



TIP Actions

Transportation Improvement Program

New Jersey TIP (FY2018-2021)

Pennsylvania TIP (FY2019-2022)

July 2019



I-95: Pavement Preservation Northbound

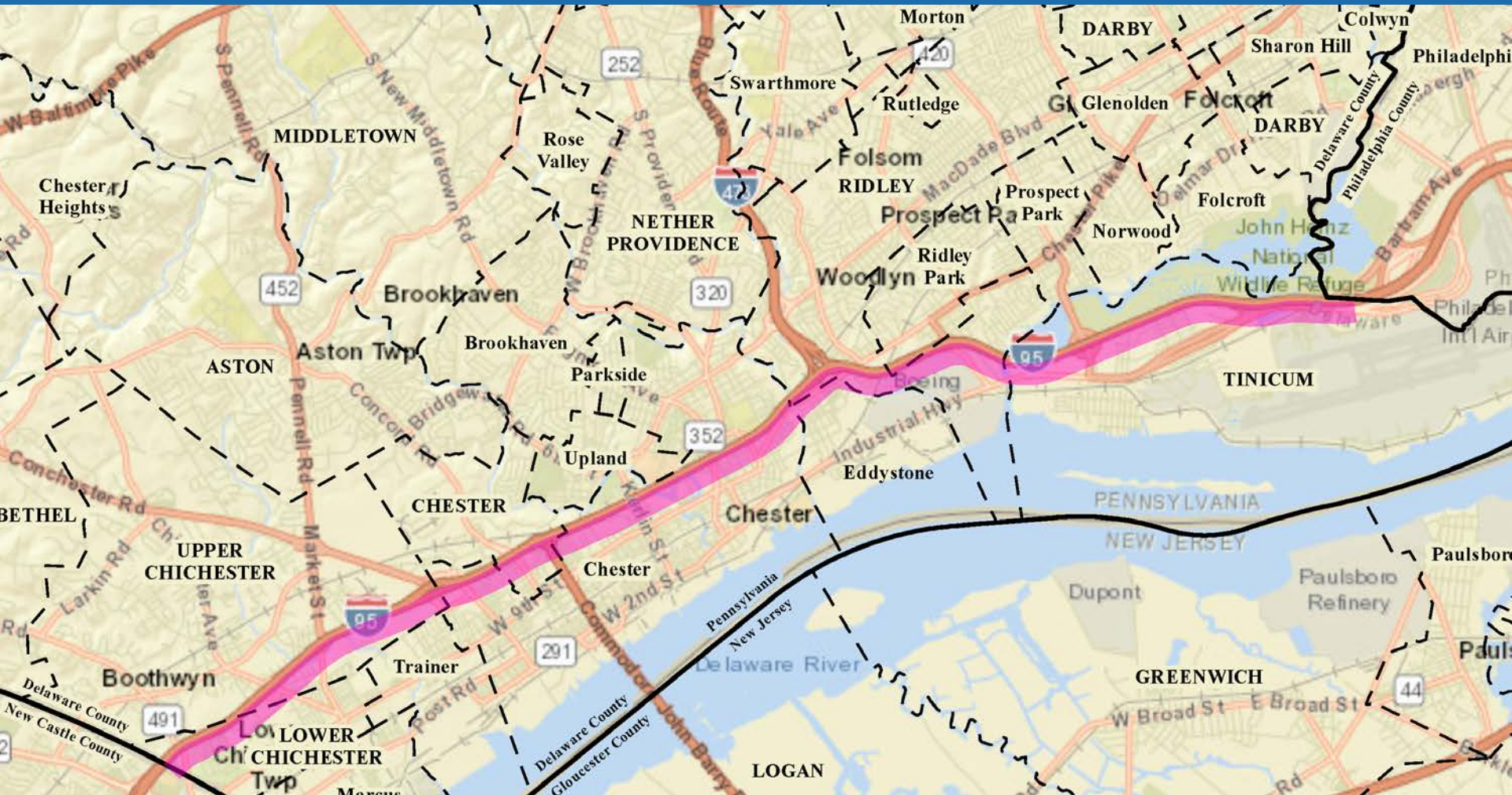
Delaware County I Low Bid Cost Increase



edvrpc

▶ TIP AMENDMENT

- ▶ **ACTION:** Increase CON cost in the regional TIP by \$14.304 million (\$12.872 million NHPP/\$1.432 million State 581) from an overall \$30.457 million to \$44.761 million.
- ▶ **Reason:** Provide for a low-bid cost increase due to complex nature of traffic control, high traffic volume, and roadway's critical state
- ▶ **Background:**
 - Total CON estimate, including low-bid cost increase, is \$75.5 million (\$30.5 million from the IMP).
 - 35 bridges & some culverts within ~9.36 miles of project limits



TIP Action | Proposed – PA



Recommend Board approval of TIP Amendment:

I-95: Pavement Preservation Northbound

Increase CON cost in the regional TIP by

\$14.304 million (\$12.872 million NHPP/\$1.432 million State 581)
from an overall \$30.457 million to \$44.761 million.

Valley Forge Granite Block Restoration

Montgomery County | Add New Project to TIP



▶ TIP AMENDMENT

▶ **ACTION:** Add a new FY20 \$450,000 STU CON funded project to the TIP.

▶ REASON/BACKGROUND:

- Restore an existing granite block roadway surface that can no longer be maintained.
- Located in front of the National Memorial Arch in the Valley Forge National Historic Park, the National Park Service and the Pennsylvania Historical and Museum Commission require the continued use of granite block for this section of Gulph Road.
- Design, ROW, and UTL completed as part of another TIP project, PA 23/US Route 422 Interchange and North Gulph Road Improvement (MPMS #66952).

The Circuit Trails:

- Existing
- In Progress
- Pipeline
- Planned

UPPER MERION

Valley Forge National Historical Park

MPMS 66952
PA 23/Valley Forge Road and
North Gulph Road Relocation (2NG)

MPMS 110884
Valley Forge Granite
Block Restoration



Statewide Multimodal Transportation Fund (MTF) Projects Various Counties I Add New Projects to TIP



▶ TIP AMENDMENT

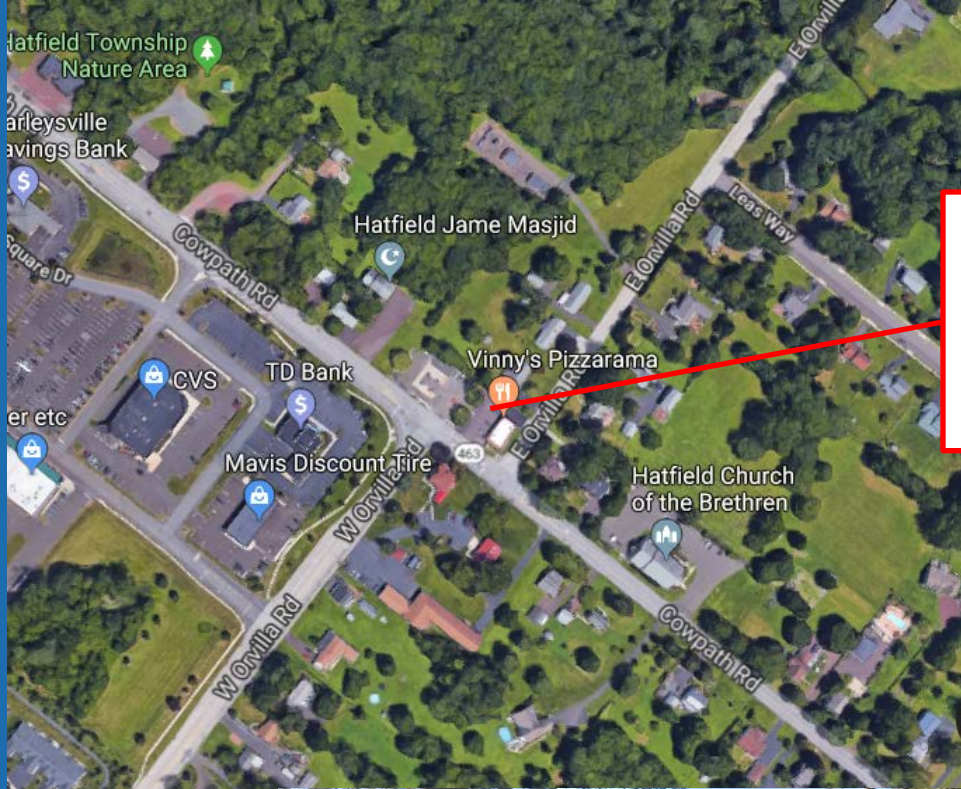
▶ **ACTION:** Add PennDOT MTF projects for FY19 CON totaling \$4.753 million:

1. Cowpath and Orvilla Intersection Improvements (\$2.495 million) in Hatfield Twp., Montgomery County;
2. Horseshoe Trail over Pickering Creek (\$1.520 million) in West Pikeland Twp., Chester County; and
3. Indego Connect (\$738,000) in the City of Philadelphia.

