

TRANSFORMING

THE



INTO THE



2/25/2020

UPPER DUBLIN MUNICIPAL AUTHORITY

1

1

AGENDA

- WHAT ARE CURRENT 2020 TRAFFIC CONDITIONS IN & AROUND THE FORT WASHINGTON OFFICE PARK?
- COMPARISON TO 2017 TRAFFIC VOLUMES – WHAT INCREASED, WHAT DID NOT & WHAT DOES THAT TELL US?
- WHAT ARE THE FUNDED TRANSPORTATION PROJECTS & HOW DO THEY AFFECT CURRENT TRAFFIC OPERATIONS?
- WHAT ARE KNOWN UPCOMING OCCUPANCY CHANGES IN THE OFFICE PARK & HOW DOES IT IMPACT TRAFFIC OPERATION?
- WHAT MAY HAPPEN TO TRAFFIC OPERATIONS IF RESIDENTIAL USES ARE INTRODUCED TO THE GREATER FORT WASHINGTON DISTRICT?
- WHAT ARE THE RECOMMENDATIONS BASED ON THE ABOVE POTENTIAL GROWTH & DEVELOPMENT?

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2

2

The Greater Fort Washington District



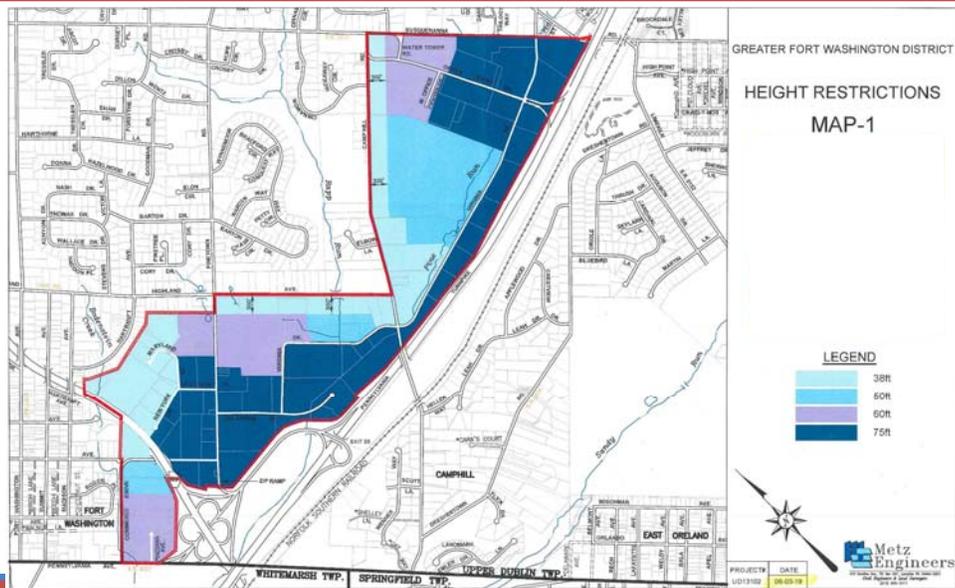
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3

3

Greater Fort Washington Height Restrictions Map



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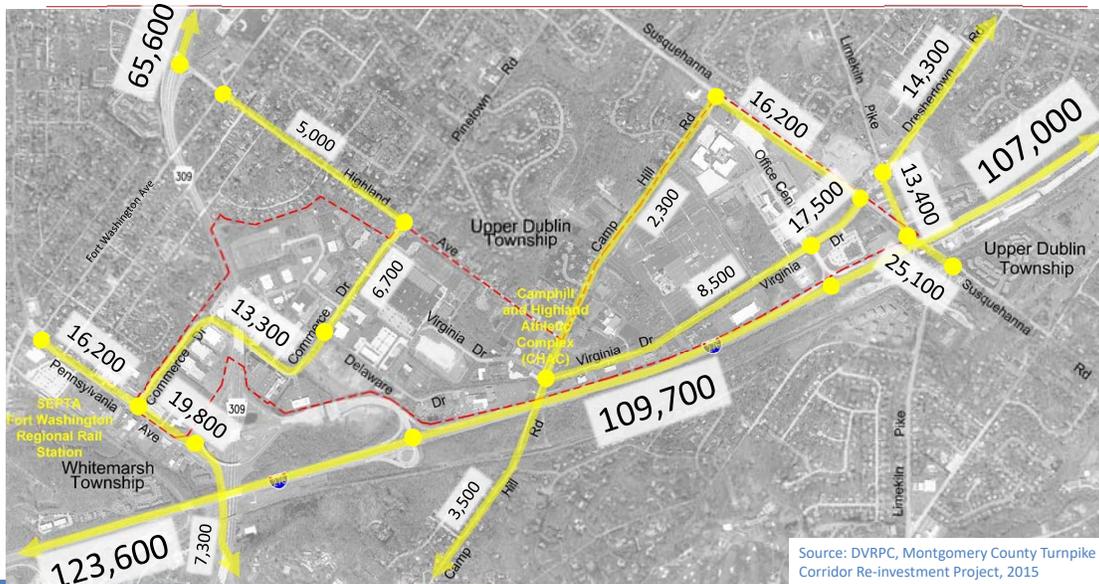
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4

Past and Present Traffic Conditions

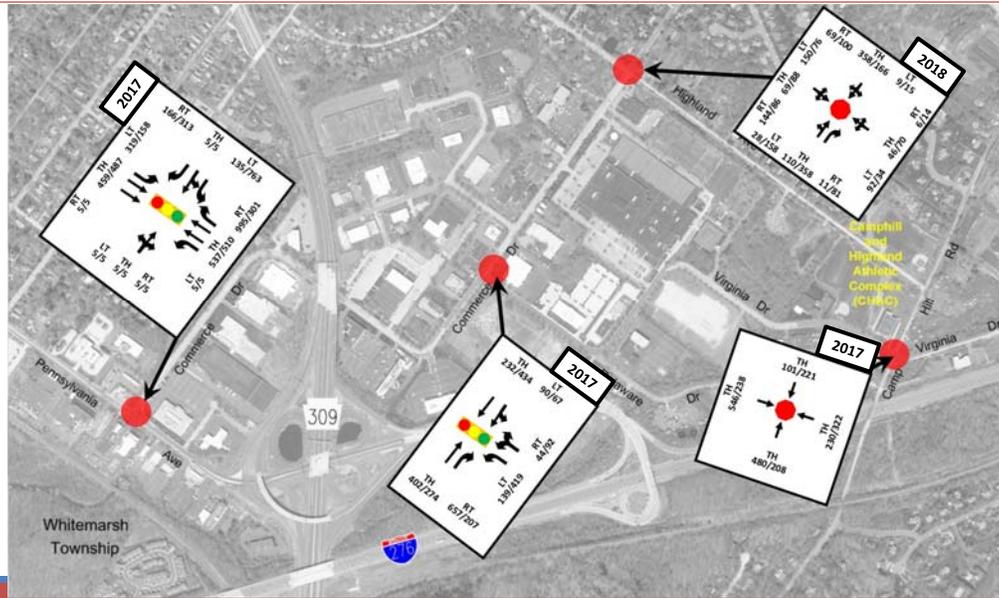
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2015 Average Weekday Daily Traffic (AWDT)



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2017/2018 Peak Hour Volumes – Pennsylvania to Camp Hill



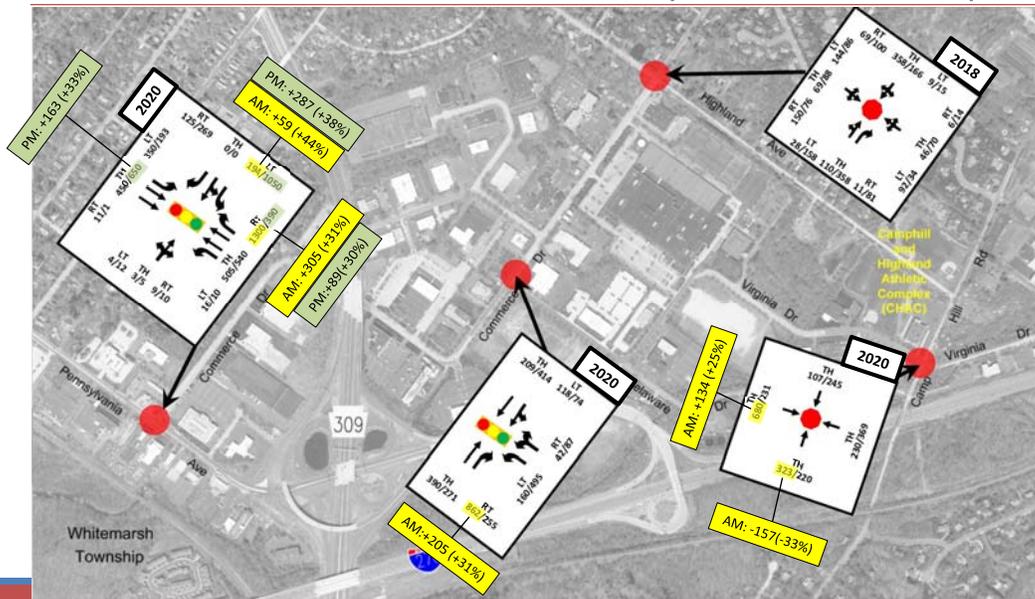
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7

