

Philadelphia Vision Zero Capital Plan Implementation Project

Safe Streets and Roads for All (SS4A)

Funding Opportunity: DOT-SS4A-FY22-01

Funding Opportunity Title: Safe Streets and Roads for All Discretionary Grant Program

Location: Philadelphia, Pennsylvania

Area Type: Urban

Amount Requested: \$30,000,000

September 15, 2022



City of
Philadelphia

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CITY OF PHILADELPHIA





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Key Information Table

City of Philadelphia
Philadelphia Vision Zero Capital Plan Implementation Project
2022 SS4A Grant Program
September 15, 2022

KEY INFORMATION TABLE

Item	Response
Application Name	Philadelphia Vision Zero Capital Plan Implementation
Lead Applicant	City of Philadelphia
If Multijurisdictional, additional eligible entities jointly applying	Not applicable
Roadway safety responsibility	Ownership and/or maintenance responsibilities over a roadway network Safety responsibilities that affect roadways
Population in Underserved Communities	1,049,003
States(s) in which activities are located	Pennsylvania
Costs by State	\$37,500,000
Funds to Underserved Communities	\$34,645,953
Cost total for eligible activity (A) supplemental action plan activities in support of an existing Action Plan	\$700,000
Cost total for eligible activity (B) conducting planning, design, and development activities for projects and strategies identified in an Action Plan	\$7,561,000
Cost total for eligible activity (C) carrying out projects and strategies identified in an Action Plan	\$29,239,000
Action Plan or Established Plan Link	http://visionzerophl.com/uploads/attachments/ckhnt3jvf042cx4d6x9nperbc-visionzeroactionplan2025-2020-11-17-print-compressed.pdf



Narrative

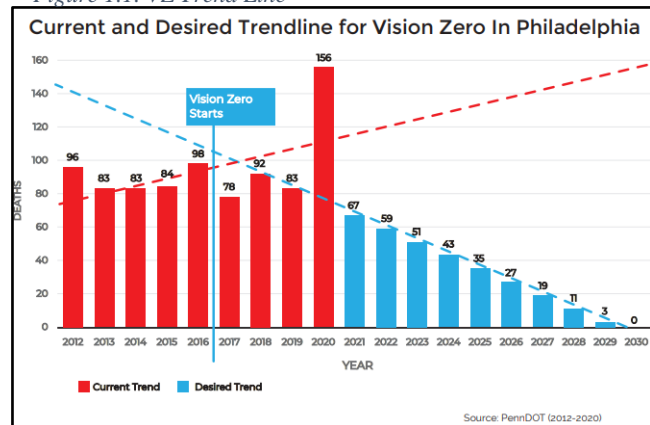
City of Philadelphia
Philadelphia Vision Zero Capital Plan Implementation Project
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SECTION 1. OVERVIEW

The City of Philadelphia is requesting \$30 million in FY 2022 Safe Streets and Roads for All (SS4A) Implementation Grant funding from the United States Department of Transportation (US DOT) for the **Philadelphia Vision Zero (VZ) Capital Plan Implementation Project**. Funding from US DOT will allow the Philadelphia Vision Zero Task Force, in partnership with Temple University, to implement critically needed transportation safety improvements along key corridors located in historically disadvantaged communities and areas of persistent poverty. In addition to advancing the City's [VZ](#) goal to end fatal crashes by 2030, the proposed project builds on US DOT's "Safe System Approach" which looks beyond individual crashes and behavior and addresses risks on a system-wide level through safe road design, safe vehicles and promoting safe and healthy modes of transportation like walking, biking and taking transit.

Philadelphia has one of the highest rates of traffic fatalities in the country. In 2020, 156 people died from traffic crashes across the entire City. This is an **82 percent increase** from the previous five years, highlighting the importance of completing this project. An award from US DOT will allow the City to implement transportation safety improvements along key corridors located in Historically Disadvantaged Communities and Areas of Persistent Poverty. The application focuses on corridors listed on the City's [High Injury Network](#) which identifies the most dangerous roads in Philadelphia and draws upon the City's [VZ Action Plan](#) and [VZ Capital Plan](#).