▶ REASON/BACKGROUND:

- Act 89 MTF encourages economic development and improve safety and reliability of the transportation system. PennDOT and CFA/DCED each offers a separate competitive grant program to administer the MTF awards.
- These are additional funds to the region.

Cowpath and Orvilla Road Intersection Improvements



Horseshoe Trail o/
Pickering Creek





Photo: Indego

TIP Action | Proposed – PA



Recommend Board approval of TIP Amendments:

Valley Forge Granite Block Restoration

Add a new FY20 \$450,000 STU CON funded project to the TIP.

Statewide Multimodal Transportation Fund (MTF) Projects

Add PennDOT MTF projects for FY19 CON totaling \$4.753 million:

1. Cowpath and Orvilla Intersection Improvements (\$2.495 million) in Hatfield Twp., Montgomery County;
2. Horseshoe Trail over Pickering Creek (\$1.520 million) in West Pikeland Twp., Chester County; and
3. Indego Connect (\$738,000) in the City of Philadelphia.



Route 295/42, Missing Moves, Bellmawr Camden and Gloucester Counties | Cost Increase

▶ TIP AMENDMENT

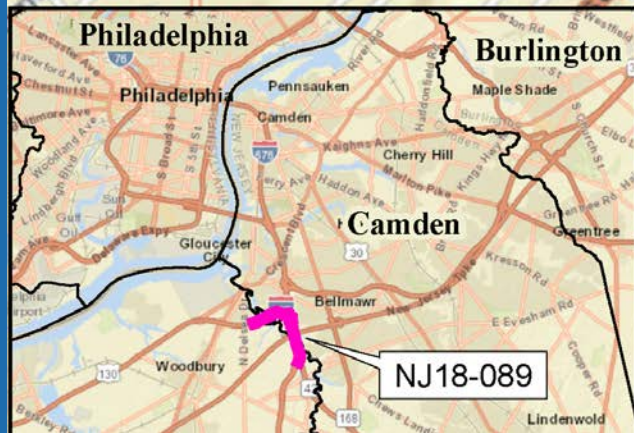
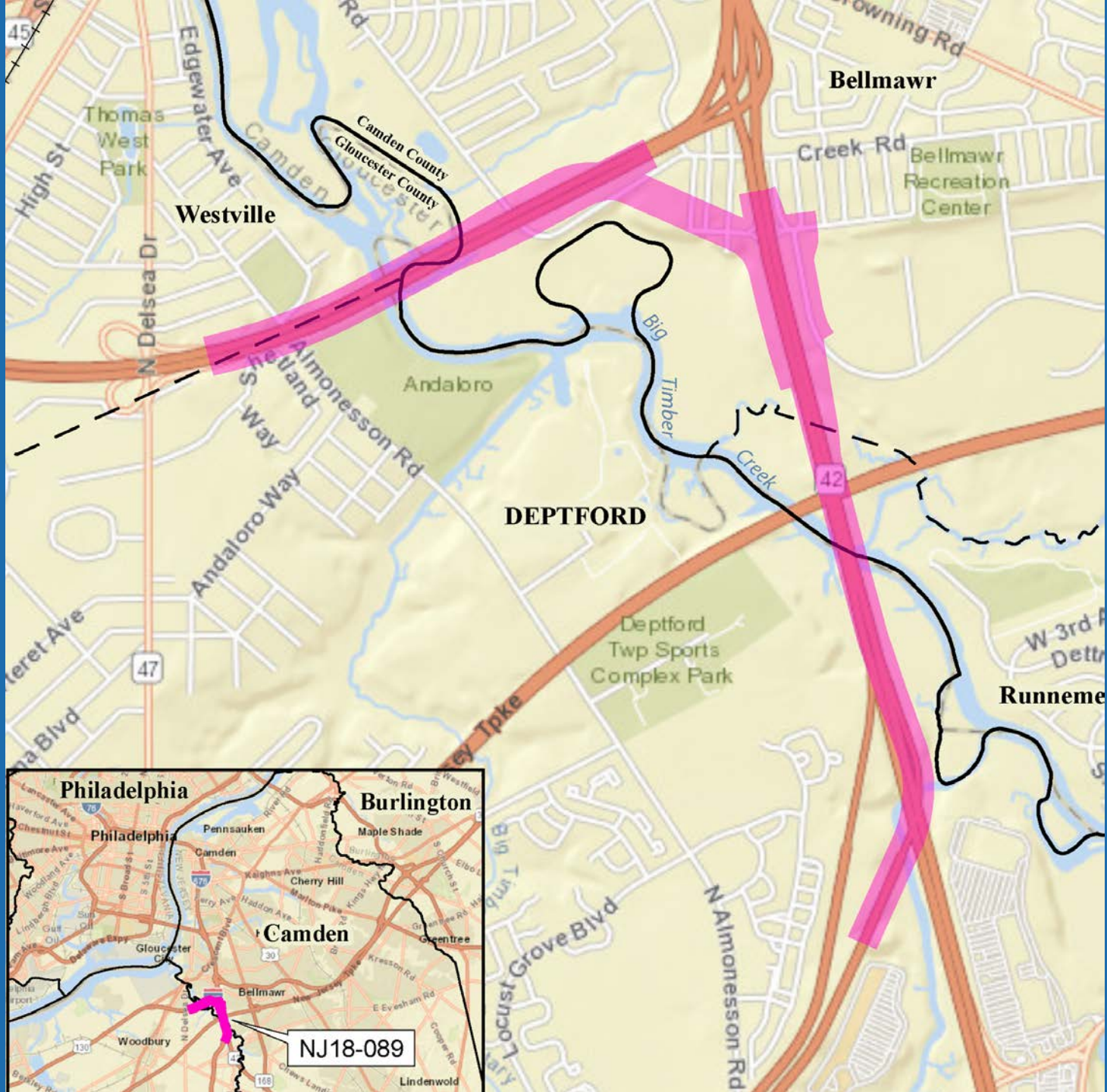
▶ **ACTION:** Increase overall CON cost by \$38 million from \$160 million to \$198 million NHPP funds.

▶ REASON:

- Overall project cost is >\$200 million to date.
- Cost increase reflects latest cost estimate.
- Cost increase = consistency with the Draft FY2020 TIP.

▶ BACKGROUND:

- Major Regional Project in Long-Range Plan
- Add two new connector ramps (Rt. 42 NB to I-295 SB and I-295 NB to Rt. 42 SB) that do not exist in Bellmawr and Mt. Ephraim Boroughs to relieve an existing bottleneck and improve traffic operations and safety.



TIP Action | Proposed – NJ



Recommend Board approval of TIP Amendment:

Route 295/42, Missing Moves, Bellmawr

Increase overall CON cost by \$38 million from \$160 million to \$198 million NHPP funds.