2020 Peak Hour Volumes – Pennsylvania to Camp Hill



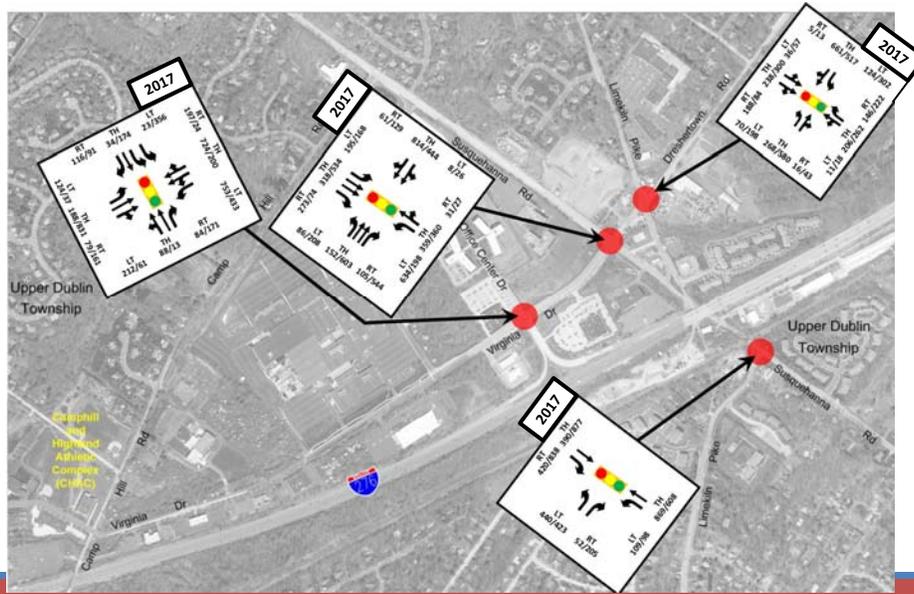
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8

2017 Peak Hour Volumes – Camp Hill to Dresher Triangle



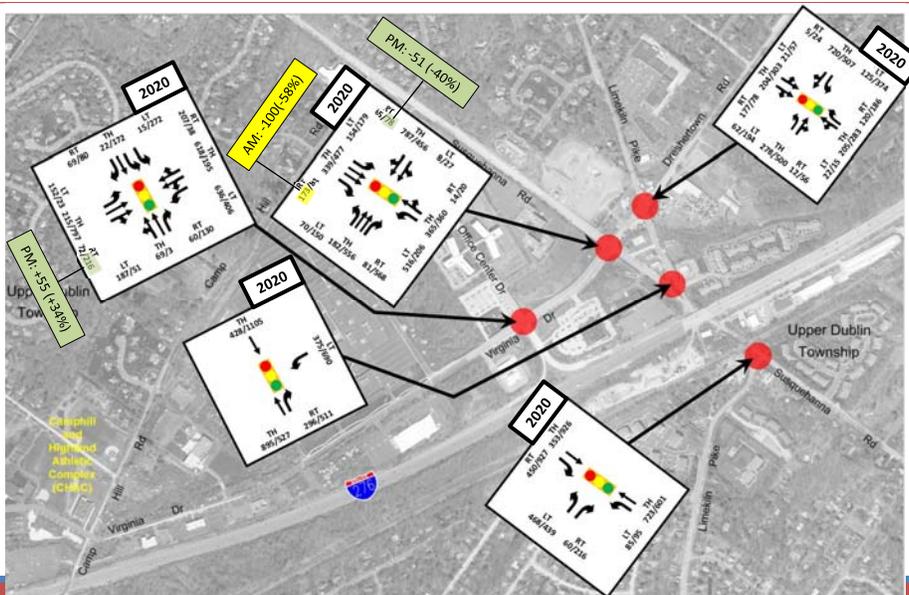
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9

9

2020 Peak Hour Volumes – Camp Hill to Dresher Triangle



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10

10

Summary of AM/PM Peak Travel Times

UPPER DUBLIN TOWNSHIP
Fort Washington Office Park Vicinity Time Runs
February 19, 2020 (AM Wednesday)

Run Name	Start Location	Start Time	End Location	End Time	Elapsed Time (Min.)	Distance Miles
★ 1-1	Twining Road @ Limekiln Pike	7:21:21	Virginia Drive @ Office Center Drive	7:27:49	6:28	1.60
1-2	Pa Turnpike @ Fort Washington Interchange	7:29:58	Dreshertown Road @ Beacon Hill Drive	7:39:00	8:22	3.90
1-3	Dreshertown Road @ Beacon Hill Drive	7:39:53	Pennsylvania Avenue @ SR 309 Off-Ramp	7:48:28	8:35	3.70
1-4	Pennsylvania Avenue @ Oreland Mill Road	7:53:17	Susquehanna Road @ Fitzwatertown Road	8:07:52	14:35	5.20
★ 1-5	Susquehanna Rd. @ Fitzwatertown Rd.	8:08:26	Bethlehem Pk. @ Lafayette Av. Connector	8:28:23	19:57	4.50
1-6	Bethlehem Pike @ Lafayette Ave. Connector	8:29:00	Camp Hill Road @ Susquehanna Road	8:37:42	8:42	3.42
★ 5-2	1400' N. Susquehanna Rd. @ Fitzwatertown Rd.	8:48:16	Susquehanna Road @ Virginia Drive	8:57:07	8:51	0.97
2-2	Virginia Dr. @ Eastern Access Dr.	9:00:14	Dreshertown Road @ Kirks Lane	9:02:22	2:08	0.57

February 19, 2020 (PM Wednesday)

Run Name	Start Location	Start Time	End Location	End Time	Elapsed Time (Min.)	Distance Miles
3-5	Susquehanna Road @ Fitzwatertown Road	4:26:39	Bethlehem Pk. @ Lafayette Av. Connector	4:40:03	13:24	4.50
2-4	Pennsylvania Avenue @ Oreland Mill Road	4:48:00	Susquehanna Road @ Fitzwatertown Road	5:00:18	12:18	5.20
2-1	Twining Road @ Limekiln Pike	5:04:55	Virginia Drive @ Office Center Drive	5:12:05	7:10	1.60
3-2	Pa Turnpike @ Fort Washington Interchange	5:13:21	Dreshertown Road @ Beacon Hill Drive	5:21:53	8:32	3.90
★ 2-3	Dreshertown Road @ Beacon Hill Drive	5:22:54	Pennsylvania Avenue @ SR 309 Off-Ramp	5:34:28	11:34	3.70