Figure 1.1. VZ Trend Line



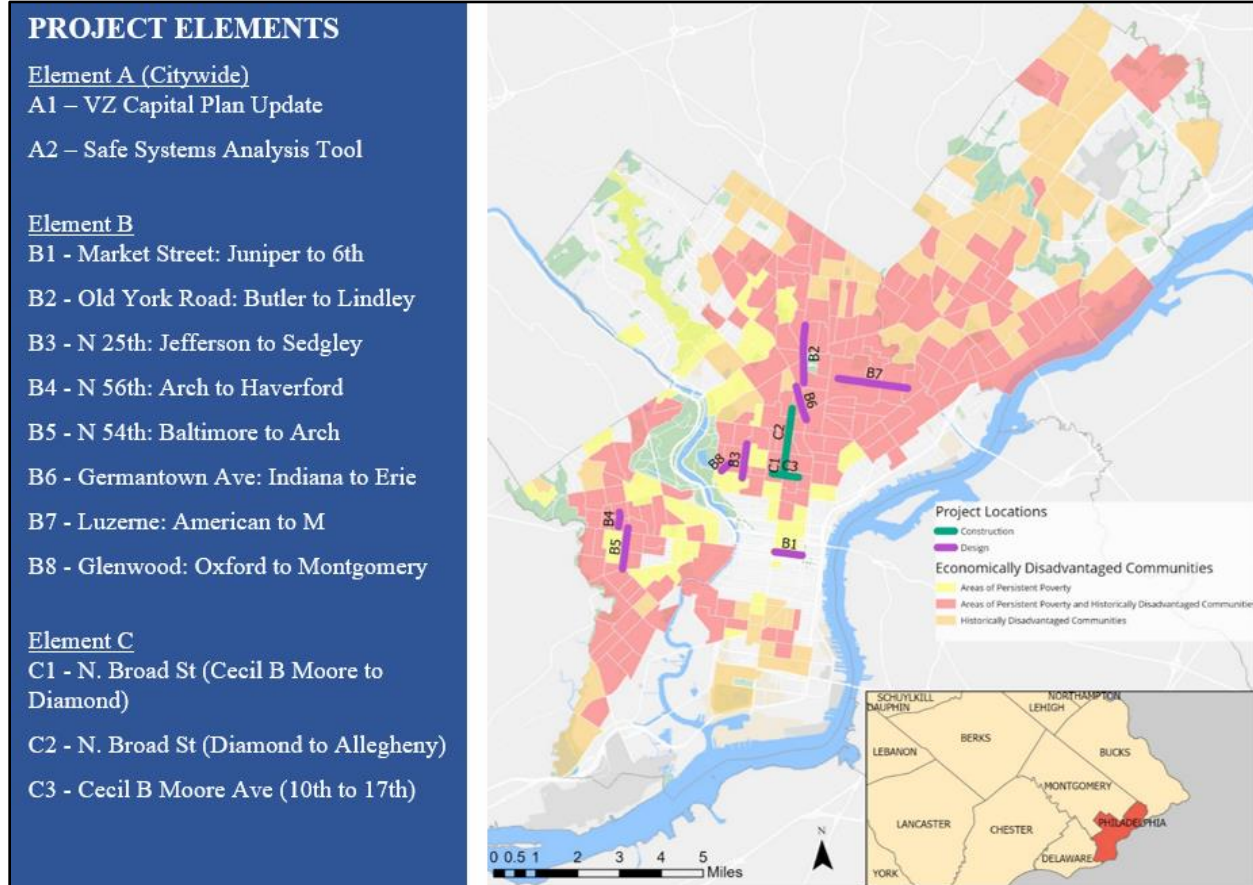
Specific **construction improvements are located along North Broad Street from Cecil B. Moore Avenue to Allegheny Avenue and Cecil B. Moore Avenue from 10th Street to 17th Street**. Temple University is contributing \$2.8 million to the project and will actively support portions of the project that coincide with their campus. Construction improvements will focus on systematically applying multiple proven safety countermeasures at intersections and other vulnerable areas. These improvements will include raised medians and pedestrian refuge islands, raised pedestrian crossings, roadway and intersection modifications, traffic signal improvements, speed management measures, corridor access management strategies, and other transportation infrastructure upgrades. The application will also advance **engineering and design on approximately eight priority corridors**, fund supplemental planning activities related to **updating the VZ Capital Plan** and develop a **Safe Systems Analysis Tool** to guide future investments related to traffic safety improvements.

