



Delaware Valley Freight Planning

2015 Mid-Atlantic Regional Planning Roundtable

DVRPC Office of Freight and Aviation Planning

Delaware Valley Regional Planning Commission



- Designated Metropolitan Planning Organization for the 9 county, bi-state region
- Prepares a long range plan and coordinates transportation funding
- Works collaboratively with the local freight community and neighboring stakeholders

PHILLY FREIGHT FINDER

FREIGHT MAPPING & DATA PLATFORM
FOR THE DELAWARE VALLEY

AVAILABLE AT:
www.dvrpc.org/webmaps/phillyfreightfinder



Why a web map?

- Unique regional tool
- Public access to data
- Improve region-wide data-sharing
- Better identify & justify funding priorities

Application is an integrated system that allows for exploration on various levels, including links to existing reports

What kind of data?

Standard Data

To build consistency in the information about facilities throughout the region

- Name
- Owner
- Operator
- Size
- Municipal Location

Indicators

To better understand the use and role of facilities in the larger regional system

- Capacity
- Activity
- Related Reports

Standard data and indicators establish a framework for creation of performance measures and an improved DVRPC counting program



Trucking/Highways

- Freeways (Interstate + Limited Access)
- Truck Parking
- NHS Connector
- Highway River Crossing

Freight Rail

- Rail Lines (Intermodal + Secondary + Industrial)
- Class 1 Grade Crossing
- Rail Yard
- Intermodal Rail Yard
- Rail River Crossing

Ports/Waterways

- River (Dockware + Schute)
- Anchorage
- Port Terminal

Airports

- Commercial
- Reliever
- Helipoint

Freight Centers

- Mega Center
- Major Center
- Intermediate Center

Pipelines

- Pipeline

Communities

- Freight as a Good Neighbor



For more information contact:

Ted Dahlburg, DVRPC
p. (215) 238-2844
e. tdahlburg@dvrpc.org

Michael Ruane, DVRPC
p. (215) 238-2888
e. mruane@dvrpc.org

Components of MPO Freight Planning

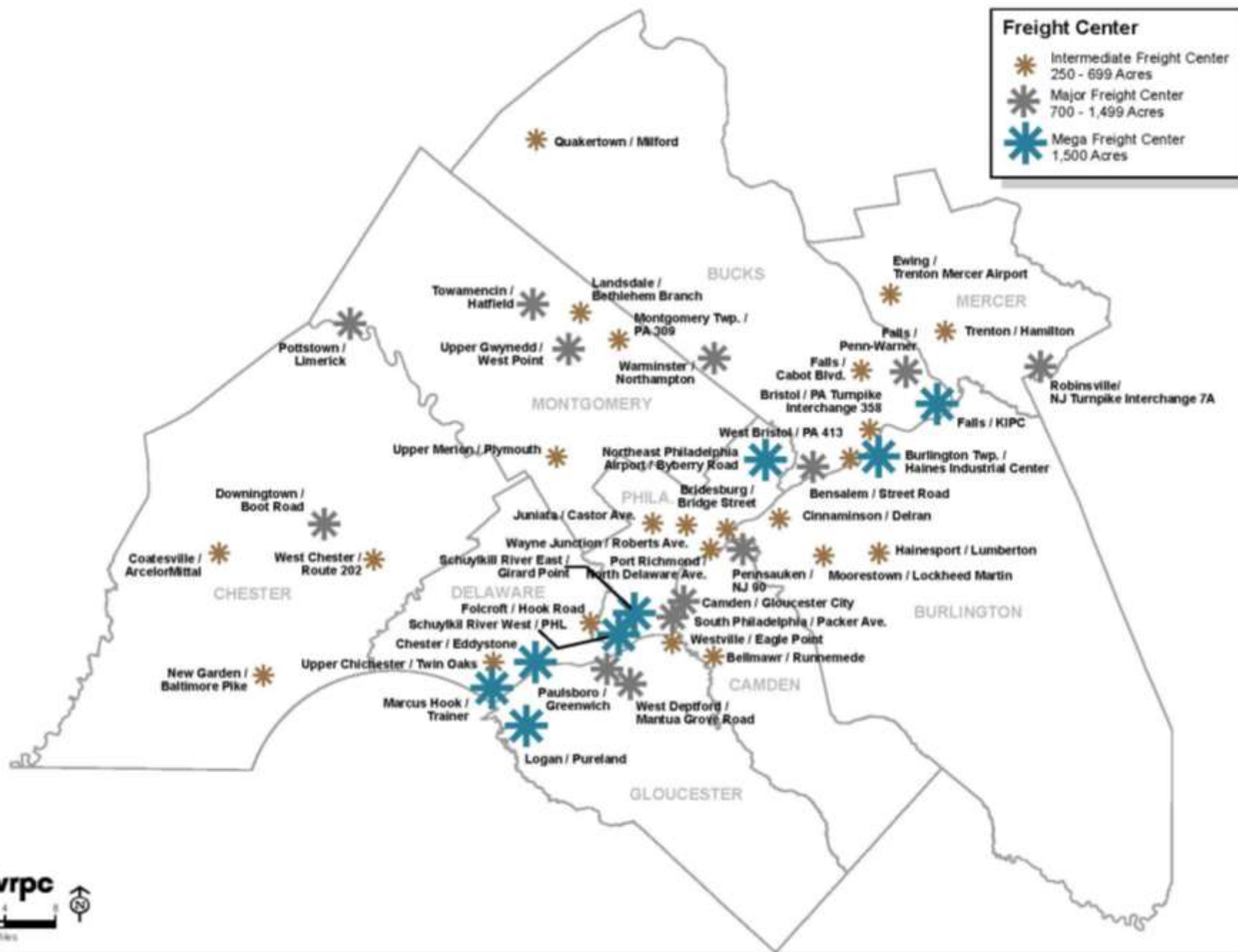
- Careers
- Centers
- Classifications Counts
- Collaboration
- Commerce
- Communication
- Community Concerns
- Complete Streets
- Connectors
- Corridors

