

Pedalcycle and Pedestrian Advisory Committee Meeting Minutes

Meeting Date: April 28, 2025, 12:00 pm
In Person Keystone Building, Dessert Room Plaza Level, Harrisburg, PA
and Virtual via Teams

Call to Order and Roll Call

Meeting was called to order at 12:00 pm by Scott Bricker. Roll was taken and a quorum was declared.

Committee Members Present:

Judy Ward	Majority Chair of the Senate Transportation Committee
Justin Gensimore	Alternate for Minority Chairman of the Senate Transportation Commission
Jessica Sander	Alternate for Minority Chairman of the House Transportation Committee
Trish Meek	Alternate for Secretary of Transportation
Alex MacDonald	Alternate for Secretary of Conservation and Natural Resources
Julie Fitzpatrick	Statewide Constituencies
Nicole Brunet	Metropolitan Philadelphia
Clifford Kitner	Trail Constituencies
Amy Kessler	Metropolitan Planning Organizations/Rural Planning Organizations
Panini Chowdhury	Pedestrian Constituencies
Scott Bricker	Metropolitan Pittsburgh
Carmen Bell	Senior Citizen and Disabled Constituencies
Lauren Abt	Children and Education Constituencies
Fred Richter	Recreational Cycling Club
Sean Ziller	Public Member - Disabled Constituencies
Adriana Hursh	Public Member

Others Present: Nolan Ritchie, Chuck Richards, Henry Beaver, Meredith Biggica, Sam Pearson, Joe Stafford, Ngani Ndimbie, Jeff Young, Peter Messina, April Hannon, Chris King, Ehsan Ershad Sarabi, Blade Kline, Justin Cambric, Sarah McHugh, Brett Klingel, Tom Glass, Mavis Rainey, Sal Vitko, Jonathan Shaw, Richard Norford, Bill Hoffman, Jeff Iseman, Laura Heilman, Alex Peppers, Janet Flynn, Jason Bewley, Jennifer Kuntch, Chris Allison, Anne Messner, Ken Campbell, Chris Conti, Dan Goodman, Leann Chaney, Dave McFarland, Ben Guthrie, Austin Daily, Jaclyn Himmelwright, Sazia Nowshin, Kristin Saunders, Carrie Long, Laura Lastoskie, Kristin McLaughlin, David Lapadat, Eric Middleton, Emilia Crotty, Leann Chaney, Doug Schmeelk, Connor Vecellio, Tosh Chambers, Robert Manzella, Josh Theakston, Wayne Mears, Nidhi Mehra, Michael Rimer, Chris Metka, Rachel Eckman, Janice Mullin, Scott Slingerland, Cassidy Boulan, Ross Willard, Marisa Jones, and Jen Farris

Introductions

Members and individuals attending the meeting in person introduced themselves.

Approval of Minutes

A motion to approve the minutes of the September 10, 2024, PPAC meeting was made by Amy Kessler and a second was made by Cliff Kitner. The motion passed by unanimous voice vote.

2025 Meeting Schedule

The following dates were established by PPAC for 2025: July 8, September 9, and November 18, 2025 voice vote. Meeting holds will be sent to the PPAC members following the meeting and additional materials will be distributed prior to each meeting.

Role of PPAC and Focus of the Committee

Ms. Meek provided an overview of work that was done previously related to the role of PPAC. Previously an Assessment and Direction Setting study. Recommendations were related to the following: Roles and Responsibilities; PennDOT Interface; Long-Range Planning and Annual Progress Report; Meeting Management; and Social Event. Formal subcommittees were formed, and some work was performed. Materials will be sent to the current PPAC, and consideration should be given to which subcommittee they would like to serve, and subcommittees can be formed to discuss each topic. Ms. Meek noted that information was distributed to the new PPAC members as part of the orientation materials. She added that legislation requires PPAC meet is one time per year but traditionally meetings have been held 4 times per year, but the number of meetings is at the discretion of the committee.