11

2020 Travel Time Runs - AM/PM Peak

AM Run 1-1/PM Run 2-1: Limekiln Pike to Susquehanna Road to Virginia Drive



12

2020 Travel Time Runs - AM/PM Peak



2/25/2020

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13

13

2020 Travel Time Runs - AM/PM Peak



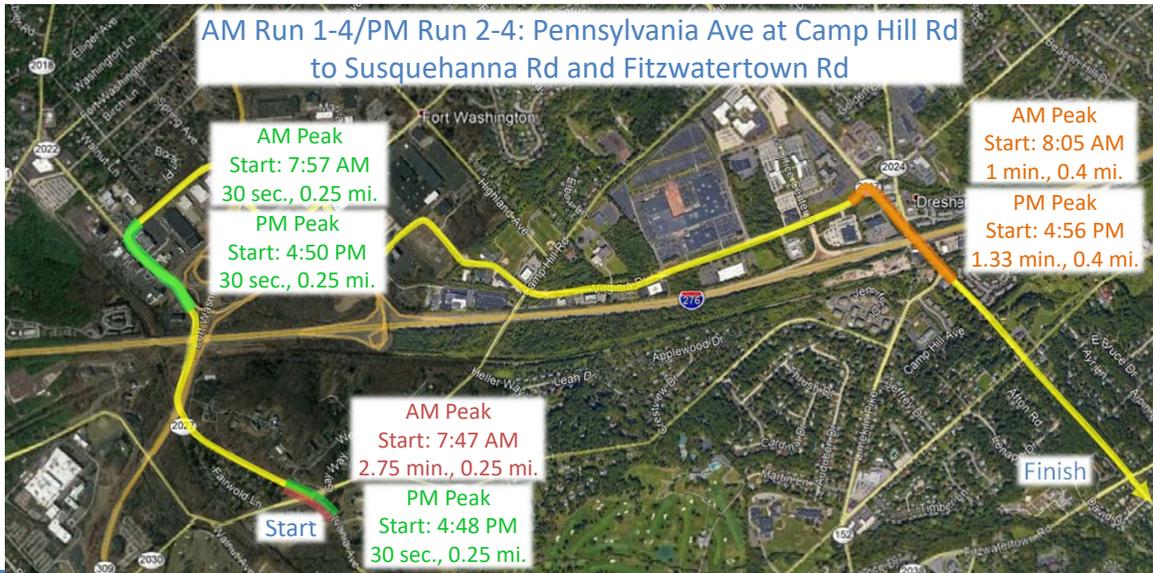
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14

14

2020 Travel Time Runs - AM/PM Peak



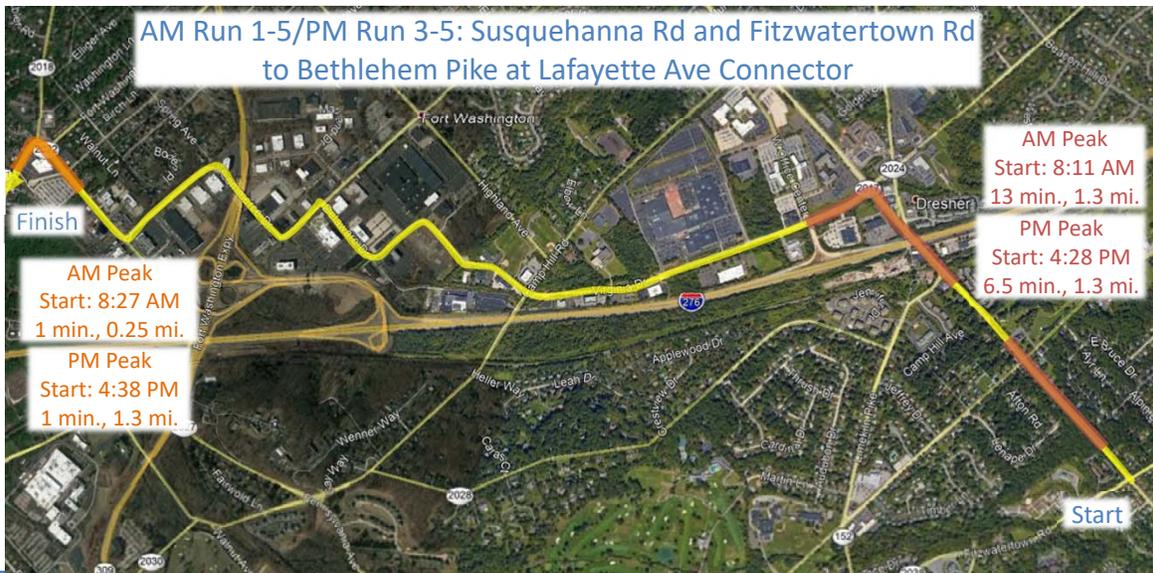
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15

15

2020 Travel Time Runs - AM/PM Peak



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16

16

2020 Travel Time Run - AM Peak



17

What Projects are Funded?

18

What Projects are Constructed or in Construction?