Freight Center Land Use Types

- Light Manufacturing
- Heavy Manufacturing
- Distribution
- Transportation
- Utility
- Quarry / Mining



FIGURE 5: DELAWARE VALLEY FREIGHT CENTERS



Major Freight Center: Camden / Gloucester City Waterfront



Land Use Type

- Distribution
- Light Manufacturing
- Heavy Manufacturing
- Transportation
- Quarry / Mining
- Utility



- **Land Use and Business Summary**
 - Transportation
 - Joseph A. Balzano Marine Terminal
 - Broadway Marine Terminal
 - Gloucester Marine Terminal
 - Heavy Manufacturing
 - Georgia Pacific
 - BlueKnight Energy Partners
 - Light Manufacturing
 - Foodstuffs (e.g., pickle and licorice facilities)
 - Scrap Metal (e.g., Camden Iron & Metal)
 - Utility
 - County Regional Wastewater Treatment System
 - Camden County Incinerator
- **Adjacent Land Use and Buffer Zones**
 - Urban residential areas and the Delaware River
- **Interstates and Freeways**
 - I-676 Interchanges #3, #4, and #5A
- **Local / Connector Roadways**
 - Clinton Street, Ferry Avenue, Atlantic Avenue, Morgan Boulevard, Broadway, and Kings Street
- **Rail Access**
 - Bulson Street Running Track and a network of terminal lead tracks