These corridors represent an opportunity to address racial inequities resulting from inadequate infrastructure investment. Nearly all project locations are in US DOT designated Economically Disadvantaged Areas and are disproportionately impacted by traffic crashes. Low-income residents, as well as communities of color, have borne the brunt of deficient infrastructure for far too long. The SS4A project will help remedy these disparities. It will direct long-overdue infrastructure investments to historically disadvantaged neighborhoods while improving traffic safety, removing barriers to opportunity, combating climate change, and improving the quality of life in Philadelphia.

SECTION 2. LOCATION

The Philadelphia VZ Capital Plan Implementation Project is located within the City of Philadelphia, PA, Urbanized Area (UZA) in Congressional Districts PA-02, PA-03, and PA-05. The Philadelphia UZA is the fifth largest UZA in the nation and had a 2010 Decennial Census population of 5,441,567. The full land area of the UZA occupies 1,981 square miles across four states. The City of Philadelphia had a population of 1,526,006 in 2010, which grew by 5 percent, to 1,603,797, in 2020.

Figure 2.1. Project Location Map



Nearly **1.2 million Philadelphians**, approximately **76 percent** of the City's total population, live in economically disadvantaged Census tracts designated by US DOT as Historically Disadvantaged Communities, Areas of Persistent Poverty, or both. Philadelphia's share of residents living in underserved Census tracts is also disproportionately high compared to Pennsylvania. Out of the approximately 3.4 million Pennsylvanians living in underserved Census tracts, **36 percent live in Philadelphia**. For reference, Philadelphia accounts for only 12 percent of Pennsylvania's population.

Equitable investment is central to the Philadelphia VZ Capital Plan Implementation Project. All geographically based activities are located in underserved areas designated by US DOT as Historically Disadvantaged Communities (HDC), Areas of Persistent Poverty (APP), or both. Each activity's locations and associated census tracts are included in Appendix G.

SECTION 3. SELECTION CRITERIA

3.1 SAFETY IMPACT

All SS4A-funded planning, design, or construction corridors are located on the City's High Injury Network (HIN). Furthermore, these locations are directly tied to the City's VZ Action Plan, the City's VZ Capital Plan, or both. Between 2017 and 2021, approximately **1,189 reported crashes** occurred on project corridors involving over 3,000 people. Approximately **80 crashes involved serious or fatal injuries**, including **19 fatalities**. The data indicates **over 330 pedestrians and bicyclists** were involved in crashes. Twenty-four pedestrians and bicyclists were severely injured, three bicyclists were killed, and six pedestrians were killed. The SS4A project locations need substantial traffic safety upgrades to prevent future crashes. A crash data summary for all project locations is provided in Table 3.1.

Table 3.1. Crash Data Summary (2017-2021)

Component	Crash Rate by Route Length	Total KSI* Crashes	KSI Crash Rate by Route Length	Total Ped Crashes	Total Bike Crashes
Element A – Supplemental Planning					
Citywide	3.11	2,240	0.14	168	22
Element B – Pre-Construction Activities					
B.1. E Market St	26.15	9	2.43	45	7
B.2. Old York Rd	20.50	10	1.16	32	4
B.3. N 25th St	9.55	1	0.24	9	2
B.4. N 56th St	9.21	0	0.00	6	0
B.5. N 54th St	12.56	3	0.41	11	0
B.6. Germantown Ave	18.33	1	0.24	18	2
B.7. Luzerne Ave	11.84	9	0.72	9	2
B.8. Glenwood Ave	2.20	0	0.00	0	0
Element C – Construction Activities					
C.1. N Broad St (Cecil B. Moore to Diamond St)	83.04	12	5.73	37	17
C.2. N Broad St (Diamond St to Allegheny Ave)	62.61	31	4.91	81	18
C.3. Cecil B Moore Ave (10 th St to 17 th St)	39.00	4	1.27	24	5

*Killed or Seriously Injured (KSI)

Safety Problem Descriptions

Element A – Supplemental Planning: Complimentary studies and additional planning analysis are needed to advance key VZ goals. The City released its first VZ [Capital Plan](#) in November 2020 in conjunction with the release of the City's second VZ Action Plan, which updated the original 2017 VZ Action Plan. The City of Philadelphia 2020 VZ Capital Plan highlighted priority corridors and has served as a guide for traffic safety improvements over the past two years. To continue to be an effective guide for traffic safety investments, this plan must be updated to account for progress on projects, current crash data, and changing traffic patterns. Out of the original 20 priority locations identified in the first plan, six have advanced to the planning and design phase or to construction. The City is currently in discussions with PennDOT to determine constructability, timelines and project implementation responsibility for the remaining 14 priority locations. An **updated VZ Capital Plan** will allow the City to create a current list of priority intersections and corridors for safety improvements the next five years. The Capital Plan update will include detailed crash analysis tied to specific locations, conceptual design and engineering, engagement, and preliminary cost estimates.