Transportation
Improvement
Program

TIP

Thank You!

www.dvrpc.org/TIP

→ Regional Trails Program: Phase VII Grant Awards

Regional Technical Committee, July 9, 2019



Proposed Grant Awards

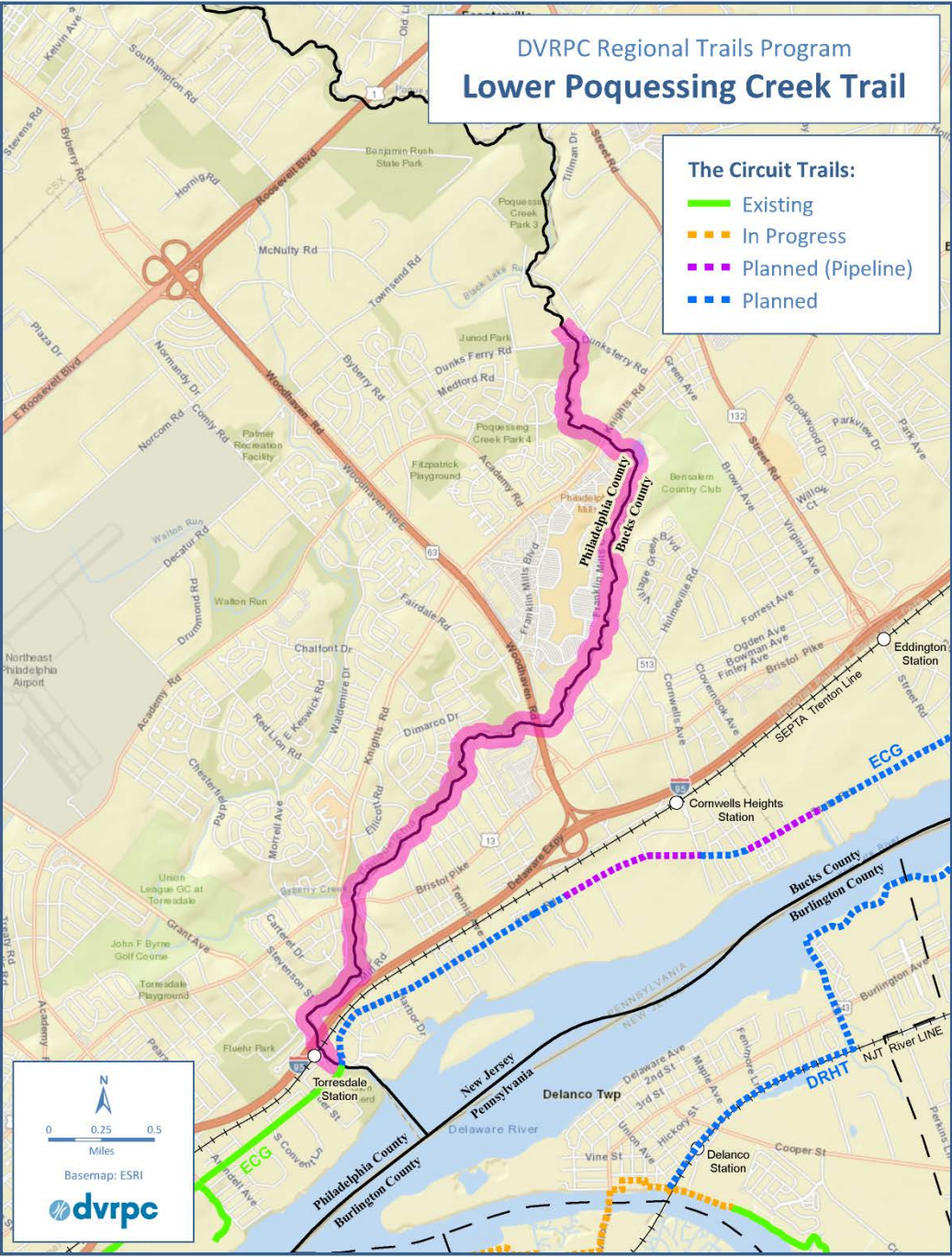
- 1. D&L Canal Trail – Bridge Street Crossing temporary and permanent construction easements, Pennsylvania Environmental Council – \$26,300 (\$26,300 DCNR match)***
- 2. Lower Poquessing Creek Trail Feasibility Study, Philadelphia City Planning Commission – \$25,000 (\$25,000 DCNR match)**

***Final easement amount subject to PennDOT review**

DVRPC Regional Trails Program Lower Poquessing Creek Trail

The Circuit Trails:

- Existing
- In Progress
- Planned (Pipeline)
- Planned



0 0.25 0.5
Miles
Basemap: ESRI

Action Proposed

That the Regional Technical Committee recommend Board approval of these two (2) Phase VII Regional Trails Program grant awards totaling \$51,300.



TIP - LRP

Project Benefit Evaluation Criteria

Presentation to the RTC | July 9, 2019

Evaluation Criteria



NJ | PA

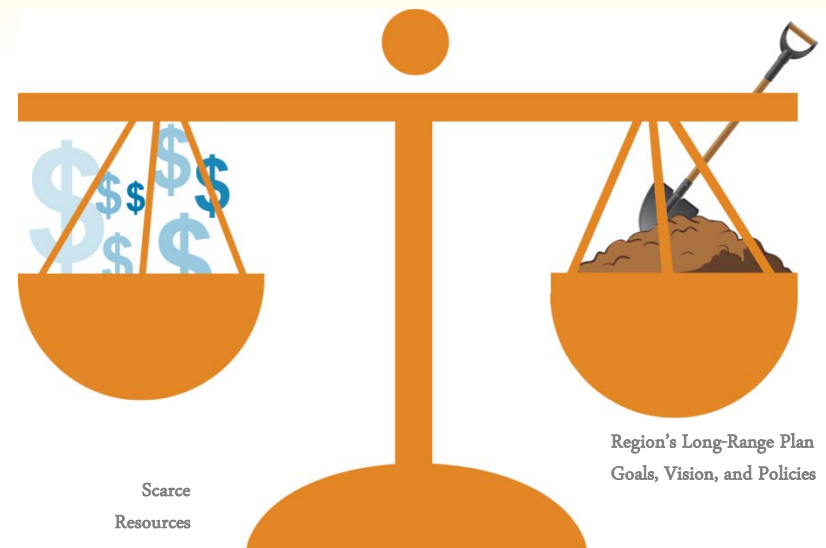


Transportation Improvement Program



TIP-LRP Benefit Evaluation Goals

- ▶ How do candidate projects:
 - Align with vision and goals of *Connections 2045 Long-Range Plan for Greater Philadelphia*?
 - Support FHWA and FTA Performance Measures?
- ▶ Data-informed decision making
- ▶ Highlight / evaluate trade-offs
- ▶ Develop **balanced program of multimodal investments**



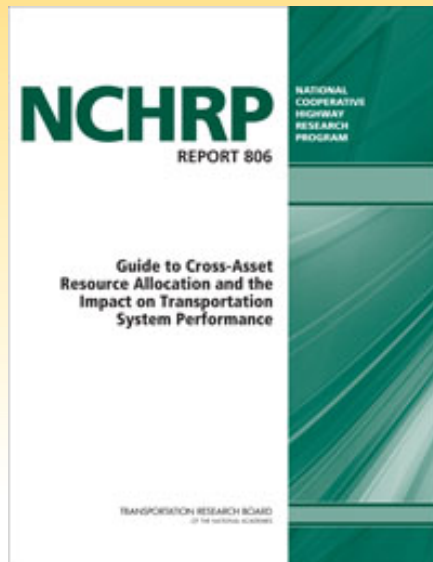
Regional Decision Making



Other considerations:

- ▶ Geographic equity
- ▶ Regional and local priorities
- ▶ Political support
- ▶ Funding eligibility
- ▶ Performance-based planning and asset management
- ▶ Project readiness
- ▶ Ability to leverage other investments

Overview of Update Process



- ▶ Best Practice: Cross-Asset Allocation Workshop
- ▶ 9 Total Meetings
- ▶ 4 Rounds of Project Testing
- ▶ Pairwise comparison voting exercise

Opportunities for Improvement



- ▶ Increase stakeholder understanding & confidence
- ▶ More closely align TIP and LRP evaluations
 - Align with CMP, CEDS, and partner priorities
- ▶ Add scale, person trips, and reliability
- ▶ Use quantitative data
 - Avoid modeled and qualitative data
- ▶ Maintain / enhance multimodal approach
- ▶ Process automation

Why Aren't We Using More Models?

- ▶ Turnaround times
- ▶ Hard to assess the benefits of many types of projects
- ▶ We are using other approaches that consider future population and employment growth, i.e. CMP & Plan Centers
- ▶ Models have good accuracy at regional level, but high margins of error at the link or facility level
- ▶ We tried this in the past . . .