Balzano Blvd

Balzano Marine
Terminal

CAMDEN CITY

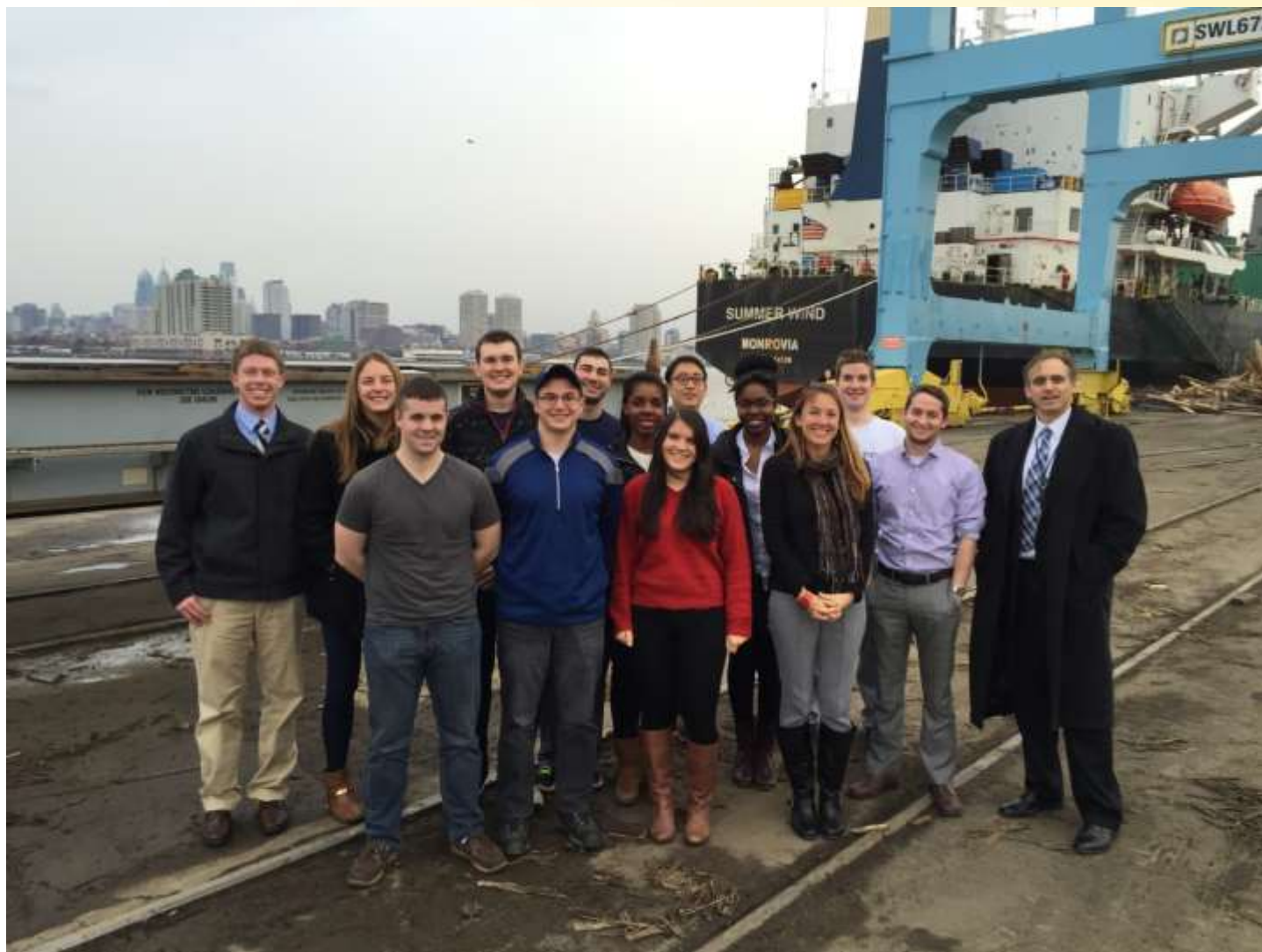
Second Street

Ferry Avenue

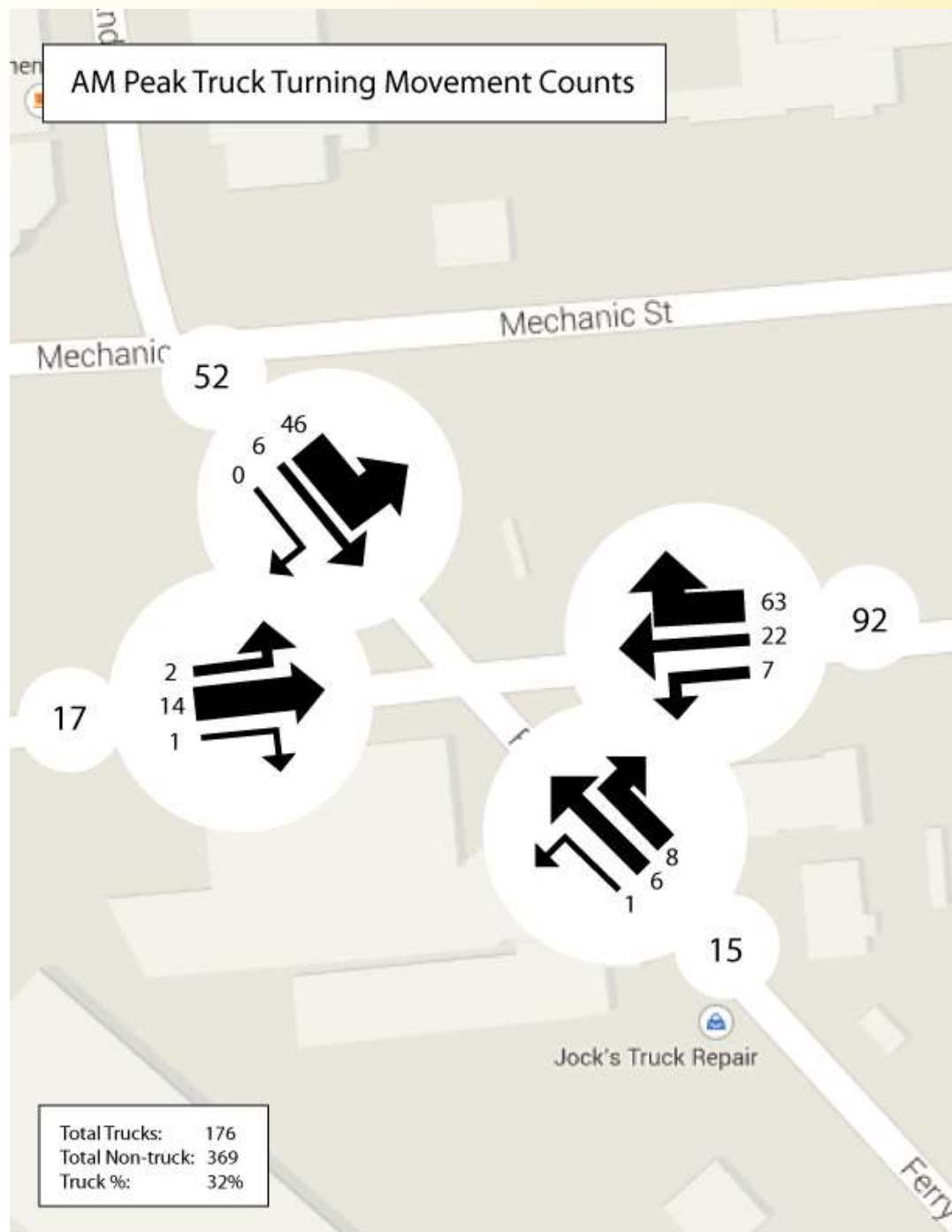
Atlantic Avenue

676

Villanova University Student Support



AM Peak Truck Turning Movement Counts



Total Trucks:	176
Total Non-truck:	369
Truck %:	32%

Mega Freight Center: Haines / Burlington

- **Land Use and Business Summary**
 - Distribution
 - Haines Industrial Center
 - BJ's
 - Subaru
 - Burlington Coat Factory
 - Destination Maternity
 - International Paper
 - Future Planned Development
 - Heavy Manufacturing
 - National Gypsum
 - Two small areas of light manufacturing
 - A utility facility
- **Adjacent Land Use and Buffer Zones**
 - Highways and limited Residential
- **Interstates and Freeways**
 - New Jersey Turnpike
- **Local / Connector Roadways**
 - Neck Road, Daultys Lane, and John Gait Way
- **Rail Access**
 - NJ Transit RiverLine (Conrail has freight trackage rights)



Land Use Type

- | | | |
|--|---|--|
| ■ Distribution Center | ■ Heavy Manufacturing | ■ Quarry / Mining |
| ■ Light Manufacturing | ■ Transportation | ■ Utility |

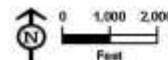


Figure ____

Turning Movement Count Locations



Mega Freight Center:

Marcus Hook / Trainer

• Land Use and Business Summary

- Heavy Manufacturing
 - Marcus Hook Refinery
 - Trainer Refinery
- Light Manufacturing
 - Chichester Business Park
- Transportation
 - Stoney Creek Rail Yard
- Utility
 - Municipal Waste and Waste Water

• Adjacent Land Use and Buffer Zones

- Little buffer between refineries and community

• Interstates and Freeways

- I-95

• Local / Connector Roadways

- US 13, PA 452, Chichester Avenue

• Rail Access

- Chester Secondary owned and operated by Conrail



Land Use Type

- | | | |
|---|---|---|
| Distribution | Heavy Manufacturing | Quarry / Mining |
| Light Manufacturing | Transportation | Utility |



