Rail Station
 - Protected Open Space/Park (larger than 25 acres)



Sources:
Multi-Use Trails: DVRPC/Camden County
Parks: DVRPC Protected Open Space, 2011

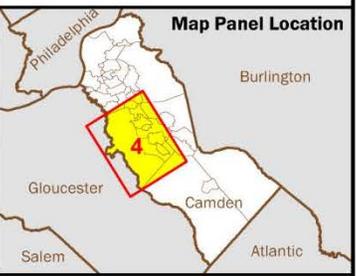




**Figure 18:
Network Recommendations
Map Panel 4**

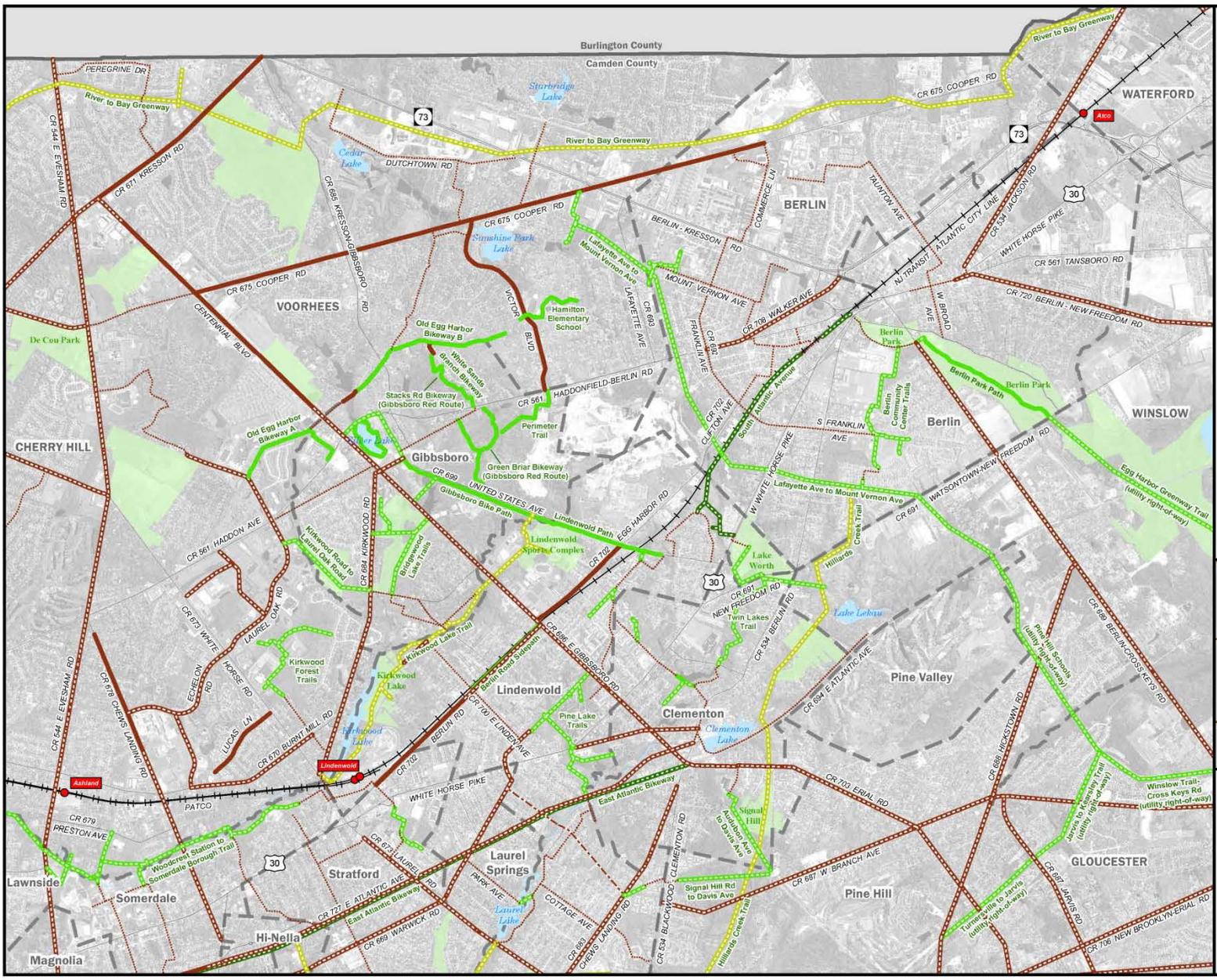
- Off-Road Multi-Use Facilities:**
- Circuit Trail - Existing
 - Circuit Trail - Proposed
 - County-Identified Trail - Proposed
 - Other Trail - Existing
 - Other Trail - Proposed
- On-Road Facilities:**
- Bicycle Lane - Existing
 - Bicycle Facilities - To Be Considered
 - Mixed Treatments - Proposed
 - Recommended Route - Proposed

- Other Features:**
- Ashland Passenger Rail Station
 - Protected Open Space/Park (larger than 25 acres)



Sources:
Multi-Use Trails: DVRPC/Camden County
Parks: DVRPC Protected Open Space, 2011





**Figure 19:
Network Recommendations
Map Panel 5**

Off-Road Multi-Use Facilities:

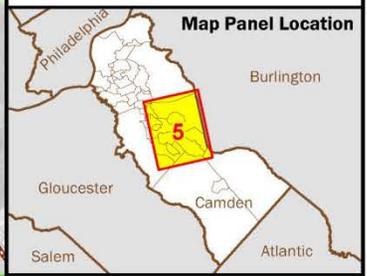
- Circuit Trail - Existing
- Circuit Trail - Proposed
- County-Identified Trail - Proposed
- Other Trail - Existing
- Other Trail - Proposed

On-Road Facilities:

- Bicycle Lane - Existing
- Bicycle Facilities - To Be Considered
- Mixed Treatments - Proposed
- Recommended Route - Proposed

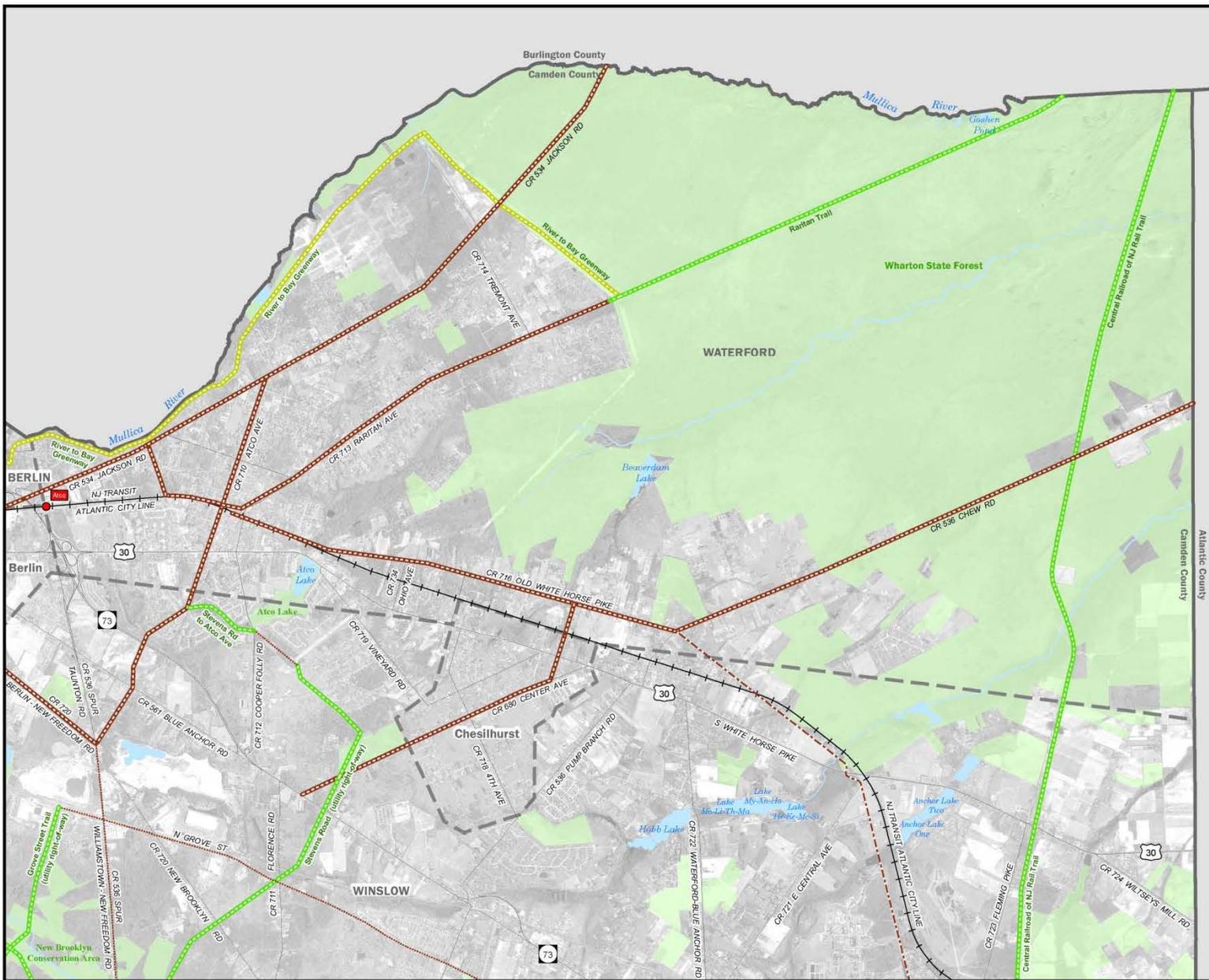
Other Features:

- Ashland
- Passenger Rail Station
- Protected Open Space/Park (larger than 25 acres)



Sources:
Multi-Use Trails: DVRPC/Camden County
Parks: DVRPC Protected Open Space, 2011

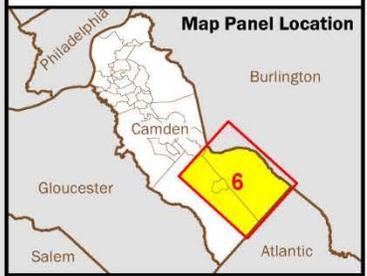




**Figure 20:
Network Recommendations
Map Panel 6**

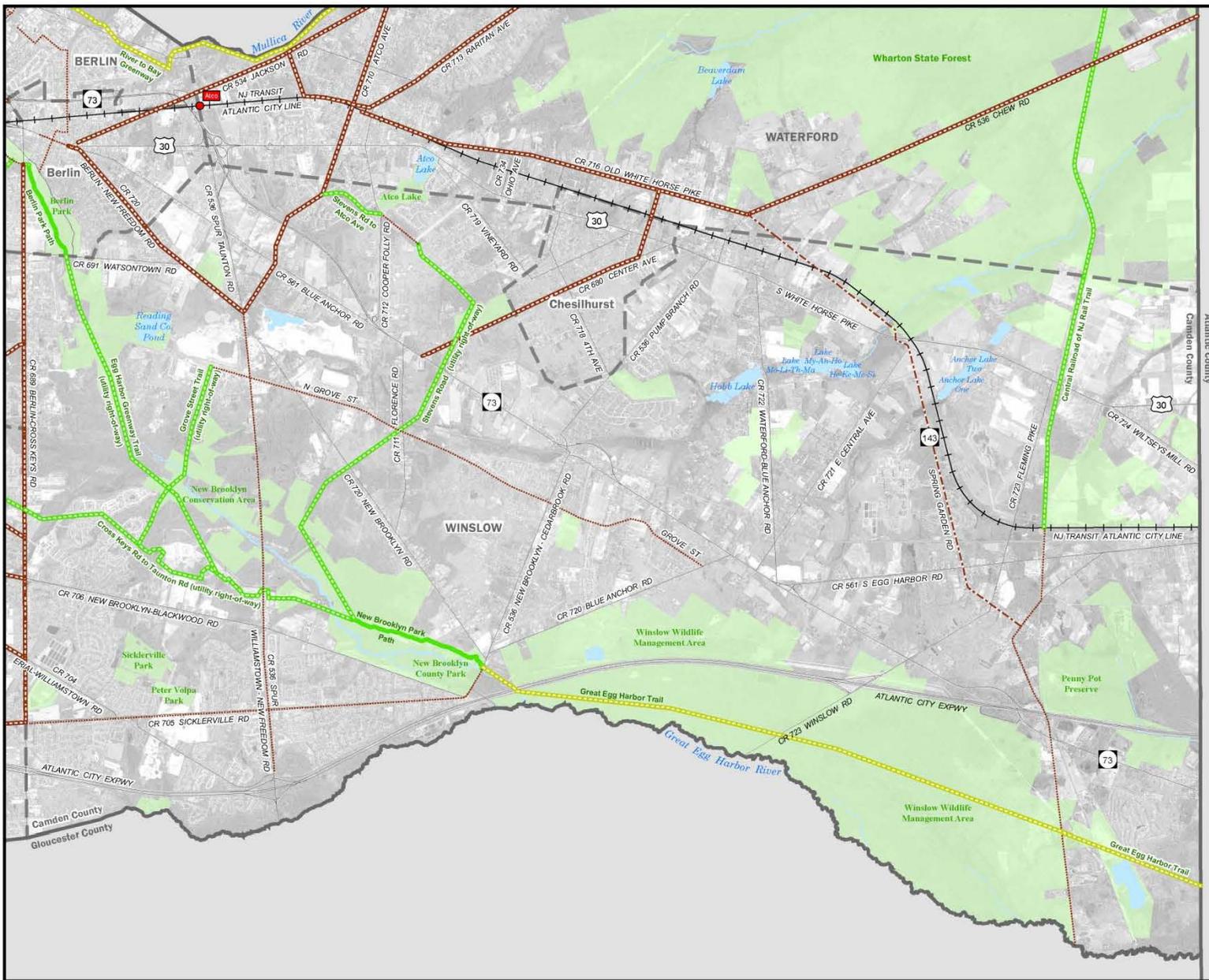
- Off-Road Multi-Use Facilities:**
- Circuit Trail - Existing
 - Circuit Trail - Proposed
 - County-Identified Trail - Proposed
 - Other Trail - Existing
 - Other Trail - Proposed
- On-Road Facilities:**
- Bicycle Lane - Existing
 - Bicycle Facilities - To Be Considered
 - Mixed Treatments - Proposed
 - Recommended Route - Proposed

- Other Features:**
- Ashland
 - Passenger Rail Station
 - Protected Open Space/Park (larger than 25 acres)



Sources:
Multi-Use Trails: DVRPC/Camden County
Parks: DVRPC Protected Open Space, 2011





**Figure 21:
Network Recommendations
Map Panel 7**

Off-Road Multi-Use Facilities:

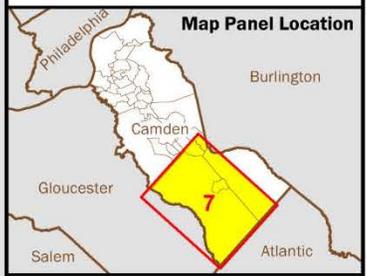
- Circuit Trail - Existing
- Circuit Trail - Proposed
- County-Identified Trail - Proposed
- Other Trail - Existing
- Other Trail - Proposed

On-Road Facilities:

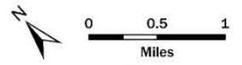
- Bicycle Lane - Existing
- Bicycle Facilities - To Be Considered
- Mixed Treatments - Proposed
- Recommended Route - Proposed

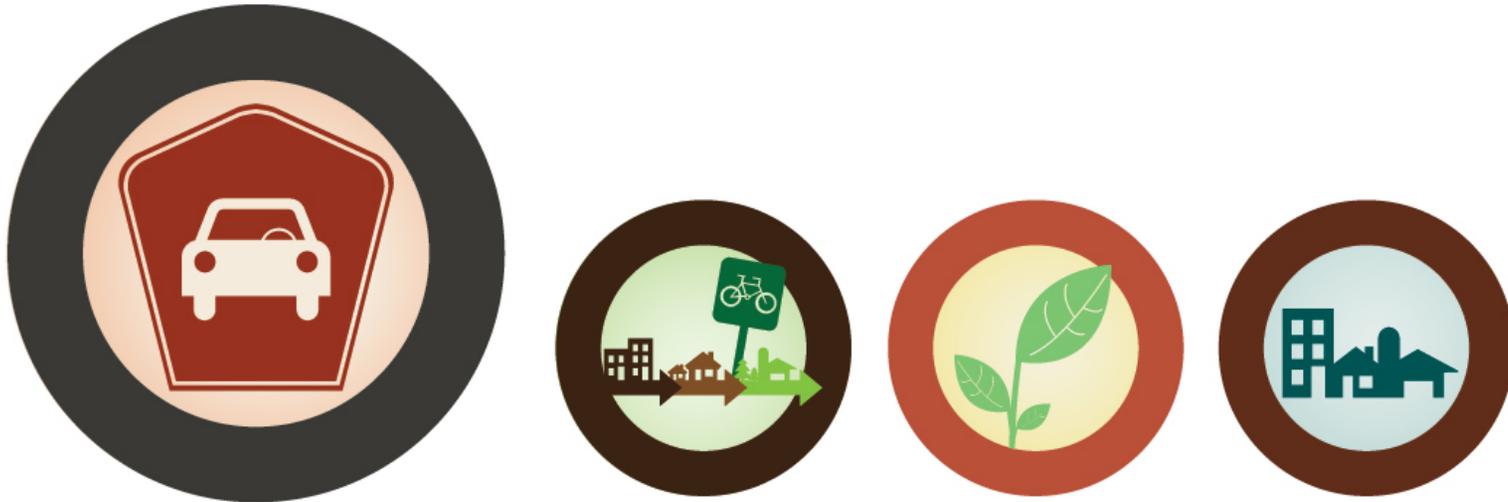
Other Features:

- Passenger Rail Station
- Protected Open Space/Park (larger than 25 acres)



Sources:
Multi-Use Trails: DVRPC/Camden County
Parks: DVRPC Protected Open Space, 2011





