



TIP ACTIONS

Transportation Improvement Program
New Jersey TIP (FY22-25)

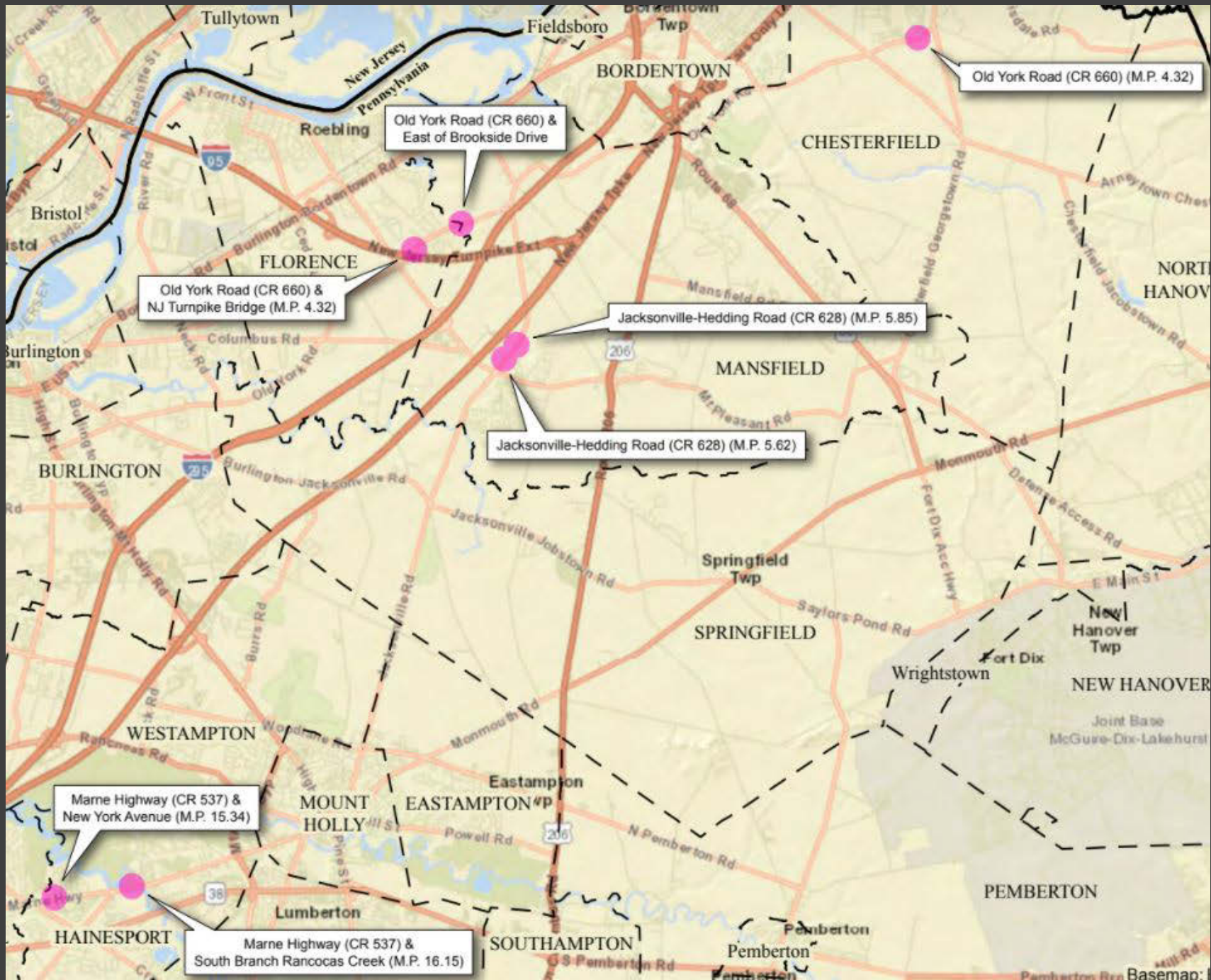
DVRPC RTC | January 2022



CR 537, CR 628, and CR 660 Guiderail Installation

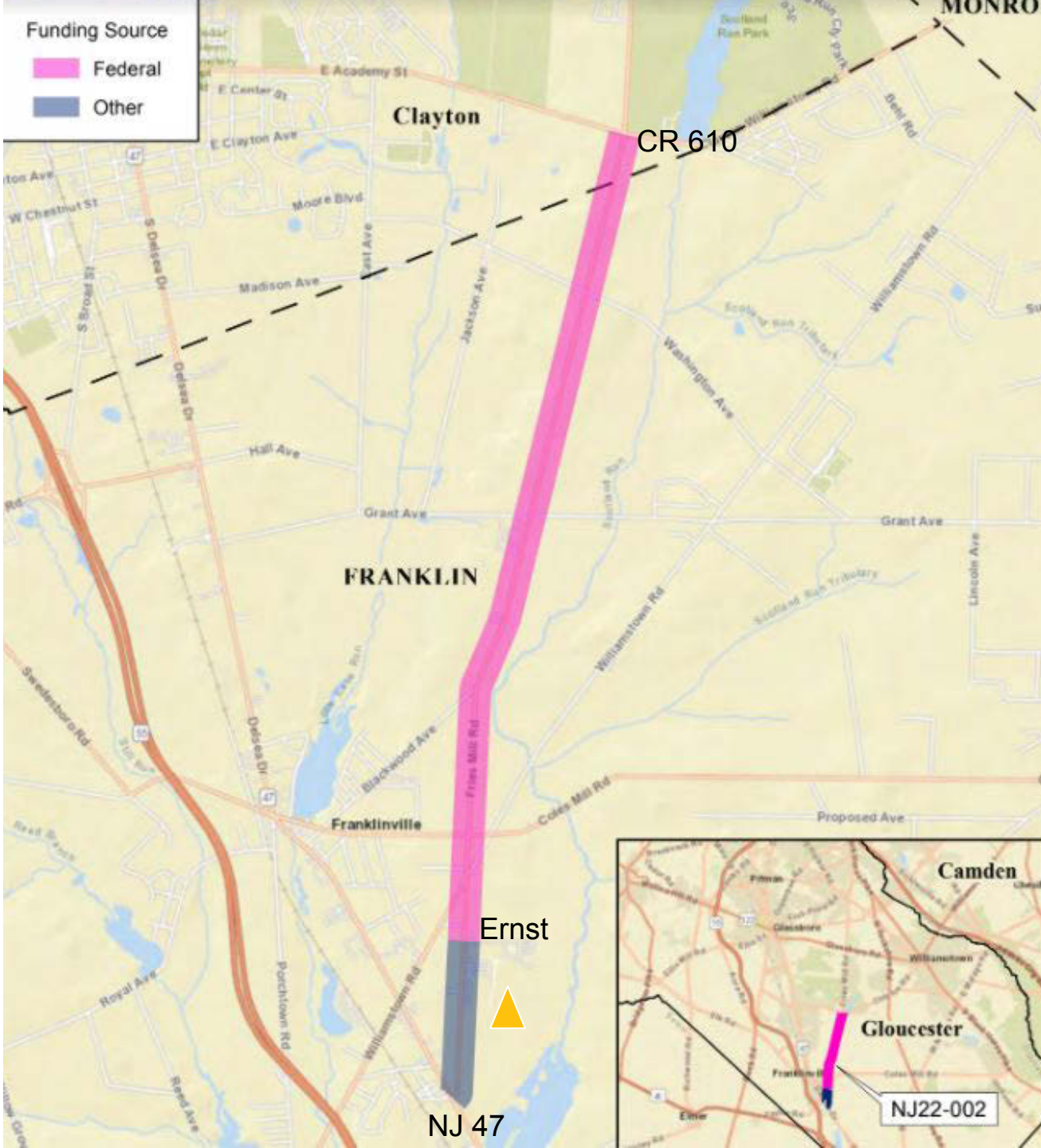
Burlington County | Add Project Back into the TIP

- **TIP Amendment**
- **Action:** Add \$1.7 million STATE-DVRPC funded project back into TIP for FY22 Construction (CON)
- **Reason:** CON was not authorized in previous FY21
- **Background:**
 - *Upgrade of existing guiderail with end treatments and guiderail attachments to county structure at various locations in Hainesport, Mansfield, and Florence Townships.*
 - *Additional work will include piping ditch by using reinforced concrete pipe with new manholes and minor regrading.*



CR 655 (Fries Mill Rd), CR 610 (Clayton-Williamstown Rd) to NJ 47 Gloucester County | Add Project Back into the TIP

- **TIP Amendment**
- **Action:** Add \$3.671 million project back into TIP for FY22 CON (\$2.935 million STBGP-PHILA/\$736,000 Local)
- **Reason:** CON was not authorized in previous FY21
- **Background:**
 - *Segment from Ernst to CR 610 will be federally funded (\$2.83 million).*
 - *Segment from Ernst to NJ 47 that is outside of the Philadelphia, PA--NJ--DE--MD Urbanized Area will be funded with County Aid funds (\$736,000).*
 - *Construction inspection and testing will be federally funded (\$105,000).*



- *Roadway rehabilitation (mill and resurfacing) with drainage improvements*
- *Installation of Roadway Pavement Markers, striping and signing, and a bike lane from CR 610 to Delsea Regional High School*



TIP ACTIONS | Proposed - NJ

Request RTC Recommend Board Approval of TIP Amendments:

- **CR 537, CR 628, and CR 660 Guiderail Installation**
Add \$1.7 million STATE-DVRPC funded project back into TIP for FY22 CON
- **CR 655 (Fries Mill Rd), CR 610 (Clayton-Williamstown Rd) to NJ 47**
Add \$3.671 million project back into TIP for FY22 CON (\$2.935 million STBGP-PHILA/ \$736,000 Local)