CRUDE OIL IN THE DELAWARE VALLEY



2005

peak of refining
in the region

95%

imported crude

- 1 Nigeria
- 2 Saudi Arabia
- 3 North Sea



**2006
to
2014**

increasing fuel economy
fewer vehicle miles traveled
cheaper domestic crude



2014

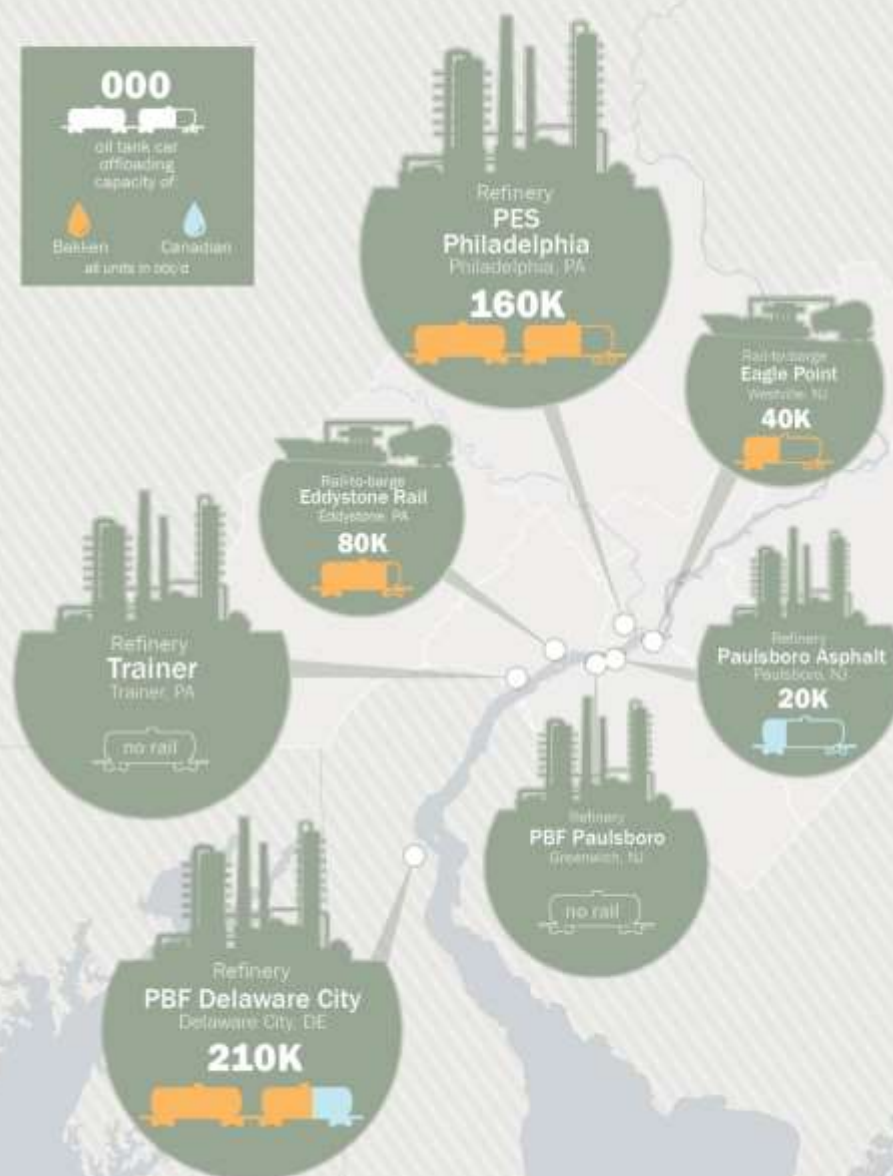
diversified
sourcing

48%

bakken crude

- 1 Bakken
- 2 Africa
- 3 North Sea

Crude by rail terminals



Intermediate Freight Center

Port Richmond / North Delaware Ave.

- **Land Use and Business Summary**

- Manufacturing
 - Primarily Serves Chemical Industry
 - Westway Terminal
 - Kinder Morgan
- Transportation
 - Tioga Marine Terminal
 - Kinder Morgan Chemical
- Utilities
 - PGW, PWD, and PECO