Safe Routes to Schools Funding Update and Discussion

Justin Cambric, PennDOT Transportation Alternatives Set-Aside (TASA) Coordinator, provided an update on Safe Routes to School (SRTS) legacy funding and TASA program. He noted that unlike most other federal funds that PennDOT receives the SRTS legacy funds do not expire and are not required to be used within a specific federal fiscal year. When PennDOT no longer received a SRTS allocation the Department consolidated the SRTS project selection process into the former Transportation Alternatives program which is now known as TASA. Throughout those years PennDOT utilized TAP funding on SRTS eligible projects. PennDOT made extra efforts to solicit SRTS projects in the last TASA funding round and three times as many SRTS projects were submitted for consideration. In the last TASA funding round all the SRTS legacy funds were awarded. He clarified that award is not the same as obligating funds, but the projects are programmed on the Transportation Improvement Program (TIP), and most are scheduled to be obligated in 2026. Even though no additional SRTS funds are available to allocate to projects PennDOT will continue to solicit these types of projects through the TASA program.

Mr. Bricker asked when PennDOT anticipates opening the next TASA funding round. Mr. Cambric replied that it is anticipated the next round will be opened summer 2025. Announcements will be posted on the website when available and will be distributed to stakeholders including school districts and PSATS.

Panini Chowdhury asked if there will be any major changes to the TASA guidelines and if the current \$1.5 million project cap will remain. Mr. Cambric replied that the maximum project funding cap will remain and there are no major changes although it is likely that non-profits will not be eligible sole project sponsors, but they can partner standard traditional applicants. Ms. Meek asked for an example of who a non-profit could partner with. Mr. Cambric replied they could partner with a county, municipality, or school district or any the eligible entities that will be listed in the guidance.

Mr. Bricker asked if there is a statute that is dictating this change or internal policy change. Mr. Cambric stated it will be clarified in the guidance when it is released. Mr. Ritchie stated that this is a federal program and that would have had to change at the federal level not the state.

Ms. Pearson asked for clarification about former distance requirements for projects to be eligible for safe routes to schools related projects and what the current maximum funding amount is per project. Mr. Cambric replied that there is no longer specific SRTS funding, but projects can be considered safe routes to school projects. Ms. Meek asked for clarification that traditional SRTS type projects fall under TASA program and there are no school distance requirements. Mr. Cambric replied that is correct. Ms. Pearson asked if the former \$3 million cap on SRTS projects is now reduced to \$1.5 million. Mr. Cambric replied that the \$1.5 million is a soft cap so for rare and extraordinary projects up to \$3 million can be provided and he added that cap applies to both infrastructure and non-infrastructure projects. He added that for infrastructure projects there is minimum cost of \$50,000. There will also be a webinar to review the program prior to the funding cycle.

Cliff Kitner asked for clarification on the project match requirements. Mr. Cambric replied that there is not a typical match requirement in lieu of that in construction projects the sponsor is required to pay for all preconstruction activities and for non-construction projects the sponsor is responsible for any planning or design and TASA funds pay for the events and materials.

Bicycle Friendly State Ranking

Mr. Bricker provided background on the League of American Bicyclists (LAB) Bicycle Friendly State Report. Ms. Meek provided everyone at the meeting a copy of BFS Report Card (Attachment 1). Pennsylvania is currently ranked number 19 and was previously ranked 12. She reviewed the criteria that are used by the LAB for ranking the states. She reviewed some pf the difficulty in

She then outlined the LAB feedback which relates to speed limit setting in urban and residential area; increasing state Multimodal Transportation Fund (MTF) funding for bicycle and pedestrian projects; legalization of parking separated bike lanes; and formation of a statewide office and increase in staffing; and adoption of a Vision Zero policy.

In response to the questions if an increase in MTF funding for bicycle and pedestrian projects would require a legislative change Mr. Ritchie stated that it would require a constitutional amendment. He explained that there is a constitutional protection to maintain roads and bridges with gas tax revenues as well as the motor vehicle licensing fees.

Mr. Panini asked for clarification on the constitutional protection and asked if any component is located it the right of way is it covered under that protection and asked about a sidewalk is

connected to the right of way. Mr. Ritchie stated that he believes it is related to who it benefits. Sidewalks and trails would benefit the pedestrians and bicyclists and added that the motor license fund is protected for roads and bridges. He added that the state sales tax does not have a constitutional protection related to roads and bridges.