County Paratransit Vehicles

NJ Counties | Flex (Local) CMAQ to NJ TRANSIT

- **TIP Modification**
- **Action:** Flex/transfer \$2.396 million (M) CMAQ in FY22 to NJ TRANSIT's Small/Special Services Program (\$1.102 M) and Section 5310 Program (\$1.294 M), accordingly:
 - **Burlington County Bus Purchase (\$230,000 CMAQ)**
 - After decreasing FY22 by \$38,000 from \$268,000 to \$230,000 CMAQ
 - Flex to NJ TRANSIT's Small/Special Services Program for BurLINK
 - **Camden County Bus Purchase (\$872,000 CMAQ)**
 - After decreasing FY22 by \$4,000 from \$876,000 to \$872,000 CMAQ
 - Flex to NJ TRANSIT's Small/Special Services Program for the SJTA
 - **Gloucester County Bus Purchase (\$203,000 CMAQ)**
 - After increasing FY22 by \$24,000 from \$179,000 to \$203,000 CMAQ
 - Flex to NJ TRANSIT's Section 5310 Program for County DTS
 - **Mercer County Bus Purchase (\$1.091 M CMAQ)**
 - After increasing FY22 by \$176,000 from \$915,000 to \$1.091 M CMAQ
 - Flex to NJ TRANSIT's Section 5310 Program for TRADE

County Paratransit Vehicles (21 vehicles total)

NJ Counties | Flex (Local) CMAQ to NJ TRANSIT

- **Burlington County for BurLINK (2 vehicles, \$230,000)**
 - 2 extended cutaway standard floor vehicles that will each include a farebox, PA system, destination sign, and stop request and pull chord/tape
- **Camden County - South Jersey Transportation Authority (SJTA) (6 vehicles, \$872,000)**
 - 3 extended cutaway standard floor
 - 3 medium duty cutaway vehicles
 - All will include additional features: PA system, fare box, destination sign, and stop request and pull chord/tape
- **Gloucester County Division of Transportation Services (DTS) (2 vehicles, \$203,000)**
 - 2 standard cutaway vehicles
- **Mercer County Transportation Resources to Aid the Disadvantaged and Elderly (TRADE) (11 vehicles, \$1.091 M)**
 - 3 small eight-seat cutaways
 - 5 standard cutaways
 - 3 extended cutaway standard floor vehicles
- **Flex amounts include 10% NJ TRANSIT administration cost for this biennial program**

Small Cutaway



**Extended Cutaway
Standard Floor**



**Medium
Transit Style**



Standard Cutaway



**Extended Cutaway
Low Floor**



TIP ACTION | Proposed - NJ

Request RTC Recommend Board Approval of TIP Modification:

- **Flex/transfer \$2.396 M CMAQ in FY22 from County Bus Purchase line items to NJ TRANSIT's Small/Special Services Program (\$1.102 M) and Section 5310 Program (\$1.294 M), accordingly:**
 - ***Burlington County Bus Purchase (\$230,000 CMAQ)***
 - *After decreasing FY22 by \$38,000 from \$268,000 to \$230,000 CMAQ*
 - *Flex to NJ TRANSIT's Small/Special Services Program for BurLINK*
 - ***Camden County Bus Purchase (\$872,000 CMAQ)***
 - *After decreasing FY22 by \$4,000 from \$876,000 to \$872,000 CMAQ*
 - *Flex to NJ TRANSIT's Small/Special Services Program for the SJTA*
 - ***Gloucester County Bus Purchase (\$203,000 CMAQ)***
 - *After increasing FY22 by \$24,000 from \$179,000 to \$203,000 CMAQ*
 - *Flex to NJ TRANSIT's Section 5310 Program for County DTS*
 - ***Mercer County Bus Purchase (\$1.091 M CMAQ)***
 - *After increasing FY22 by \$176,000 from \$915,000 to \$1.091 M CMAQ*
 - *Flex to NJ TRANSIT's Section 5310 Program for TRADE*





Thank

Connect With Us!     

You!

www.dvrpc.org/TIP



January 11, 2022 | RTC Meeting

Transportation Alternatives Set-Aside Program (TASA)



*DVRPC Office of Project Implementation
PENNDOT Project & Program Management*



What is TASA?

- Fast Act (+ current legislation)
- Money has been set aside for Large MPOs
 - DVRPC Region – approximately \$8 Million
- Statewide - \$18+ Million
- Competitive Program

Eligible TA Projects



Bicycle & Pedestrian Facilities



Bicycle and Pedestrian Education / Encouragement



Conversion of Abandoned Railway Corridors to Trails



Construction of Turnouts, Overlooks, and Viewing Areas



Outdoor Advertising Management

Eligible TA Projects



Historic Preservation & Rehab of Transportation Facilities



Vegetation Management



Archaeological Activities



Stormwater Management



Wildlife Mortality Mitigation

Selection Process

- Establish Selection Committee
 - Five PA Counties, PennDOT, SEPTA, PPTF, DVRPC, DCED, & DCNR
- Develop Selection Criteria
 - Project Readiness and Quality of Project – 4 criteria for each
 - Environmental Justice Score (EJ)
- Weight Criteria using Decision Lens Software
- Open Application Period (June 28 – October 15)
 - Published Program Guidance
 - Held Individual Project Meetings
 - Maintained Program Website
 - (<https://www.dvrpc.org/TAP/PA/>)

Regionally Selected Projects

2021 TASA Projects Selected for Regional Funds

County	Sponsor	Project Title	Amount
Bucks	Bucks County Planning	Newtown Rail Trail Phase 2 Bristol Road to Churchville Nature Center	\$650,000
Delaware	City of Chester	Highland Avenue Complete Streets	\$1,135,000
Montgomery	Lower Salford Township	Main St. East to Ruth Road Sidewalk Connections	\$985,000
Philadelphia	City of Philadelphia - OTIS/Streets	Franklin Square Pedestrian Access P2	\$850,000
Montgomery	Borough of Lansdale	Liberty Bell Trail - Phase 3	\$600,000
Philadelphia	City of Philadelphia - OTIS/Streets	Overbrook Educational Center Slow Zone	\$985,000
Chester	New Garden Township	Toughkenamon Streetscape Improvements	\$965,000
Chester	East Whiteland Township	Moores Road Sidewalk	\$500,000
Bucks	Northampton Township	Route 332 & Tyler Park Connection	\$825,000
Delaware	Delaware County Planning	Smedley Connector Trail - Phase 1	\$450,000
Total:			\$7,945,000

Statewide Recommendations

2021 TASA Projects Recommended for Statewide Funds

County	Sponsor	Project Title	Amount
Bucks	Bucks County Planning	Newtown Rail Trail Phase 2 Bristol Road to Churchville Nature Center	\$850,000
Montgomery	Borough of Lansdale	Liberty Bell Trail - Phase 3	\$373,000
Chester	Penn Township	Jennersville Sidewalk Connections	\$845,000
Montgomery	Hatfield Township	Liberty Bell Trail	\$909,000
Delaware	Chadds Ford Township	Walkable Chadds Ford 2021	\$1,000,000
Bucks	Doylestown Township	Shady Retreat Trail	\$1,395,000
Philadelphia	City of Philadelphia - OTIS/Streets	Pennypack Trail Connector: State Road and Rhawn Street	\$997,000
Philadelphia	City of Philadelphia - OTIS/Streets	Chestnut St Pedestrian Islands	\$992,000
Philadelphia	City of Philadelphia - OTIS/Streets	Safe Routes Philly: Middle School	\$450,000

Regional Extension	\$1,223,000
Highly Recommend	\$6,588,000

Statewide Recommendations

2021 TASA Projects Recommended for Statewide Funds

County	Sponsor	Project Title	Amount
Bucks	Bucks TMA	TMA Bucks K-8 Safety	\$61,000
Delaware	Yeadon Borough	West Cobbs Creek Parkway Infrastructure Improvements	\$955,000
Montgomery	North Wales Borough	Center Street Pedestrian Connection and Gateway Sidewalk Project	\$770,000
Montgomery	GVF	My School in Motion	\$200,000
Philadelphia	City of Philadelphia - OTIS/Streets	South Broad Street Sidepath	\$534,000
Philadelphia	City of Philadelphia - OTIS/Streets	Logan Square Sidewalk Modernization at Swann Memorial Fountain	\$1,000,000

Regional Extension	\$1,223,000
Highly Recommend	\$6,588,000
Recommend	\$3,520,000
Statewide Recommended Total	\$11,331,000

Proposed Action

- That the RTC recommend the Board approve the list of projects identified to be funded with the DVRPC regional sub-allocation of Transportation Alternatives Set-Aside Program funds, and that the list of projects be amended into the FY21 PA TIP (TIP Action PA21-65) for \$7,945,000 TAU in the Transportation Alternatives Line Item – MPMS #64984 (funding for individual projects will be drawn down at the appropriate time)
- That the RTC recommend the Board approve the TASA subcommittee's recommended statewide TASA list of projects be sent to PennDOT Central Office for consideration for funding as part of the statewide TASA selection process.
- Note that the TASA Line Item - MPMS #64984 will be updated to reflect the Bipartisan Infrastructure Law TASA funding allocation to the region once official financial guidance tables are released from FHWA and PennDOT.



Regional Safety Targets

DVRPC RTC

January 11, 2022

10 AM

Virtual via Zoom



Connect With Us!     

Regional Safety Targets - Progress to Date

- ✓ Presentation to RTC - June 2020 meeting
- ✓ Update crash data trends for the 9-county region w/2019 data
- ✓ Research/interview MPOs that set regional targets
- ✓ Explore target scenarios w/RTC (9/29/21, 10/27/21)
- ✓ Met individually w/FHWA, PennDOT and NJDOT safety offices

Design/implement programmatic recommendations to advance targets

Present consensus-driven recommendations to DVRPC Board at the
January 2022 Board Meeting

FHWA 5 Safety Performance Measures

The Safety PM Final Rule requires that State DOTs and metropolitan planning organizations (MPOs) establish targets for five safety performance measures:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled (VMT)
3. Number of serious injuries
4. Rate of serious injuries per 100 million VMT
5. Number of non-motorized fatalities and serious injuries – people killed or severely injured while walking or biking