What's New



Roadside Design Improvement at Curves



Reduced Left-Turn Conflict Intersections



Systemic Application of Multiple Low Cost Countermeasures at Stop-Controlled Intersections



Leading Pedestrian Interval



Local Road Safety Plan



USLIMITS2



Enhanced Delineation and Friction for Horizontal Curves



Longitudinal Rumble Strips and Stripes on Two-Lane Roads



Median Barrier



Safety Edges_M



Backplates with Retroreflective Borders



Corridor Access Management



Dedicated Left- and Right-Turn Lanes at Intersections



Roundabouts



Yellow Change Intervals



Medians and Pedestrian Crossing Islands in Urban and Suburban Areas



Pedestrian Hybrid Beacon



Road Diet



Walkways



Road Safety Audit

► Safety strategies and data layers

- FHWA Crash Modification Factors Clearinghouse

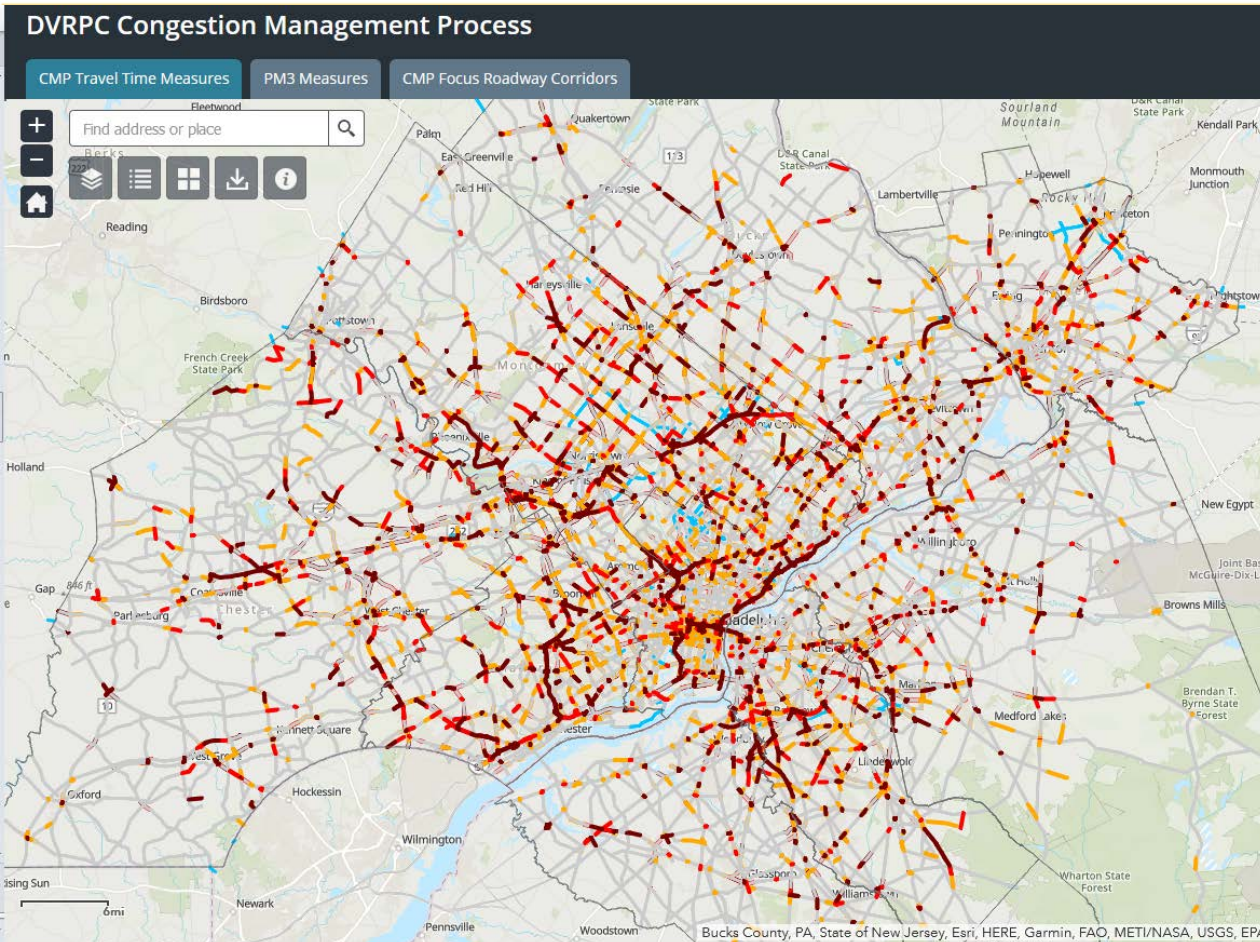


SOURCE: FHWA

CONNECTIONS
2045



What's New



► Reliability

Planning Time Index (PTI)

- Less Than 2.00
- 2.00 - 2.49
- 2.50 - 3.00
- Greater Than 3.00
- NO DATA

CONNECTIONS
2045



What's New

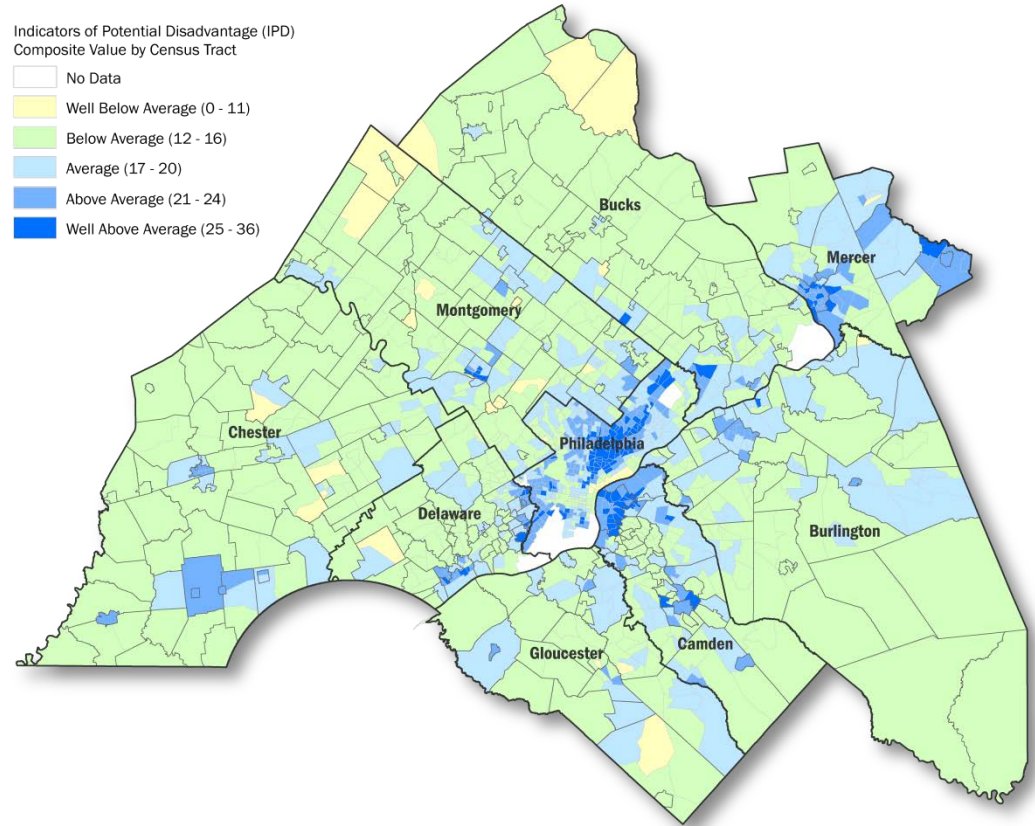
CMP Strategies



Equity

Indicators of Potential Disadvantage (IPD)
Composite Value by Census Tract

- No Data
- Well Below Average (0 - 11)
- Below Average (12 - 16)
- Average (17 - 20)
- Above Average (21 - 24)
- Well Above Average (25 - 36)