CAMDEN COUNTY

HIGHWAY PLAN

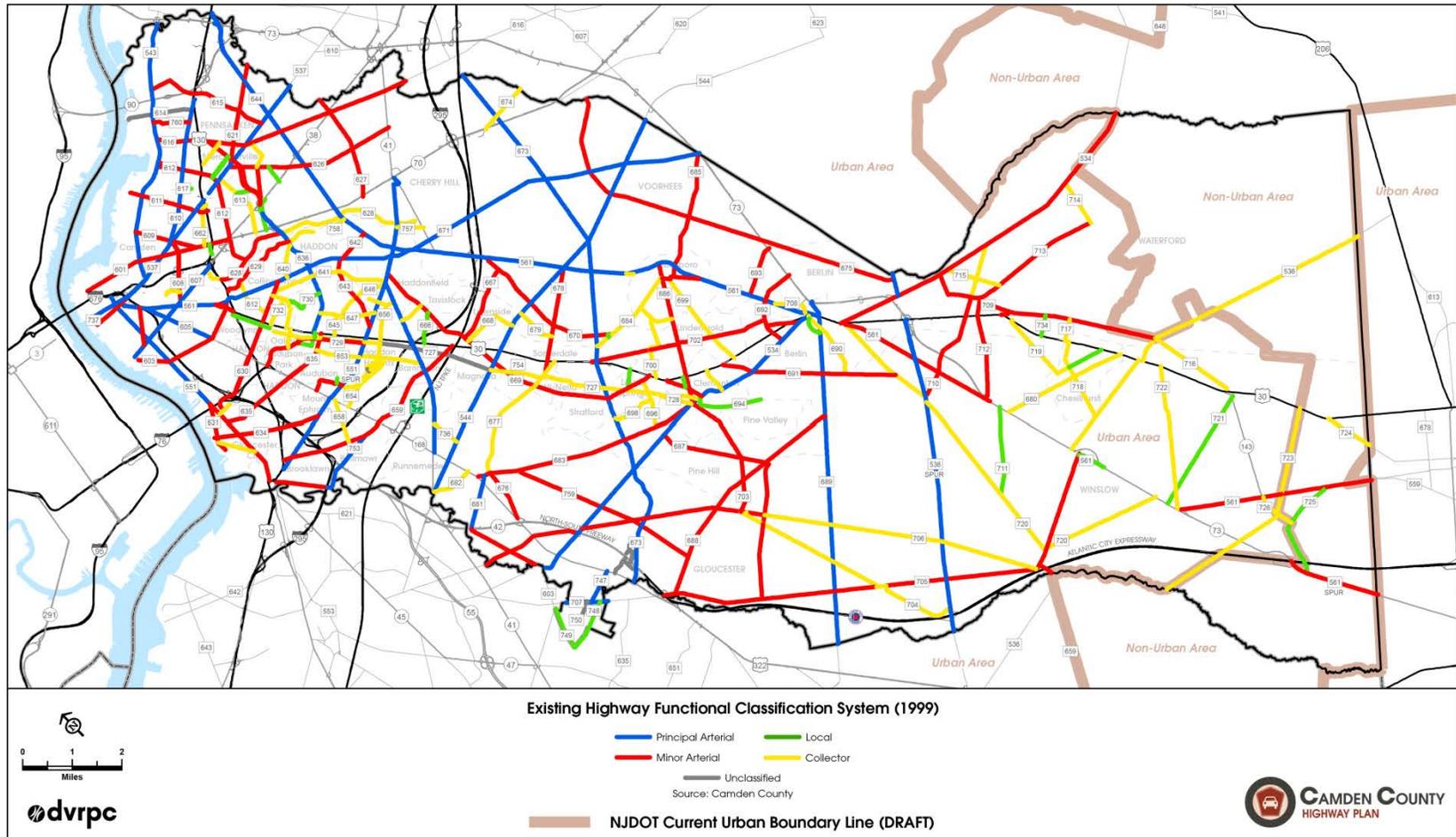
Regional Technical Committee – February 10, 2015

Background:

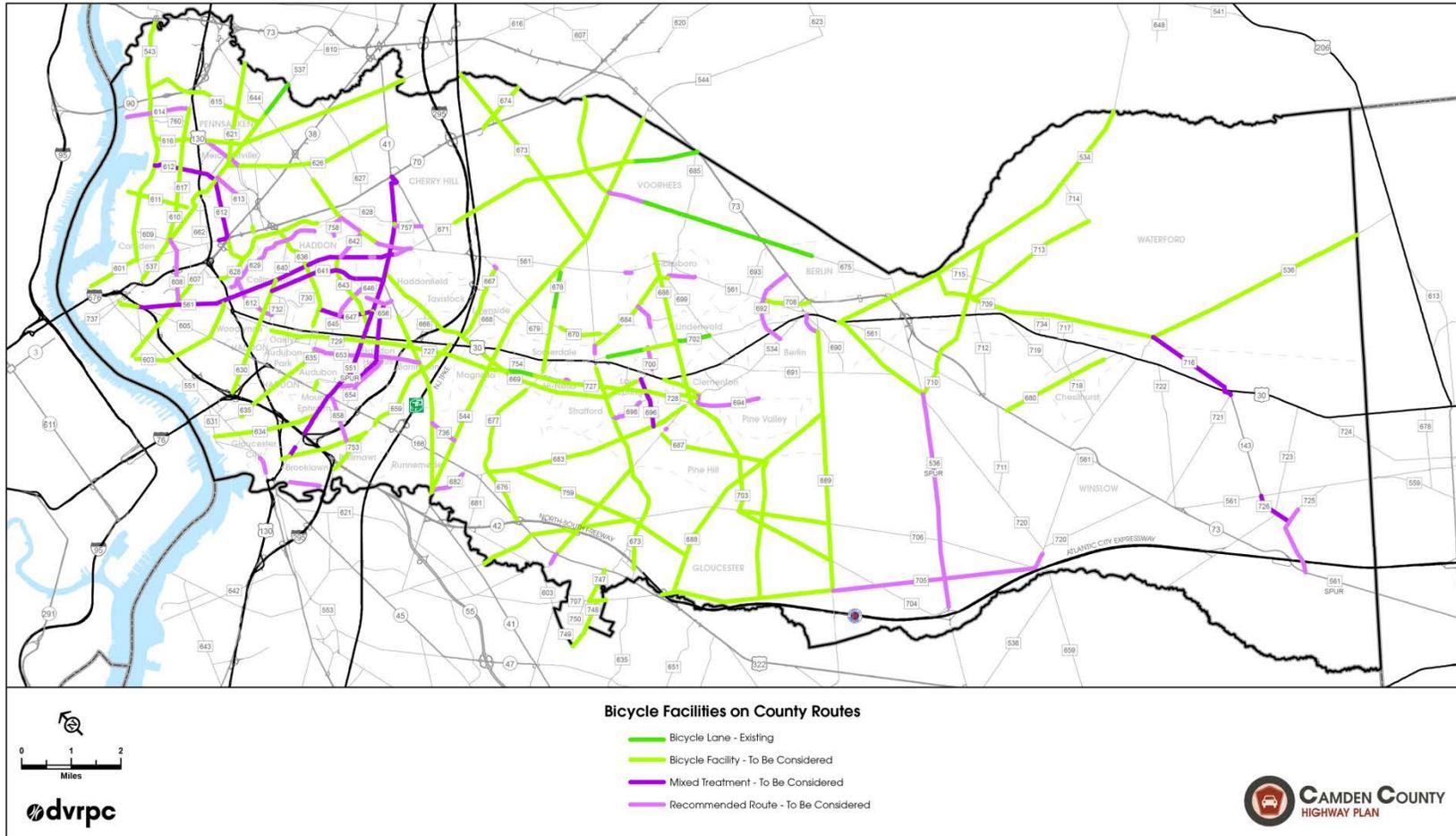


- Camden County is updating its comprehensive Master Plan. The Master Plan contains the vision and authority for managing the change that will come.
- The Camden County Highway Plan, an element of the Master Plan, sets the direction for the highway infrastructure—particularly the county route network—to keep pace with changes expected by 2040.

401-mile long CR network:



Vision for CR Bikeways:



Guiding principles:



- Support economic activity.
- Support the county's Land Use Plan & the region's LRP.
- Preserve & modernize the county route network.
- Improve traffic safety conditions.
- Improve mobility and accessibility.
- Mitigate congestion by reducing (first), managing (second), or accommodating (last) single-occupant vehicles.
- Identify equitable partners to implement the Highway Plan.

Project scope:



- Travel demand forecasting for the CR system:
 - 1) 2011 Base Year
 - 2) 2040 Long-Range Plan
 - 3) 2040 Master Plan
- Evaluate modeled traffic volumes – in accordance with the CMP methodology.
- Identify deficiencies.

Scope continued:



- Develop endorsed recommendations – addressing needs; and consistent with existing plans and programs, previous studies, and the other elements of the Master Plan.
- Provide county route improvement program – include high-level environmental assessment and implementation guide for physical improvements.
- Establish a GIS transportation asset management database for County Roads (401.48 miles) & County Bridges (155) – incorporate physical attributes from the county and performance data from the study.

Influences:



- Community planning considerations – from the Farmland Preservation, Bikeways and Multi-Use Trails & Land Use Plan elements
- Smart Growth tenants & Land Use Centers
- The Region's Incident Management Highway Network
- Regional plans (LRP) and programs (TIP & HSIP)
- Camden County's Complete Street Policy

Complete Streets:



Analyses:



| County Route Number | Limits (Midpoint Milepost) | Local Name | Municipality | Technical Analysis Results | | | | | Community Planning Considerations | | | | | | | | |
|---------------------|--|-------------------------------|--------------------------|----------------------------|---------|---------------------------------|---------|----------|--|----------|----------|----------|------------------|---------------|---------------------------------|---|---|
| | | | | 2x Crash | 2011 VC | Preliminary 2040 Master Plan VC | Top CMP | Turnback | CMP Corridors / Subcorridors / Emerging Areas Involved | | | IMHN | Land Use Centers | Bikes on Road | Protected Lands (Farms & Parks) | | |
| 534 | CR 759 to CR 673 (5.7) | Blackwood-Clementon Road | Gloucester | x | | 0.87 | | | | 3D | 5C | Emerging | | | | x | |
| 534 | CR 683 to CR 733 (8.4) | Clementon Road | Clementon | x | | | | | | 5C | Emerging | | | | | x | |
| 534 | NJ 73 to CR 713 (13.4) | Jackson Road | Waterford | | 0.86 | 0.88 | x | | | 13B | 5C | Emerging | x | | | x | |
| 536 | County Line to Atlantic City Expressway (27.5) | Malaga Road | Winslow | x | | 1.00 | | | | 3A | 3B | Emerging | | | | | x |
| 536 | CR 705 to CR 720 (27.9) | Causeways Road | Winslow | | 0.97 | 1.25 | | | | 3B | Emerging | | | | | x | x |
| 536 | US 30 to CR 716 (32.8) | Pennington Avenue | Winslow | x | | | | | | Emerging | | | | | | | |
| 536 Spur | County Line to CR 705 (1.4) | Williamstown-New Freedom Road | Winslow | | 1.93 | 2.03 | x | | | 3A | 3B | Emerging | | | | x | x |
| 536 Spur | CR 705 to CR 706 (2.8) | Williamstown-New Freedom Road | Winslow | x | | | | | | 3B | Emerging | | | | | x | |
| 537 | CR 737 to CR 551 (0.3) | Federal Street | Camden | x | | | | | | 5A | 6H | 2B | | x | | | x |
| 537 | CR 551 to 1676 (0.7) | Federal Street | Camden | x | | | x | | | 5A | 6H | 2B | | x | | | |
| 537 | US 30 to CR 601 (1.5) | Federal Street | Camden | x | 1.08 | 1.07 | x | | | 5A | 6H | 2B | | | | x | |
| 537 | CR 601 to CR 609 (2.0) | Federal Street | Camden | x | 0.87 | 0.87 | x | | | 5A | 6G | 6H | | | | x | |
| 537 | CR 611 to CR 612 (3.3) | Federal Street/Maple Avenue | Pennsauken/Merchantville | x | | | | | | 6G | 6F | 6I | | x | | x | x |
| 543 | CR 537 to CR 601 (0.2) | River Road | Camden | x | | | | | | 5A | 6G | 6H | 2B | x | | | |
| 543 | CR 601 to CR 609 (0.7) | River Road | Camden | | 1.06 | 1.14 | x | | | 5A | 6G | 2B | | x | | x | |
| 543 | CR 609 to CR 611 (1.5) | River Road | Camden | | 0.88 | 0.92 | x | | | 6G | | | | x | | x | x |
| 544 | US 168 to CR 736 (3.0) | Evesham Road | Runnemede | | 1.25 | 1.29 | x | | | 3C | | | | x | | x | x |
| 544 | CR 736 to CR 727 (4.0) | Evesham Road | Runnemede | | 1.23 | 1.26 | x | | | 3C | 5C | | | x | | x | x |
| 544 | CR 727 to US 30 (5.1) | Evesham Road | Magnolia | | 0.94 | 0.97 | x | | | 5C | | | | x | | x | |
| 544 | CR 668 to CR 670 (6.1) | Evesham Road | Cherry Hill | | 1.29 | 1.38 | x | | | 5C | | | | x | x | x | |
| 544 | CR 673 to CR 675 (8.6) | Evesham Road | Cherry Hill | | 1.12 | 1.12 | x | | | 5C | Emerging | | | | | x | x |
| 551 | CR 632 to CR 634 (30.7) | New Broadway | Brooklawn | | | 1.05 | | | | 6K | 6L | | | | x | | |
| 551 | CR 634 to CR 635 (31.0) | Broadway | Gloucester City | x | | | | | | 2B | 6L | | | | x | | |
| 551 | CR 607 to CR 537 (34.0) | Broadway | Camden | x | | | x | | | 5A | 6H | 2B | 6L | | x | | |
| 561 | CR 725 to CR 723 (25.5) | Cedarbrook Road | Winslow | | | 0.98 | | | | Emerging | | | | x | | | x |
| 561 | CR 710 to CR 536 Spur (34.0) | Cedarbrook Road | Winslow | x | | | | | | Emerging | | | | | | | x |
| 561 | US 30 to CR 692 (37.0) | Haddon Avenue | Berlin | | | | | | | 13B | 5C | Emerging | x | | | x | |
| 561 | CR 692 to CR 693 (37.8) | Haddon Avenue | Voorhees | | | 0.91 | | | | 5C | Emerging | | | | | | |
| 561 | CR 686 to CR 699 (39.8) | Foster Avenue | Gibbsboro | x | | | | | | Emerging | | | | | | x | |
| 561 | CR 685 to Nicholson Road (40.5) | Haddon Avenue | Voorhees | x | | | | | | Emerging | | | | | | | |
| 561 | CR 544 to CR 670 (42.8) | Haddonfield-Berlin Road | Cherry Hill | | 0.86 | | x | | | 2C | 5C | | | | | | x |
| 561 | CR 670 to 1295 (43.5) | Haddonfield-Berlin Road | Cherry Hill | x | 1.30 | 1.19 | x | | | 2C | 5C | | | | | | |
| 561 | NJ 41 to CR 642 (45.8) | Haddon Avenue | Haddonfield | | 0.87 | | x | | | 5B | | | | x | | x | |
| 561 | CR 642 to CR 636 (46.9) | Haddon Avenue | Haddon | x | 0.89 | | x | | | 5B | | | | x | | x | |
| 561 | CR 636 to CR 630 (47.4) | Haddon Avenue | Collingswood | | 0.95 | | x | | | 5B | | | | x | | x | |
| 561 | 1676 to CR 537 (50.8) | Haddon Avenue | Camden | | 1.29 | 1.50 | x | | | 5A | 6H | 2B | | x | | x | |
| 601 | Start to CR 543 (0.8) | Estate Street | Camden | | 1.06 | 1.11 | x | | | 5A | 6G | 6H | 2B | | x | x | x |
| 601 | CR 537 to CR 609 (2.2) | Beacon Avenue | Camden | x | | | | | | 5A | 6G | 6H | | | | | |
| 601 | CR 609 to US 130 (2.6) | Beacon Avenue | Pennsauken | | 0.85 | 0.87 | x | | | 6G | 6I | 10A | 12A | | | x | |
| 604 | CR 551 to CR 561 (0.6) | Newton Avenue | Camden | x | | | | | | 6H | 2B | 6L | | | x | | |

Observations:



- Minimal socioeconomic growth to 2040 (+3% to +4%).
- Small change in traffic volumes to 2040 (+6% to +7%).
- The county is reaching the limits of its growth potential and is envisioning a smart, more sustainable future.
- The county's Land Use Plan adds emphasis and surcharges for recentralized growth (distressed areas in need of reinvestment, the City of Camden, and areas where infrastructure is present to accommodate growth) vs. the Long-Range Plan.

Recommendations:



| ID # (see Fig. 24) | County Route Number | Limits (Midpoint Milepost) | Local Name | Municipality | Recommendations | | | | Final 2040 Master Plan VC | Implementation/ Construction Cost Estimate (\$ millions) | Co-Sponsors |
|-----------------------|---------------------|--|-------------------------------|-----------------------------|-----------------|--|--------------------------------------|---|---------------------------|--|---|
| | | | | | HSIP Eligible | TIP | LRP | Other - Camden County Highway Plan | | | |
| | 534 | CR 759 to CR 673 (5.7) | Blackwood-Clementon Road | Gloucester | x | | | | 0.82 | | |
| | 534 | CR 683 to CR 733 (8.4) | Clementon Road | Clementon | | | | | | | |
| 1 | 534 | NU 73 to CR 713 (13.4) | Jackson Road | Waterford | | | ACRL Stations Rehab (MRP #T2) - Alco | Alto Station Improvements: Add North-side Access & Parking Lot, Enhance Transit Services | 0.88 | \$2.0 | NJTransit, NJDOT, CCC-TMA, Municipality |
| | 536 | County Line to Atlantic City Expressway (27.5) | Malaga Road | Winslow | | | | | 0.47 | | |
| | 536 | CR 705 to CR 720 (27.9) | Causeways Road | Winslow | | | | | 1.24 | | |
| | 536 | US 30 to CR 716 (32.8) | Pennington Avenue | Winslow | | | | | | | |
| 2 | 536 Spur | County Line to CR 705 (1.4) | Williamstown-New Freedom Road | Winslow | x | South Jersey BRT Park-Ride - Avandale (T630) | South Jersey BRT (MRP #X) | Rebuild ACE Bridge & Interchange, Add Capacity & Bike Lanes to CR 705, Expand & Improve Access at Avandale Park-and Ride Lot, Signal System | 0.98 | \$10.0 | NJTransit, NJDOT, SJTA, CCC-TMA, Municipality |
| | 536 Spur | CR 705 to CR 706 (2.8) | Williamstown-New Freedom Road | Winslow | x | | | | | | |
| 3 | 537 | CR 737 to CR 551 (0.3) | Federal Street | Camden | x | | | Bus Street between CR 610 & CR 551 (include Market Street pair), Signal System | | \$4.0 | NJTransit, Municipality |
| 3 | 537 | CR 551 to 1676 (0.7) | Federal Street | Camden | x | | | Bus Street between CR 610 & CR 551 (include Market Street pair), Signal System | | | NJTransit, Municipality |
| 3 | 537 | US 30 to CR 601 (1.5) | Federal Street | Camden | x | | | Bus Street between CR 610 & CR 551 (include Market Street pair), Signal System | 1.11 | | NJTransit, Municipality |
| 3 | 537 | CR 601 to CR 609 (2.0) | Federal Street | Camden | x | | | Bus Street between CR 610 & CR 551 (include Market Street pair), Signal System | 0.90 | | NJTransit, Municipality |
| | 537 | CR 611 to CR 612 (3.3) | Federal Street/Maple Avenue | Pennsauken/Merchandiseville | | | | | | | |
| | 543 | CR 537 to CR 601 (0.2) | River Road | Camden | | | | | | | |
| | 543 | CR 601 to CR 609 (0.7) | River Road | Camden | x | Traffic calming & streetscape (D0902) | | Signal System, Arterial Management | 1.17 | | NJDOT, NJTransit, Municipality |
| | 543 | CR 609 to CR 611 (1.5) | River Road | Camden | x | Traffic calming & streetscape (D0902) | | Signal System, Arterial Management | 0.94 | | NJDOT, NJTransit, Municipality |
| | 544 | US 168 to CR 736 (3.0) | Evesham Road | Runnemede | x | | | Signal System, Arterial Management | 1.27 | | |
| | 544 | CR 736 to CR 727 (4.0) | Evesham Road | Runnemede | x | | | Signal System, Arterial Management | 1.27 | | |
| | 544 | CR 727 to US 30 (5.1) | Evesham Road | Magnolia | | | | Signal System, Arterial Management | 0.96 | | |
| 4 | 544 | CR 668 to CR 670 (6.1) | Evesham Road | Cherry Hill | | | | Signal System, Arterial Management, Master Plan Ashland Station Center Area | 1.39 | TBD | Municipality |
| | 544 | CR 673 to CR 675 (8.6) | Evesham Road | Cherry Hill | x | | | Signal System | 1.11 | | |
| | 551 | CR 632 to CR 634 (30.7) | New Broadway | Brooklawn | | | | | 0.93 | | |
| | 551 | CR 634 to CR 635 (31.0) | Broadway | Gloucester City | | | | | | | |
| 5 | 551 | CR 607 to CR 537 (34.0) | Broadway | Camden | x | | | Bus Street between CR 607 & CR 551, Signal System, Arterial Management | | \$8.0 | NJTransit, Municipality |
| | 561 | CR 725 to CR 723 (25.5) | Cedarbrook Road | Winslow | x | | | | 1.14 | | |
| | 561 | CR 710 to CR 536 Spur (34.0) | Cedarbrook Road | Winslow | | | | Signal System | | | |
| | 561 | US 30 to CR 692 (37.0) | Haddon Avenue | Berlin | | | | Signal System, Arterial Management | 0.98 | | |
| | 561 | CR 692 to CR 693 (37.8) | Haddon Avenue | Voorhees | | | | Signal System | 0.94 | | |
| | 561 | CR 686 to CR 699 (39.8) | Foster Avenue | Gibbsboro | | | | | | | |
| | 561 | CR 685 to Nicholson Road (40.5) | Haddon Avenue | Voorhees | | | | | | | |
| | 561 | CR 544 to CR 670 (42.8) | Haddonfield-Berlin Road | Cherry Hill | x | | | Signal System | | | |
| | 561 | CR 670 to 1295 (43.5) | Haddonfield-Berlin Road | Cherry Hill | x | | | Signal System | 1.17 | | |
| | 561 | NJ 41 to CR 642 (45.8) | Haddon Avenue | Haddonfield | x | | | Signal System | | | |
| | 561 | CR 642 to CR 636 (46.9) | Haddon Avenue | Haddon | x | | | Signal System | | | |
| | 561 | CR 636 to CR 630 (47.4) | Haddon Avenue | Collingswood | x | | | Signal System | | | |
| | 561 | 1676 to CR 537 (50.8) | Haddon Avenue | Camden | x | | | Signal System | 1.41 | | |
| | 601 | Start to CR 543 (0.8) | Estate Street | Camden | x | | | | 1.16 | | |
| | 601 | CR 537 to CR 609 (2.2) | Beacon Avenue | Camden | x | | | | | | |
| | 601 | CR 609 to US 130 (2.6) | Beacon Avenue | Pennsauken | x | | | | 0.88 | | |
| | 604 | CR 551 to CR 561 (0.6) | Newton Avenue | Camden | | | | | | | |