Metric: 5-year rolling averages of crash data

Assessment of Significant Progress

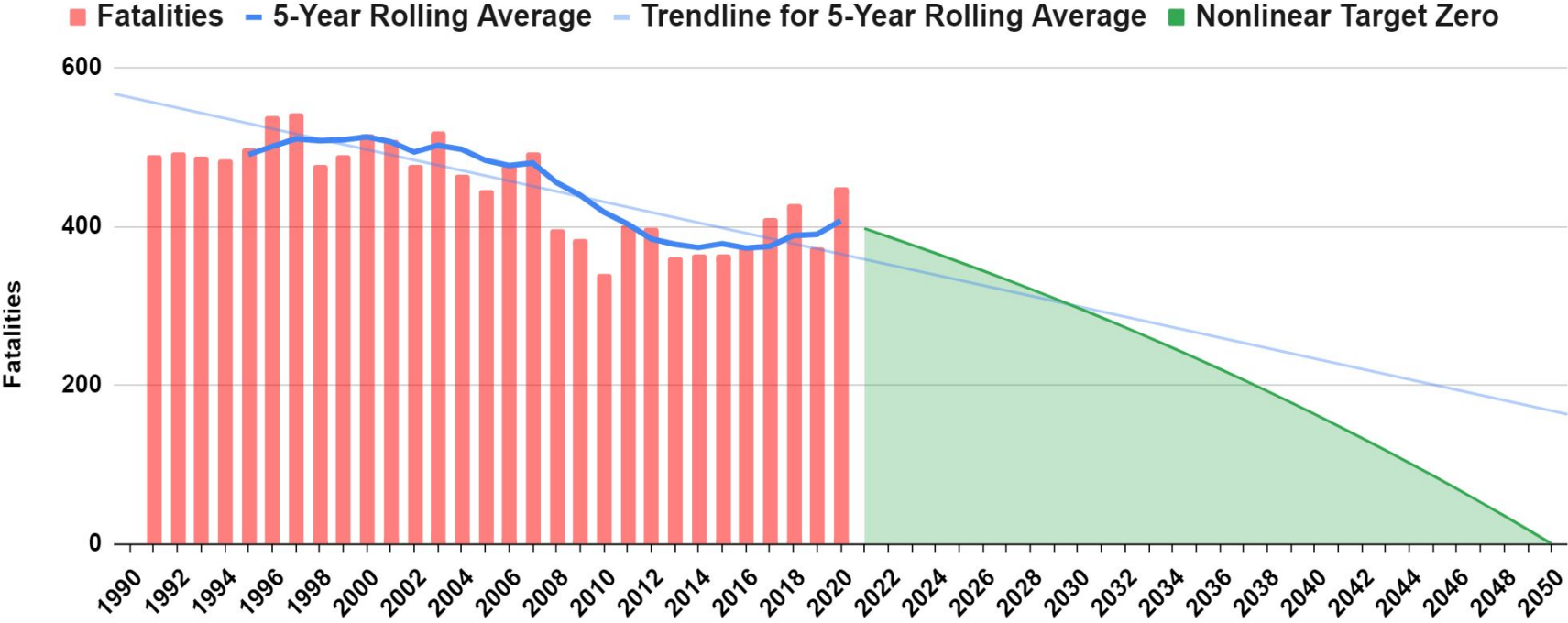
States:

- FHWA directly assess state progress toward meeting target: Better than baseline, or target achieved
- Failure to show significant progress: Implementation Plan, minimum funding requirements

MPOs:

- FHWA does not directly assess MPO progress toward meeting targets
 - Transportation Management Area certification review
 - Federal Planning Finding associated with the approval of the Statewide Transportation Improvement Program

Non-linear - Regional Vision Zero 2050



Regional Safety Targets: Non-linear

Performance Measure	Baseline (2016-2020)	Target (2018-2022)
Fatalities	407.2	387.2
Rate of Fatalities Per 100 Mil VMT	1.050	0.940
Suspected Serious Injuries	1382.8	1302.8
Rate of Suspected Serious Injuries Per 100 Mil VMT	3.557	3.162
Non-Motorized Fatalities and Serious Injuries	378.0	359.7

**Please note that this table was updated following the RTC meeting to be consistent with the 2020 fatality and serious injury data used by NJDOT. The RTC was contacted via email regarding the change.*

Next Steps

- Review best practices/partner initiatives to model
 - Policy
 - Tools
 - Safety Culture
- Identify next steps and step milestones

Action:

Recommend that the DVRPC Board adopt the regional safety targets and agree to plan and program projects that contribute toward meeting or exceeding the targets.

Performance Measure	Baseline (2016-2020)	Target (2018-2022)
Fatalities	407.2	387.2
Rate of Fatalities Per 100 Mil VMT	1.050	0.940
Suspected Serious Injuries	1382.8	1302.8
Rate of Suspected Serious Injuries Per 100 Mil VMT	3.557	3.162
Non-Motorized Fatalities and Serious Injuries	378.0	359.7

**Please note that this table was updated following the RTC meeting to be consistent with the 2020 fatality and serious injury data used by NJDOT. The RTC was contacted via email regarding the change.*



Thank you



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→ Regional Trails Program: Additional Phase 8 Grant Awards

*DVRPC Regional
Technical Committee
January 11, 2022*



Regional Trails Program

DVRPC's ongoing capital and technical assistance program for multi-use trail development in Greater Philadelphia. Supported in substantial part by the William Penn Foundation.

Additional Phase 8 Grant Awards

The following actions on multi-use trail projects are recommended :

- Add \$11,725 to the current award for design of the D&R Connector - Wellness Loop to Union Street
- Grant \$59,356 for an engineering assessment and feasibility study of a trail on the Philadelphia and Reading Railroad Mule Bridge

DVRPC Regional Trails Program D&R Greenway Connector, Wellness Loop to Union Street/Cooper Field (Circuit)



The Circuit Trails:

- Existing
- In Progress
- Pipeline
- Planned

N

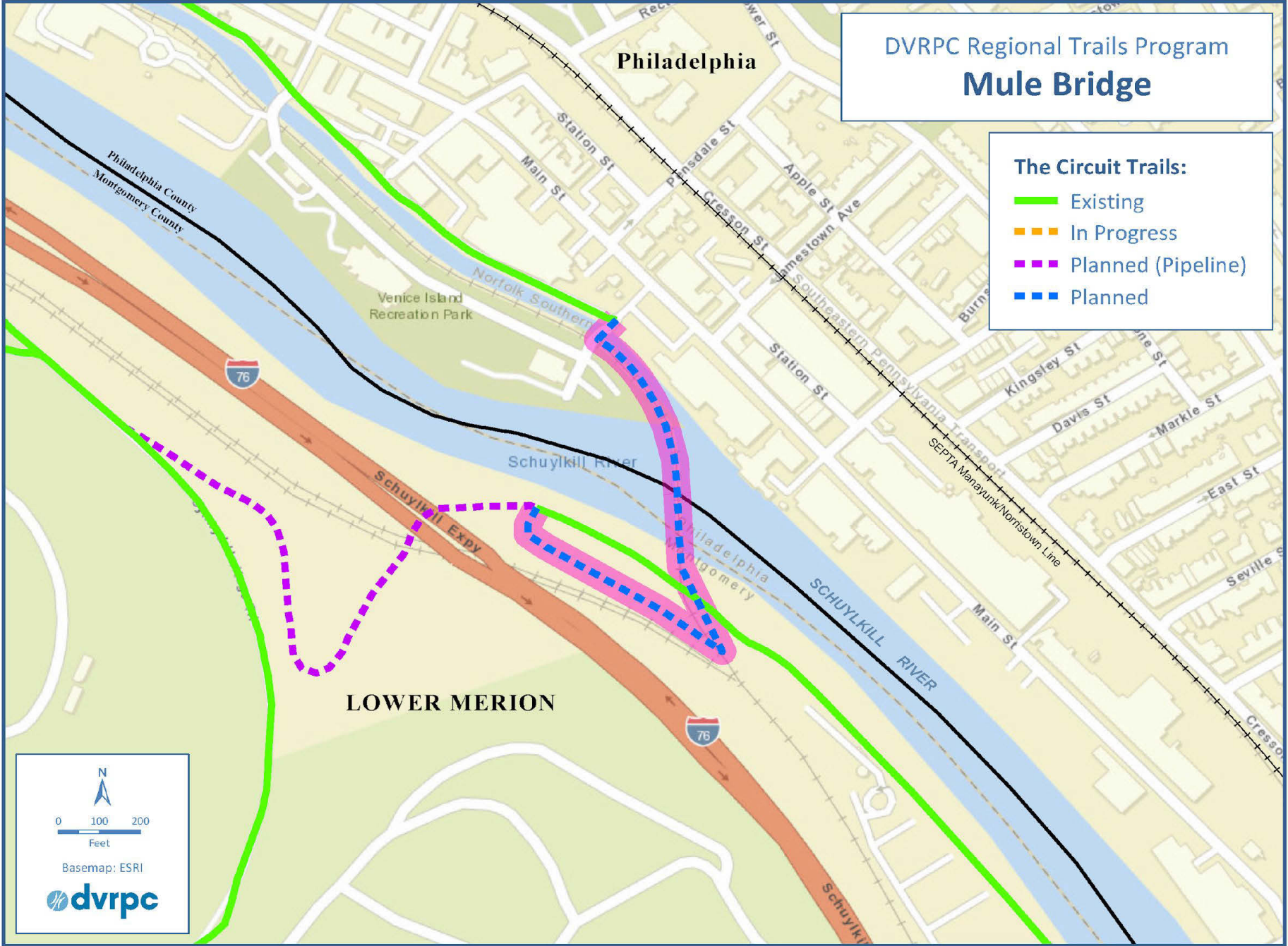
0 200 400
Feet

Basemap: ESRI

DVRPC Regional Trails Program

Mule Bridge

- The Circuit Trails:**
- Existing
 - In Progress
 - Planned (Pipeline)
 - Planned



N

0 100 200
Feet

Basemap: ESRI

Action Proposed

That the Regional Technical Committee recommend that the Board approve these two Regional Trails Program awards for \$71,081.

.....