COMPLETED
TOTAL COST - \$1.6 M
GRANT FUNDS - \$0.4 M
LOCAL MATCH - \$1.2 M



RAPP RUN CULVERT REPLACEMENT

COMPLETED
TOTAL COST - \$6.2 M
GRANT FUNDS - \$4.4 M
LOCAL MATCH - \$1.8 M



PINE RUN BRIDGE REPLACEMENTS

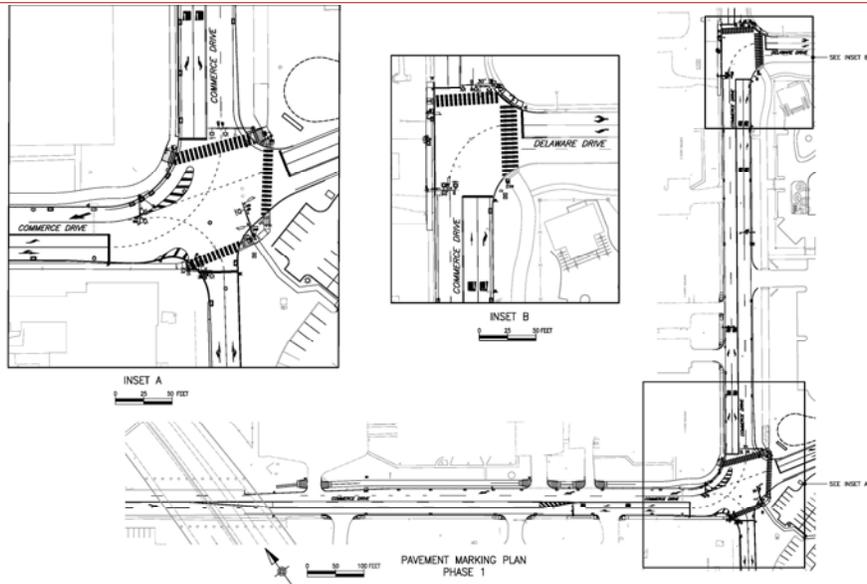


VIRGINIA DRIVE ROAD DIET & TRAIL

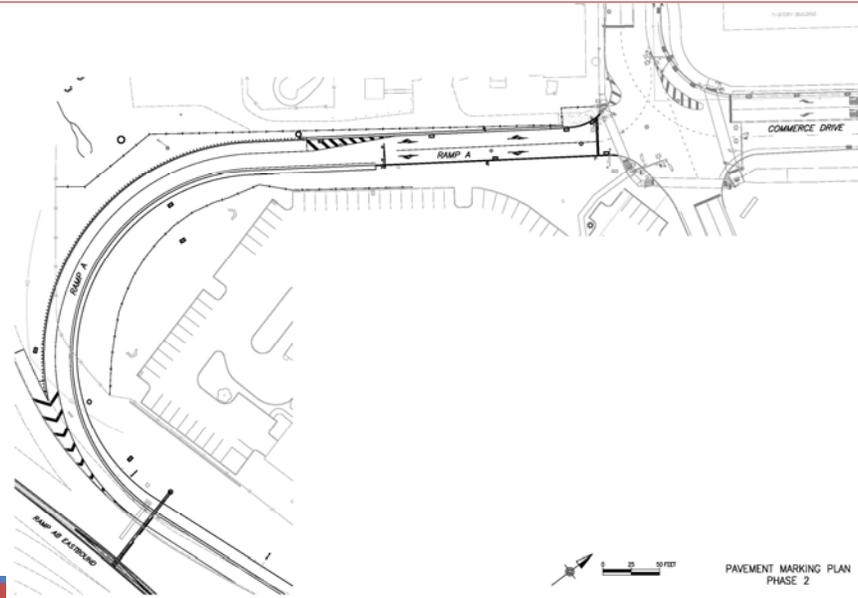


VIRGINIA DRIVE CROSS COUNTY TRAIL – FINAL SEGMENT

What Projects are Funded? – Commerce Drive Phase 1



What Projects are Funded? – Commerce Drive Phase 2



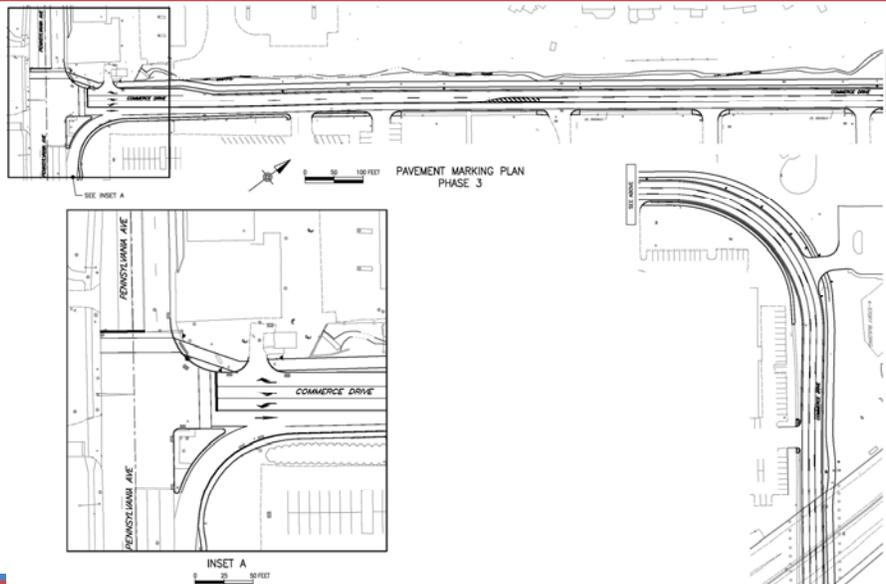
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21

21

What Projects are Funded? – Commerce Drive Phase 3



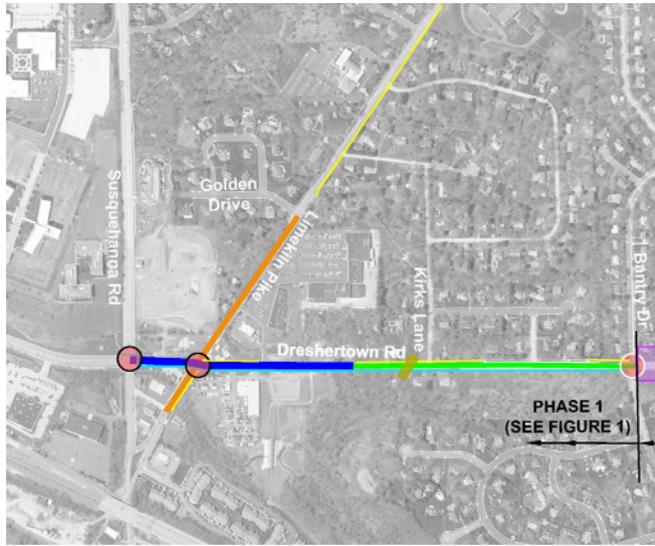
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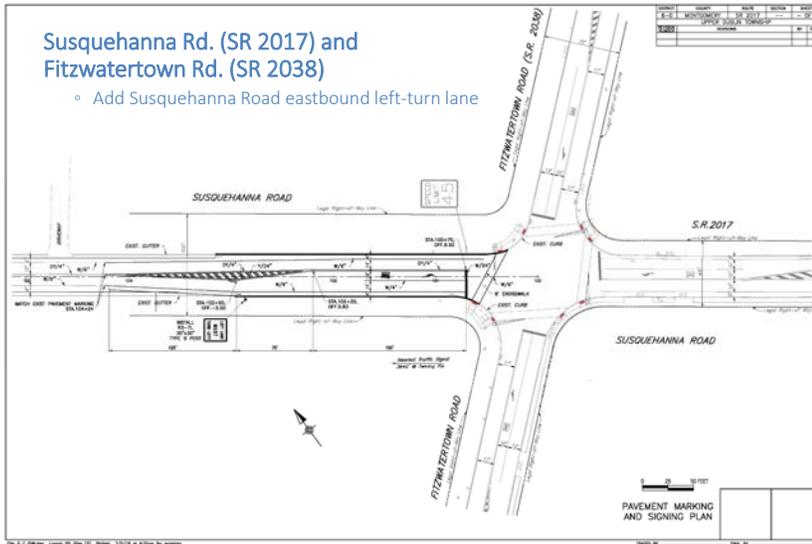
What Projects are Funded? – Dreshertown Road



23

What Projects are Funded? – ARLE

- Susquehanna Rd. (SR 2017) and Fitzwatertown Rd. (SR 2038)
- Add Susquehanna Road eastbound left-turn lane



24

Project Summary

Project	Total Cost	Grant	Developer Contribution	Local Match
Fort Washington Cross County Trail & Road Diet (Commerce Drive Phase 1 & 3)	\$6.25 M	\$3.5 M	\$0.3 M	\$2.45 M*
PA Turnpike Zip Ramp from PA-309 Interchange (Phase 2 - Zip Ramp)	\$2.6 M	\$2.0 M	\$0.4 M	\$0.2 M*
Delaware Drive Cross County Trail & Road Diet - Middle Section	\$4.6 M	\$2.1 M	-	\$2.5 M*
Dreshertown Road Improvements – Phase 1 (Design + Construction)	\$4.65 M	\$3.64 M	-	\$1.01 M*
Susquehanna & Fitzwatertown ARLE	\$0.475 M	\$0.380 M	-	\$0.095 M**
Total	\$18.575 M	\$11.62 M	\$0.70 M	\$6.255 M

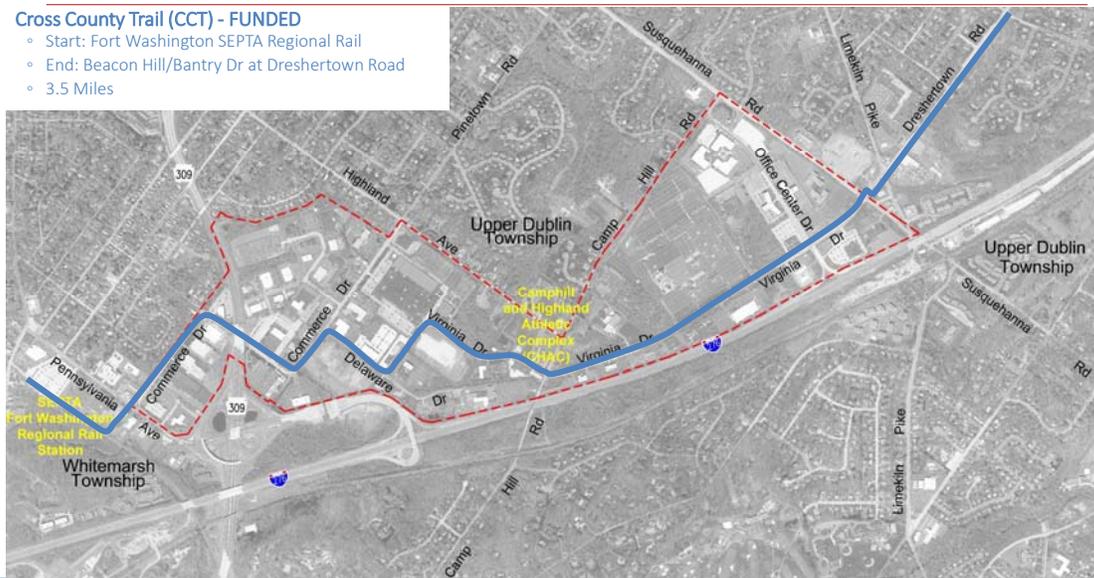
* Local match commitment by Upper Dublin Township Municipal Authority
 ** Local match commitment by Upper Dublin Township

25

Introduction of the CCT & Multi-Modal Transportation

Cross County Trail (CCT) - FUNDED

- Start: Fort Washington SEPTA Regional Rail
- End: Beacon Hill/Bantry Dr at Dreshertown Road
- 3.5 Miles