Recommendations continued:



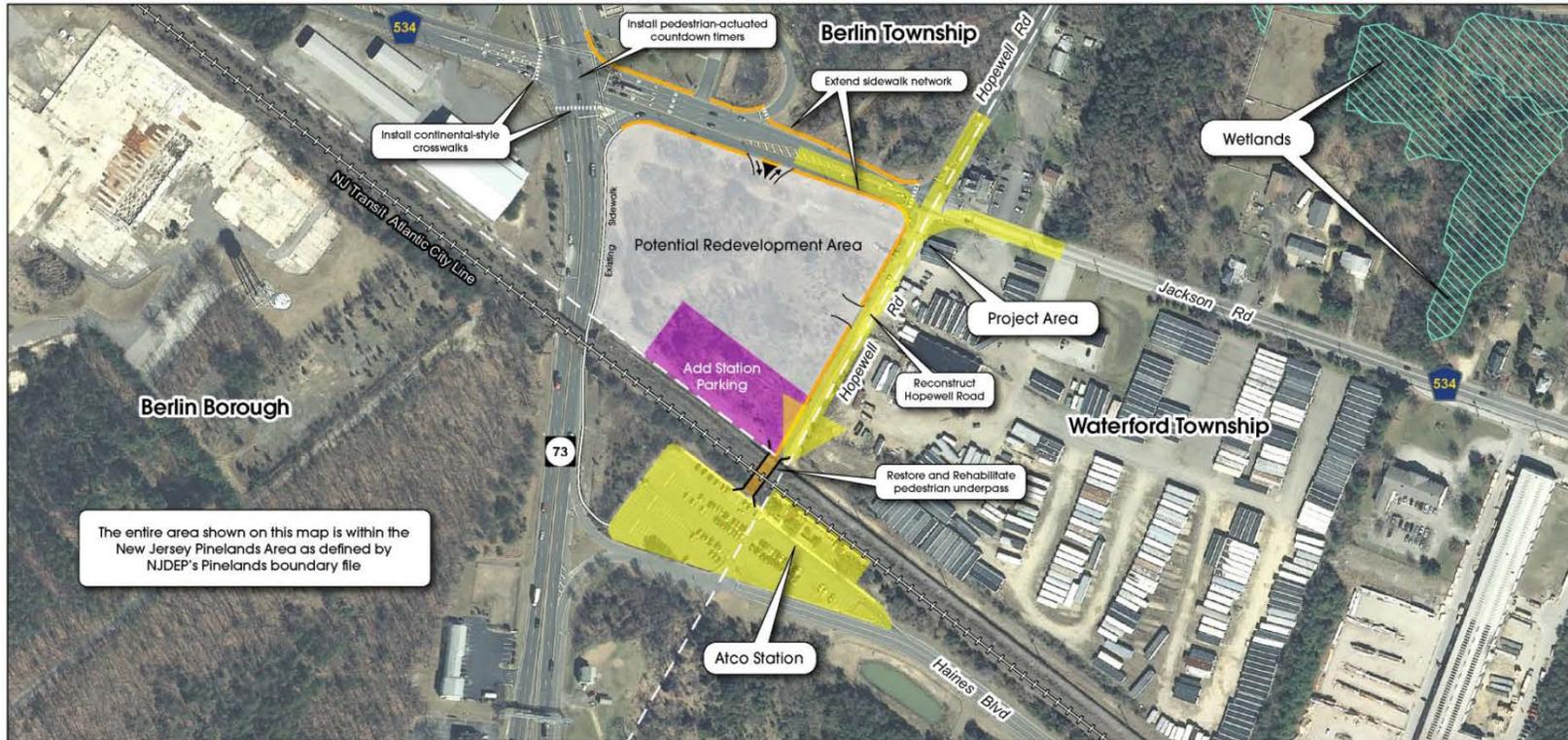
- Match traffic safety deficient locations with active HSIP.
- Bus Streets for Federal St, Market St, and Broadway in the City of Camden – favor transit service & promote ridership.
- Rebuild Williamstown-New Freedom Rd and its interchange with AC Expy/ access to the Avandale Park-and-Ride Lot – rectify existing CR congestion & complement South Jersey BRT service (LRP).

Recommendations continued:

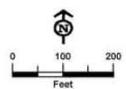


- Provide north-side parking and access from Jackson Rd at the Atco Station – offset nearby NJ 73/ CR congestion with improved connection to bus and rail (LRP – Station rehab).

Atco Station concept:



The entire area shown on this map is within the New Jersey Pinelands Area as defined by NJDEP's Pinelands boundary file



Source:
 Floodplains - FEMA
 Protected Open Space - DVRPC
 Aerial Imagery - NJ Office of Information Technology, 2012
 Wetlands - NJDEP
 This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not state-authorized.



Atco Station concept:



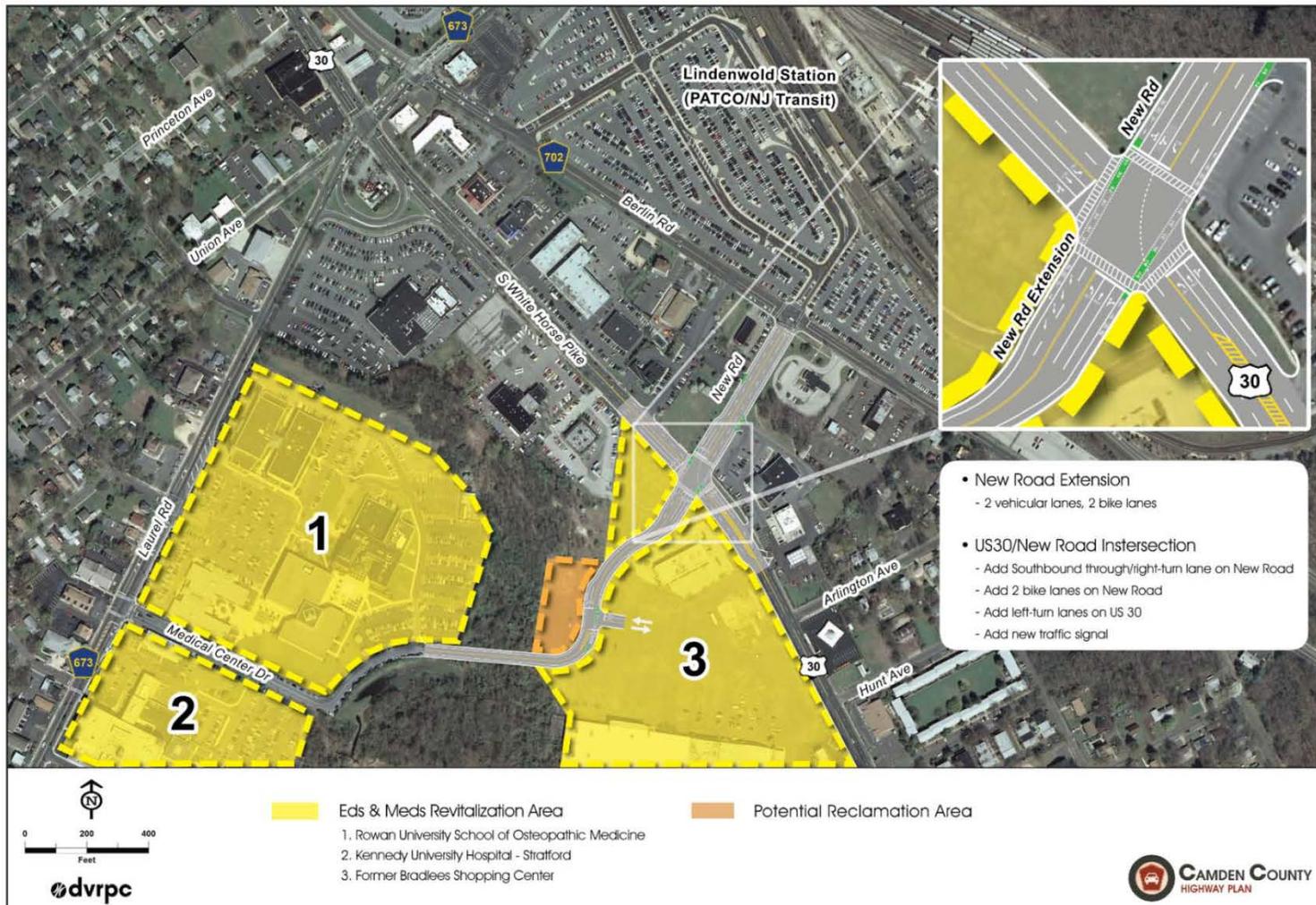
Atco Station concept:



Recommendations continued:

- Widen Berlin-Cross Keys Rd – relieve existing congestion & accommodate cross-county travel for the long term.
- Extend New Rd and Medical Center Dr (local streets) through the Rowan Univ/ Kennedy Hospital campus (“Eds & Meds” Revitalization) – relieve CR congestion at the White Horse Pk & supply alternate route to the Lindenwold PATCO/ NJT Station (LRP – Station rehab).

Eds & Meds concept:



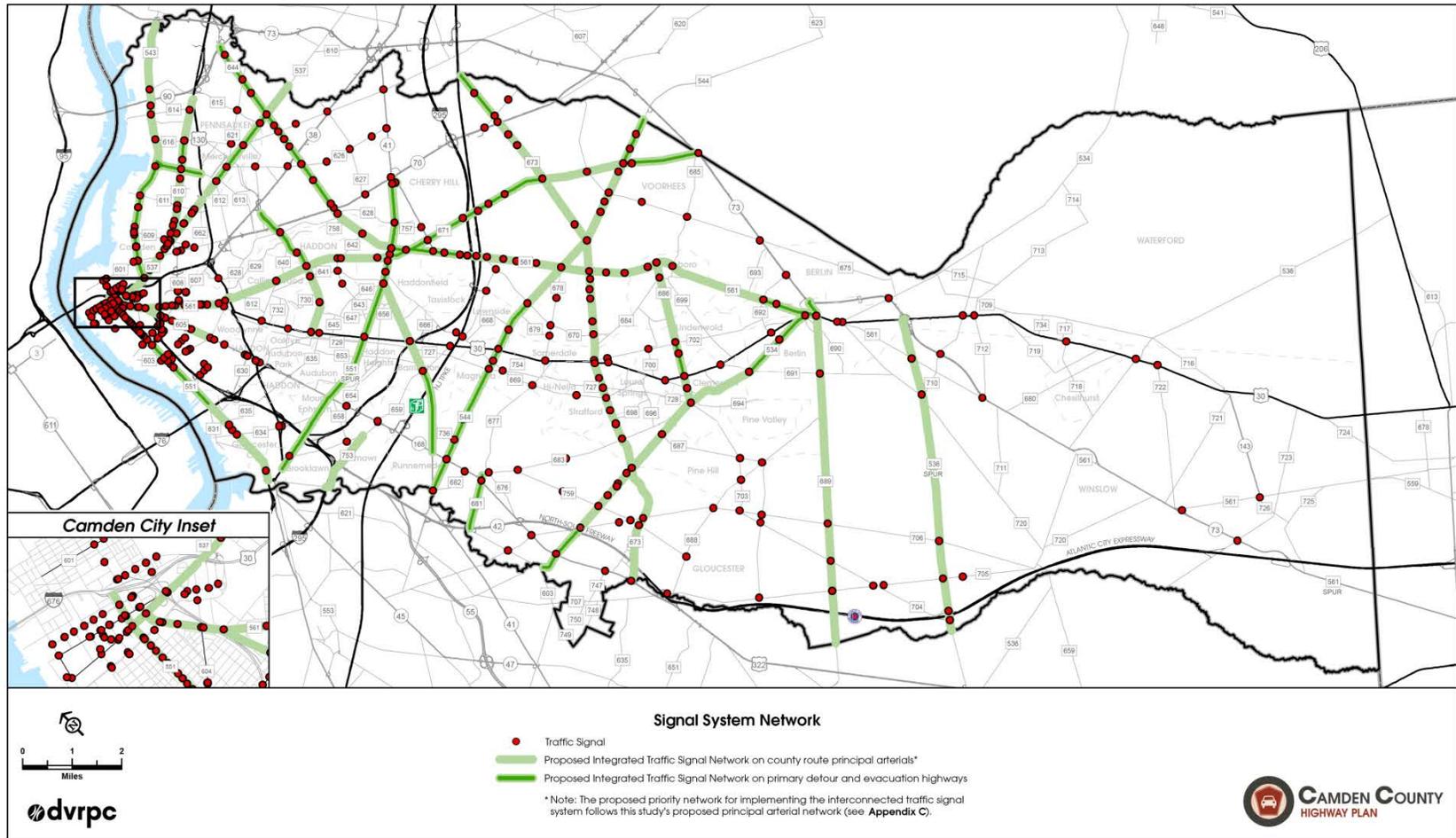
Recommendations continued:



- County-wide, closed-loop computerized traffic signal system
– manage traffic operations at 200 intersections along primary CR corridors.



Integrated traffic signal system:



Status:



- Camden County Planning Board adopted the Plan elements on October 28, 2014.
- Draft Highway Plan and GIS transportation asset management database are being finalized.



CAMDEN COUNTY

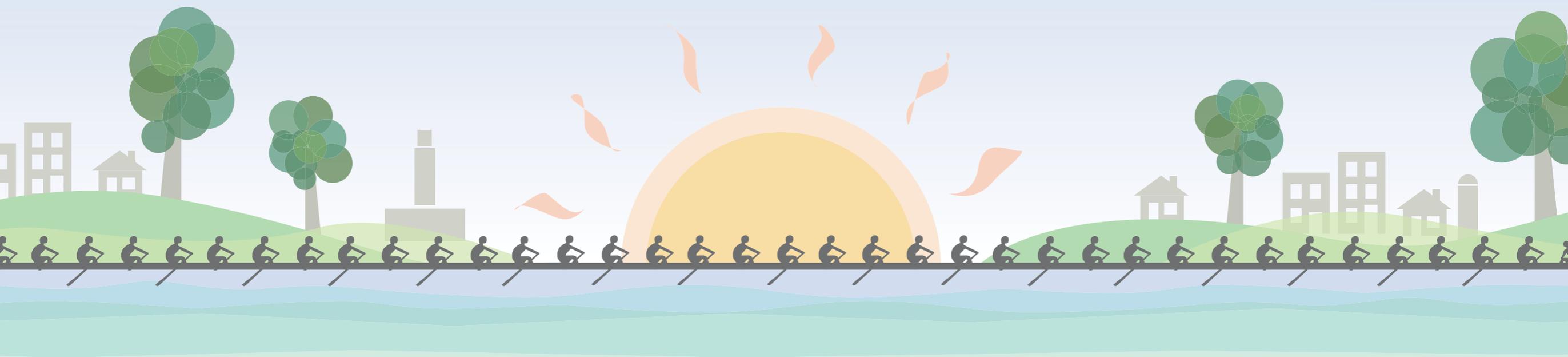
Comprehensive Plan

Andrew Levecchia, AICP/PP

Planning Director
Camden County Division of Planning

Ben Bryant, AICP/PP

Director of Planning & Design
Group Melvin Design



A RENEWED VISION FOR THE COUNTY



Courtesy: S.M.L., Inc.