The City will also use supplemental planning funds to develop a **Safe Systems Analysis Tool** to identify high-risk roadway characteristics that correlate with crashes. In the 2020 VZ Action Plan, the City of Philadelphia adopts a Safe System framework, a proactive, systemic approach to planning and project prioritization. The **Safe Systems Analysis Tool** will enhance the City’s ability to identify and address high-risk characteristics of roadways and intersections proactively. While agencies regularly use crash history data to identify locations with high crash frequency, this is a reactive approach that relies on data from severe crashes that are widely dispersed in terms of location and time. The Safe Systems Analysis Tool will include the development of a comprehensive database of roadway characteristics and correlate that database with past crashes and safety studies. This will allow for proactive interventions by predicting potential high crash risk hotspots. The final product will result in a proactive approach that optimizes the prioritization of project locations for upcoming infrastructure investment opportunities.

Element B – Engineering and Design Challenges: The City has a substantial backlog of priority corridors that need funding for design and engineering. SS4A funds will allow the City to advance key HIN corridor projects from the planning phase through final design. The corridors listed in Element B represent tentative locations. Each road segment is included on the HIN. However, the City may adjust locations if future analysis indicates higher traffic safety needs along other HIN corridors. The City is committed to advancing planning, design, and development activities along East Market Street from Juniper to 6th Street. East Market is the fifth most dangerous pedestrian corridor in the City according to the Safer Street Priority Finder tool¹ and is included in the City’s VZ Capital Plan. Over 45 pedestrians were involved in crashes on this segment of Market St from 2017 to 2021, including five who were seriously injured. [Pedestrian Safety Action Plan](#).

Element C Corridor Safety Problem Descriptions: Key safety problems on each construction corridor are described below. Each graphic provides context and explains the significance of each construction location.

Element C.1 – N Broad St: Cecil B Moore Ave to Diamond St

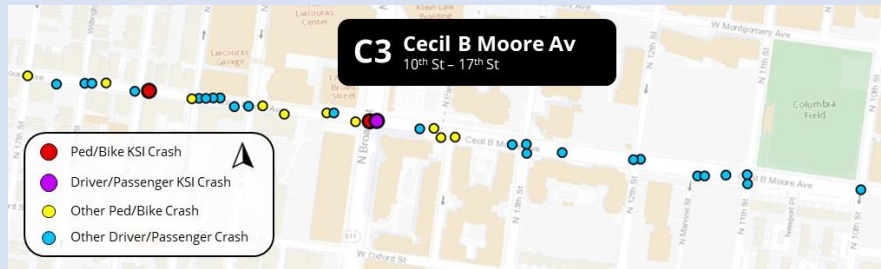
Corridor Context and Significance: N. Broad St. is a multilane arterial street that serves as one of the City’s primary north-south roadways. This section of Broad Street serves as a transit nexus and is the heart of Temple University’s campus. This half mile long segment is densely developed and active with students, staff and nearby and is one of the City’s highest traffic safety priorities. Between 2017 and 2021, approximately 174 reported crashes occurred between Cecil B. Moore Ave and Diamond St involving over 471 people. Approximately 12 crashes involved serious or fatal injuries, including one fatality. 37 crashes involved pedestrians and 17 involved bicyclists. This segment experiences one of the highest rates of crashes with over 83 crashes per mile per year.

Element C.2 – N Broad St: Diamond St to Allegheny Ave



Corridor Context and Significance: Similar to the Cecil B Moore Ave. to Diamond segment, this portion of N. St. Broad St. is a multilane arterial street that serves as one of the City’s primary north-south roadways. This mile long segment is densely developed commercial and transportation corridor, and is one of the City’s highest traffic safety priorities. Between 2017 and 2021, 370 reported crashes occurred between Diamond St and Allegheny Ave involving over 925 people. Approximately 31 crashes involved serious or fatal injuries, including 12 fatalities. 81 crashes involved pedestrians and 18 involved bicyclists. This segment experiences one of the highest rates of crashes with over 62 crashes per mile per year.