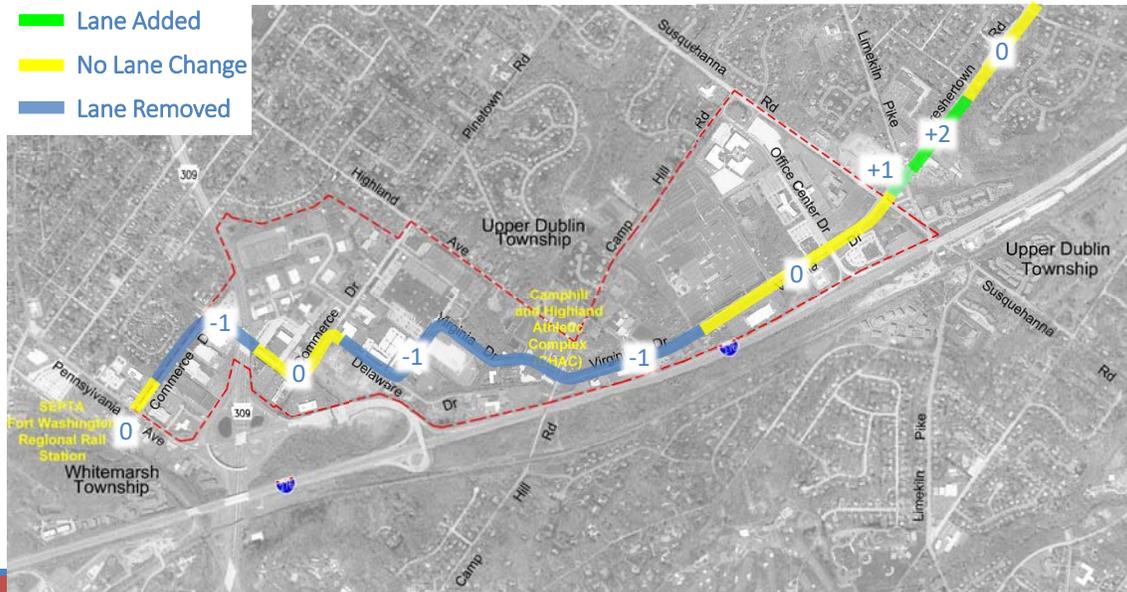
26

Local Trail Connections to Regional Cross County Trail



27

Balancing Capacity



28

Transitioning to the Greater Fort Washington District

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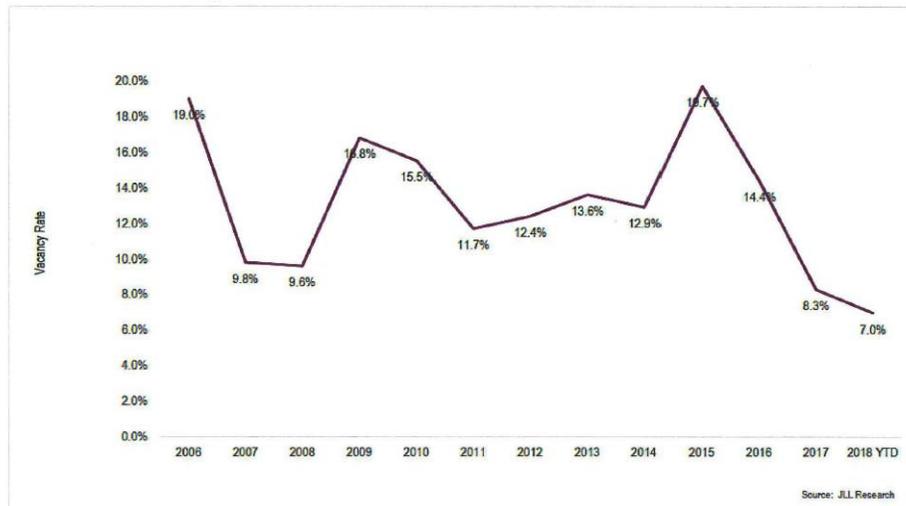
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29

29

Vacancy Rate (2015 to 2018)

Fort Washington Office Park Vacancy Rate



2/25/2020

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30

30

New Trips Forecast – 520 Virginia Drive

Trip Generation per ITE Version 10 – Library Land Use Code with 40k SF Facility

AM Peak Hour Weekday Forecasted Volume = 0 Trips (Library Not Open)

PM Peak Hour Weekday Forecasted Volume = 340 Trips (175 Enter & 165 Exit)

Distribution Assumed: 20% To/From Dresher Triangle
 25% To/From Highland Avenue
 15% To/From Pinetown Road
 15% To/From Camp Hill Road South
 15% To/From Camp Hill Road North
 10% To/From Commerce Drive

31

New Trips Forecast – Toll Brothers Corporate Relocation

Trip Generation per ITE Version 10 – General Office Land Use Code with
 900 Employees at 1100 Virginia Drive

AM Peak Hour Weekday Forecasted Volume = 400 Trips (350 Enter & 50 Exit)

PM Peak Hour Weekday Forecasted Volume = 370 Trips (65 Enter & 305 Exit)

Distribution Assumed: 60% To/From Dresher Triangle & PA Turnpike Virginia Drive
 40% To/From Commerce Dr & PA 309 & PA Turnpike Fort
 Washington Interchange

32

Camp Hill Road and Virginia Drive Recommendations

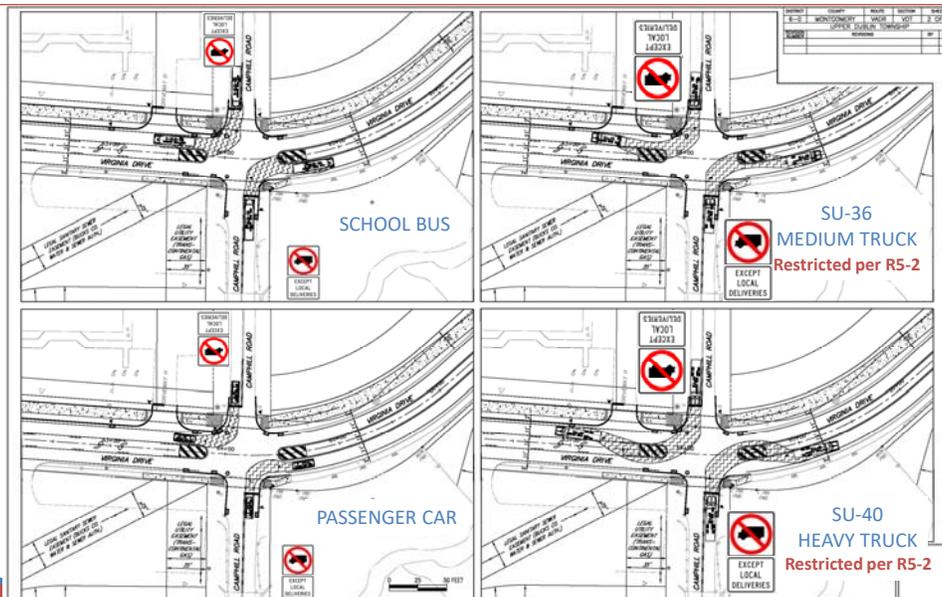
- Perform Updated Traffic Signal Warrant Analysis
- With PennDOT Approval - Install Traffic Signal with Following Turn Conditions:
 1. Right Turns from Camp Hill Road onto Virginia Drive in Both Directions
 2. Left Turns from Camp Hill onto Virginia Drive EXCEPT between 7 – 9 AM
 3. NO Turns Allowed from Virginia Drive onto Camp Hill Road

Reasons for Left Turn Restriction from Camp Hill onto Virginia Drive from 7 – 9 AM:

1. Reduce Potential for Cut-Thru on Hellers Way
2. Library is Not Open
3. Reduce Potential for Cut-Thru on Highland Avenue and Camp Hill Road

33

Camp Hill Road and Virginia Drive Vehicle Turning



34

Pinetown Rd. and Highland Ave. Recommendations

- Perform Updated Traffic Signal Warrant Analysis
- With PennDOT Approval - Install Traffic Signal or Round-about:
 1. With traffic signal, also construct a Highland Avenue Right Turn lane in southbound direction since Township owns the vacant grass lot
 2. Improve ADA conditions
 3. Allow for construction of a local trail connection along Pinetown Road to the Cross County Trail at Commerce Drive

2/25/2020

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35

35

520 Virginia Drive at Highland Ave. Recommendations

- Construct a Right-in / Right-Out Driveway to Highland Avenue
- Primary Reasons for Driveway Recommendation with Turn Restrictions:
 1. Right-in allows direct access from Pinetown & Highland Avenue
 2. Right-out allows access back to Camp Hill Road since No turns are recommended from Virginia Drive onto Camp Hill Road
 3. If Left Turns are allowed from Camp Hill headed north onto Virginia Drive and Right Turns are allowed from Camp Hill headed south then No Need for Left Turns from Highland Avenue onto new driveway
 4. Restricting Left Turn Out limits new traffic on Highland Avenue
- While the Right-In increases new library traffic on Highland Avenue, the Right-out and Left Turn Restrictions decrease new library traffic on Highland Avenue

2/25/2020

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36

36

520 Virginia Drive at Highland Ave. Recommendations



2/25/2020

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37

37

520 Virginia Drive at Highland Ave. Recommendations



2/25/2020

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38

38

How Do Funded Projects Handle Estimated Growth?