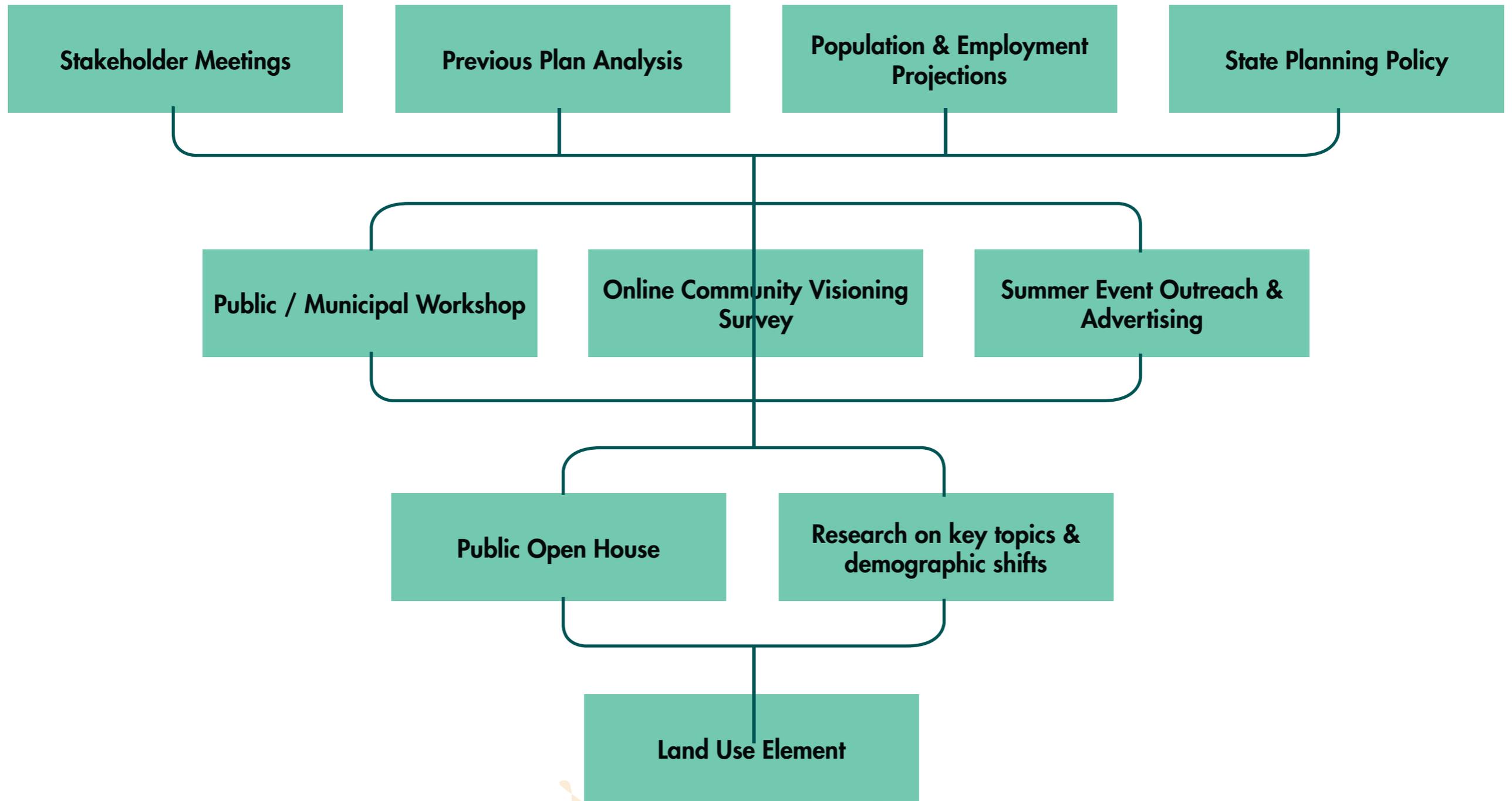
Existing LU Element was over 40 years old

Diminishing relevancy to municipalities

Current best practices in planning / community development not reflected in LU Element

Example: The terms 'sprawl' and 'smart growth' did not exist yet

Comprehensive Plan Visioning Process



Community Visioning Survey

- Set up “pop-up” meetings at events
- Promotion through the County’s website and email list (County’s email list includes 12,000 people)
- Media coverage in 3 articles
- Strategically placed posters in high-traffic areas (train stations, malls, coffee shops, and municipal buildings)
- 2,500 flyer seat-drop
- Meetings with stakeholders from 4 largest municipalities
- Presentation to Mayor’s Association

www.camdencountymasterplan.com



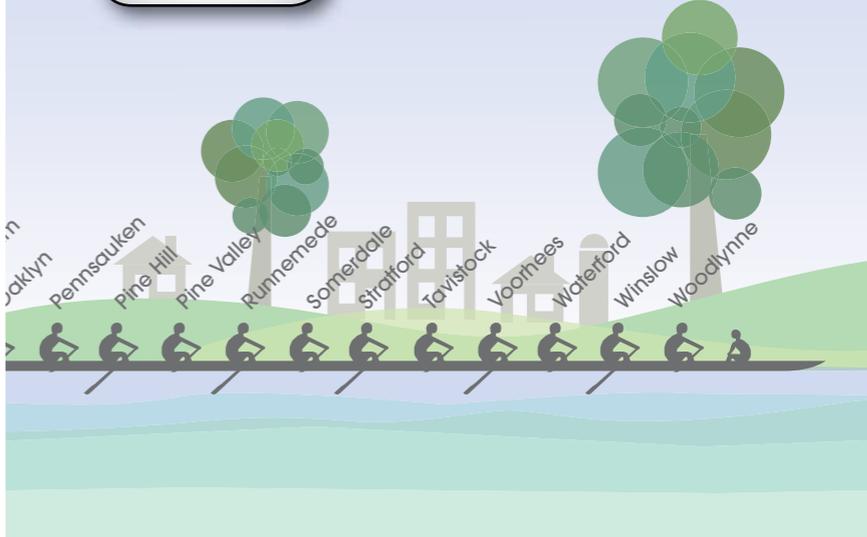
CAMDEN COUNTY Master Plan

Have 5 minutes?

Participate in the Vision!

Take our **Community Survey** to share your vision for Camden County at:

surveymonkey.com/s/camdencounty2040



OUTREACH RESULTS

906 Survey Responses
in 3 Months

Accomplishments

Reached an audience of over 900 citizens

Opinions represented from nearly every of the 37 municipalities



5 Comprehensive Plan Elements

- 1  Land Use Element
- 2  Highway & Circulation Element
- 3  Bicycle & Multi-Use Trails Element
- 4  Open Space & Farmland Preservation Element

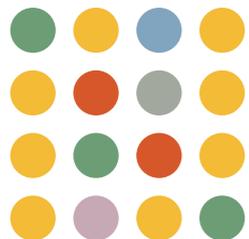
VISION: where all life's opportunities are within reach

In 2040, Camden County will be a place where **all of life's opportunities are within reach**. The Camden County community will be able to take advantage of a rich variety of neighborhoods, work and educational opportunities, open spaces, and transportation options. Regardless of age, income, ability, or personal preference, Camden County will offer something for everyone.

GUIDING PRINCIPLES FOR ACHIEVING THE VISION



VIBRANCY promotes economic and social interaction through the strengthening of downtowns, mixed-use centers, and strong, well-connected neighborhoods.

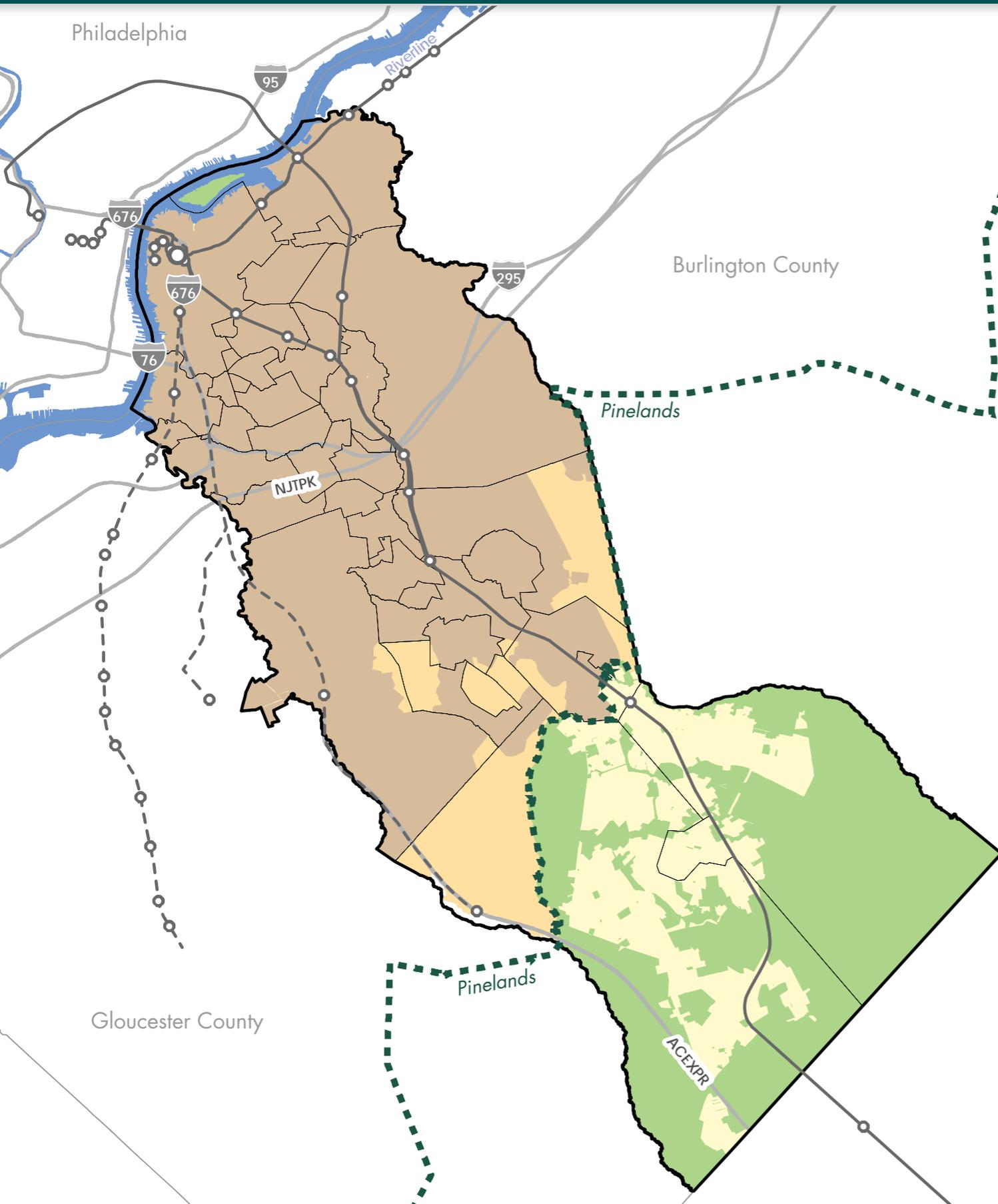


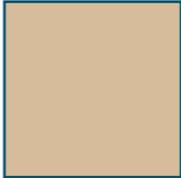
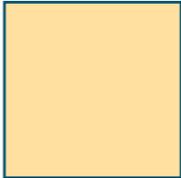
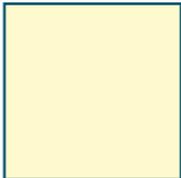
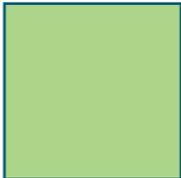
PROXIMITY promotes sustainable, compact land use patterns in areas with existing infrastructure, in addition to enhanced multi-modal connections in suburban, urban, and rural areas, allowing undeveloped and natural areas to remain untouched.



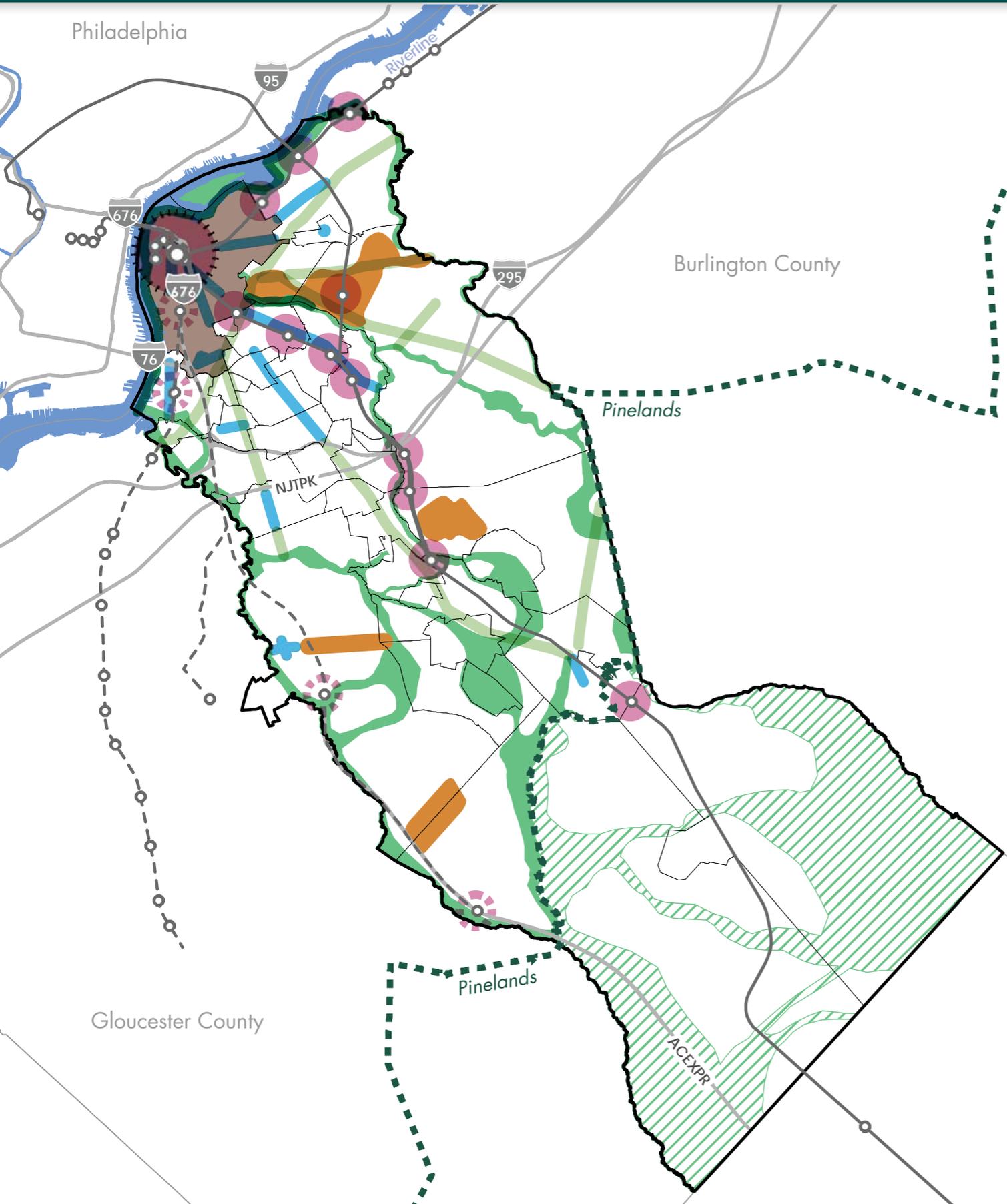
DURABILITY promotes long-term sustainable policies and land use patterns that ensure that Camden County meets the social, economic, and environmental needs of its current and future residents.

County Investment Area Framework Map



-  **PGIA**
Priority Growth Investment Area
-  **AGIA**
Alternative Growth Investment Area
-  **LGIA**
Limited Growth Investment Area
-  **PPIA**
Priority Preservation Investment Area

Community Vision Overlay Map



-  **METROPOLITAN CORE**
-  **INNOVATION HUB**
-  Existing
 Proposed
TRANSIT CENTERS
-  **SUBURBAN CENTERS**
-  **MAIN STREETS**
-  **ARTERIAL CORRIDORS**
-  **ACTIVE WATERFRONTS**
-  Outside Pinelands
 Inside Pinelands
RESILIENT LANDSCAPES

Community Vision Overlay: Policy Goals

Metropolitan Core

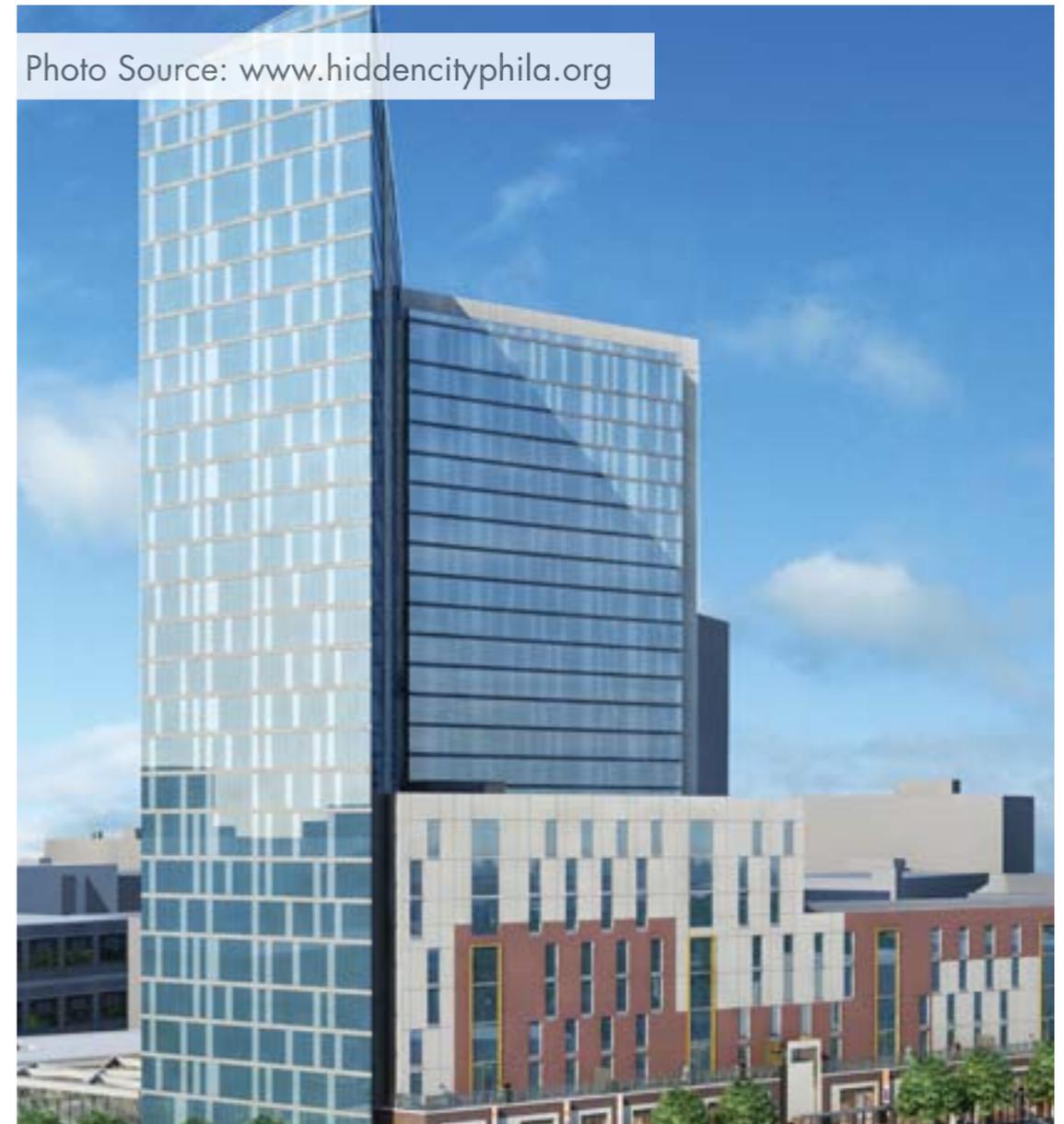
POLICY GOAL #3: Support and promote the vitality and revitalization of the City of Camden.



Community Vision Overlay: Policy Goals

Innovation Hubs

POLICY GOAL #4: Leverage the synergy of educational, business, institutional uses and regional attractions to spur a regional mixed-use hub in downtown Camden.



Community Vision Overlay: Policy Goals

Transit Centers

POLICY GOAL #5: Encourage active transit corridors by clustering growth, development, and a vibrant mix of uses within a walkable distance of transit stations.

Photo Source: www.kd-arch.com



Community Vision Overlay: Policy Goals

Suburban Centers

POLICY GOAL #6: Evolve suburban centers to become not just hubs of commerce, but also walkable, mixed-use focal points of the community.



Community Vision Overlay: Policy Goals

Main Streets

POLICY GOAL #7: Support the vitality of neighborhood main streets as anchors of the local community.



Community Vision Overlay: Policy Goals

Arterial Corridors

POLICY GOAL #8: Improve multi-modal conditions and land use quality along aging strip arterial corridors.



Community Vision Overlay: Policy Goals

Active Waterfronts

POLICY GOAL #9: Harness the economic and cultural potential of the County's signature destination parks, riverfronts, and open spaces.



Community Vision Overlay: Policy Goals

Resilient Landscapes

POLICY GOAL #10: Ensure that the County's green and grey infrastructure systems works to reduce the impacts of natural disasters, creates viable alternatives for non-motorized forms of transportation, and promotes sustainable forms of land use development.





CAMDEN COUNTY

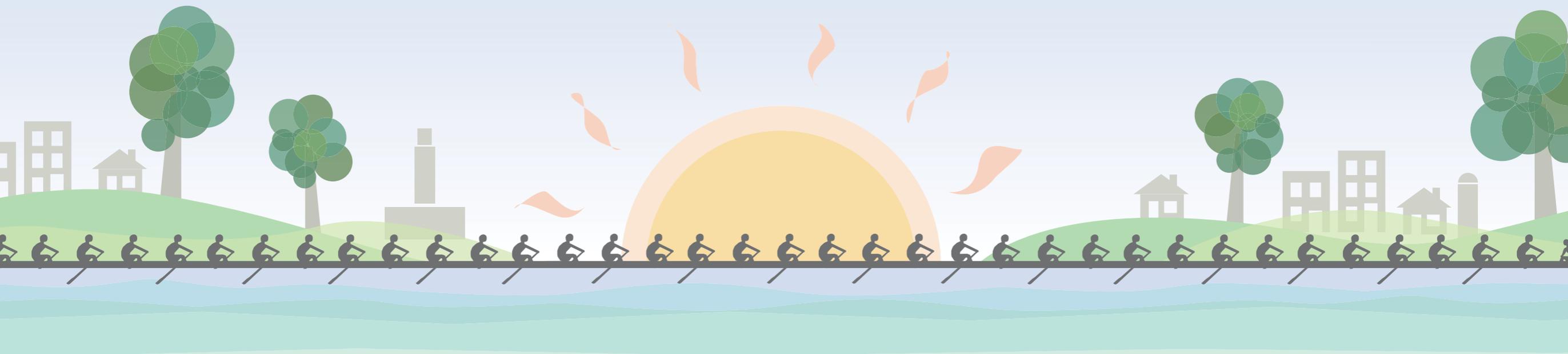
Comprehensive Plan

Andrew Levecchia, AICP/PP

Planning Director
Camden County Division of Planning

Ben Bryant, AICP/PP

Director of Planning & Design
Group Melvin Design



A RENEWED VISION FOR THE COUNTY



Courtesy: S.M.L., Inc.