Corridor Specific Challenges – Cecil B. Moore Ave (10th St to 17th St)



Corridor Context and Significance: Cecil B Moore Ave is an east-west arterial in North Philadelphia traversing the southern end of Temple University’s campus. The western portion is two travel lanes and most of the eastern portion of the segment comprises of two travel lanes with a center turn lane. This half mile segment features high pedestrian activity due to numerous retail shops, restaurants, and campus facilities which makes pedestrians particularly vulnerable. This is one of the City’s highest traffic safety priorities. Between 2017 and 2021, approximately 123 reported crashes occurred between 10th St and 17th St involving over 314 people. Approximately 12 crashes involved serious or fatal injuries, including one fatality. 24 crashes involved pedestrians and 5 involved bicyclists. This segment experiences one of the highest rates of crashes with over 39 crashes per mile per year.

Safety Impact Assessment

The City will implement a range of high-impact traffic safety countermeasures to improve safety for all roadway users. Many of the proposed treatments use Federal Highway Administration (FHWA)’s proven safety countermeasures. City engineers and planners familiar with implementing road safety solutions reviewed these proven countermeasures for appropriateness at each location. In addition, each corridor has been reviewed and assessed by the City’s transportation engineering and planning teams. The countermeasures identified below will be incorporated into Element B and Element C. Expected outcomes include:

Systemic application of multiple proven countermeasures at intersections and other vulnerable areas. The City will deploy multiple countermeasures across a wide geographic area at high crash risk and vulnerable intersections. This approach will feature a range of low-cost treatments such as improved signage, enhanced pavement markings, flexible delineator posts, and lower speed limits as well as more substantial traffic safety upgrades such as pedestrian refuge islands, curb modifications and raised

pedestrian crossings. The City has experienced tremendous success in implementing this approach in other Philadelphia locations through the VZ program. This approach is highly cost-effective and can substantially reduce fatal and injury crashes.

Pedestrian refuge islands and center medians. The City will construct raised medians and pedestrian refuge islands along N. Broad Street. Medians and pedestrian islands improve safety by allowing pedestrians to cross one direction of traffic at a time. Pedestrians can safely wait within the median before completing their crossing. A pedestrian crossing island can reduce pedestrian crashes by 56%.ⁱⁱ

Pedestrian visibility enhancements. The project will construct raised crosswalks at five intersections on N. Broad Street. Raised crosswalks, which are often placed in campus settings and other high pedestrian traffic areas, are ramped speed tables spanning the width of the roadway and improve pedestrian visibility and slow driving speeds. Raised crosswalks can reduce pedestrian crashes by 45 percent.ⁱⁱⁱ

Upgrading signals with leading pedestrian intervals and signal backplates with retroreflective borders. To better protect pedestrians, the City will ensure upgraded walk signals are timed at appropriate locations so pedestrians enter an intersection three to seven seconds before vehicles. This improves pedestrian visibility, especially those who may have slower mobility. This simple measure can reduce pedestrian crashes by 60 percent.^{iv} Incorporating retroreflective backplates will also improve motorists' traffic signal visibility by adding a contrast background and further improve the signal's appearance. This leads to a 15 percent crash reduction.^v

Curb extensions and corner bumpouts: The City will construct corner bumpouts at appropriate locations to improve pedestrian safety. Corner bumpouts decrease the overall width of the roadway, increase the overall visibility of pedestrians, tighten intersection curb radii, and encourage slower turning speeds. Curb extensions will also help support transit access because they improve bus travel times by reducing the time a bus takes to merge with traffic after boarding. Bus bulbs also help to prevent motorists from double parking in the bus stop.

Implementation Costs

Detailed descriptions of implementation costs are included in the Budget Section of the application in Appendix E. A detailed budget highlighting all costs for each element is included.