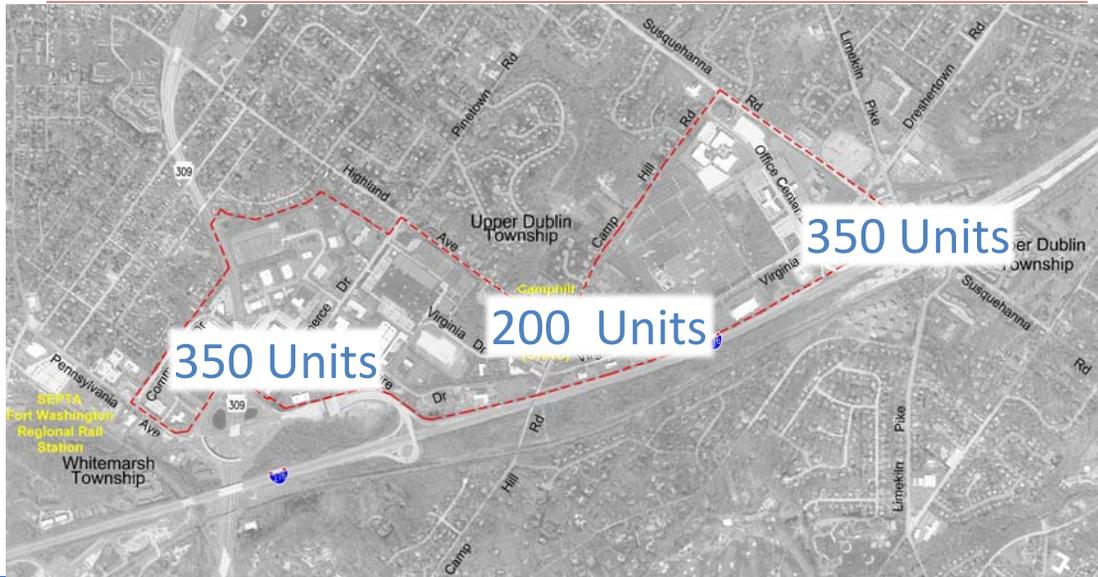
Intersection	LOS (Delay) – Existing AM/PM (2020)	LOS (Delay) – Existing with Funded Improvements AM/PM (2020)	LOS (Delay) – Existing, Funded Improvements & Projected Growth AM/PM (2020)	LOS (Delay) – Existing, Funded Improvements & Projected Growth with Recommendations AM/PM (2020)
Commerce Dr. & Pennsylvania Ave.	C (26.2) / D (38.0)	C (24.7) / C (34.1)	C (24.7) / D (40.2)	C (23.8) / D (40.0)
Commerce Dr. & Ramp A/Shared Driveway	N/A	D (46.0) / C (32.4)	D (49.7) / D (44.1)	D (49.3) / D (45.5)
Commerce Dr. & Delaware Dr.	A (7.5) / B (12.1)	B (10.5) / B (14.1)	C (26.6) / C (21.8)	C (24.3) / B (18.1)
Highland Ave. & Pinetown Rd	C (23.0) / E (41.3)	C (23.0) / E (41.3)	C (24.4) / F (81.1)	 B (15.6) / C (22.6)
Virginia Dr. & Camp Hill Rd.	F (62.9) / B (14.9)	F (62.9) / B (14.9)	F (94.4) / E (45.1)	 C (29.3) / B (19.4)
Virginia Dr. & 1100 Virginia Dr. Western Driveway	A (4.1) / B (13.8)	A (1.7) / B (10.4)	A (2.2) / A (9.4)	A (2.2) / A (9.4)
Virginia Dr. & 1100 Virginia Dr. Eastern Driveway	A (3.2) / B (16.8)	A (1.2) / B (13.1)	A (3.4) / B (15.3)	A (3.4) / B (15.3)
Virginia Dr. & PA Turnpike/Office Center Dr.	C (27.1) / D (51.9)	B (16.9) / D (42.3)	C (20.7) / D (53.2)	C (20.7) / D (53.2)
Virginia Dr. & Susquehanna Rd.	D (51.1) / D (36.8)	D (54.0) / C (26.0)	E (63.2) / C (28.6)	E (63.2) / C (28.6)
Virginia Dr./Dreshertown Rd. & Limekiln Pike	C (24.3) / D (40.3)	B (15.1) / C (20.1)	B (15.0) / C (21.1)	B (15.0) / C (21.1)
North Limekiln Pike & Susquehanna Rd.	B (18.3) / B (13.6)	B (12.2) / B (12.5)	B (12.9) / B (12.8)	B (12.9) / B (12.8)
South Limekiln Pike & Susquehanna Rd.	C (27.1) / D (49.4)	C (21.4) / D (35.9)	C (22.8) / D (35.5)	C (22.8) / D (35.5)

39

Planning for Transforming

40

Forecasting for Addition of 900 Mid-Rise Residential Units



2/25/2020

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41

41

Assumptions for Distribution

Trip Generation Manual per ITE Version 10 – Multi-Family Housing (Mid-Rise)
Land Use Code with 900 Residential Units in Greater Fort Washington District

Assumes 350 Units in West End – 200 Units in Middle – 350 Units in East End

AM Peak Hour Weekday Forecasted Volume = 450 Trips (110 Enter & 335 Exit)

PM Peak Hour Weekday Forecasted Volume = 485 Trips (295 Enter & 190 Exit)

Distribution Assumed: 40% To/From Dresher Triangle & PA Turnpike Virginia Drive
60% To/From Commerce Dr & PA 309 & PA Turnpike Fort Washington Interchange

2/25/2020

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42

42

How Do Funded Projects Handle Estimated Growth?

Intersection	LOS (Delay) – Existing AM/PM (2020)	LOS (Delay) – Existing with Funded Improvements AM/PM (2020)	LOS (Delay) – Existing, Funded Improvements & Projected Growth AM/PM (2020)	LOS (Delay) – Existing, Funded Improvements & Projected Growth with Recommendations AM/PM (2020)	LOS (Delay) – Projected Growth with Recommendations + 900 residential units
Commerce Dr. & Pennsylvania Ave.	C (26.2) / D (38.0)	C (24.7) / C (34.1)	C (24.7) / D (40.2)	C (23.8) / D (40.0)	C (29.3) / D (46.3)
Commerce Dr. & Ramp A/Shared Driveway	N/A	D (46.0) / C (32.4)	D (49.7) / D (44.1)	D (49.3) / D (45.5)	D (51.2) / E (68.8)
Commerce Dr. & Delaware Dr.	A (7.5) / B (12.1)	B (10.5) / B (14.1)	C (26.6) / C (21.8)	C (24.3) / B (18.1)	D (38.4) / C (20.8)
Highland Ave. & Pinetown Rd.	C (23.0) / E (41.3)	C (23.0) / E (41.3)	C (24.4) / F (81.1)	 B (15.6) / C (22.6)	B (15.6) / C (23.7)
Virginia Dr. & Camp Hill Rd.	F (62.9) / B (14.9)	F (62.9) / B (14.9)	F (94.4) / E (45.1)	 C (29.3) / B (19.4)	D (41.4) / C (21.9)
Virginia Dr. & 1100 Virginia Western Dwy	A (4.1) / B (13.8)	A (1.7) / B (10.4)	A (2.2) / A (9.4)	A (2.2) / A (9.4)	A (1.8) / A (9.9)
Virginia Dr. & 1100 Virginia Eastern Dwy	A (3.2) / B (16.8)	A (1.2) / B (13.1)	A (3.4) / B (15.3)	A (3.4) / B (15.3)	A (2.8) / B (14.4)
Virginia Dr. & PA Tpk/Office Center Dr.	C (27.1) / D (51.9)	B (16.9) / D (42.3)	C (20.7) / D (53.2)	C (20.7) / D (53.2)	C (27.7) / E (57.9)
Virginia Dr. & Susquehanna Rd.	D (51.1) / D (36.8)	D (54.0) / C (26.0)	E (63.2) / C (28.6)	E (63.2) / C (28.6)	E (66.3) / C (33.8)
Virginia Dr./Dreshertown Rd. & Limekiln Pk.	C (24.3) / D (40.3)	B (15.1) / C (20.1)	B (15.0) / C (21.1)	B (15.0) / C (21.1)	B (17.5) / C (22.0)
North Limekiln Pk. & Susquehanna Rd.	B (18.3) / B (13.6)	B (12.2) / B (12.5)	B (12.9) / B (12.8)	B (12.9) / B (12.8)	B (13.8) / B (12.8)
South Limekiln Pk. & Susquehanna Rd.	C (27.1) / D (49.4)	C (21.4) / D (35.9)	C (22.8) / D (35.5)	C (22.8) / D (35.5)	C (24.0) / D (36.4)

2/25/2020

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43

43

Effect of Mixed-Use Development on Trip Generation

A mixed-use development consists of land uses corresponding to two or more ITE land use types in which trips can be made without using an off-site road system.