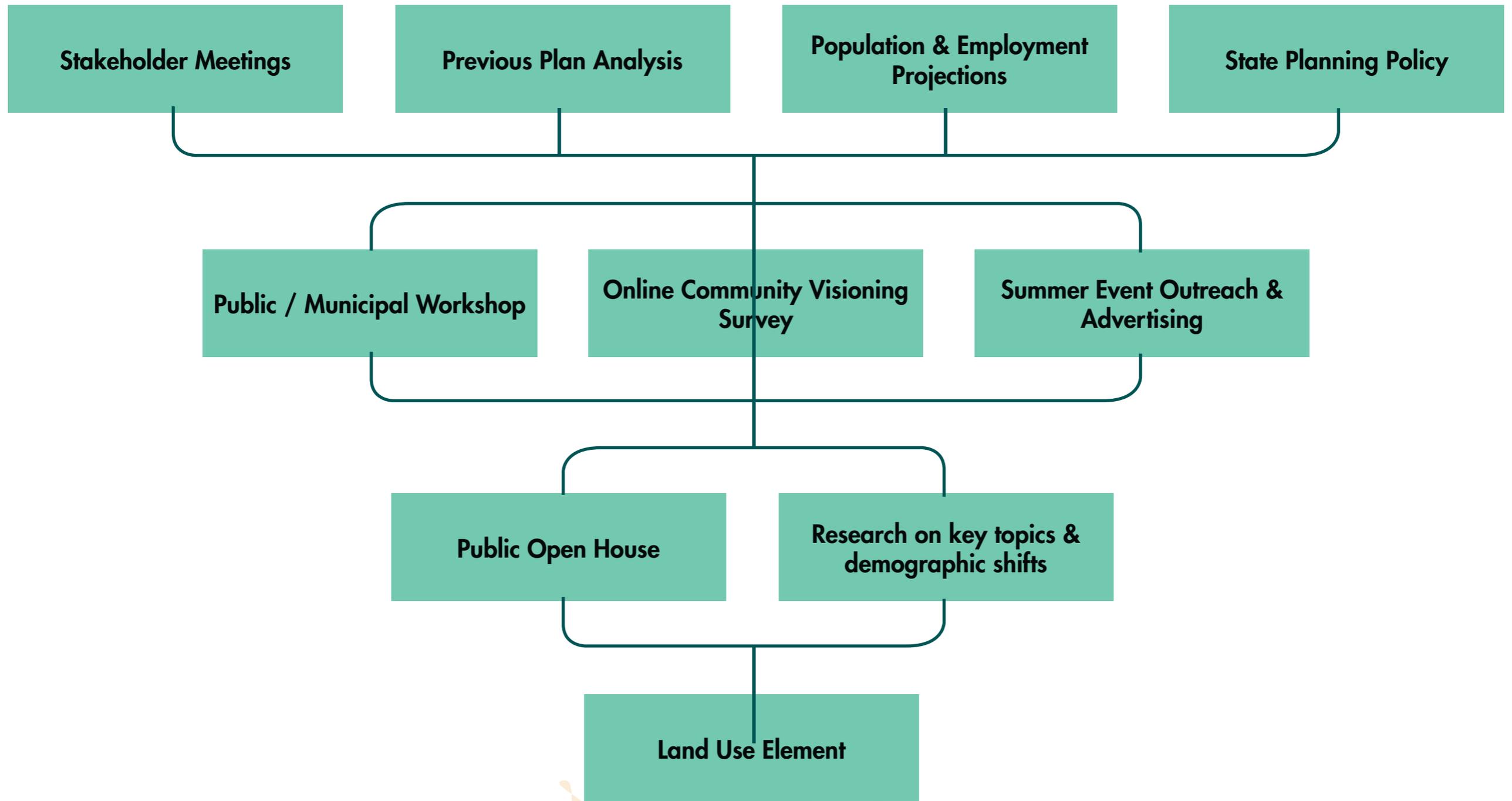
Existing LU Element was over 40 years old

Diminishing relevancy to municipalities

Current best practices in planning / community development not reflected in LU Element

Example: The terms 'sprawl' and 'smart growth' did not exist yet

Comprehensive Plan Visioning Process



Community Visioning Survey

- Set up “pop-up” meetings at events
- Promotion through the County’s website and email list (County’s email list includes 12,000 people)
- Media coverage in 3 articles
- Strategically placed posters in high-traffic areas (train stations, malls, coffee shops, and municipal buildings)
- 2,500 flyer seat-drop
- Meetings with stakeholders from 4 largest municipalities
- Presentation to Mayor’s Association

www.camdencountymasterplan.com



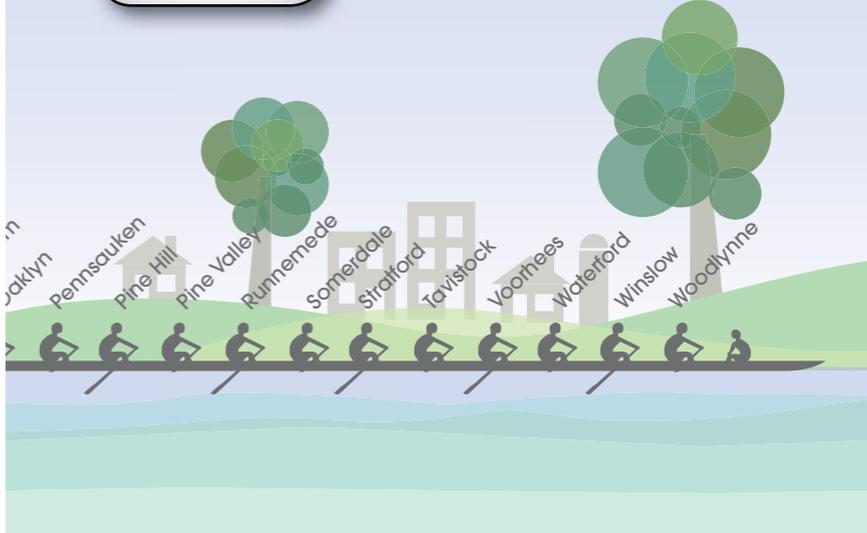
CAMDEN COUNTY Master Plan

Have 5 minutes?

Participate in the Vision!

Take our **Community Survey** to share your vision for Camden County at:

surveymonkey.com/s/camdencounty2040



OUTREACH RESULTS

906 Survey Responses
in 3 Months

Accomplishments

Reached an audience of over 900 citizens

Opinions represented from nearly every of the 37 municipalities



5 Comprehensive Plan Elements

- 1  Land Use Element
- 2  Highway & Circulation Element
- 3  Bicycle & Multi-Use Trails Element
- 4  Open Space & Farmland Preservation Element

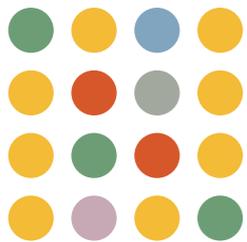
VISION: where all life's opportunities are within reach

In 2040, Camden County will be a place where **all of life's opportunities are within reach**. The Camden County community will be able to take advantage of a rich variety of neighborhoods, work and educational opportunities, open spaces, and transportation options. Regardless of age, income, ability, or personal preference, Camden County will offer something for everyone.

GUIDING PRINCIPLES FOR ACHIEVING THE VISION



VIBRANCY promotes economic and social interaction through the strengthening of downtowns, mixed-use centers, and strong, well-connected neighborhoods.

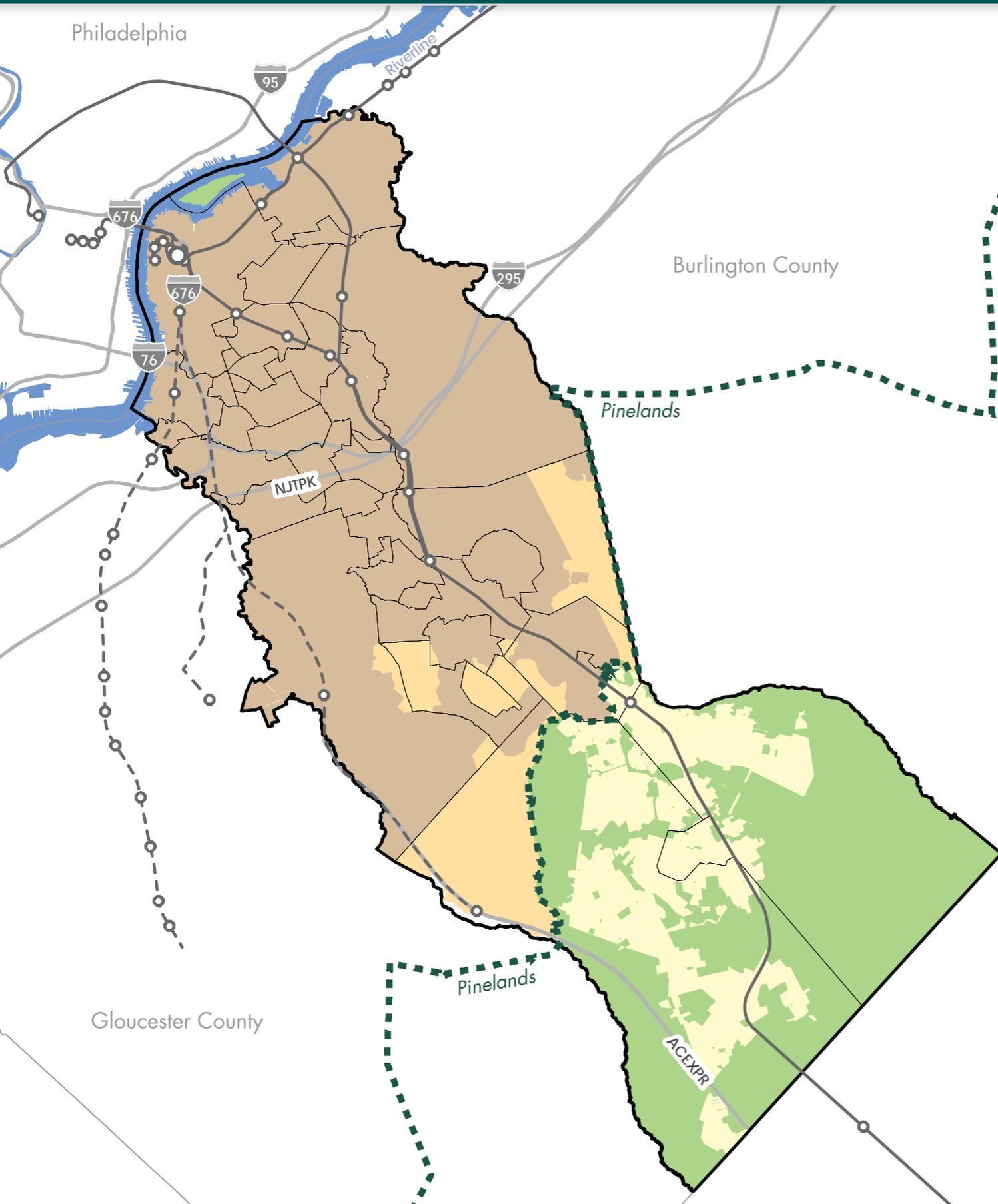


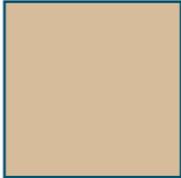
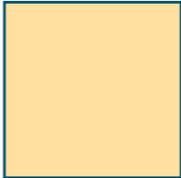
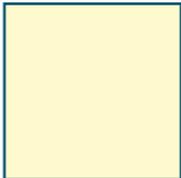
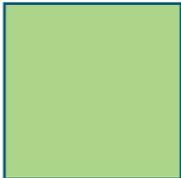
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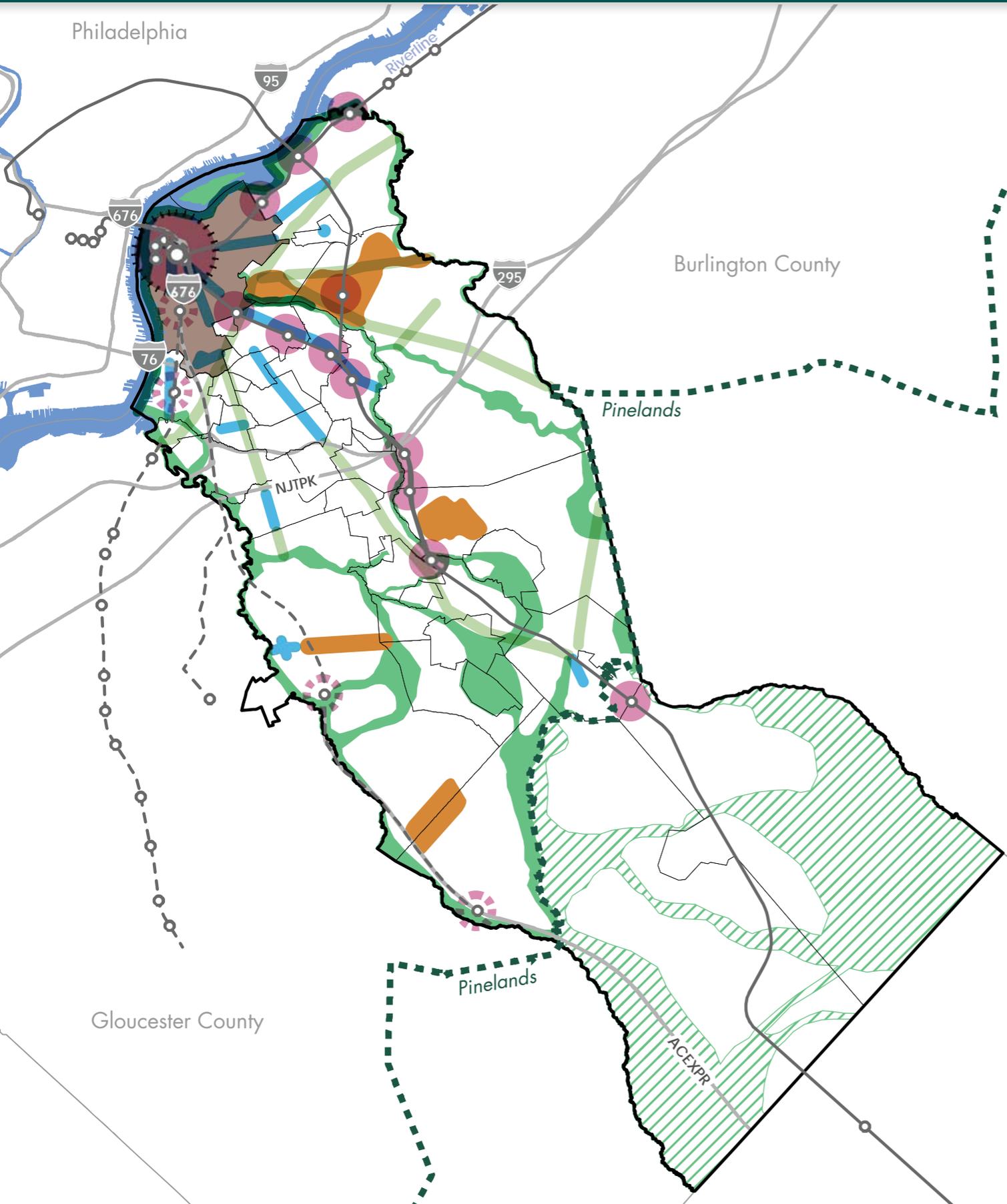
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RESILIENT LANDSCAPES

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Photo Source: www.kd-arch.com



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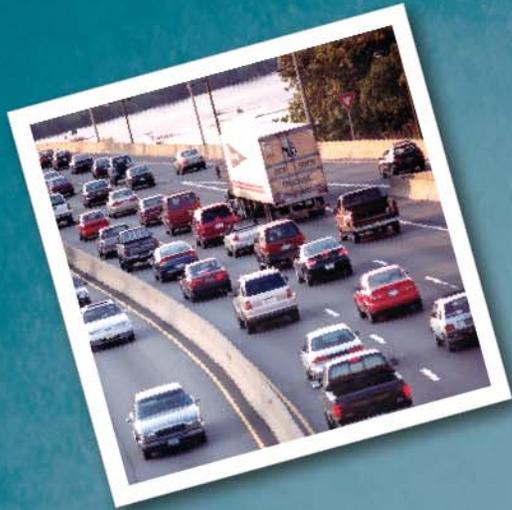


Community Vision Overlay: Policy Goals

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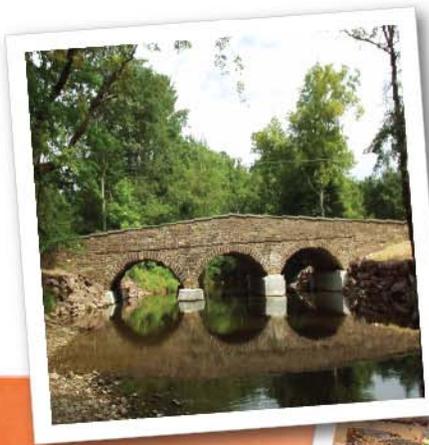


February 2015

★ TIP A-C-T-I-O-N-S

Transportation Improvement Program

New Jersey (FY2014-2017)
Pennsylvania (FY2015-2018)



DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION



Informational: Low-Bid Savings - PA

Seven (7) Bridges over Vine Street Expressway (I-676) - Parts 1 and 3, City of Philadelphia

- ❖ Administrative Action to modify the TIP by **decreasing \$57,075,000 overall** for Construction (CON) from \$132,181,000 to \$75,106,000 from FY15 to FY18.
- ❖ A low bid from Buckley & Company, Inc. of Philadelphia for the replacement of seven (7) Vine Street Expressway Bridges has enabled the region to **save \$57 million** that will be used to advance the rehabilitation of eight (8) Chestnut Street Bridges.
- ❖ Construction Schedule:
 - ❖ Stage 1 (Part 3) begins in February 2015 to June 2017 and will replace the 19th Street, Benjamin Franklin Parkway/20th Street, and two Free Library and Family Court pedestrian bridges over I-676, plus Winter Street realignment; and
 - ❖ Stage 2 (Part 1) begins in July 2017 to November 2019 and will replace the 18th Street, 21st Street, and 22nd Street bridges over I-676.
- ❖ Streetscape enhancements will be included.