What's New

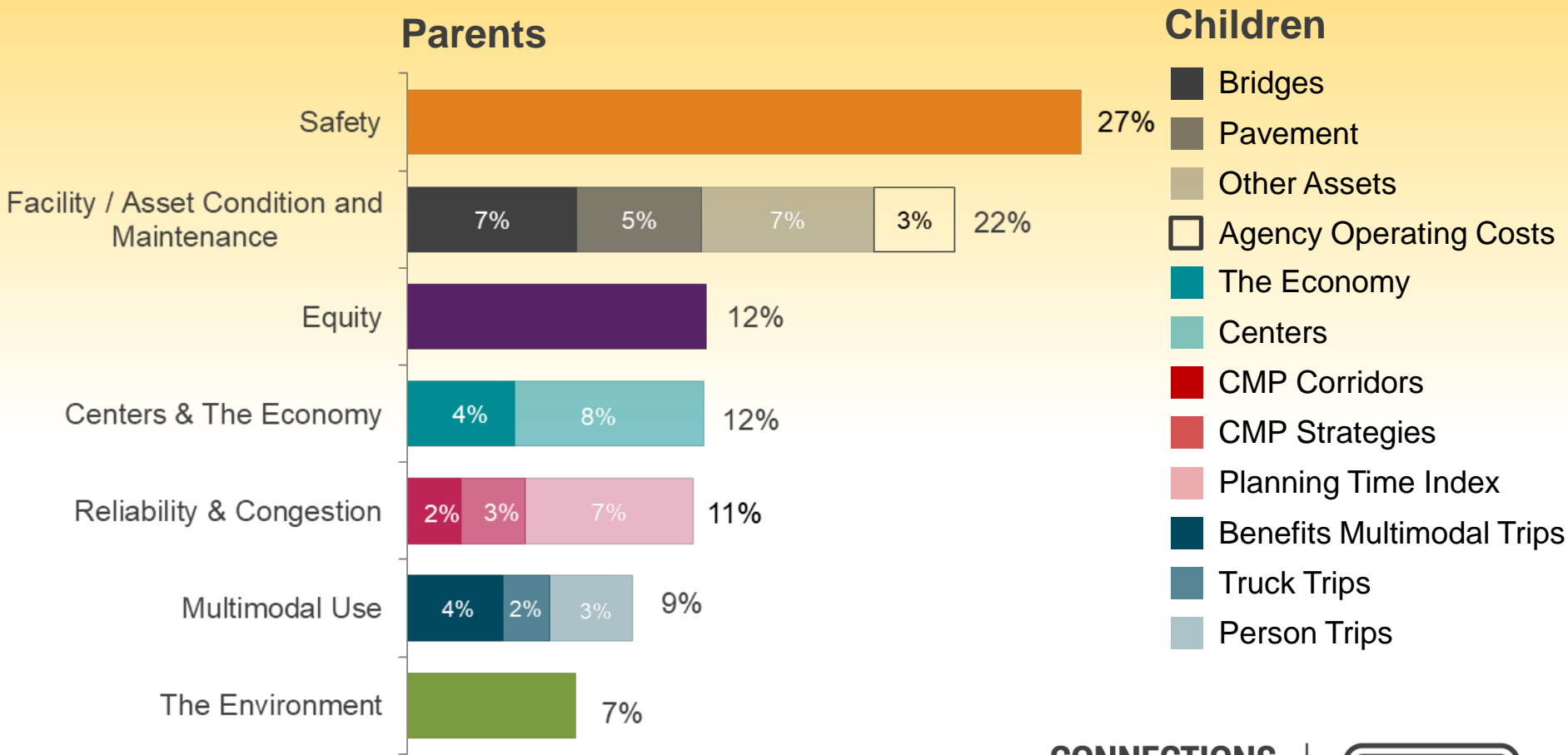


SOURCE: SEPTA



- ▶ Person trips
- ▶ Project scale
- ▶ Air quality emissions reductions
- ▶ Tourist attractions
- ▶ 3 ways to sort results

Proposed Criteria Weights



Proposed Action



- ▶ That the Regional Technical Committee recommend that the DVRPC Board adopt the updated TIP/LRP Project Benefit Evaluation Criteria.

CONNECTIONS
2045



Thank You

Connect With Us!





GROWING GREATER PHILADELPHIA

comprehensive economic
development strategy



July 9, 2019
Presented By
Karen Cilurso

- FY 2019 CEDS 5-Year Update
- 12-Month Process
- Public Comment Period: August 1-September 3
- Comments to be collected in written and digital formats (www.dvrpc.org/economic)



Action Proposed:

That the RTC recommends Board approval of staff request to open a public comment period to gather public and agency comments on the FY 2019 Comprehensive Economic Development Strategy (CEDS) as well as to issue proper public notifications, make copies available at certain public libraries, and publish the draft document on the internet.

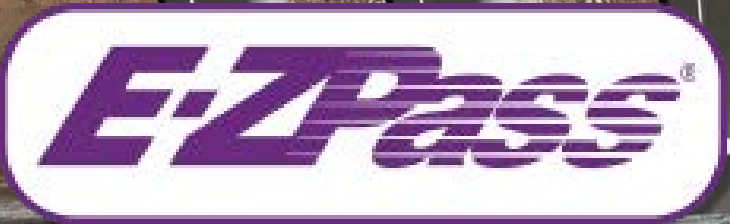


**SCUDDER FALLS
TOLL BRIDGE**

All-Electronic Tolling (AET)

E-ZPass and TOLL BY PLATE

Starting in July 2019





Tolling Only In One Direction

Tolls will be collected only in the Pennsylvania-bound direction when the first completed (upstream) span of the new Scudder Falls Toll Bridge opens to traffic sometime in July 2019.



Scudder Falls Toll Bridge

No Toll Booths

No Cash Transactions

Tolls will be assessed electronically, as is increasingly occurring in other states and countries. This is called All-Electronic Tolling, or AET.





All-Electronic Tolling Overview

AET systems assess tolls as motorists travel at highway speeds under overhead gantries equipped with E-ZPass transponder readers, high-resolution cameras, and LED lights.

Motorists pay their tolls via E-ZPass accounts or through a license-plate billing process called TOLL BY PLATE (invoices sent through the U.S. Postal Service to registered vehicle owners).





Benefits of All-Electronic Tolling (AET)

No Stopping, No Backups, No Delays

- No toll booths. Traffic moves at prevailing highway speeds as tolls get assessed electronically via E-ZPass or camera images of license plates on non-E-ZPass-equipped vehicles.

Safety

- Collisions are dramatically reduced due to the absence of toll booths that interrupt the flow of traffic with backups, lane switching, and sudden stops.

Time Saving

- Motorists can reach their destinations quicker while using less fuel.

Environmentally Sound

- Free-flowing travel reduces air-polluting motor vehicle emissions caused by deceleration, idling and acceleration at congestion-prone toll booths.



All-Electronic Tolling – E-ZPass

Motorists with E-ZPass transponders will have their transactions recorded and tolls deducted from their accounts.

Each day, the total batch of E-ZPass transactions recorded in the previous 24 hours will be sent to the Bridge's toll processor— the NJ E-ZPass Customer Service Center (NJ E-ZPass Group).



All-Electronic Tolling – E-ZPass

Transactions recorded with NJ E-ZPass customer service center (NJ E-ZPass Group) transponders are posted to their respective accounts in a day.

All other E-ZPass transactions are sent to their respective E-ZPass toll agencies for account posting within one to two business days.



E-ZPass Toll Rate

The E-ZPass toll rate for Class 1 passenger vehicles (motorcycles, cars, pickup trucks, SUVs below 8 feet tall) is \$1.25.*

The rate can be applied to any valid passenger vehicle E-ZPass transponder issued by any of the roughly 30 toll agencies in the E-ZPass system.

*All toll rates at www.scudderfallsbridge.com/tolling/#rates



\$1.25



All-Electronic Tolling – TOLL BY PLATE

Motorists without valid E-ZPass transponders will have their license plate images recorded and the vehicles' registered owners will be sent bills in the mail.

Each transaction's registered vehicle owner is identified through DMV records; an invoice is mailed after 30 days or \$50 in toll transactions, whichever occurs first.