Characteristics that influence trip generation:

- Number and magnitude of complementary land uses
- Layout of uses relative to each other
- Connectivity between each use
- Development design and internal transportation system (Cross County Trail)
- Competing opportunities outside the development

Calculate overall internal capture trips (includes walking)

- The trip origin, destination, and travel path are all within the site

Internal capture trips range based on complementary land use in the development and decrease the number of trips from outside the development.

2/25/2020

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44

44

Comparison of Residential Unit Trips and General Office Trips

Multi-Family Housing (Mid-Rise): 2.46 residents per occupied dwelling unit

- AM/PM Peak – 0.36/0.44 trips per dwelling unit
 - AM: 26% entering / 74% exiting
 - PM: 61% entering / 39% exiting

Senior Adult Housing – Attached

- AM/PM Peak – 0.20/0.26 trips per dwelling unit
 - AM: 35% entering / 65% exiting
 - PM: 55% entering / 45% exiting

General Office Building

- AM/PM Peak – 1.16/1.15 trips per 1,000 SF
 - AM: 86% entering / 14% exiting
 - PM: 16% entering / 84% exiting

WHO IS GVF?

- Not for profit, located in KOP, but services the region
- Goal: Reduce congestion and improve mobility & quality of life
- Celebrating 30th anniversary this year!



GVF receives Silver Level Bicycle Friendly Business award

By MediaNews Group 10 hrs ago Comments

THE MERCURY

ADVOCACY | PARTNERSHIPS | INNOVATIVE



Snapshot of our partners



2/25/2020

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47

47

TRAFFIC TODAY



Philly makes list of 10 worst American cities for commuters

 **PAUL KURTZ**
DECEMBER 02, 2019 - 9:47 AM
<https://www.usfivesix.com/staff/>



2/25/2020

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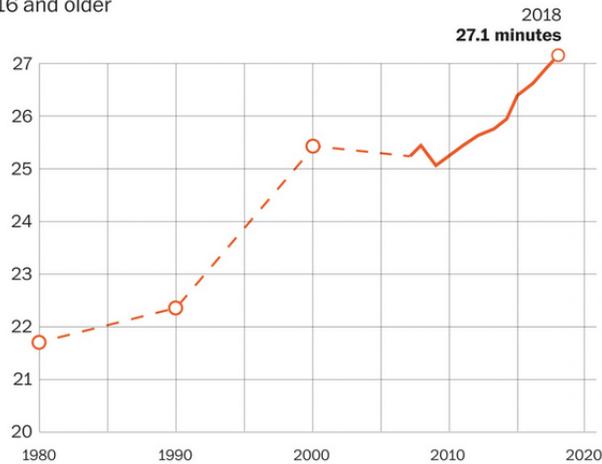
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48

TRAFFIC TODAY

American commutes hit a new record in 2018

Average one-way commuting time for American workers age 16 and older



Source: U.S. Census Bureau

THE WASHINGTON POST

Note: Estimates from 1980 to 2000 are from the decennial Census. Estimates from 2007 onward are from the American Community Survey.

WHAT IS TDM?

“Transportation Demand Management, or TDM, are strategies used to inform and encourage travelers to maximize the efficiency of a transportation system leading to improved mobility, reduced congestion, and lower vehicle emissions.”

Source: National Association for Commuter Transportation

EXAMPLES OF TDM STRATEGIES

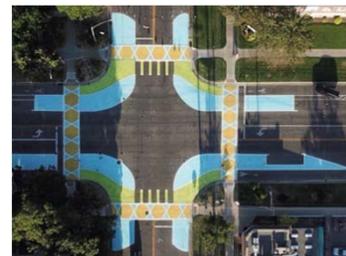
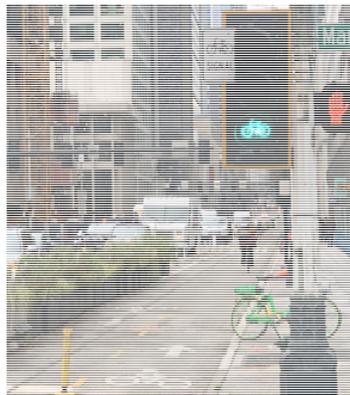
Public Transit & Last Mile Connectors



51

EXAMPLES OF TDM STRATEGIES

Pedestrian & Biking Infrastructure



52

EXAMPLES OF TDM STRATEGIES

Carpooling, Vanpooling, Shared Rides, Commuter Benefits



the **SAFETY NET**
for **COMMUTERS!**

53

Example of ROI with TDM

- Roughly \$13.00 in benefits can be gained for every \$1.00 invested in bicycling and walking opportunities
- States with the highest levels of biking and walking also have the lowest levels of costly chronic disease, such as high blood pressure, obesity and diabetes, **according to the Centers for Disease Control and Prevention**

54

ECONOMIC DEVELOPMENT- ROI WITH TDM



Received TCDI grant, as LMT rezones, its an opportunity to see how TDM can be implemented. Drafted TDM ordinance, if implemented, would be first in this region



Helped to form the KOP District 10 years ago and currently chair Transportation Committee. Managed shuttle system to train station to employer locations.



Partner with City Avenue Special Services District to improve mobility & enhance economic development

55

ECONOMIC DEVELOPMENT- ROI WITH TDM

Live, work and play in your community

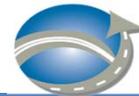


56

TDM PLAN: FIRST EVER IN THIS REGION



GOAL: Provide Upper Dublin Township with the tools to make Fort Washington Office Park (Fort Washington District) an accessible, multi-modal use park.



57

WHY A TDM PLAN

In an effort to:

- Meet the needs of current stakeholders
- Attract future employers and residents
- Allow for the growth of the office park while mitigating impact on an already congested transportation network of I-276, PA 309 and municipal roadways
- Allow the park to be competitive and resilient in a diversifying market place



58

TDM PLAN SCOPE OF WORK

- Office Park TDM Analysis
- Public Meeting 1
- Office Park Commuter Habits Survey
- Office Park Company/Business Survey
- Office Park Property Owners Survey
- Large Employer Focus Group
- Commute Shed Analysis
- Public Meeting to discuss finding of geo-spatial analysis
- Stakeholder Interviews
- Best Practices Research
- Plan Development
- Public Meeting to unveil the TDM Plan



59

SURVEY ANALYSIS



Participation in Survey

- **1,109** employees from **46** companies
- **38** Companies
- **6** Property Owners

Key Findings:

- **Mode:** 94% Drive Alone, 3% Public Transit
- **Heaviest Arrival Time:** 7:31 – 8:00 AM
- **Departure Time:** 5:01- 5:30 PM
- **Commute Time:**
 - 16- 30 minutes (29%)
 - 30- 45 minutes (33%)
- **Commute Distance:**
 - 5- 14 miles (42%)
- **Barriers:** Lack of access to alternative modes, fluctuating work schedules, child/adult care, cost and time.
- **Opportunity:** Shuttle from train station (40%), carpooling, commuter benefits

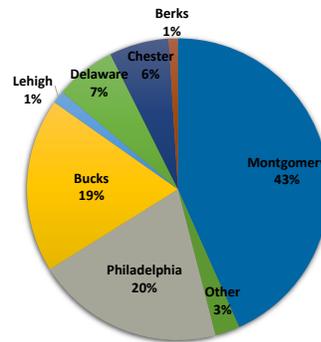
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SURVEY ANALYSIS