Source: Alex Nitzman (06/11/2005) at http://www.interstate-guide.com/i-676_panj.html

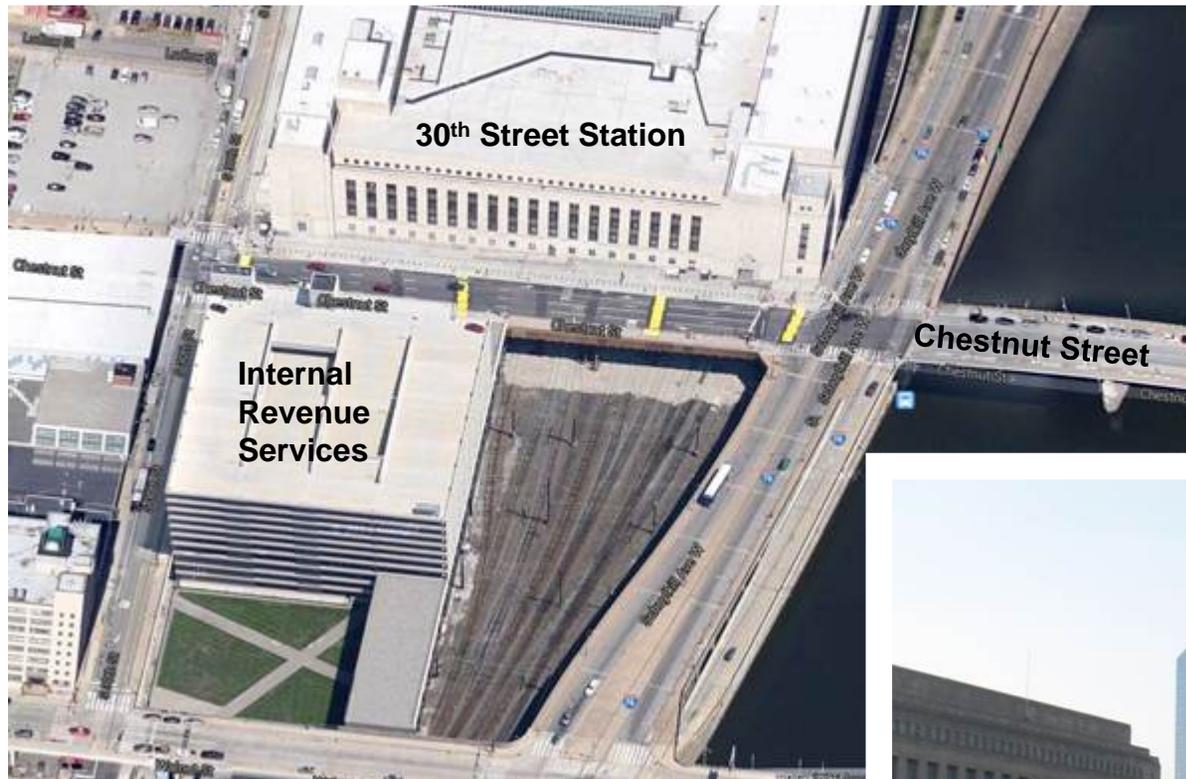


Informational: Result of Low-Bid Savings - PA

Chestnut Street Bridges, Ramps, (8) at 30th Street, City of Philadelphia

- ❖ Administrative Action to modify the TIP by **advancing CON from FY18 to FY16** and by **reducing the overall CON cost by \$10,511,000** from \$76,510,000 to \$65,999,000.
- ❖ Advancement of the Chestnut Street Bridges is made possible by substantial low-bid savings from Vine Street Expressway Bridges.
- ❖ This advancement combined with an updated cost estimate has resulted in a lower overall CON cost for the Chestnut Street Bridges project.
- ❖ The following eight (8) bridges will be rehabilitated:
 - ❖ Chestnut Street Bridges over 30th Street Lower, the Schuylkill River, CSX freight railroad line, and 24th Street;
 - ❖ Two (2) Schuylkill Avenue West Bridges over I-76 (Schuylkill Expressway) between Market and Walnut Streets
 - ❖ Ramps A and B (off-and-on ramps to I-76)

Chestnut Street Bridge over the Schuylkill River (1 of 8 bridges to be rehabilitated)



Sources:

- <https://adamachrati.wordpress.com/2014/02/13/0213-the-underbelly-of-the-overpass/>
- http://www.pages.drexel.edu/~mitcheje/Mitchell_Courses/C_AEE201/CAEE201_061/Documents/H&HWalnutStreetBridge.pdf

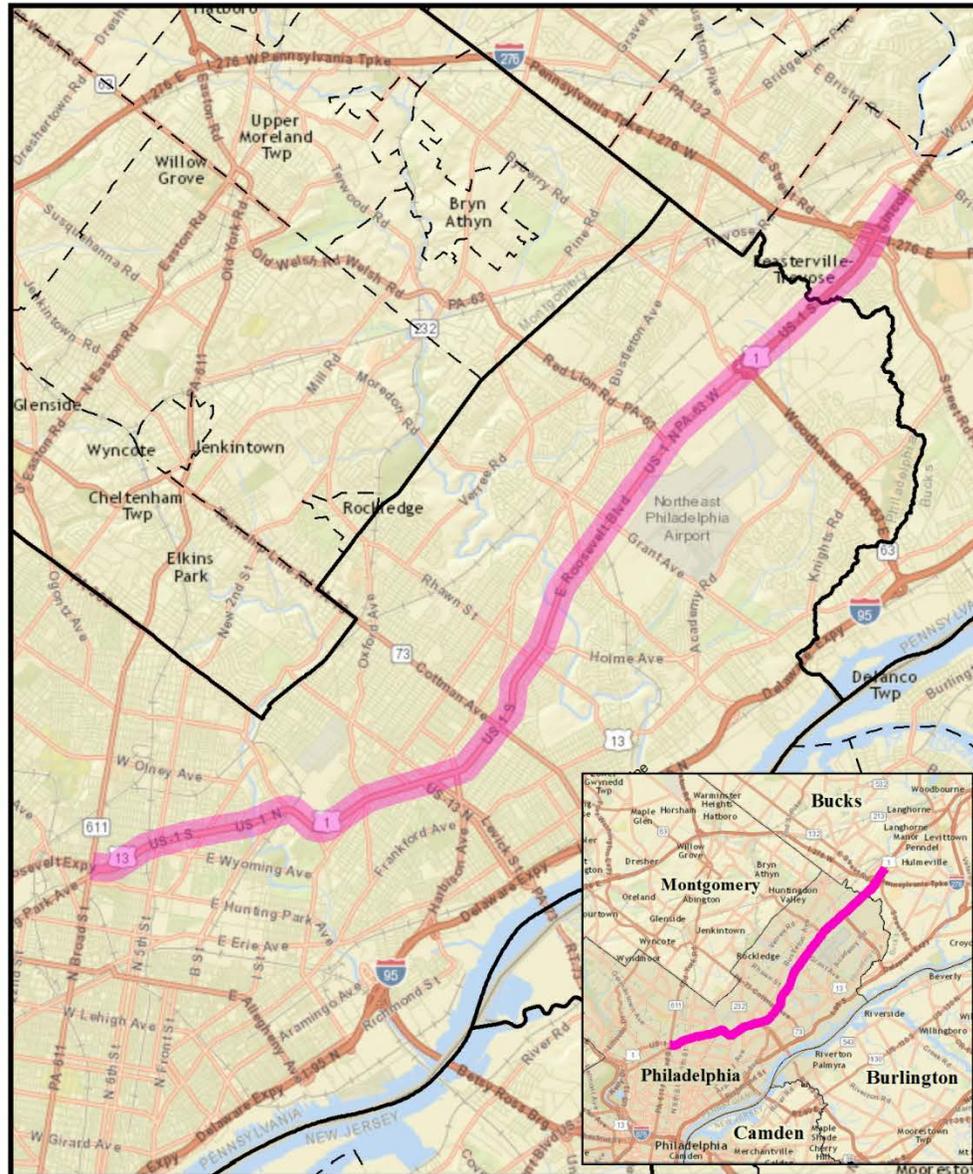


Add Proposed New Study - PA

a. Roosevelt Boulevard Multimodal Study - TIGER, City of Philadelphia

- Amend the TIP for PA by adding a new study to the TIP, Roosevelt Boulevard Multimodal Study – TIGER, for \$5,000,000 (\$2,500,000 TIGER/ \$1,500,000 State TIF/ \$500,000 City of Philadelphia Local Match/ \$500,000 SEPTA (\$483,875 State 1514/ \$16,125 SEPTA Local Match) in FY15.
- These are additional funds to the region from the competitive Transportation Investment Generating Economic Recovery (TIGER) grant program. SEPTA funding will be transferred to FHWA.
- This study will provide a detailed evaluation of alternative concepts for the reconfiguration of Roosevelt Boulevard between Broad Street in Philadelphia to the Neshaminy Mall in Bucks County by building on previous studies.

PA15-27: Roosevelt Boulevard Multimodal Study – TIGER
(MPMS #103469)



***a. Roosevelt Boulevard Multimodal Study - TIGER,
City of Philadelphia***

Add a new study to the TIP for \$5,000,000
(\$2,500,000 TIGER/ \$1,500,000 State TIIF/ \$500,000 City of Philadelphia
Local Match/ \$500,000 SEPTA (\$483,875 State 1514/ \$16,125 SEPTA
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These are additional funds to the region.

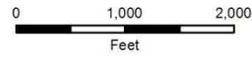
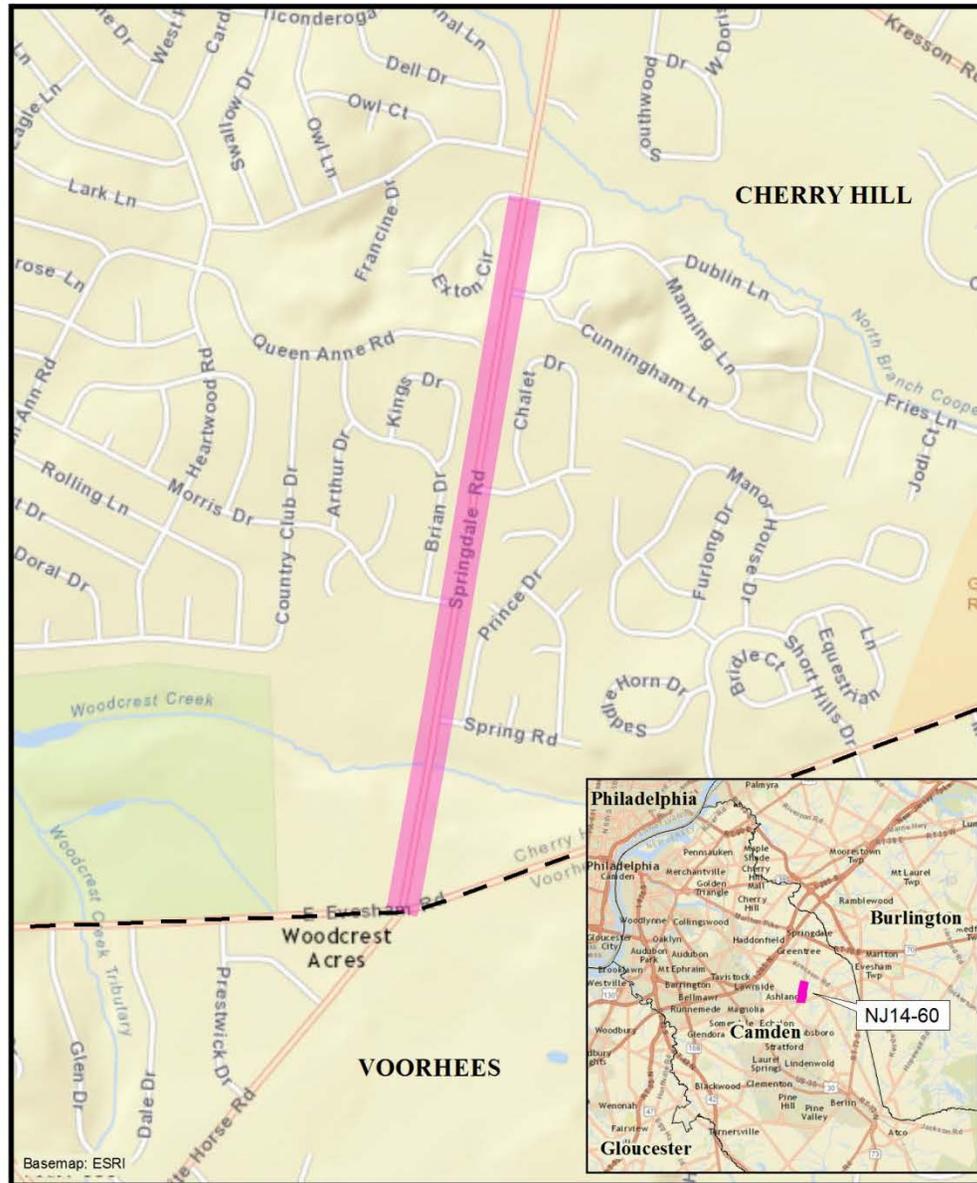


Add a New Project to the TIP - NJ

b. Springdale Road (CR 673) Roadway Improvements, Phase II, Camden County

- Amend the TIP for NJ by adding a new project, Springdale Road (CR 673) Roadway Improvements, Phase II, for a \$3,000,000 STP-STU funded CON phase in FY15.
- This is one of several projects that were screened for readiness by a committee and reviewed and determined by NJDOT environmental unit to be able to advance quickly and be authorized (obligated) by the end of this FY15. DVRPC refers this as a “Quick Obligation” project.
- Almost a mile of milling and resurfacing of Springdale Road from Wilderness Drive to tenth of a mile before Evesham Road in Cherry Hill Township will occur, including the installation of pedestrian, bicycle, and ADA elements.

NJ14-60: Springdale Road (CR 673) Roadway Improvements, Phase II



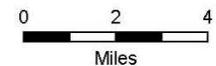
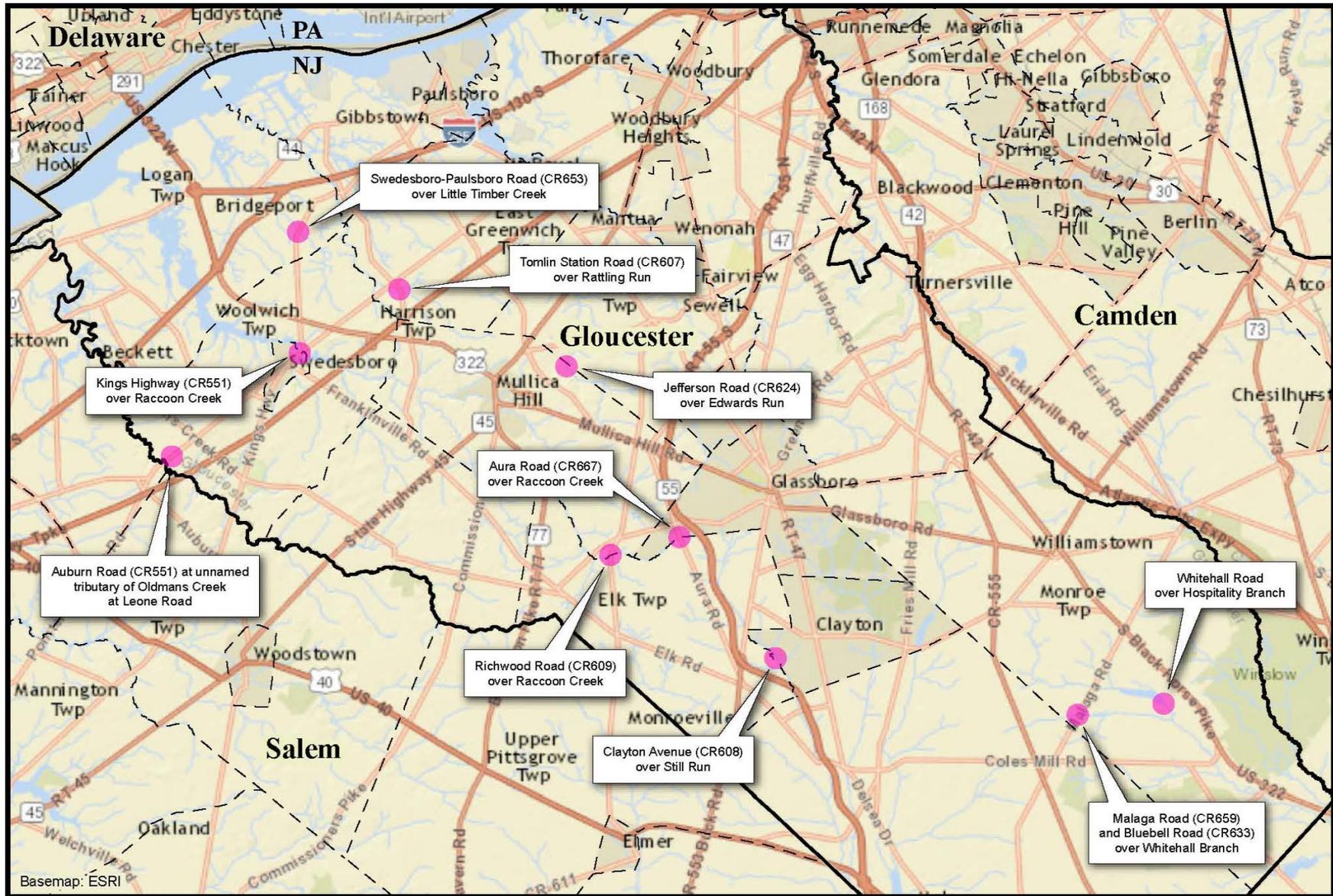


Add a New Project to the TIP - NJ

c. Gloucester County Guiderail Rehabilitation, Gloucester County

- Amend the TIP for NJ by adding a new project, Gloucester County Guiderail Rehabilitation, for a \$300,000 STP-STU funded CON phase in FY15.
- This is another “Quick Obligation” project that was screened for readiness by a committee and reviewed and determined by NJDOT environmental unit to be able to advance quickly and be authorized (obligated) by the end of this FY15.
- Guiderail replacement/ rehabilitation will occur at 10 locations throughout the county. The locations were identified by the DVRPC Work Program funded Gloucester County guiderail management system to need immediate upgrades.
-

NJ14-61: Gloucester County Guiderail Rehabilitation



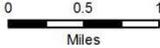
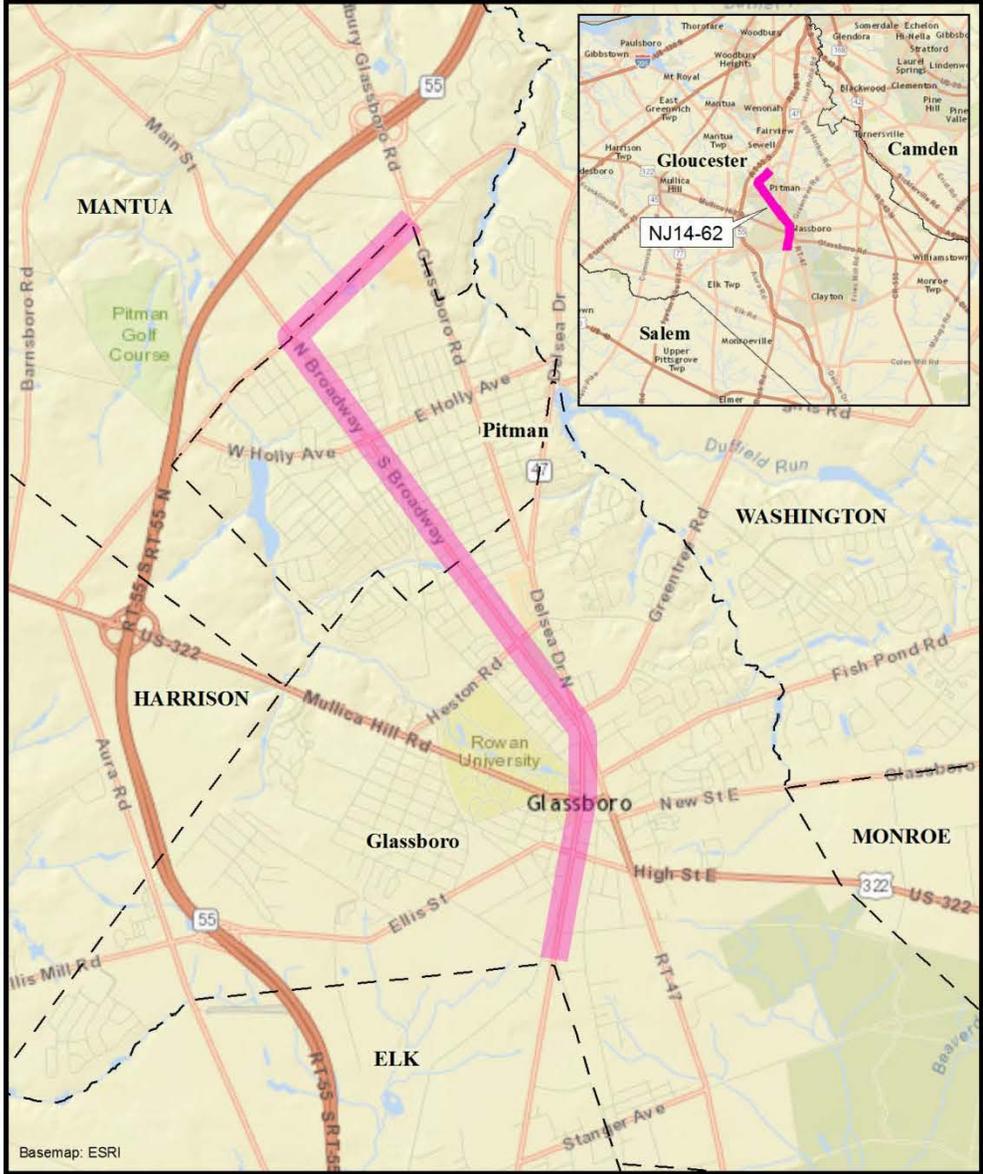


Add a New Project to the TIP - NJ

d. CR 553/CR 553 Alternate, East Avenue to Lambs Road (CR 635) and Lambs Road, CR 635 to CR 553, Gloucester County

- Amend the TIP for NJ by adding a new project, CR 553/CR 553 Alternate, East Avenue to Lambs Road (CR 635) and Lambs Road, CR 635 to CR 553, in the amount of \$3,750,000 STATE-DVRPC funds that were appropriated in FY14 for CON to advance and be encumbered in FY15.
- This is another “Quick Obligation” project that was screened for readiness by a committee and reviewed and determined by NJDOT environmental unit to be able to advance quickly and be encumbered by the end of this FY15.
- 5.32 miles of Main Street/Broadway (CR 553 Alternate) and Lambs Road (CR 635) will be milled and paved within project limits. Work will additionally include enhancements to safety measures, curb replacements to meet ADA standards, and the upgrade of four (4) existing traffic signal systems that intersect Main Street/Broadway (CR 553 Alternate) to comply with current regulations.

