2 DVRRPC Regions = 2 TIPs
Transportation Process

Where do we want to go?
How are we going to get there?

Long Range Plan
Comprehensive Plan
Planning Studies

What will it take?

TIP

Let’s do it!
How did we do?

Project Implementation & Evaluation

Planning

Programming
PennDOT Connects is required for Capital and Maintenance Projects

- Identify Need and Problem Screening
- Concept Development (Scoping)

Pre-TIP

Project Development

S/TIP

- Preliminary Engineering
- Final Design (and/or Right-of-Way and/or Utilities)

- Construction

[Diagram showing project development stages]
PennDOT Connects = Collaborative Project Development

- PENNDOT
- DVRPC
- LOCAL
- County
- Municipality
- SEPTA, other service providers (TMAs)
DVRPC Planning Areas

- Communications
- Congestion Management
- Corridor Planning
- Economic Development
- Engagement and Equity
- Environmental Planning
- Freight and Goods Movement
- Long-Range Planning
- Safety
- Smart Growth
- Transit, Bicycle, and Pedestrian Planning
- Transportation Operations
The Process: Gather SME Input
1. DVRPC, District 6, and County review project & opportunities (including feedback from DVRPC subject matter experts)
2. Meet with municipality(ies) and departments/agencies
3. One meeting might cover multiple projects
4. Gather municipal input
5. PennDOT documents and follow-up
Opportunities identified through PennDOT Connects:
PA 291 Bridge over CSX

- Add barrier protected shoulder/bike lane on southern side
- Plan for future trail under bridge
- Coordinate with PHS/Airport plans
- John Heinz National Wildlife Refuge

SMEs, County identified studies
Opportunities identified through PennDOT Connects:
Roosevelt Boulevard Exit Ramp

- Add protected sidewalk; provide safe access to park?
- Extend sidewalk
- Improve intersection?
- PWD Rain Garden Project
Opportunities identified through PennDOT Connects:
Roosevelt Boulevard Exit Ramp (Continued)

- Remove sidewalk
- Keep sidewalk & add protection
- Add protected sidewalk
- Create safe access between park trail + new sidewalk (Contact Parks & Rec and neighborhood grps)
Opportunities identified through PennDOT Connects: Baltimore Pike & Newark Road Intersection Improvement

- Improve turning radii for trucks
- Coordinate with FY19 DVRPC Freight Study
- Multimodal connections

Relieve Chronic Congestion
- Provide dedicated left-turn lanes on all four approaches, as well as a right-turn lane from northbound Newark Road to eastbound Baltimore Pike

Accommodate Heavy Truck Traffic
- Widen turning radii to accommodate trucks and larger vehicles

Access Management
- Access management improvements and driveway adjustments for homes and businesses

Multimodal Connections
- Provide new sidewalk connections and decorative curbs with ADA compliant curb ramps
Add crosswalk

Add bus shelter (borough)

Add wayfinding signage to enter/access D&L canal trail

Add bike lane or sharrow/pavement markings to alert drivers of bicyclists

Keep existing fence for safety, not decorative

Mon. 5/21/2018 PennDOT Connects Call with Morrisville Borough Summary

MPMS #84258, PA Avenue over PA Canal
Move bus stop to front of crosswalk; upgrade mid-block crossing with a Rectangular Rapid Flash Beacon; add curb extension & raised crosswalk on Wyoming Ave. where mid-block crosswalk currently exists.

Move bus stop to behind crosswalk.

Add protected bike lane.

PWD combined sewer & water inlet separation project.

Castor & Wyoming Ave. Roundabout.
PennDOT Connects for Surface Treatment Projects

Construction schedule coordinated with Township

Supported Bike Plan with new sharrows
PennDOT Connects for Resurfacing Projects
Ideal Bike-Friendly Process

For projects in year 3 of the 5-year maintenance plan
Is the facility a candidate for bike-friendly restriping within the existing cartway? Treatments may include:
• Striped shoulders, Marked or buffered bike lanes, Shallows
• Signage, Possible crossing treatments

• Facility is identified as a regional priority in DVRPC low-stress bike connectivity map
  -or-
  Facility is identified in county and/or municipal bike plan, or has specific county or municipal interest during Connects scoping

Could bicycle improvements be accommodated in the existing cartway with striping or marking changes alone?

Is the municipality willing to agree to maintain pavement markings (bike markings only) between resurfacings if necessary?

• This is a good bike-friendly restriping candidate, including bike lane markings or shallows.
  • Consider allocating design funding from TIP bike resurfacing line item.
  • If insufficient funds are available in a given year for all such projects, the SEPA Suburban Bike Lanes Working Group will prioritize facilities for design.

Not a bike-friendly restriping candidate
Not a bike-friendly restriping candidate, but consider for other project development pipelines
Initial outreach by DVRPC or County staff, with support/follow-up from BCGP
Level of Traffic Stress (LTS) Webmap Tool
+ District 6 Five-Year Resurfacing Plan
Funding Design & Tracking Commitments

The purposes of this project are to (1) place an engineering consultant on retainer to undertake the necessary design work to retrofit bike lanes and bicycle-friendly shoulders where appropriate, consistent with resurfacing projects and (2) maintain existing and future bicycle facilities, including installation, maintenance, and replacement of striping and damaged and missing signs. Work would include bike lanes, edge line striping, signs, and installing traffic signal permit drawings to continue edge line revisions through signalized intersections. Work would be limited to Bucks, Chester, Delaware, and Montgomery counties.

There is a collaborative process in place with the four counties, PennDOT District 6-0, DVRPC, and the Bicycle Coalition of Greater Philadelphia which has developed potential projects in corridors with bicycling activity or where there is a latent demand for bicycling if bicycle-friendly facilities were provided. Continuation of this process will permit this funding to be used on the projects already developed or other projects that the group may develop.

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Kevin Herdlin, Sr. Highway Maintenance Manager
7000 Geerdes Blvd
King of Prussia, PA 19406

Subject: Municipal Request to Incorporate Bicycle Facilities into Resurfacing Project

Montgomery County
Horsham Township
SR 0152/Limekiln Pike

Dear Kevin:

As part of the upcoming PennDOT resurfacing project MD7, and in concert with the PennDOT Connects Initiative, Horsham Township would like to request the incorporation of bicycle facilities on SR 0152/Limekiln Pike, with PennDOT to coordinate the necessary design activities. The proposed bicycle facilities are described below:

- **Location**: Limekiln Pike (SR 0152) from Tennis Avenue to Horsham Road
- **Bicycle Facilities Requested**: Stripe shoulder as bike lane in both directions; mark sharrows as necessary (for example, at bridge locations where striping the shoulder as a bike lane is not feasible).
Next Steps

• Build on successes
• Municipal outreach/training sessions
• Continue evaluating new candidates
• Ongoing coordination for projects in pipeline
  • Track commitments and follow-up
• Maintenance (resurfacing) projects
• Continue to improve the process
• Integrate new data tools as they become available
  • Regional sidewalk inventory
Thank You!

Questions?

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www.PAConnects.org