Commuters travel from 24 Counties

Top 6 Counties

- Montgomery: 4,290
- Philadelphia: 1,980
- Bucks: 1,870
- Delaware: 660
- Chester: 660
- Lehigh: 110



- Commuters coming from 5 different states
- 309 different municipalities

61

TDM PLAN RECOMMENDATIONS

GVF developed **short** (less than 1-year implementation), **medium** (1-2 yr implementation) and **long-term**(2- 4+ years implementation) recommendations geared towards:

- Employers TDM strategies
- Property owners TDM strategies
- Municipal TDM strategies

62

MUNICIPAL-BASED TDM STRATEGIES

	STRATEGY	RECOMMENDATION	TIME FRAME	PAGE
TOWNSHIP	Pedestrian and Bicyclist Planning and Infrastructure	Pedestrian Network Improvements	Short- Medium	20-22
		Pedestrian Signalization	Short	22-23
		Bicycle Network Improvements	Short-Medium	24
		Bicycle Amenities	Short	24-29
	Aesthetics	Human Scale Design	Short	30
		Branding and Signage	Short	30-31
		Bus Shelter	Short	31-32
	Public Transit Enhancements	SEPTA Service Enhancement	Medium	32
		Shuttle Service	Short	32-34
	Public Outreach	Transportation Demand Management Program	Short	34-37
		Fort Washington Office Park TDM Coalition	Short	37
		Commute Information Dissemination	Short	37-39
	Parking and Land Use Management	Educational Workshops	Short	39-40
		Support Car Sharing	Short	41
		Encourage Mixed-Use Development	Short-Medium	41-42
		Build Compact Communities	Medium- Long	42
	Policies	Parking Management	Medium	42-44
		TDM Policy in Comprehensive Plan and Zoning	Medium	44-47
Transit Benefit Ordinance		Long	47	
Trip Reduction Ordinance		Long	47-48	
Autonomous Vehicle Resolution		Medium	48	





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63

63

EMPLOYER-BASED TDM STRATEGIES

Employer-based TDM strategies help to reduce traffic congestion to and from the Fort Washington Office Park by providing employers with tools and resources to promote and encourage the use of alternative modes of transportation amongst their employees. Employer-based strategies are critical to the success of TDM, as employers have the most access and influence on commuters traveling to their work place.

	STRATEGY	RECOMMENDATION	TIME FRAME	PAGE
EMPLOYER	Partnership and Coordination	Participate in Fort Washington Office Park TDM Coalition	Short	50-51
		Collaborate with SEPTA	Short-Medium	51-52
		Partner with local TMA	Short	52
	Employee Commute Data Analysis and Reporting	Commuter surveys	Short	53-54
		Reports	Medium-Long	54
	Parking Management	Car Share	Short	55
		Ridesharing	Short-Medium	55-57
		Shuttle Services	Medium-Long	57-59
	Pedestrian and Bicycle Improvements	On-site Pedestrian Features	Medium-Long	59-60
		On-site Bicycle Features	Medium-Long	60-61
		Bike Sharing	Long	61-62
	Employee Incentives	Non-monetary Incentives	Short-Medium	63
		Financial Incentives	Medium-Long	63-64
	Marketing and Education	Transportation Demand Management Coordinator(s)	Short	65
		Internal Online Resource	Short	65-66
Other Information Dissemination Strategies		Short	67	
Commuter Events		Short	67-69	
Site Specific TDM Plan	Site Specific TDM Plan	Long	69	





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64

64

PROPERTY-OWNER BASED TDM STRATEGIES

	STRATEGY	RECOMMENDATION	TIME FRAME	PAGE
PROPERTY OWNER	Partnership and Coordination	Fort Washington Office Park TDM Coalition	Short	71
		Collaboration with Tenants	Short	72
		Partnership with SEPTA	Short	72-73
		Partnership with TMA	Short	73
	Parking Management	Car Sharing	Short	74
		Ridesharing	Medium-Long	74
		Shuttle Services	Medium-Long	74-76
	Pedestrian and Bicycle Improvements	Pedestrian Features	Medium-Long	77
		Bicycle Features	Medium-Long	77-79
		Bike Sharing	Long	79-80
		Public Transit	Long	80
	Tenants Incentives	Financial and Non-Financial Incentives	Medium-Long	80
	Aesthetics	Human Scale Design	Short	81
		Branding and Signage	Short	81-82

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65

THANK YOU!
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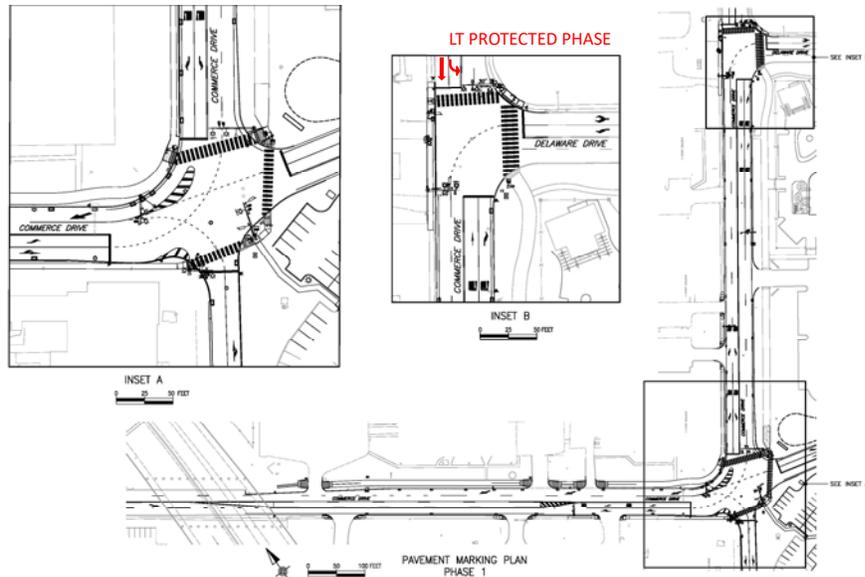

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66

What Additional Improvements are Recommended?

67

Recommendation – Commerce Drive



68

Dresher Triangle Area



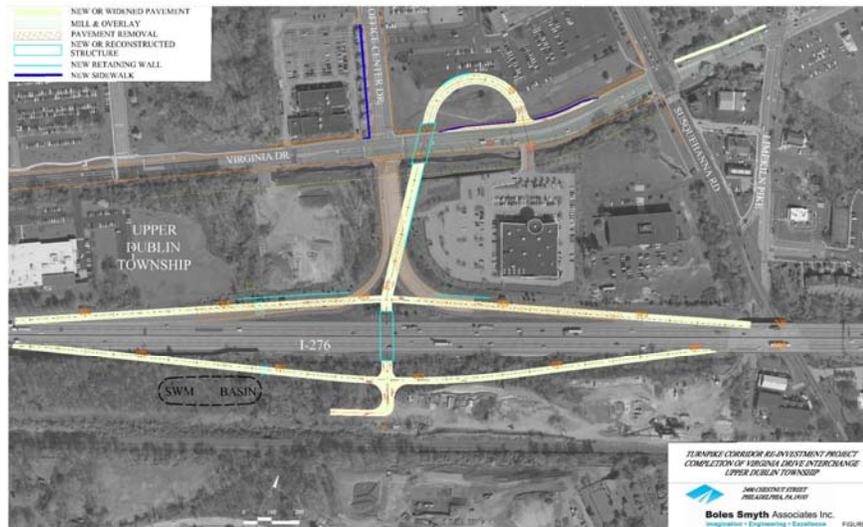
69

Dreshertown Road – Phase 2 (Cross County Trail)



70

Completion of Virginia Drive Slip Ramp



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71

71

Next Steps

REGULAR UPDATES

- FREQUENCY TO BE DETERMINED

HOW TO STAY PRO-ACTIVE

- STAYING IN FRONT OF GROWTH TO REMAIN SUCCESSFUL
- DEVELOP A PRIORITIZED LIST OF CAPITAL IMPROVEMENT PROJECTS

HOW TO FUND

- THROUGH LAND DEVELOPMENT PROCESS
- LEVERAGING DOLLARS AS LOCAL MATCH COMMITMENTS FOR GRANT FUNDING
- COORDINATING WITH PENNDOT & PA TURNPIKE COMMISSION
- COORDINATING WITH ELECTED OFFICIALS FOR SUPPORT OF THE PROGRAM

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72

72

Thank You!

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