DVRPC FY 2023 Unified Planning Work Program and TIP Actions



Request for Recommendation for Board Adoption

Regional Technical Committee | January 11, 2022

Patty Elkis | Deputy Executive Director

DVRPC FY23 UPWP Development - Timeline



DVRPC FY23 UPWP Development - Timeline



Compliance and Coordination

Acknowledges IIJA



New Planning Emphasis Areas



**Tackling the
Climate Crisis
- Transition to
a Clean
Energy,
Resilient
Future**

**Equity and
Justice⁴⁰ in
Transportation
Planning**



**Complete
Streets**


**Public
Involvement**

New Planning Emphasis Areas



**Strategic
Highway
Network/U.S.
Dept of
Defense
Coordination**

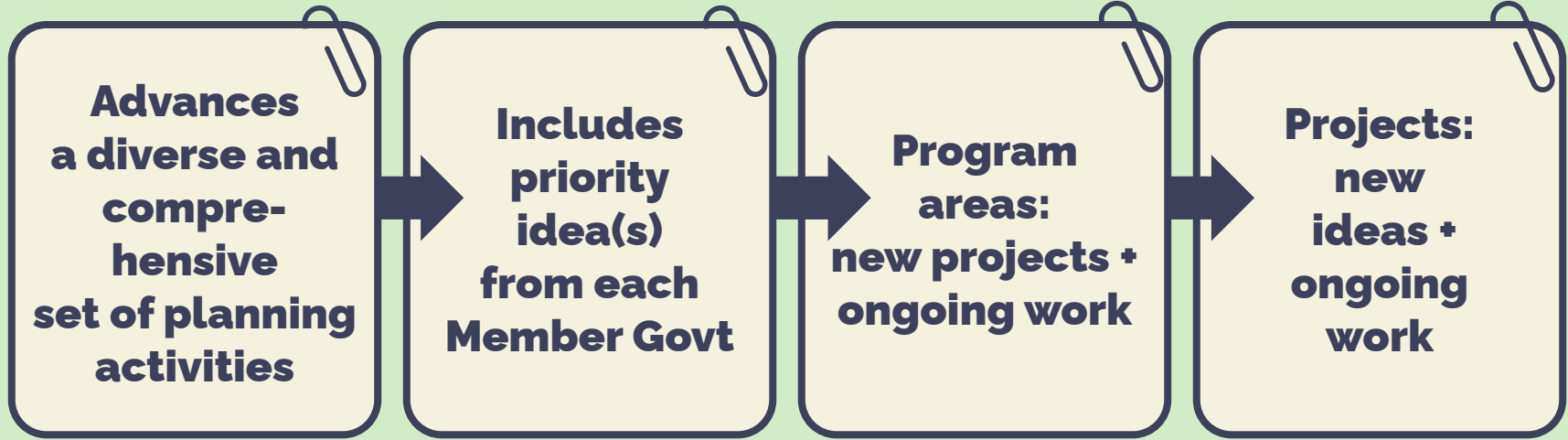
**Federal Land
Management
Agency
Coordination**



**Planning and
Environmental
Linkages**

**Data in
Transportation
Planning**

UPWP Content



Funding Sources



**Core Formula
Federal Funds from
FAST Act -IIJA once
appropriated**

PA State Funds



**Member Gov't
Contributions**

**TIP
(concurrent
approval at Jan
RTC/Board
Meetings)**



**Public Sector and
Foundation Grants**

**Competitive
Programs
(selections in
spring)**



FY23 Operating Budget

\$22,090,950

FY22 Operating Budget

\$22,103,460

**FY22 Pass-through grants
=\$6,392,000**

**FY23 Pass-through to
Member Gov'ts
=\$12,028,400
double from FY22**

**TCDI,
TOP,
TDM, LCD**

Sampling of New PA Projects



**Vine Street
Cap**

**Connectivity
Options for
Rt 202**



**Lower Bucks
Freight Access
Plan**

**Delaware
County Air
Pollution Study**



**Future of
Freight
Deliveries
Scenarios**

**SEPTA Rt 34
End of Line
Screening**

Sampling of New NJ Projects




**Burlington/
Florence
Connector Road
Study**

**Mercer Mobility
Element of
Master Plan**



**Trenton Bike
Plan**

**Camden County
Guide Rail
Management
System**



**Safe Routes to
NJT - Bike/Ped
Enhancements**

**Glouco Signal
Timing
Initiative**

Key Parts of Document

**Table 2:
Project
Funding by
Source**

**Chapter 2:
Program Area and
Project
Descriptions**

**Chapters 3, 4, 5:
Pass-through
Programs for SRHPP,
TSP, + other Member
Gov't Projects**

Public Comment Period

**12/8/21
through
1/10/22**

**DVRPC Board Authorized Opening
FY23 UPWP for 30 day Public
Comment**

**Comments and responses will be
addressed at the January Board
Meeting**

1/27/22

Known Changes to Draft Document

**PA and
NJ
SRHPPs**


No longer require in-kind matches, but will be covered by toll credit => streamline administrative processes for all

Tables, corresponding program descriptions, and other references will be updated in the final FY23 UPWP

**Chapters
3A and 3B**

FY22 NJ TIP Actions for FY23 UPWP

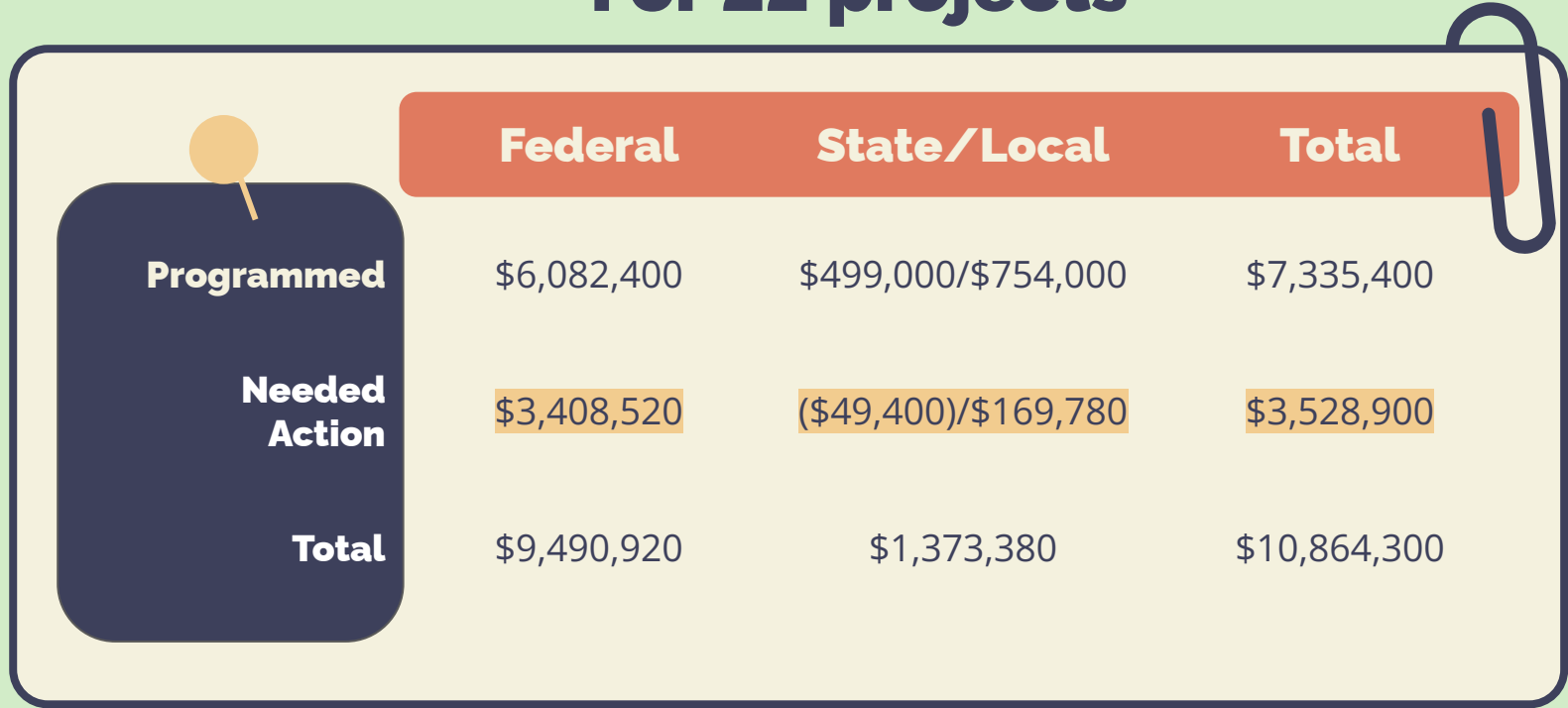
- For 17 projects -



	Federal	State/Local	Total
Programmed	\$1,810,600	---	\$1,810,600
Needed Action	\$2,195,000	\$110,000	\$2,305,000
Total	\$4,005,600	\$110,000	\$4,115,600

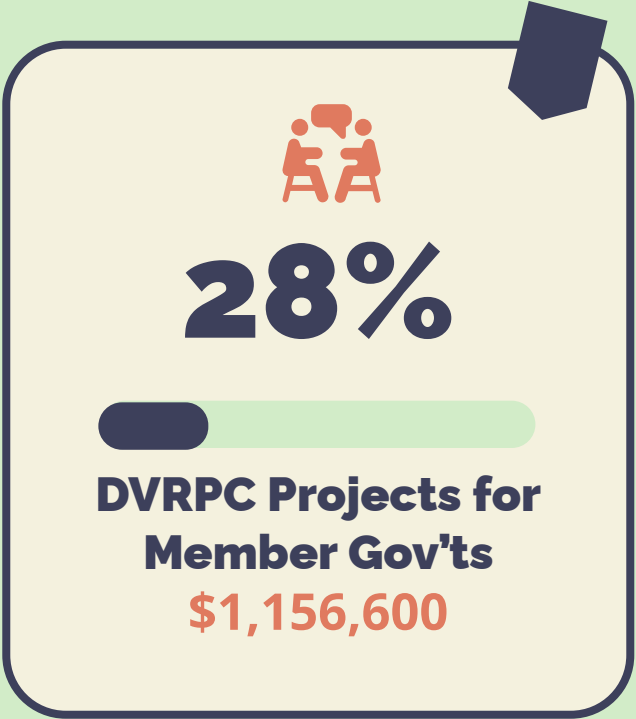
FY21 PA TIP Actions for FY23 UPWP

- For 22 projects -

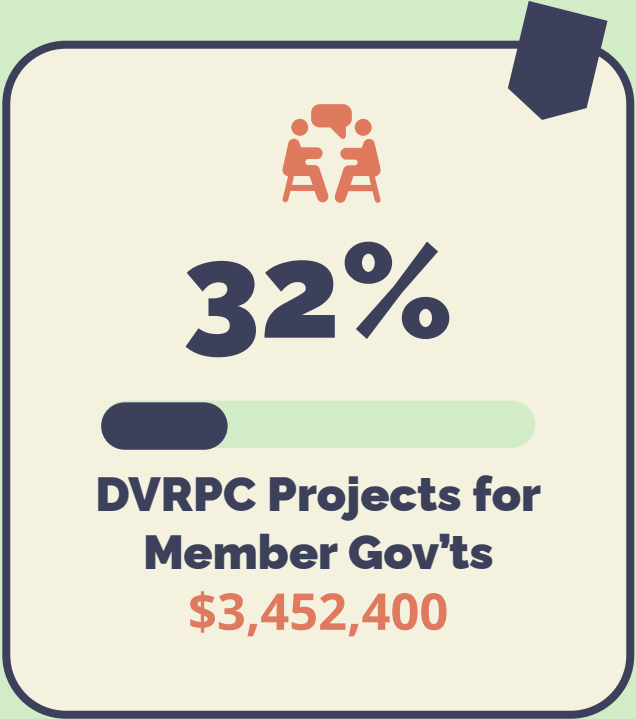


	Federal	State/Local	Total
Programmed	\$6,082,400	\$499,000/\$754,000	\$7,335,400
Needed Action	\$3,408,520	(\$49,400)/\$169,780	\$3,528,900
Total	\$9,490,920	\$1,373,380	\$10,864,300

NJ TIP Funded FY23 UPWP Total Costs



PA TIP Funded FY23 UPWP Total Costs





100%!