3.2 EQUITY, ENGAGEMENT, AND COLLABORATION

As described in Section 2, the improvements focus on underserved areas. Over 90% of the total project costs are located in HDC Census tracts and the remaining census tracts are primarily in APP Census Tracts. This targeted approach will ensure equitable investment is directed to underserved communities to prevent roadway fatalities and serious injuries. The City's equity approach for VZ is detailed on Page 24 of the [VZ Action Plan](#). Visit www.phila.gov/otis to learn more about outreach efforts on current initiatives and [projects](#).

The proposed improvements are rooted in extensive engagement occurring over the past five plus years. Proposed solutions are based on discussions and public input received through a series of engagement efforts. We recognize that equitably planning for VZ means community partnerships and dialogue are essential. A fundamental principle of [CONNECT: Philadelphia's Strategic Transportation Plan](#) is that residents should have a say in the infrastructure decisions that affect their lives. Just as physical improvements to transportation infrastructure should be long lasting and sustained, community engagement should also build relationships. Multilingual community engagement, as well as in person, online, and postal mail methods aim to ensure that information about transportation safety is accessible to all members of the community. When the City and our partners plan transportation design or programming changes, we commit to transparent processes grounded in community dignity.

3.3 EFFECTIVE PRACTICES AND STRATEGIES

The **Philadelphia VZ Capital Plan Implementation Project** is rooted in the safe systems approach, which is now foundational to the City's latest VZ Action Plan (see page 26 of the [Action Plan](#) for more details). This approach to transportation safety looks beyond the immediate conditions of a crash and focuses across connected systems to prevent all fatal crashes. In comparison to a traditional approach that designs roadway environments to function best when users follow precise rules, a safe system approach accounts for human error. In addition, a safe system promotes the safest and healthiest options for people to get around, such as taking transit, walking, or biking.

Philadelphia's VZ Action Plan aligns with all five elements identified in US DOT's [National Roadway Safety Strategy and is guided by the City's goal for transportation equity](#) which ensures traffic safety investments are going to the neighborhoods that need them the most. The elements that are most relevant to this application are detailed below.

Safer Roads - Changing the form and function of Philadelphia's streets is one of the most effective ways to prevent crashes that kill and seriously injury people. Streets should invite and guide safe operating behaviors. The physical features of a road should clearly indicate to people how to behave. Different road features can be incorporated to provide separated spaces for different types of roadway users - people driving, people taking transit, people walking or rolling, people bicycling. In turn, these separated spaces slow speeds generally and they reduce the likelihood of crash conflicts between different users. The proposed improvements are designed to accomplish this. The planned construction improvements, identified in Section 3.1, will offer layers of protection and redundancy to prevent crashes and mitigate harm when they occur.

Safer Speeds – To reduce traffic fatalities, it is necessary to manage speeds. Vehicle speed increases both the likelihood of a crash, as well as the severity of the crash. In Philadelphia, approximately 36% of the city's traffic-related deaths result from aggressive driving, including speeding and failure to yield. The traffic safety improvements featured in Element C include treatments that are designed to slow vehicle speeds. These treatments specifically include raised setting crosswalks, setting appropriate speed limits to reduce the significant risks drivers impose on others—especially vulnerable road user, and implementing signal progression to support 25 mph or slower speed limits along subject corridors. Slowing traffic speeds is also a core focus on the Safe Systems Tool identified in Section 3.1. The tool will identify and prioritize high-risk crash locations in the City. Traffic speed will be a key factor in identifying high-risk locations and will help steer future traffic safety investments to vulnerable intersections and corridors.

3.4 CLIMATE CHANGE AND SUSTAINABILITY, AND ECONOMIC COMPETITIVENESS

This project will help advance climate change, sustainability, and economic competitiveness by reducing vehicle related pollution, expanding workforce opportunities for historically underrepresented groups, and improving multimodal access and affordable transportation options.

Reduction in Air Emissions

According to the U.S. Environmental Protection Agency, the Philadelphia region is an area that is in non-attainment for National Ambient Air Quality Standards, including one-hour ozone and carbon monoxide, which are common vehicle pollutants. Transportation is responsible for 17

percent of carbon pollution in Philadelphia, the second largest source, underscoring the importance of taking steps today to ensure our transportation system is low-carbon and resilient. The project will promote low-carbon travel modes, especially active transportation. Reducing automobile use will reduce vehicle miles traveled in vehicles burning fossil fuels and have the immediate effect of removing point source pollution from tailpipe emissions while improving local air quality in this pedestrian-rich environment. The reduced VMTs and the associated reduction in fuel usage will reduce the emissions several air pollutants, including nitrogen oxide, nitrous oxide, volatile organic compounds, carbon dioxide, and particulate matter. This will help advance the President Biden's greenhouse gas reduction, climate resilience, and environmental justice commitments.