TOLL BY PLATE – Toll Rate

The TOLL BY PLATE rate for Class 1 passenger vehicles (motorcycles, cars, pickup trucks, SUVs below 8 feet tall) is \$2.60.*

The higher toll is warranted to cover the additional costs of identifying motor-vehicle owners and mailing bills to them.

*All toll rates at www.scudderfallsbridge.com/tolling/#rates





TOLL BY PLATE– Late & Violation Fees

If the first invoice is not paid by the due date, a second invoice is mailed with an additional \$5 processing fee per toll bill, not per transaction.

Failure to provide payment on the second invoice by its due date will result in a violation notice. A \$30 violation fee will be applied to each toll transaction that is unpaid.



E-ZPass: The Way to Go



\$1.25

Class 1 Car Toll with E-ZPass



\$2.60

Class 1 Car Toll without E-ZPass

GET *E-ZPASS* NOW! • 1-888-AUTO-TOLL • EZPASSNJ.COM



E-ZPass

The \$1.25 E-ZPass toll rate can be applied to any valid passenger vehicle transponder issued by one of the participating toll agencies spread among 17 states.





Toll Rates & Discounts

Class 1 Passenger Vehicles

Passenger Vehicles	
Vehicles up to two axles and less than eight feet high. Includes cars, SUVs, standard pickup trucks, motorcycles, and small recreational vehicles.	
CLASS 1	
2-axle Class 1 vehicle with E-ZPass	\$1.25
<i>E-ZPass Class 1 Commuter Discount Toll</i>	75 cents
E-ZPass Class 1 Commuter Discount Toll: Discount only available for customers with passenger-vehicle transponders issued by the NJ E-ZPass Group – DRJTBC’s toll processor	<i>40 percent discount credited to eligible E-ZPass equipped vehicles that record 16 or more trips during a calendar month.</i>
2-axle Class 1 vehicle TOLL BY PLATE	\$2.60 (Covers motor vehicle look-up and administrative fees)



Toll Rates & Discounts

Class 2 Light Trucks

Light Trucks	
Includes trucks, buses and other vehicles with two axles and eight feet and more in height.	
CLASS 2	
2-axle Class 2 vehicle with E-ZPass	\$7.00
2-axle Class 2 vehicle with E-ZPass Off-Peak discount *	\$6.30
2-axle Class 2 vehicle TOLL BY PLATE	\$8.35

*10% E-ZPass Off-Peak Discount (9:01 p.m. – 5:59 a.m.)



Toll Rates & Discounts - Vehicles with 3 or more axles

10% E-ZPass Off-Peak
Discount
(9:01 p.m. – 5:59 a.m.)

Heavy Trucks	
Includes trucks, buses, and other vehicle types with three or more total axles.	
CLASS 3	
3-axle vehicle with E-ZPass	\$12.75
3-axle vehicle with E-ZPass Off-Peak Discount	\$11.48
3-axle vehicle TOLL BY PLATE	\$14.25
CLASS 4	
4-axle vehicle with E-ZPass	\$17.00
4-axle vehicle with E-ZPass Off-Peak Discount	\$15.30
4-axle vehicle TOLL BY PLATE	\$19.00
CLASS 5	
5-axle vehicle with E-ZPass	\$21.25
5-axle vehicle with E-ZPass Off-Peak Discount	\$19.13
5-axle vehicle TOLL BY PLATE	\$23.75
CLASS 6	
6-axle vehicle with E-ZPass	\$25.50
6-axle vehicle with E-ZPass Off-Peak Discount	\$22.95
6-axle vehicle TOLL BY PLATE	\$28.50
CLASS 7	
7-axle vehicle with E-ZPass	\$29.75
7-axle vehicle with E-ZPass Off-Peak Discount	\$26.78
7-axle vehicle TOLL BY PLATE	\$33.25



Frequent Commuter Discount

The Commission offers a substantial discount opportunity – a 40-percent cost savings – for river region motorists who travel across the agency’s toll bridges on a regular basis.

The discount only applies to E-ZPass passenger vehicle transponders administered by the NJ E-ZPass Customer Service Center

(a.k.a. NJ E-ZPass Group), which is the bridge’s toll processor -- the entity that processes Bridge Commission toll transactions.





Frequent Commuter Discount

The discount can be applied after an eligible E-ZPass motorist makes 16 toll-direction trips at the Scudder Falls Toll Bridge or any of the seven other toll bridges in the Delaware River Joint Toll Bridge Commission's system during a respective calendar month.



Frequent Commuter Discounts

75 cents is the discounted frequent commuter rate at the Scudder Falls Toll Bridge. It can be applied only to eligible motorists using E-ZPass transponders issued by the Bridge Commission's toll processor – NJ E-ZPass Group.

50 cents savings per commute at the Scudder Falls Toll Bridge.



NJ E-ZPass® Group

The NJ E-ZPass Group (Conduent, Inc.) is a regional toll processing/customer service center that handles toll transactions E-ZPass accounts, invoicing, and violation notices for seven toll agencies operating in New Jersey, Pennsylvania, and Delaware.





SCUDDER FALLS TOLL BRIDGE

OPENS THIS JULY

WEST TO SOUTH
295 TO 95
Philadelphia

NO CASH
E-ZPass
OR
TOLL BILLED
BY MAIL

DRJTBC

GET *E-ZPASS* NOW! • 1-888-AUTO-TOLL • EZPASSNJ.COM



SCUDDER FALLS
TOLL BRIDGE



Delaware River
Joint Toll Bridge
Commission

Thank you!