**Total FY23 Work Program that
Supports Members and the Region**



Action Proposed

That the RTC recommend Board adoption of the FY23 UPWP, pending the resolution of any outstanding issues, and approve the actions to amend the FY2022 TIP for NJ and FY2021 TIP for PA as required.



Questions?



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January 11, 2022

PRESENTED TO:
Regional Technical
Committee (RTC)

PRESENTED BY:
Sarah Moran, AICP



BICYCLE LTS

& CONNECTIVITY ANALYSIS



 **dvrpc**



UPDATE



Where we
started

BICYCLE LTS

& CONNECTIVITY ANALYSIS

What's
new?



 **dvrpc**



Overview



Goal: Identify which road segments would have meaningful impacts on low-stress bicycle connectivity and would be worth investing in design

2 Parts:

1. Level of Traffic Stress (LTS)
2. Connectivity Analysis



Level of Traffic Stress (LTS)



LTS	Comfortable Enough For (Cyclist Type)	Characteristics
1	Most People	Lowest stress Comfortable for most ages and abilities
2	Interested, but Concerned	Suitable for most adults Presenting little traffic stress
3	Enthusied and Confident	Moderate traffic stress Comfortable for those already biking in American cities
4	Strong and Fearless	High traffic stress Multilane, fast moving traffic

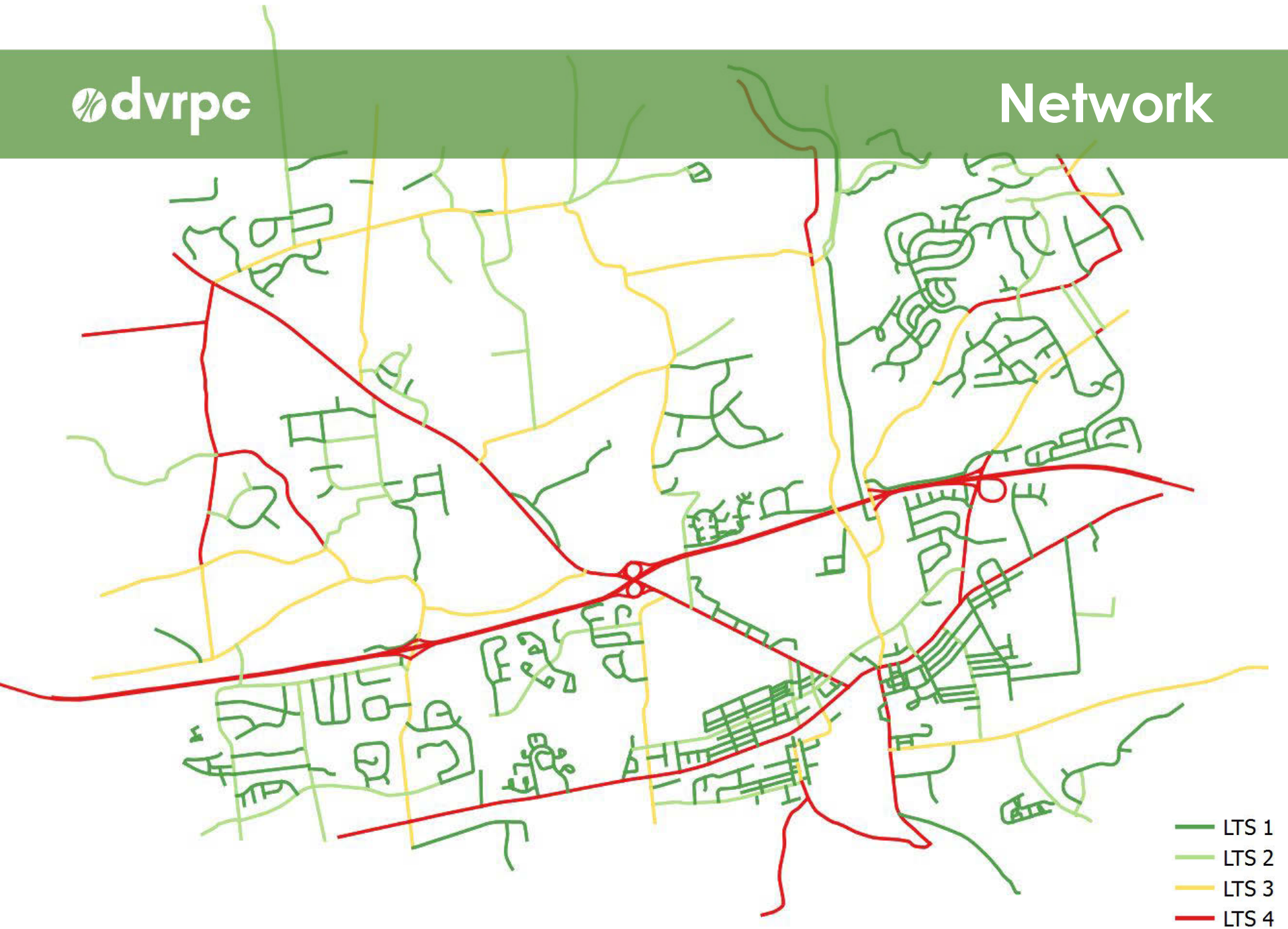
Mekuria, M., Furth, P. and Nixon, H. "Low-stress bicycling and network connectivity", *Mineta Transportation Institute*, No. Report 11-19, 2012.
Geller, R. "Four Types of Cyclists," Portland Bureau of Transportation, Portland, OR, 2006.
www.portlandoregon.gov/transportation/article/264746. Accessed Aug. 11, 2016.