Workforce opportunities for historically underrepresented groups: The City will use an “On-the-Job” Training Program (OJT) to provide training opportunities for underserved and disadvantaged community members. Using this workforce strategy will result in creating or expanding high-quality, good-paying jobs. Once a trainee has completed training, they have the potential to advance towards journey-level status in highway construction trades, including, but not limited to laborer, cement mason, electrician, equipment operator, ironworker, and painter. After completing the OJT program, participants are provided support services through PennDOT's Bureau of Equal Opportunity OJT. The supportive services assist OJT participants in securing apprenticeships and full employment in highway construction trades. The City is committed to incorporating OJT in constructing the improvements. The total number of trainee hours available in the project will depend on the final construction budget. However, the City anticipates offering 3,000 to 5,000 hours of work for OJT participants throughout the project's life.

The City is also committed to diversity and incorporating disadvantaged business enterprises throughout the project's life. Each year, the City aims to reach 35 percent participation from minority, women, and disabled-owned enterprises (M/W/DSBEs) on its contracts. The City's Office of Economic Opportunity, Department of Procurement, and Department of Commerce help achieve this goal by maintaining a registry and database for certified disadvantaged businesses and communicating upcoming contract opportunities to that network. The registry publicly available and is regularly utilized by project managers to reach a more diverse pool of candidates. This process creates opportunities for diverse companies while advancing the City's diversity hiring goals.

Improve multimodal transportation and affordable transportation options: The proposed improvements will support all modes of transportation, including transit, walking, and biking. All Element C locations correspond with key transit corridors. For example, N. Broad Street is one of the busiest transit corridors in the City and offers access to the Broad Street Subway Line, which carries over daily 100,000 (pre-pandemic), as well as numerous bus routes. Four BSL stations are located within the N. Broad Street portion of the project along with bus service. One high ridership bus route, Route 33, operates on Cecil B. Moore. The daily average ridership is over 11,000. To better accommodate transit users, bus facilities will be upgraded, bus bulb-outs will be installed, and bus boarding islands will be constructed. The project also features new bike facilities, improved pedestrian infrastructure, and safer crossings.

SECTION 4. PROJECT READINESS

The City understands the statutory deadlines for SS4A funds. We are prepared to execute a grant agreement with USDOT within one year of award announcements and will ensure all funds are

expended within five years after the grant agreement is executed. Final design will occur between 2024 and 2026. Construction will begin in 2026. The project will be completed in 2028.

4.1 PROJECT PARTIES

The Philadelphia VZ Capital Plan Implementation Project exemplifies a coordinated effort by the City of Philadelphia and community stakeholders involved in implementing the project.

Table 4.1 Project Partners

PROJECT PARTNERS	
Grant Applicants	
<p>City of Philadelphia - The City of Philadelphia’s Department of Streets will lead the project. The Department of Streets is responsible for the operation and maintenance of the City’s transportation systems, including roads, bridges, and other roadway structures; signals; transit; traffic control; and right-of-way permitting.</p>	
Key Partners (Match Contribution)	
<p>Temple University - Temple University is a key partner in the application and has committed \$2.8 million in match funding to the project.</p>	
Key Partners (Implementation)	
<p>Pennsylvania Department of Transportation (PennDOT) - The City has engaged PennDOT in the conceptual development of the project. PennDOT has expressed support for the proposed improvements. The City has a close working relationship with PennDOT and looks forward to collaborating with the Department throughout the life of the project. If awarded, the City will continue coordinating with PennDOT to ensure the proposed project is properly implemented.</p>	
<p>Delaware Valley Regional Planning Commission (DVRPC) - DVRPC serves as the regional metropolitan planning organization. As demonstrated in Appendix D, DVRPC is committed to including the Project in the Metropolitan Transportation Improvement Program (TIP) by the time of obligation of the award.</p>	
Other Regional and Local Partners of the Planning Process	
<p>Engaged members who will participate during public outreach phases, design phases, and during implementation.</p>	
Senator Bob Casey, Jr.	Pennsylvania 197th House District, Representative
Pennsylvania 2 nd District, Congressman Brendan Boyle	Danilo Burgos
Pennsylvania 3 rd District, Congressman Dwight Evans	The North Broad Renaissance
	Harvard John F. Kennedy School of Government

4.2 PROJECT SCHEDULE

The City is well-positioned to meet the schedule requirements of SS4A grant funding. Schedules vary by element, but all will be completed within the 5-year expenditure deadline. A schedule for each element is provided below.