www.scudderfallsbridge.com/tolling

US 422 Operations and Capacity Study

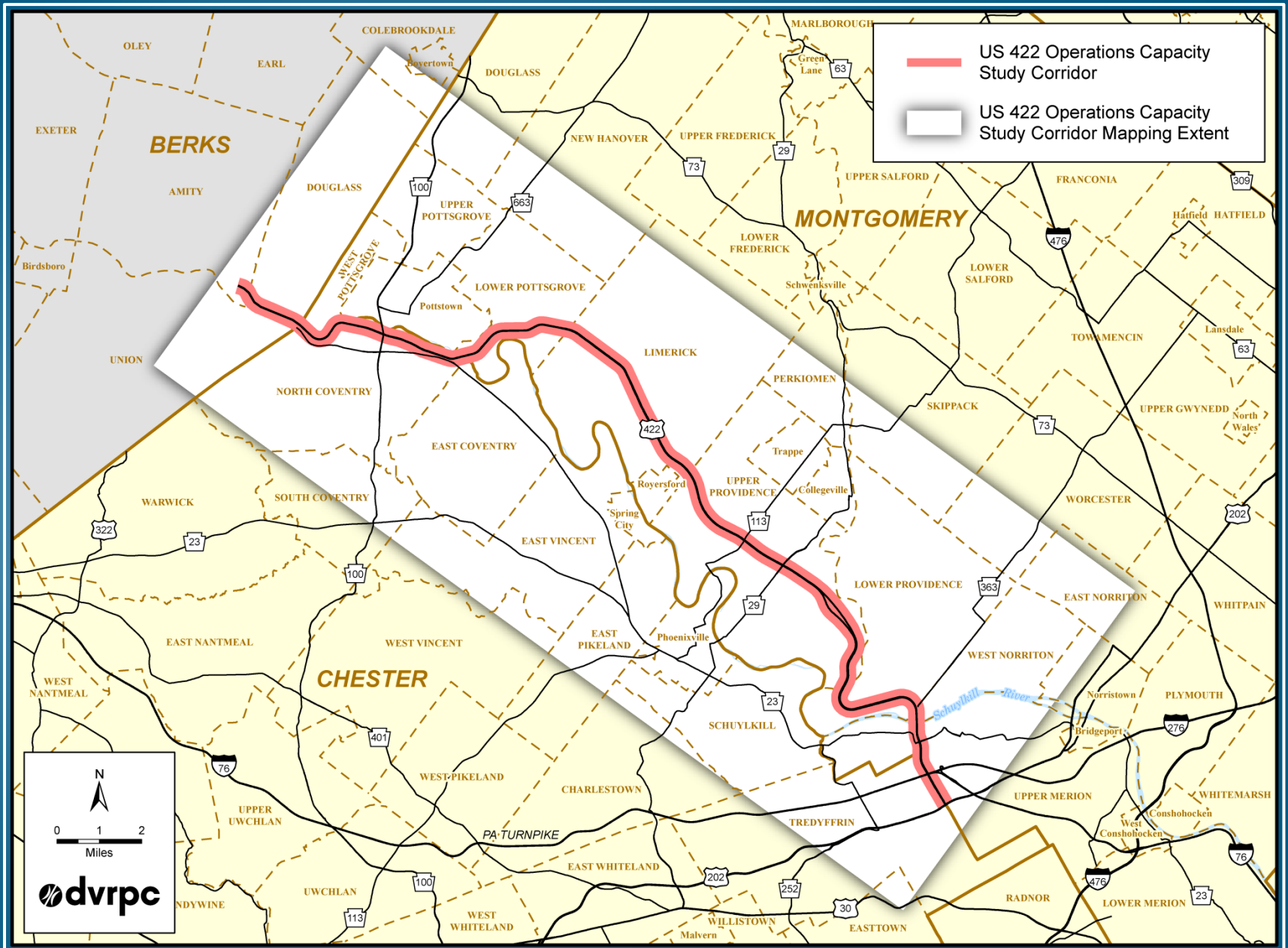
Keith Hartington

Principal Transportation Engineer

Project Objective

- *Develop a traffic model to assess the current and projected operating conditions of the highway and its interchanges.*





Project Overview

- Three-year study: FY 2018-2020
- Collect data for Base Year model (2018)
- Develop traffic model using microsimulation software
- Calibrate Base Year model to a reasonable level



Project Overview

- Identify horizon year and develop No-Build scenario
- Develop and test Build scenarios to test improvement strategies
- Collect various performance measures across scenarios



Goals and Anticipated Benefits

- Identify an appropriate set of operational improvements
- Reduce congestion and travel delay
- Enhance freight and commerce
- Safer and more efficient system
- Quality of life



Project Work Flow

- Data collection efforts (completed)
- Develop and Base Year and No-Build models (current)
- Host steering committee meeting
- Identify improvement strategies
- Develop Build alternatives
- Host steering committee meeting
- Summarize findings in written report



Vissim Simulation



Thank You

Keith Hartington

Delaware Valley Regional Planning Commission

Khartington@dvrpc.org

215-238-2852

Tactical Urbanism

What's the appetite for this method in our region?

*Lake Shore Boulevard, Euclid OH, NOACA
Allison Carey, The Plain Dealer*



Betsy Mastaglio

Manager

*Office of Transit, Bicycle
and Pedestrian Planning*

July 9, 2019

DVRPC Regional Technical Committee Meeting

Overview:

What is Tactical Urbanism? Why do it?

Project and Program Examples

Discussion:

Are you thinking about or actively engaged in Tactical Urbanism work?

What types of projects are they?

What are the gaps or challenges?

Can DVRPC help?

What is Tactical Urbanism?

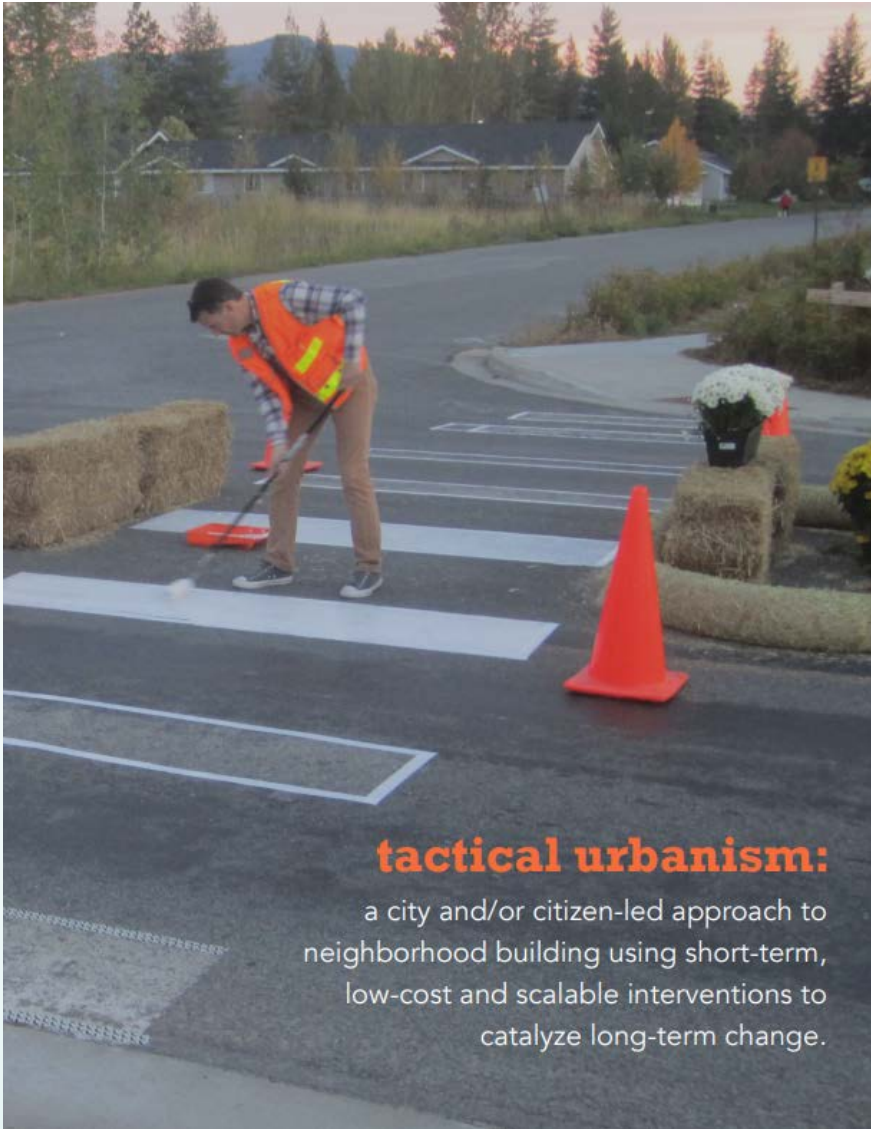
"...flexible and short-term projects to advance long-term goals related to street safety, public space, and more."

Source: Tactical Urbanists Guide to Getting it Done, 2015 ([Streets Plans Collaborative](#))

Usually with the end game of:

- Safety
- Rebalancing modes
- Community placemaking

What does it look like?



Why not just build the long term project?

- Test strategies
- Innovate new design interventions
- Demonstrate options
- Shorten project delivery
- Minimal disruption and cost
- Temporal and flexible

“Guerrilla” tactical urbanism





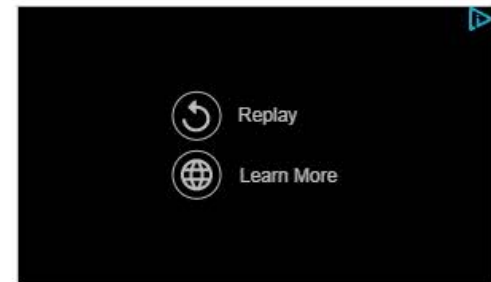
Guerrilla Toilet Plunger Bike Lanes Are Officially a Trend

AN ILLEGAL BIKE LANE CRAFTED OUT OF PLUMBING TOOLS HIT THE STREETS IN PROVIDENCE—AND THE MAYOR IS COOL WITH IT

B BY MOLLY HURFORD May 18, 2017



Stephan Kaps / EyeEm via Getty



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SEE MORE

Bicycling Magazine – www.bicycling.com
Molly Hurford May 16, 2017
www.bicycling.com/news/a20039124/toilet-plunger-bike-lane/

It's more than a trend...

Mike Lydon &
Anthony Garcia
(Street Plans
Collaborative)

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"Tactical Urbanism demonstrates the huge power of thinking small about our cities. It shows how, with a little imagination and the resources at hand, cities can unlock the full potential of their streets."
—Janette Sadik-Khan

TACTICAL URBANISM

Short-term Action for Long-term Change

MIKE LYDON & ANTHONY GARCIA

FOREWORD BY ANDRÉS DUANY
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Street Plans Collaborative



TACTICAL URBANIST'S GUIDE TO MATERIALS AND DESIGN **VERSION 1.0**

DECEMBER 2016 | CREATED BY THE STREET PLANS COLLABORATIVE, WITH FUNDING FROM THE JOHN S. AND JAMES L. KNIGHT FOUNDATION

How to build a BETTER BLOCK

What is a BETTER BLOCK?