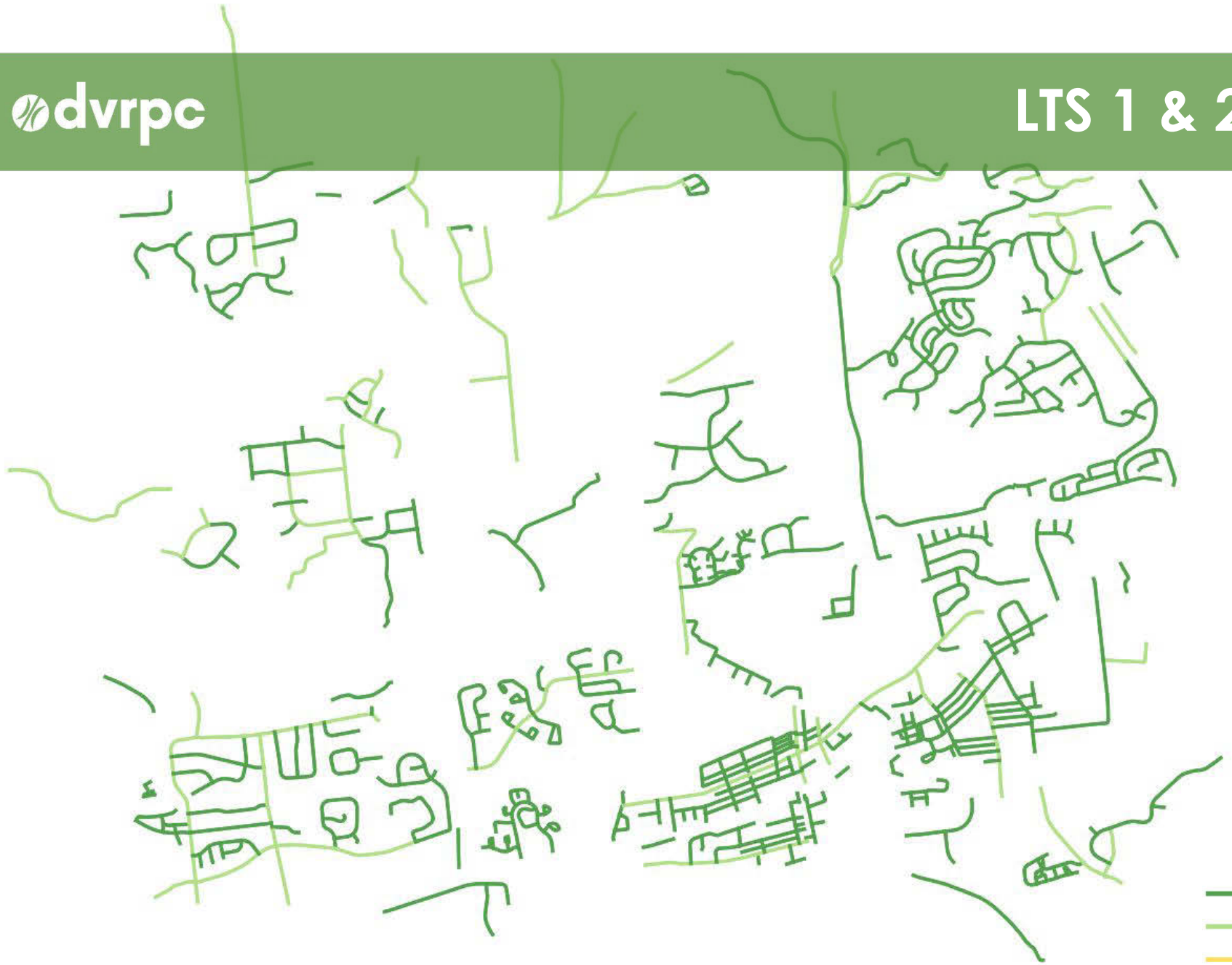
Link LTS



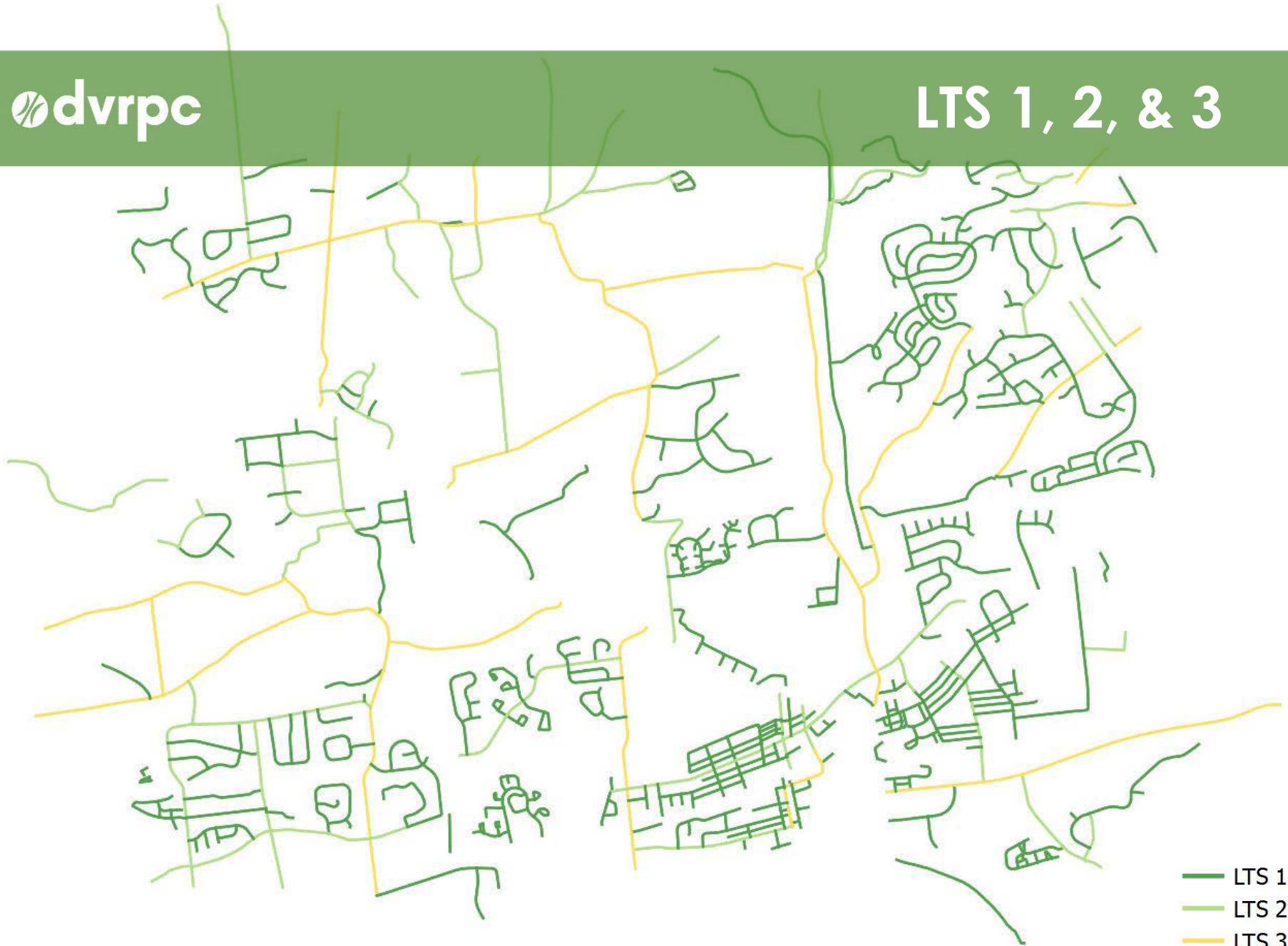
# Lanes	Speed (MPH)						Buffered	Protected	
		None	Bike Route	Sharrows	Bike Lane	Bike Lane	Bike Lane		
2 (res)	≤ 25	LTS 1							
2 (res)	30	LTS 2							
2-3	≤ 25	LTS 3							
4-5	≤ 25	LTS 3							
2-3	30	LTS 3							
6+	≤ 25	LTS 4							
4-5	30	LTS 4							
6+	30	LTS 4							
2-3	≥ 35	LTS 4							
4-5	≥ 35	LTS 4							
6+	≥ 35	LTS 4							



- LTS 1
- LTS 2
- LTS 3
- LTS 4

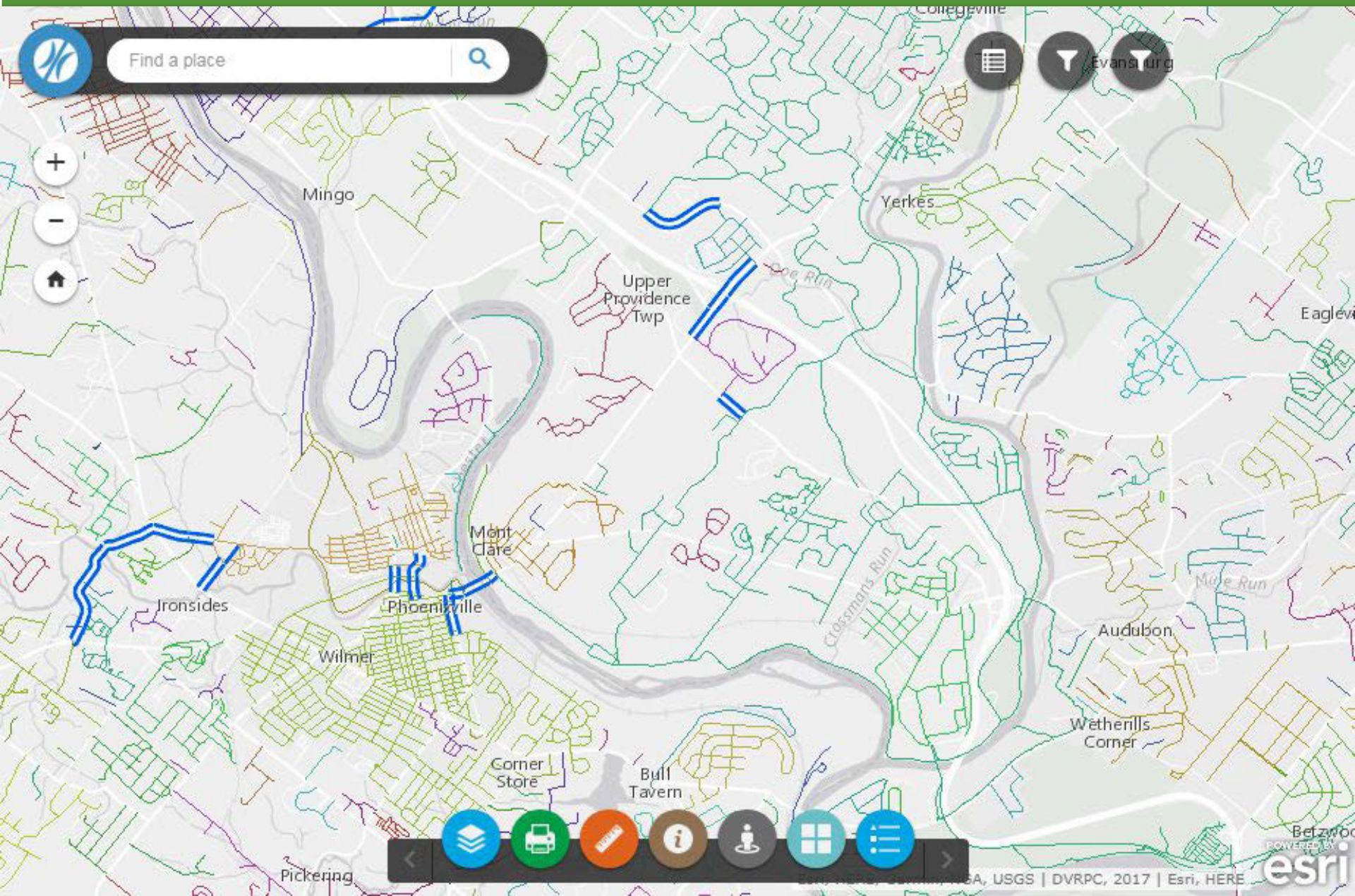


- LTS 1
- LTS 2
- LTS 3
- LTS 4



- LTS 1
- LTS 2
- LTS 3
- LTS 4

Previous Map





Where we
started

What's
new?



BICYCLE LTS

& CONNECTIVITY ANALYSIS



 **dvrpc**



What's new?



What you'll notice

**Behind the scenes
(analysis)**

What's new?