NJ14-62: CR 553/CR 553 Alternate, East Avenue to Lambs Road (CR 635) and Lambs Road, CR 635 to CR 553



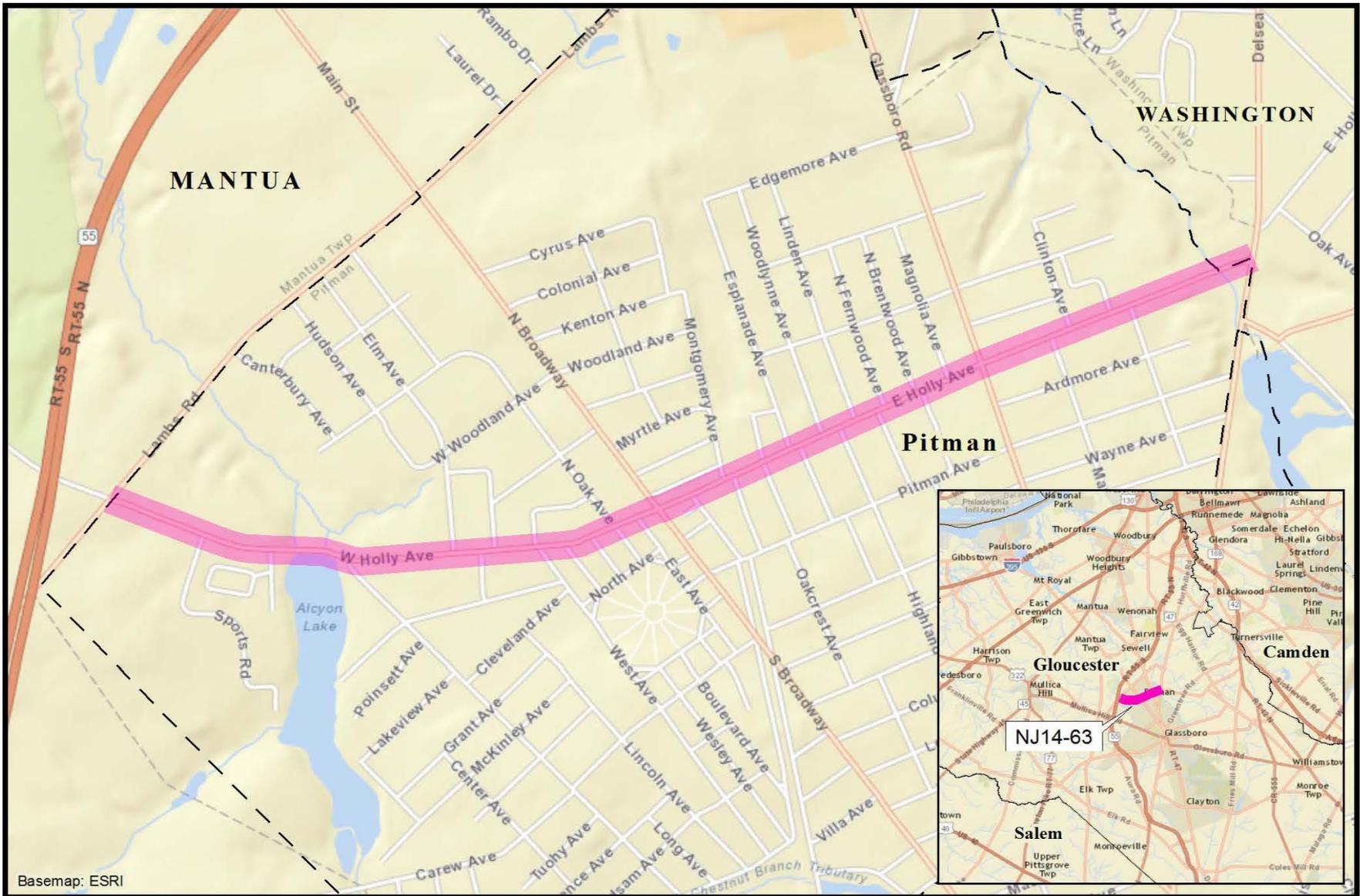


Add a New Project to the TIP - NJ

e. Holly Avenue (CR 624), Lambs Road (CR 635) to Route 47 (Delsea Drive), Gloucester County

- Amend the TIP for NJ by adding a new project, Holly Avenue (CR 624), Lambs Road (CR 635) to Route 47(Delsea Drive), in the amount of \$500,000 STATE-DVRPC funds that were appropriated in FY14 for CON to advance and be encumbered in FY15.
- This is another “Quick Obligation” project that was screened for readiness by a committee and reviewed and determined by NJDOT environmental unit to be able to advance quickly and be encumbered by the end of this FY15.
- Approximately two (2) miles of Holly Avenue (CR 624) from Lambs Road (CR 624) through Main Street/Broadway (CR 553 Alt) and Woodbury-Glassboro Road (CR 553) to Delsea Drive (Route 47) will be milled and paved. Work will include enhancements to safety measures and curb replacements to meet ADA standards.

NJ14-63: Holly Avenue (CR 624), Lambs Road (CR 635) to Route 47 (Delsea Drive)



Basemap: ESRI



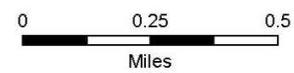
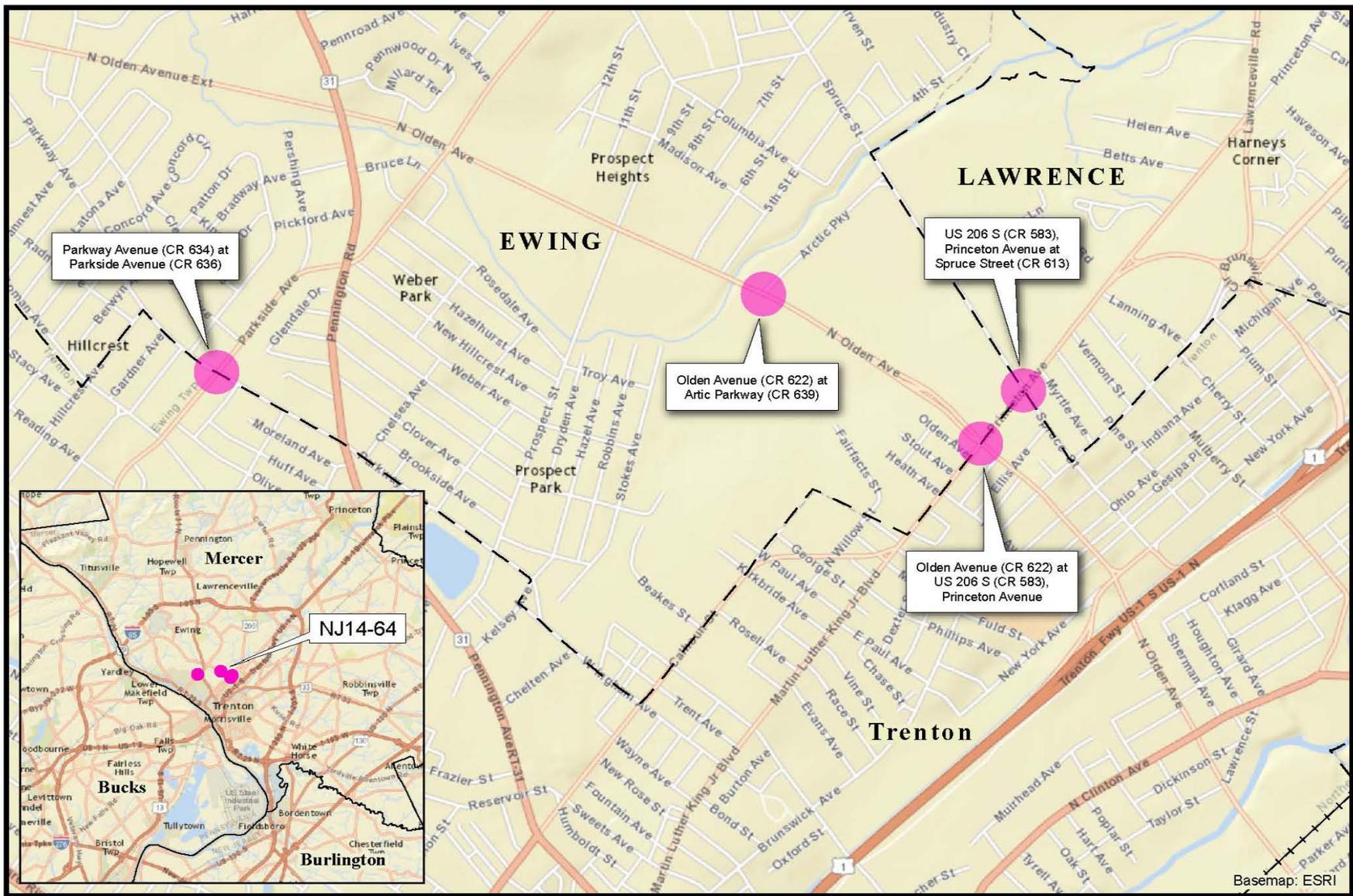


Add a New Project to the TIP - NJ

f. Signal Upgrades, Mercer County

- Amend the TIP for NJ by adding a new project, Signal Upgrades, in the amount of \$1,000,000 STATE-DVRPC funds that were appropriated in FY14 for CON to advance and be encumbered in FY15.
- This is another “Quick Obligation” project that was screened for readiness by a committee and reviewed and determined by NJDOT environmental unit to be able to advance quickly and be encumbered by the end of this FY15.
- Traffic control devices in Ewing Township will be upgraded at the following four (4) intersections that currently have signal masts curbed islands that present fixed object hazards immediately adjacent to the travel way:
 1. Olden Avenue (CR 622) at Artic Parkway (CR 639)
 2. Olden Avenue (CR 622) at US 206S (CR 583), Princeton Avenue
 3. US 206S (CR 583), Princeton Avenue at Spruce Street (CR 613)
 4. Parkway Avenue (CR 634) at Parkside Avenue (CR 636)

NJ14-64: Signal Upgrades, Mercer County





Add a New Project to the TIP - NJ

g. ADA Improvements, City of Camden

- Amend the TIP for NJ by adding a new project, ADA Improvements, in the amount of \$3,114,000 STATE-DVRPC funds that will be appropriated in FY17 for CON to advance and be encumbered in FY17.
- Funds will be used to completely reconstruct approximately 1,088 existing or construct new ADA compliant sidewalk, curb ramps, and associated structures at various locations throughout the City of Camden.
- Locations have been identified by a DVRPC study inventory.
- Crosswalks will be constructed as required or appropriate to connect opposite ADA compliant ramps at street intersections.

b. Springdale Road (CR 673) Roadway Improvements, Phase II, Camden County

Add a new project in the amount of \$3,000,000 STP-STU funds for CON in FY15.

c. Gloucester County Guiderail Rehabilitation, Gloucester County

Add a new project in the amount of \$300,000 STP-STU funds for CON in FY15.

d. CR 553/CR 553 Alternate, East Avenue to Lambs Road (CR 635) and Lambs Road, CR 635 to CR 553, Gloucester County

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e. Holly Avenue (CR 624), Lambs Road (CR 635) to Route 47 (Delsea Drive), Gloucester County

Add a new project in the amount of \$500,000 STATE-DVRPC funds that were appropriated in FY14 for CON to advance and be encumbered in FY15.

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g. ADA Improvements, City of Camden

Add a new project in the amount of \$3,114,000 STATE-DVRPC funds that will be appropriated in FY17 for CON to advance and be encumbered in FY17.

★ Add Projects to the TIP - NJ

g. Paratransit Vehicles, Various Counties

Burlington County Bus Purchase, Mercer County Bus Purchase

- Amend the TIP for NJ by adding two projects to the TIP in the total amount of \$260,000 CMAQ funds in FY15 for a total of three (3) ADA-equipped, passenger vehicle replacements by the following operators:
 - Burlington County (\$150,000 CMAQ total for FY15):
 - South Jersey Transportation Authority (SJTA), \$150,000 CMAQ, for one (1) 24 passenger vehicle purchase for BurLink
 - Mercer County (\$110,000 CMAQ total for FY15):
 - Transportation Resources to Aid the Disadvantaged and Elderly (TRADE), \$110,000 CMAQ, for two (2), 12-16 passenger vehicle purchases
- The number of vehicle purchases will replace the same amount of existing vehicle(s) per operator.
- The total \$260,000 CMAQ amount includes NJ TRANSIT's administration cost of \$26,000.
- CMAQ funds will be flexed by NJ TRANSIT to the FTA.

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***Burlington County Bus Purchase,
Mercer County Bus Purchase***

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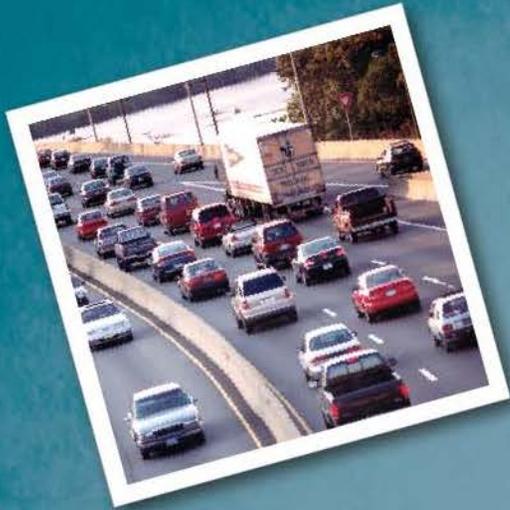
Burlington County (\$150,000 CMAQ total for FY15):

- South Jersey Transportation Authority (SJTA), \$150,000 CMAQ, for one (1) 24 passenger vehicle purchase for BurLink

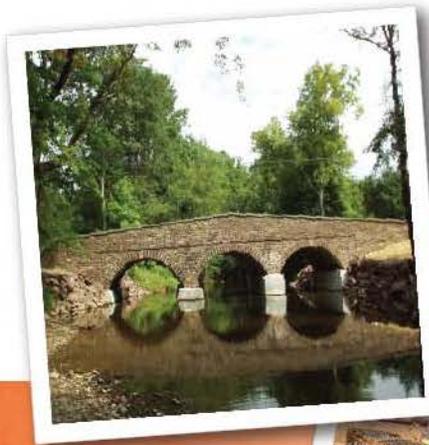
Mercer County (\$110,000 CMAQ total for FY15):

- Transportation Resources to Aid the Disadvantaged and Elderly (TRADE), \$110,000 CMAQ, for two (2), 12-16 passenger vehicle purchases

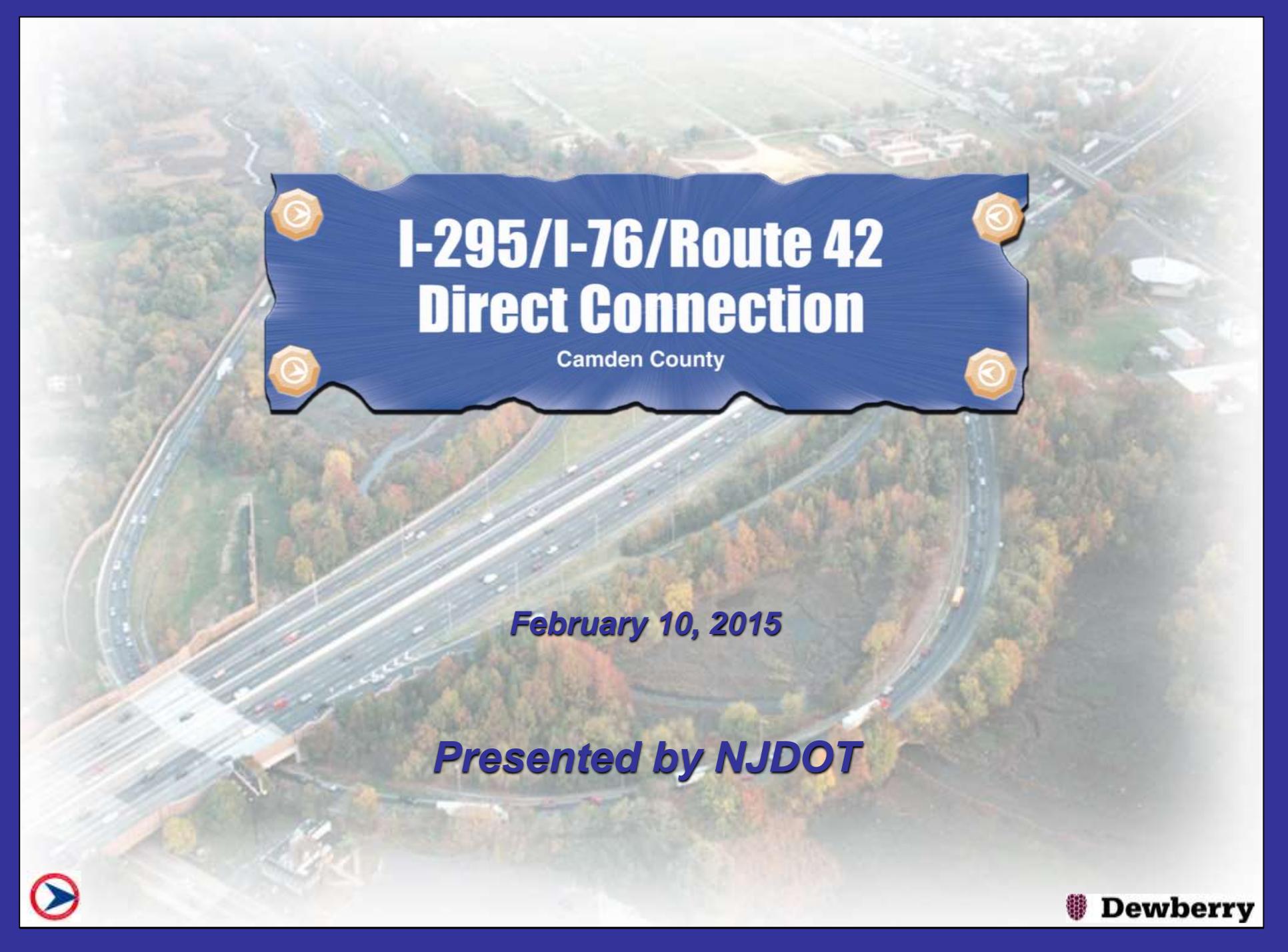
The total amount includes NJ TRANSIT's administration charge of \$26,000. CMAQ funds will be flexed by NJ TRANSIT to the FTA.