How is a BETTER BLOCK started?

“MANY CITIES BID UP BETTING OFF PRIZES BECAUSE THEY WANT TO UNBROOD EVERYTHING. THEY DON'T UNDERSTAND THAT INDICATING IS GREAT COINING. TAKING CARE OF A CITY IS A PROCESS THAT YOU START, AND THEN LIVE THE PROLOGUE UNTIL YOU REVEAL.”

LEED Knowledge

Better Block Foundation

COMMUNITY-LED DEMONSTRATION PROJECT POLICY + GUIDE

City of Burlington, VT | January 2018



Burlington Vermont
Public Works Dept.

Regional examples – ongoing



City of Philadelphia
Market & JFK parking-protected
bike lanes



Greys Ferry Triangle
Philadelphia, PA

Regional examples – ongoing



Woodbury, NJ
Lot 323



Lansdowne Landing
Lansdowne, PA

Regional examples – ongoing



New Brunswick, NJ

Regional examples – one day events



Media Borough
Open Streets Event
October 2018

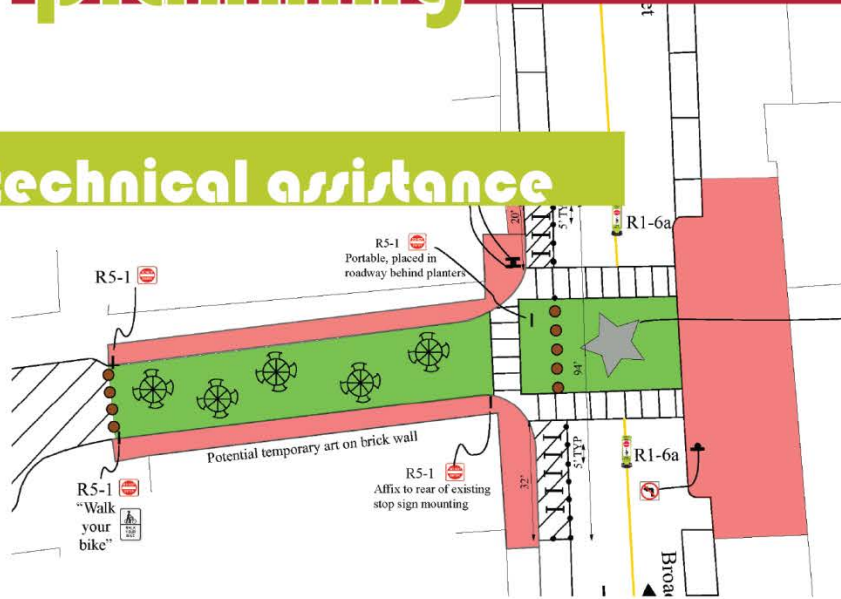


Regional examples – one day events



planning

technical assistance



funding

implementation



set-up



evaluation



Your helpful guide to using NOACA's Street Supplies Library for temporary transportation projects



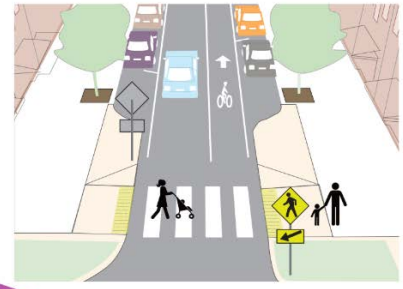
Northeast
Ohio
Areawide
Coordinating
Agency

*Street Supplies
Program*





CHECK OUT THIS TEMPORARY CURB EXTENSION



A curb extension is a way to calm a street's environment by making a road more narrow. Curb extensions also shorten your walk across the street while creating more space for benches and plants! When used at an intersection, curb extensions can help drivers turn more slowly and notice pedestrians in the crosswalk.



Learn more about temporary demonstration projects and NOACA's Street Supplies program by visiting NOACA.org/StreetSupplies or using this QR Code.



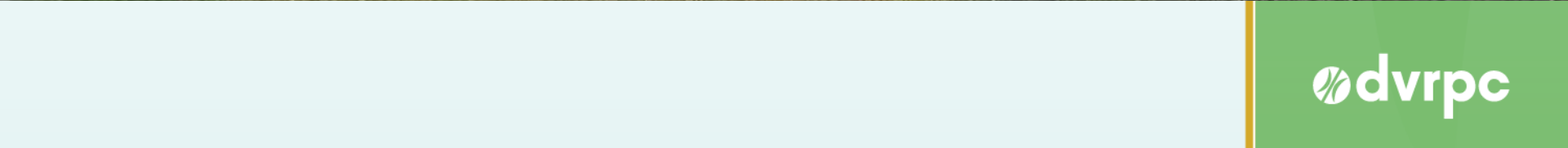
Northeast Ohio Areawide Coordinating Agency
Street Supplies Program – Lake Shore Drive, Euclid OH





**MONTANA'S
BEST**

SIEST WAY TO STAY INFORMED ON ALL LOCAL, BREAKING NEWS. GO TO YOUR APP STORE TO DOWNLOAD IT





Like Follow Share ...

write a comment...



Go Human

March 21 · 🌐

#TBT: Hard to believe it's been 3 years since our first Go Human event! 📍
 In March 2016, we co-hosted Nuestra Avenida: César Chávez Reimaginada with Los Angeles Great Streets Initiative. Hundreds of people joined us to explore a dynamic vision for César Chávez Avenue, which was developed by People for Mobility Justice, From Lot to Spot & CALÓ YouthBuild. Learn more about our event series on our website: <http://gohumansocal.org/Pages/Events.aspx>



4

Like Comment Share

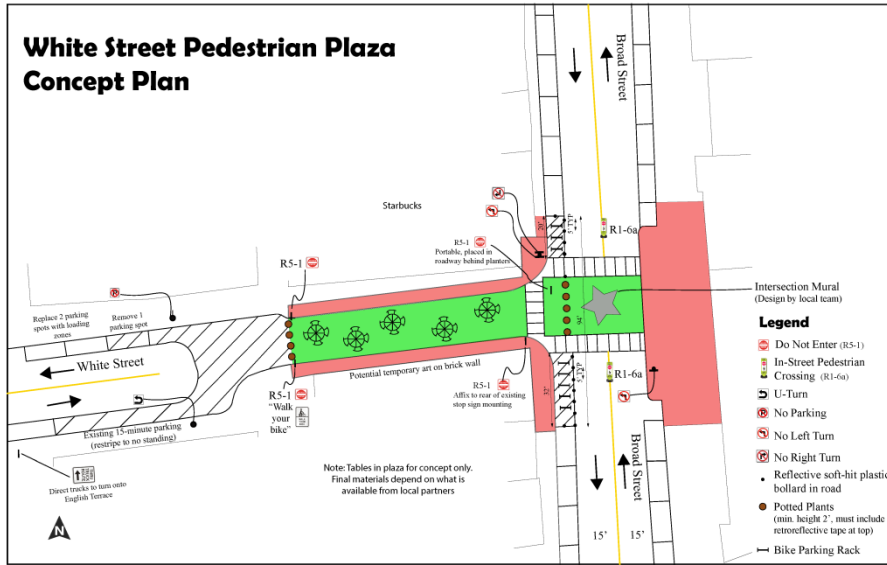
Go Human
@GoHumanSoCal

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- Videos
- Events
- Posts
- Community
- Create a Page

Southern California Council of Governments



Red Bank tries 'out of the box' thinking on intersection



Red Bank, NJ
The Two River Times



What's next?

Let's talk! Meet in the PA room

bmastaglio@dvrpc.org

Mention at upcoming DVRPC/County
preWork Program Meetings

Betsy Mastaglio

Manager

*Office of Transit, Bicycle
and Pedestrian Planning*

July 9, 2019

DVRPC Regional Technical Committee Meeting