Scroll Story Map Interface






BICYCLE LTS & CONNECTIVITY ANALYSIS



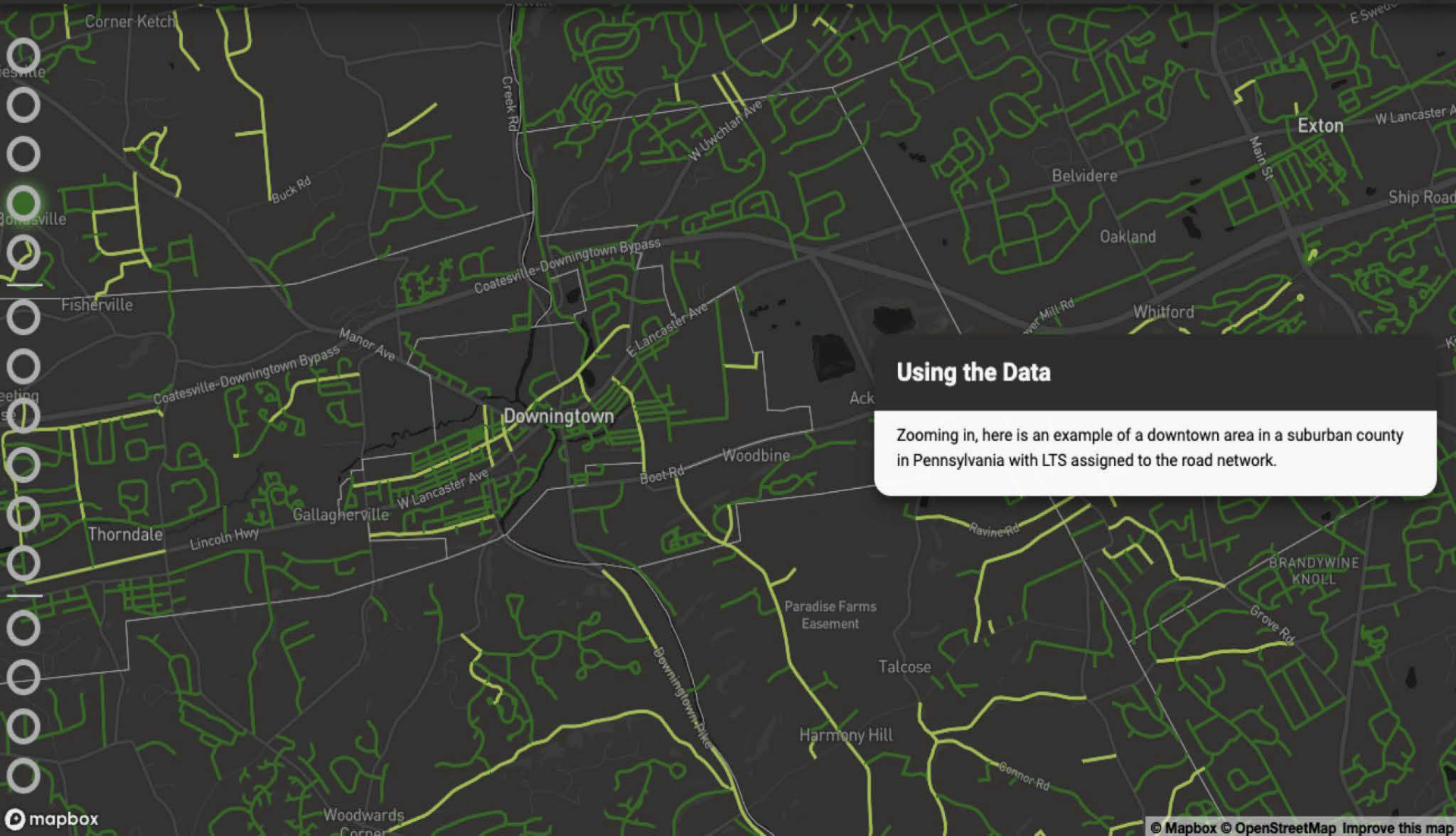
view interactive map



begin story

Welcome to DVRPC's Bike LTS and Connectivity Analysis! This regional screening tool was developed to help identify and rank roads where bicycle facility improvements would have the greatest local and regional connectivity benefit to the low-stress bicycle network. Learn about Level of Traffic Stress (LTS) and the connectivity analysis by scrolling through the story below. Explore and analyze the data in this [webmap](#).

Additional information about LTS, connectivity analysis, and methodology behind the results displayed in the map can be found in the [documentation](#). The layers and corresponding tables displayed in this map are available for download via [DVRPC's GIS Portal](#). DVRPC continues to refine the tools and analysis approach - if you have ideas, questions, or comments, please contact Sarah Moran at smoran@dvrpc.org. Road network errors are being collected [here](#).



Using the Data

Zooming in, here is an example of a downtown area in a suburban county in Pennsylvania with LTS assigned to the road network.

Explore and analyze LTS and bicycle network connectivity priorities.

Legend ▾

LEVELS OF TRAFFIC STRESS

- LTS 1
- LTS 2
- LTS 3
- LTS 4

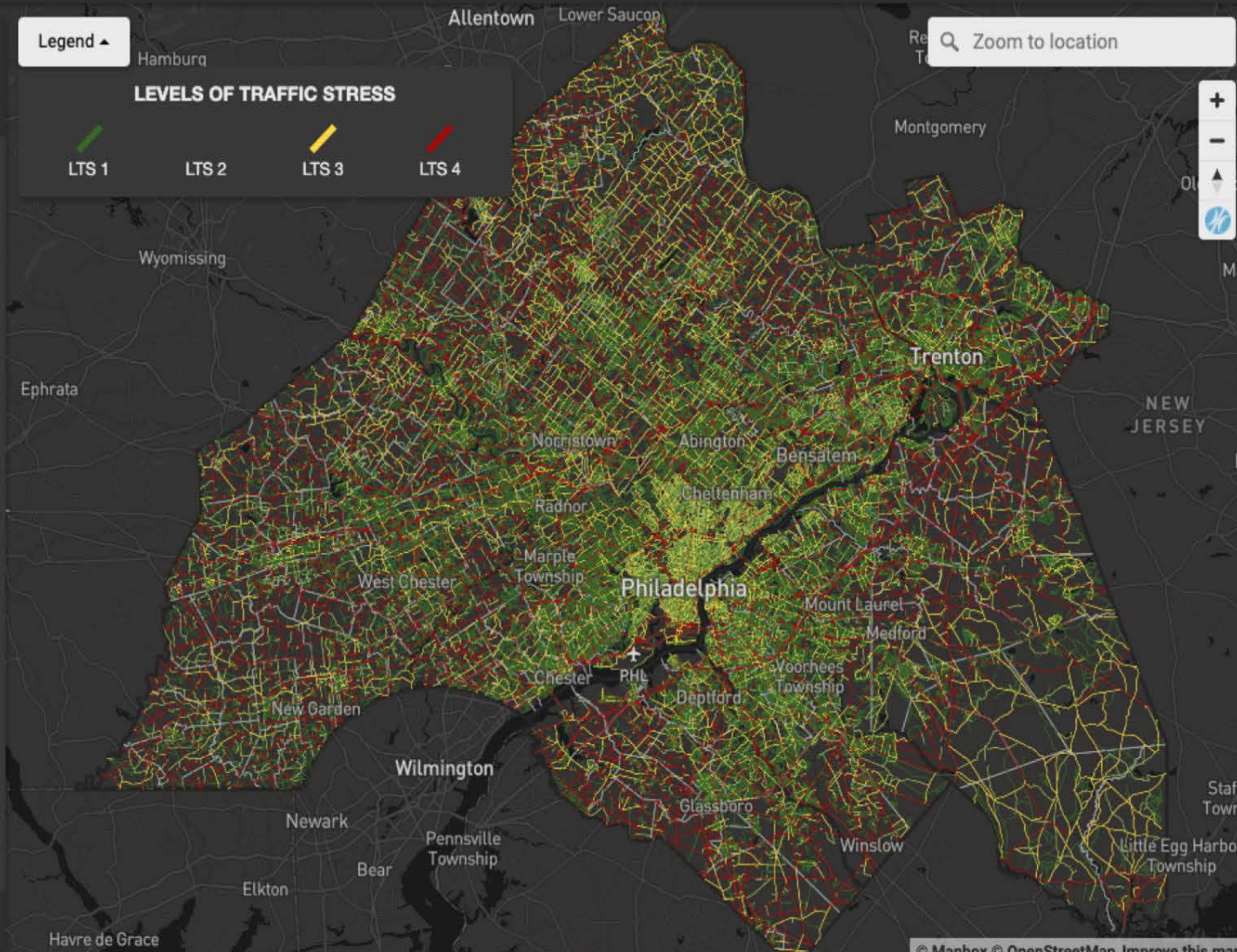
Map navigation controls: +, -, up arrow, down arrow, and a globe icon.

LTS Analysis | Connectivity Analysis

- LTS 1
- LTS 2
- LTS 3
- LTS 4

low-stress areas

bicycle facilities



[Learn more](#) about the analysis and how these layers were created.

[disclaimer](#)

What's new?

A black and white photograph of a large iceberg floating in the ocean. The iceberg is the central focus, with its reflection clearly visible in the dark water below. The sky is overcast with soft clouds. The text is overlaid on the iceberg and water.

**Scroll Story
Map Interface**

**Slope
Equity-based Prioritization**

Topography



Slope as Cost



Attribute	Distance Value (% distance)	
	Non-commute	Commute
Upslope 2-4%	72.3	37.1
Upslope 4-6%	290.4	120.3
Upslope >= 6%	1106.6	323.9

$$\text{Cost} = \text{Link Length} \times (1 + \text{Link LTS} + \text{Link Slope Factor})$$

Equity-based Prioritization



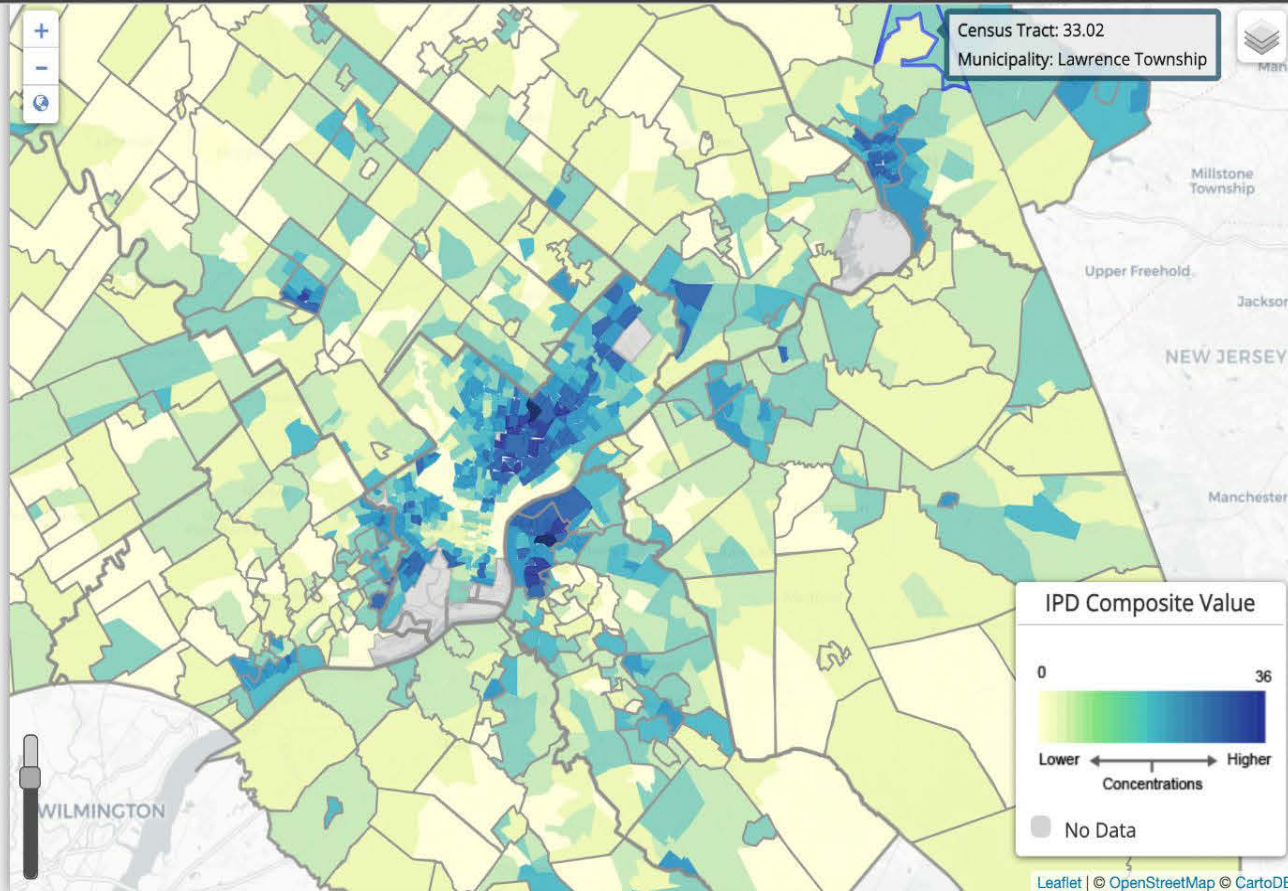
Click on a census tract to view IPD analysis and scoring