Element A & Element B: Element A (Supplemental Action Plan Activities) activities are scheduled to be completed within two years of award notification. Element B activities, which include design and engineering for eight HIN corridors, are scheduled to occur between July 2024 and March 2026. This work will also be completed within two years of the anticipated award announcement.

Table 4.2. Element A - Project Schedule

Milestone	Start	End	Duration (Months)
Grant Award Announcement		March 2023	
Grant obligation (signed grant agreement)		March 2024	
Procurement and NTP	March 2024	June 2024	3
Project Delivery	July 2024	March 2026	21
Expenditure Deadline		March 2028	

Element C - Construction Activities: The City anticipates completing engineering and design for Element C locations in June 2025. This includes NEPA approvals which the City expects to

complete by February 2024. Notice to proceed for construction is scheduled for late 2025 and the project will be completed by February 2028.

Table 4.3. Element C - Project Schedule

Item	Start	End	Duration (Months)
Grant Award Announcement	March 2023		
Community Engagement	Throughout the Life of the Project		
Preliminary Engineering (including NEPA)	March 2023	Feb 2024	12
Grant obligation (signed grant agreement)	March 2024		
Final Design (including PS&E approvals)	March 2024	June 2025	16
Procurement	July 2025	Dec 2025	5
Construction	December 2025	February 2028	27
Expenditure Deadline	March 2028		

4.3 TECHNICAL FEASIBILITY

The City has an excellent history of risk management with decades of experience managing large, complicated, and innovative federally funded transportation projects.

Permits and Fulfillment of Federal, State, and Local Planning Requirements

- *Inclusion in the Delaware Valley Regional Planning Commission's (DVRPC) TIP:* As mentioned above, DVRPC is committed to getting the project components on the regional TIP.
- *NEPA:* This project is located entirely within public right-of-way and presents little environmental risk. The City will begin the National Environmental Policy Act (NEPA) process shortly. The City expects that the project will meet a Categorical Exclusion based on previous local projects of similar size and scope. The preferred alternative for Element C is based on substantial planning and analysis completed by City staff. To date, pre-construction activities have included data collection, analysis, and initial design and engineering.
- *Coordination with PennDOT:* See Table 4.1 above. The City has engaged Pennsylvania Department of Transportation (PennDOT). The City has designated and trained professional staff responsible for federal grant administration and reporting procedures.
- *Consistency with Local and Regional Plans:* A multitude of district, city, and regional plans have laid the groundwork for the Project and support its vision. They include [City of Philadelphia, Philadelphia2035 - Citywide Vision Comprehensive Plan \(2011\)](#), [City of Philadelphia, Connection: Philadelphia's Strategic Transportation Plan \(2019\)](#), [City of Philadelphia, VZ Action Plan 2025 \(2020\)](#), [City of Philadelphia: VZ Capital Plan 2025 \(2020\)](#), [DVRPC, Connections 2050, Plan for Greater Philadelphia \(2022\)](#)
- *Federal Transportation Requirements Affecting State and Local Planning:* The City does not anticipate issues with federal transportation requirements. There are no anticipated issues with historic preservation or archeological sites along corridors, as these areas are previously disturbed with little environmental risk. The strong public involvement history regarding VZ results in the communities and stakeholders being informed and engaged. No right of-way acquisition will be required for the project.

ⁱ The Safer Streets Priority Finder (SSPF) - <https://www.saferstreetspriorityfinder.com/>

ⁱⁱ https://safety.fhwa.dot.gov/provencountermeasures/ped_medians.cfm

ⁱⁱⁱ https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_RaisedCW2018.pdf

^{iv} https://safety.fhwa.dot.gov/provencountermeasures/lead_ped_int.cfm

^v <https://safety.fhwa.dot.gov/provencountermeasures/backplate.cfm>