- **Adjacent Land Use and Buffer Zones**

- I-95 serves as buffer
- Port Richmond neighborhood

- **Interstates and Freeways**

- I-95

- **Local / Connector Roadways**

- Allegheny Avenue
- Old Delaware Avenue
- Castor Avenue

- **Rail Access**

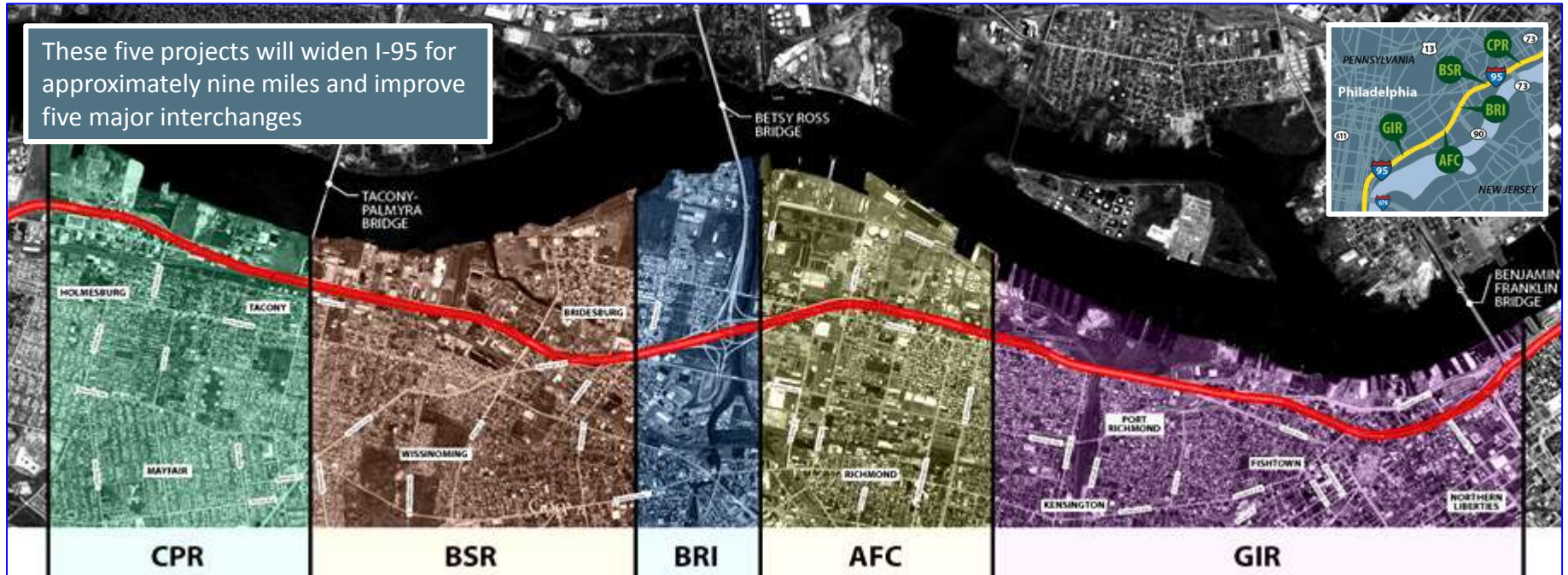
- Richmond Branch- Conrail





I-95 Project Areas

These five projects will widen I-95 for approximately nine miles and improve five major interchanges



Cottman-Princeton Interchange
Reconstruct & widen 1.4 mi, including the Cottman Ave. interchange

Levick St. to Bridge St.
Reconstruct & widen 2.1 mi, including the Bridge St. interchange

Bridge St. to Betsy Ross Bridge
Reconstruct & widen about 1 mi, including the Betsy Ross Bridge interchange

Betsy Ross Bridge to Girard Ave.
Reconstruct & widen 1.5 mi, including reconstruction and reconfiguration of the Allegheny/Castor Ave. interchange

Girard Ave. Interchange
Reconstruct & widen 3 mi, including the Girard Ave. interchange

Railroad Crossing on Delaware Avenue



Major Freight Center: South Philadelphia / Packer Avenue

- **Land Use and Business Summary**
 - Transportation
 - Packer Avenue Marine Terminal
 - Piers 78-80, 82, 84, 96, 98 Annex
 - Greenwich Intermodal Yard
 - Savage Transload
 - Heavy Manufacturing
 - Hyundai Rotum
 - Distribution
 - Food Distribution Center
 - UPS
- **Adjacent Land Use and Buffer Zones**
 - Stadium Complex
 - Navy Yard
 - Big Box Stores
- **Highway Access**
 - I-76 and I-95
- **Local / Connector Roadways**
 - Front Street, Oregon Avenue, Old Delaware Avenue, Columbus Boulevard
- **Rail Access:**
 - CSX, Norfolk Southern, Conrail



Thank You!