Methodology

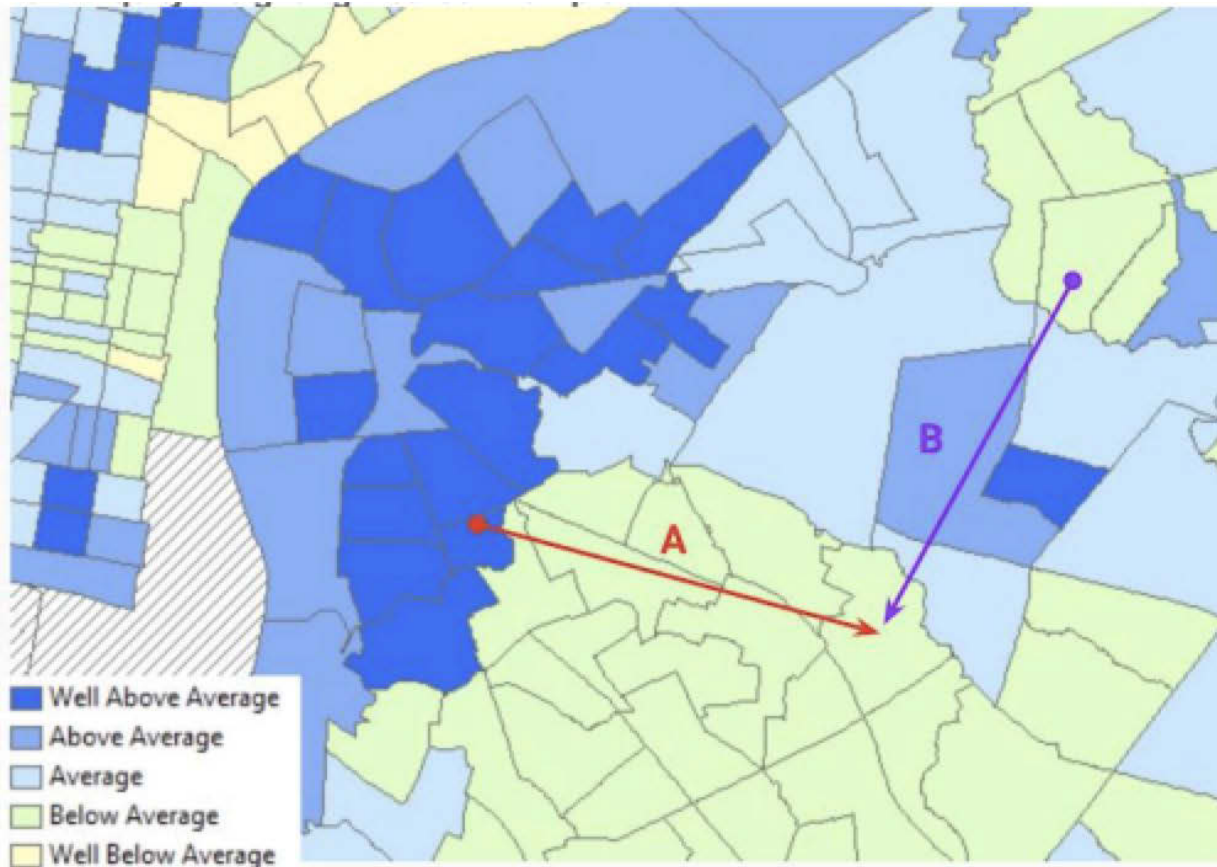
The first step in conducting an equity analysis is identifying the protected classes and population groups of interest using demographic data from the US Census Bureau. These population groups are represented by the nine indicators in the IPD analysis: youth, older adults, female, racial minority, ethnic minority, foreign-born, limited English proficiency, disabled, and low-income. The concentrations of these populations are mapped for each Census tract in the region.

Next, the IPD score for each tract is calculated for use in DVRPC's policies, programs, and processes. The IPD score calculation is determined by standard deviations relative to an indicator's regional average. This score classifies the concentration of the population groups of interest on a scale from "well below average" to "well above average" in every census tract in the region.

For more information, see the Methodology section under "Info & Data" tab above.



Equity-based Prioritization



Path A
Origin = 5
Destination = 2
Path weight = 7

Path B
Origin = 2
Destination = 2
Path weight = 4



dvrpc | BICYCLE LEVEL OF TRAFFIC STRESS (LTS) AND CONNECTIVITY ANALYSIS

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Explore and analyze LTS and bicycle network connectivity priorities.

LTS Analysis

Connectivity Analysis

▶ What is Low-stress Network Connectivity?

▶ What is Equity-focused Network Connectivity?

select type:

Equity-focused Network Connectivity

select priority connections to:

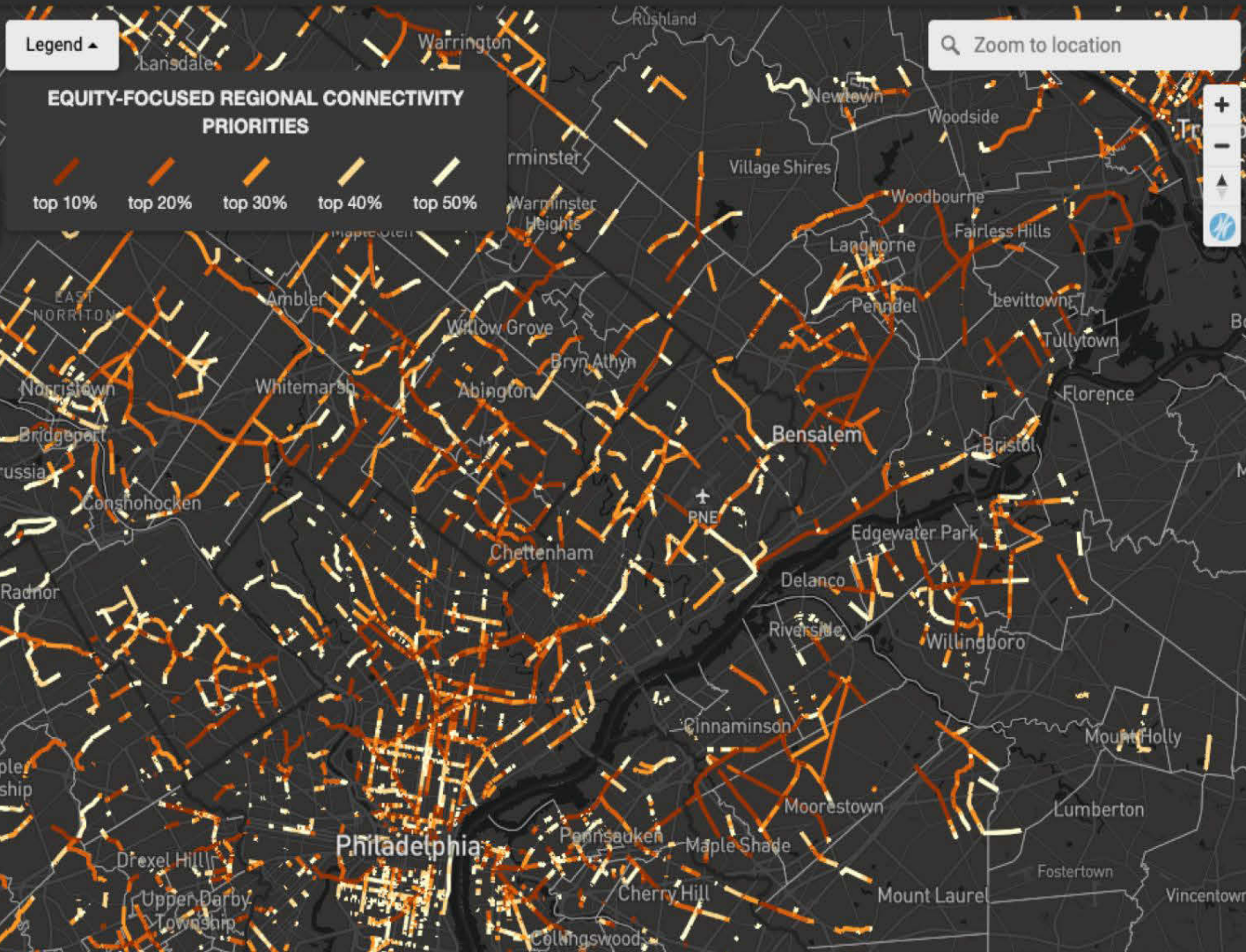
everywhere

full LTS network

low-stress areas

bicycle facilities

[Learn more](#) about the analysis and how these layers were created.





BICYCLE LTS

& CONNECTIVITY ANALYSIS



Thank You!

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