THANK YOU



DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION



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

Camden County

February 10, 2015

Presented by NJDOT





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

Camden County

Project Details - Structures

- 12 Bridges
- 2 Temporary Bridges
- 12,000 LF Retaining Walls
- 17,500 LF Noise Walls
- 36 Overhead Sign Structures
- 2 Covered Roadway Sections
- 700 Borings - \$1.6 Million Boring Contract
- Drilled Shafts up to 54" Diameter



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

Camden County

Project Details - Environmental

- New Drainage System – Pipes up to 60”
- 8 Stormwater Basins
- 2+/- Acres of Wetland Impacts
- 4.8 Acres of Permanent Riparian Zone Impacts
- 4.7 Acres of On-Site Wetland Mitigation
- 8.9 Acres of On-Site Riparian Zone Mitigation
- Historic Property, Section 4(f), Green Acres
- Regulated Waste, UST's





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

Camden County

Project Details - Miscellaneous

- Utility Relocations
 - Water
 - Gas
 - Telephone
 - Electric
 - Cable TV
 - Sanitary Sewer
- Sanitary Sewer Pump Station
- Stormwater Pump Station
- 2 Permanent and 1 Temporary Traffic Signal
- Full Interchange Lighting
- Tunnel Lighting
- ITS (DMS, CCTV, Travel Time Sensors)



Advanced ITS Contract



Contract #1

I-295: CREEK ROAD TO ESSEX AVENUE

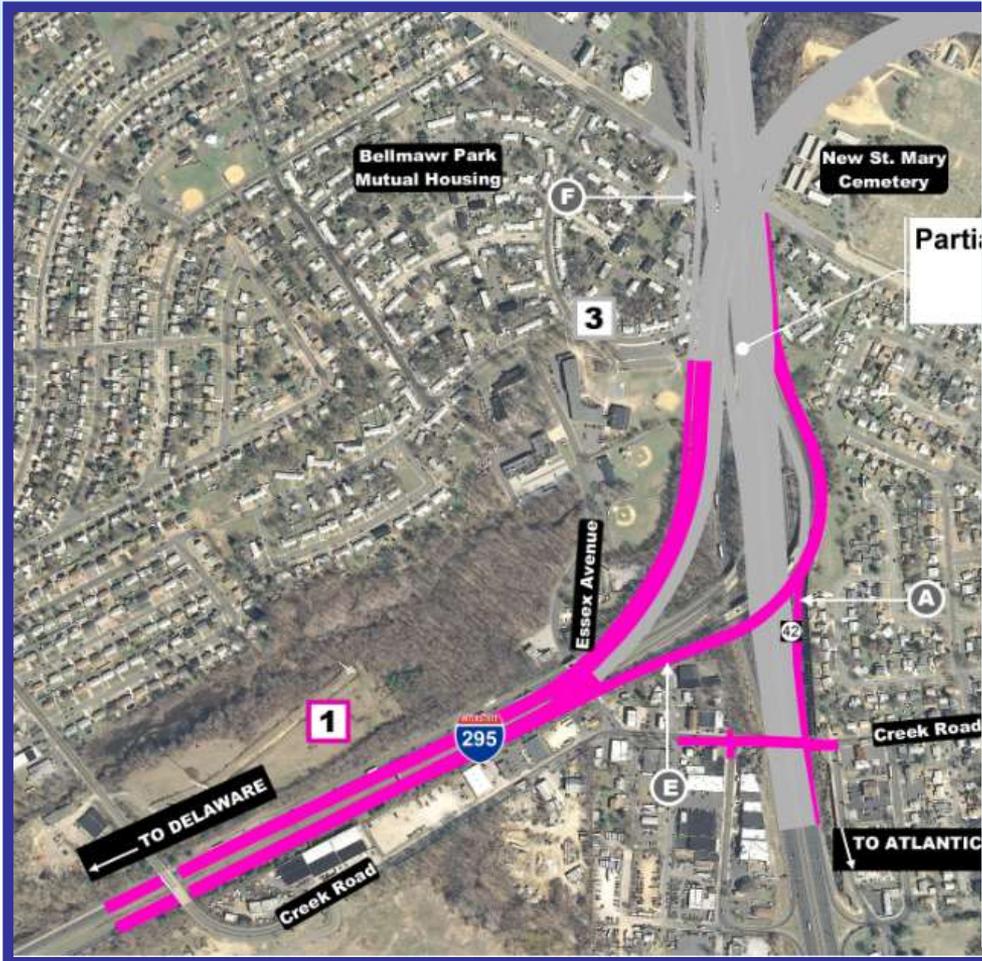


- Emergency Pull-offs and Some Shoulders during Most Phases
- Numerous Traffic Shifts
- 11' Cattle Chutes
- Some Stages, NB Split Starts and SB Split Ends South of Creek Road
 - Barrier ends 300' North of State Police U-Turn
 - NB Split to I-76 Express Starts South of Creek Road
- Final Striping Provides for Full Shoulders



Contract #1

ROUTE 42/I-76: LEAF AVENUE TO NORTH OF BROWNING ROAD

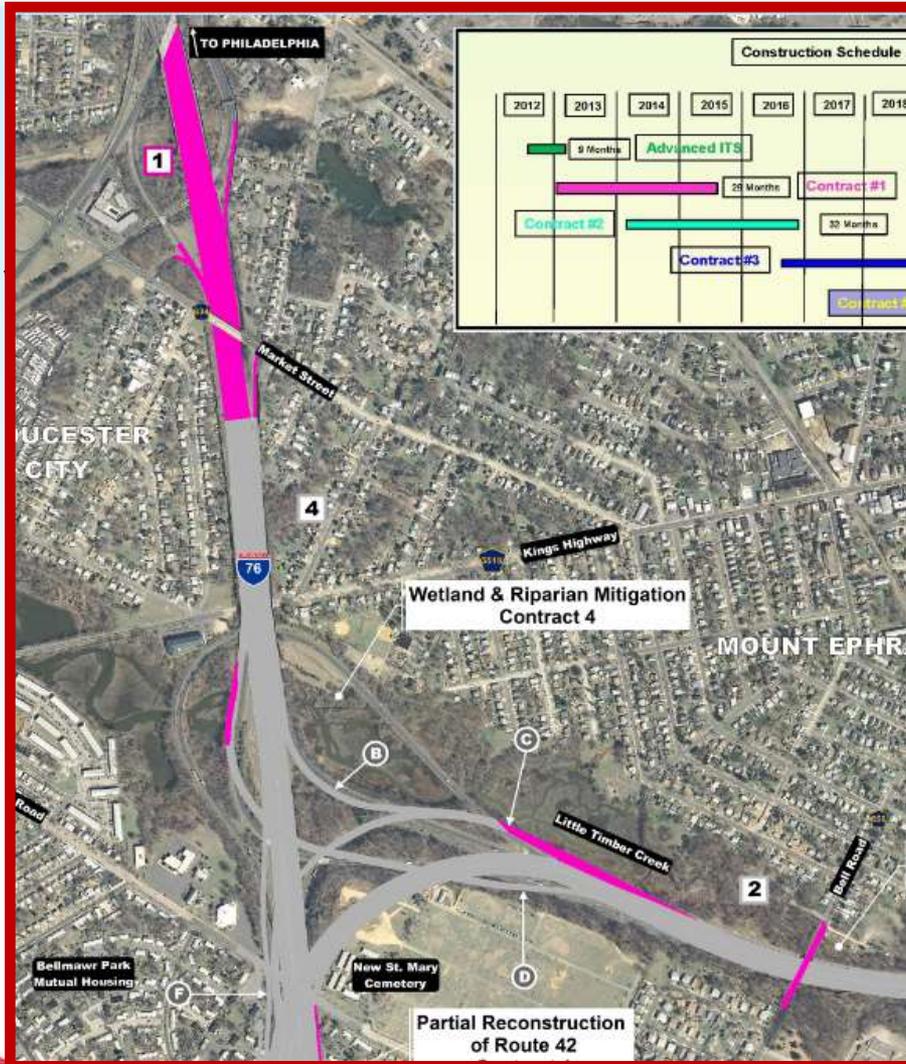


- Route 42 Local/Express Split is Eliminated
- Shoulders are maintained / provided during most stages
- Numerous Shifts in Traffic
- Interim Ramp AA – Diverts *Route 42 NB to I-295 NB* to the Outside of Ramp E Eliminating NB Weave



Contract #1

I-76 vic. MARKET STREET (+ Bell Road Bridge Replacement over I-295)



- I-76 and Bell Road Bridge Completed in 2014
- Roadway was Lowered to Reduce Flooding
- 11' Contra-Flow Lane(s) (Kings to Route 130 SB) were used
- Accelerated Construction
- I-76 EB Lane Reduction (1/2 Lanes) was used
- Used Weekend Closures of Market Street and Route 130 SB Ramps



I-295 and Rt 42 Northbound Merge - 2012



I-295 and Rt 42 Northbound Merge – Fall 2014. View from Rt 42 (north of Creek Road). Ramp AA on right.



I-295 Bridge (looking north) at Essex Avenue. New center bridge section – Spring 2014.



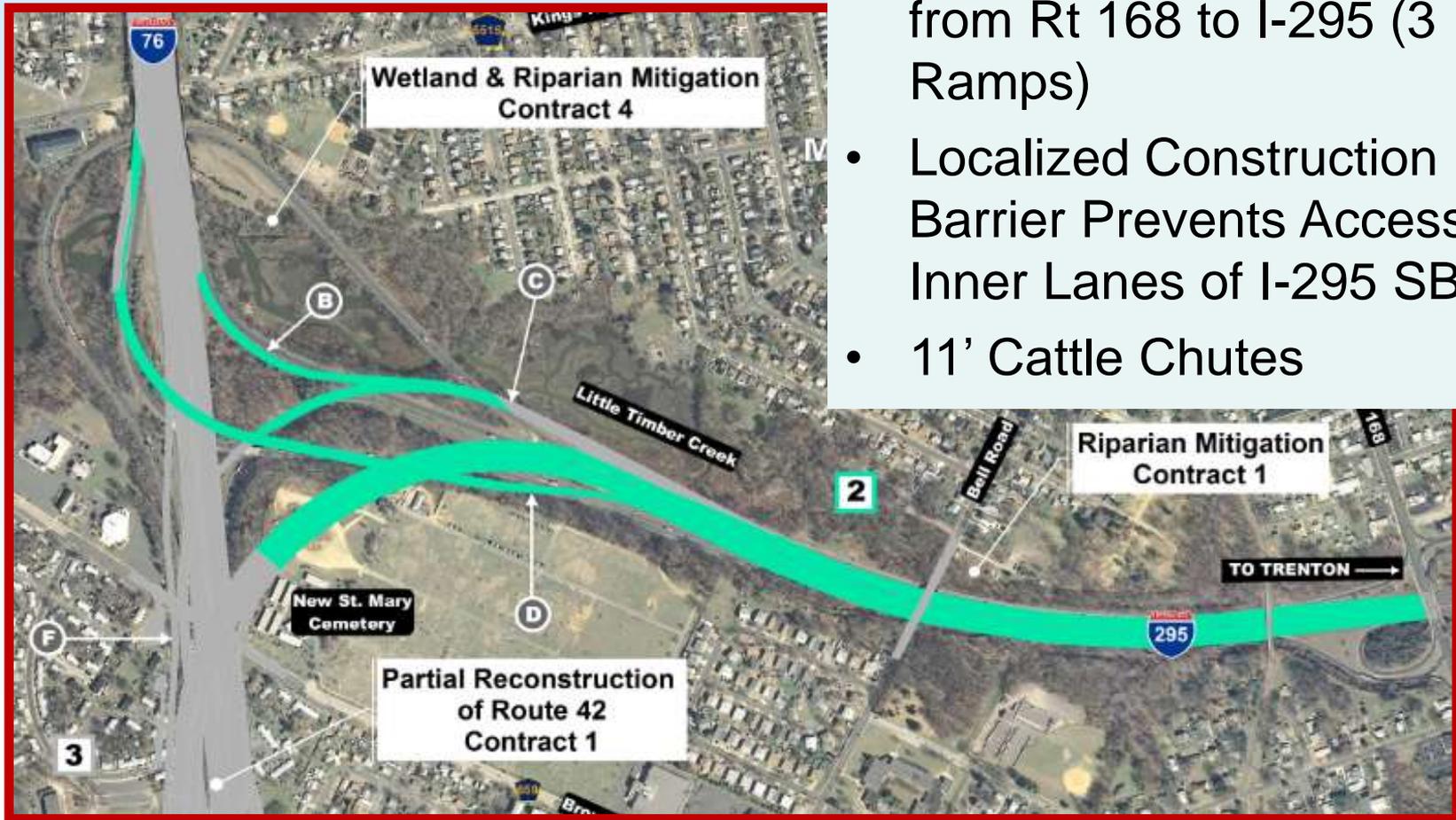
New Bell Road Bridge over I-295 (looking south on I-295) – Fall 2014.



Contract #2

ROUTE 168 INTERCHANGE

- Four Stages on both I-295 NB and SB
- STOP signs at On-Ramps from Rt 168 to I-295 (3 Ramps)
- Localized Construction Barrier Prevents Access to Inner Lanes of I-295 SB
- 11' Cattle Chutes



Contract #2

AL-JO'S CURVE TO BELL ROAD

- Proposed Roadway Higher and Narrow Median
- Numerous Shifts in Traffic
- Temporary Ramps Maintain Same Movements
- Cannot Maintain State Police U-Turn
- Ramp D Covered Roadway Opens



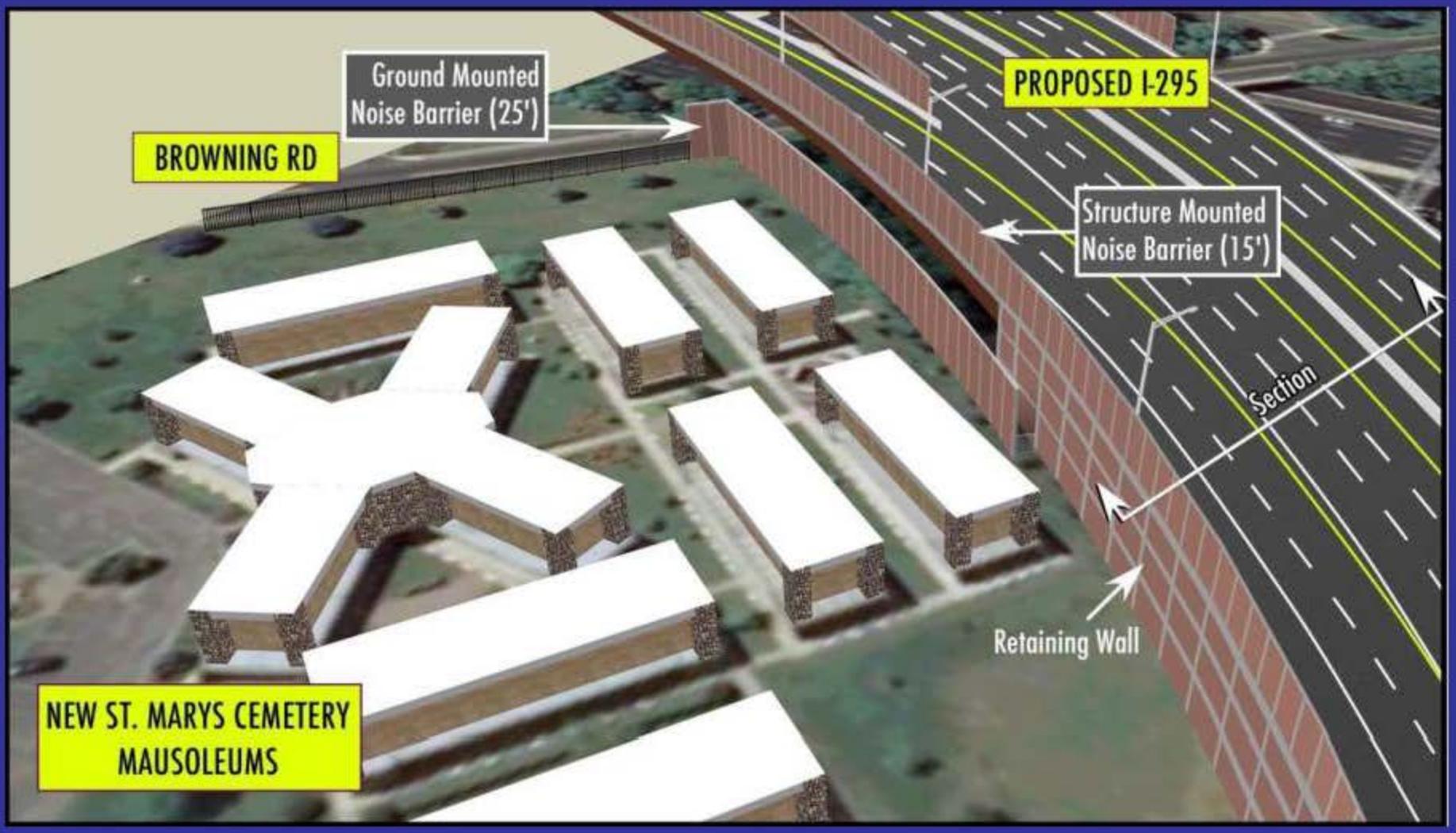
Noise Barrier No. 1 (looking south on I-295 toward I-76)



Future Temporary Ramp AB - Fall 2014 (looking north at I-295 from I-76/Rt 42)



Cemetery – Future Conditions



Contract #3

I-295 BRIDGE OVER I-76/ROUTE 42



- Browning Rd & BPMHC Housing Relocations Get Constructed
- New I-295 SB Mainline Opens with Two Lanes
 - Al-Jo's Curve Serves Rt 42 SB Traffic Only
- New Ramp A Bridge Opens with One Lane
 - New I-295 NB Open Beyond Browning Road with One Lane for Ramp A Traffic



Contract #4

COMPLETE WORK ON I-76/ROUTE 42

- New Ramp C Covered Roadway Opens
 - Al-Jo's Curve Is Removed
- New Ramp F Opens
 - I-76 EB Left Hand Exit Closed
- New I-295 NB Opens to 2 Lanes
 - I-295 Ramp to I-76 Express Closed
- Removal of Al-Jo's Curve Bridge
 - Staging Similar to I-76 Redecking



FY 2016

**PA Transportation Management Association
Assistance Grant program
Total \$1,152,000**

- Each TMA is eligible for up to \$192,0000
- CMAQ Grant- 20% match required
- Work Scopes under review now
- Interested? Please contact Sarah Oaks at soaks@dvrpc.org
- Comment period closes February 20, 2015
- Action Item in March 2015

**Mobility Alternatives Program
Total: \$816,000**

- 5 TMAs eligible for \$67,450
- SEPTA, Clean Air Council, DVRPC are also contractors
- Work Scopes under review now
- Same review process as TMA Assistance Grant

**TMA Policy Committee Members will meet to discuss any comments today after
lunch in the New Jersey Room.**