Adriana Hursh mentioned her experience related to lower the speed limit below 25 miles per hour and the response was that study would need to be done on every street. Mr. Ritchie stated engineering studies are part of the law. Ms. Pearson asked about engineering studies that are not road by road to reduce the speed limit below 35 mph. There was a brief discussion about setting speed limits, speed limit studies and the consideration of engineering studies related to state law. Ms. Meek stated that she will gather additional information on this topic. Mr. Bricker added that the new MUTCD may provide an option other than using the 85th percentile speed rule and PennDOT has not yet adopted the MUTCD. Ms. Meek stated work in underway related to MUTCD adoption.

Mr. Bricker stated that the city of Pittsburgh has posted advisory speed limits (yellow and black signs) in locations. Mr. Kitner stated that advisory speed limit signs have been posted in some trail crossing locations, but trail crossing requirements consider roadway conditions related to countermeasures at trail crossings.

Ms. Kessler stated that there is a conflict between USDOT performance measures and the requirement that DOTs address safety.

Active Transportation Plan Best Practices Discussion

Ms. Meek introduced Kristin Saunders and Carrie Long from Toole Design and provided information about the Active Transportation Plan (ATP) process (Attachment 2). Ms. Long talked about the project team and the types of ATPs and typical components and reviewed what was included in the 2019 Pennsylvania ATP. Ms. Saunders provide an overview of the best practices work that is underway and stated that four peer states were interviewed as part of the process including: Maryland, Michigan, Minnesota, and Ohio. Each of these states have a recently completed ATP and similar legislative framework. She noted that additional interviews were also conducted with stakeholders within PA.

Ms. Saunders talked about each of the peer state ATPs and pointed out that each has a policy level plan with Minnesota also having a district level network plan. Significant best practices included a focus on safety; a connection between the ATP and other state plans; move initiatives with board support; and set clear measurable goals. Related to engagement it was noted that it is critical to work through partnerships and conduct a statistically valid survey. She stated that the key takeaways for the peer review include develop a visionary guidance document; identify unique needs for Pennsylvania; identify key policy priorities and goals; support local network development but don't create a statewide network; evaluate PennDOT roadways in urban areas; and incorporate context sensitive design guidance.

Ms. Fitzgerald asked for clarification related to support a local network development but don't create a statewide network. Ms. Saunders clarified the intent and noted a network can be created, but may be developed by the locals. Mr. Bricker asked that Massachusetts be considered as part of the peer state review. Ms. Meek stated that that is outside of this scope, but we can look at others as part of future work.

A Mentimeter exercise was conducted by the consulting team to gather input from PPAC members about the current ATP. The questions will also be sent out after the meeting for additional input by members. A comment was received that not only do the meeting locations need to be physically accessible, but websites and the materials which will be distributed also need to be accessible.

Vulnerable Road User Safety Education Elementary school pilots

Patti Sistrunk, Toole Design, provided an overview of the Vulnerable Road User (VRU) Safety Education project (Attachment 3). Ms. Meek clarified this is year two of a three-year project. Ms. Sistrunk reviewed project tasks which include data gathering and safety trends; development of VRU safety messaging; and classroom curricula and pilot materials. She also discussed objectives, schedule, tasks, and next steps.

Mr. Bricker noted that a staff person from the National Safe Routes Partnership is in attendance at the meeting and asked if the consultant team is interfacing with them on this project. Ms. Sistrunk noted that they have knowledge of the Partnerships' work and she will talk with them for additional information.

Mr. Chowdhury asked if the consulting team can identify appropriate countermeasures from the National Highway Traffic Safety Administration (NHTSA) Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Office. He stated that a review to determine what countermeasures would be appropriate for the Commonwealth would be beneficial. He also noted a better understanding about why VRU safety is important messaging for school conversations with the parents is important. Ms. Sistrunk noted that they have developed resources nationally related to messaging and she noted it can be in many forms from a take home bookmark to graphics and materials on school websites. She noted that many schools are moving away from printed materials. Ms. Meek responded that the safety countermeasure issue may be able to be incorporated into another project scope.

Mr. Ziller stated that the approach of rural, suburban, and urban schools is good. He added that with urban schools even in the same area can have different neighborhood conditions. Conditions and populations they are serving impact the danger or risk to students and outreach in the schools has to take a different approach based on the differences and he suggested thinking about the urban component and their own unique factors, challenges, and successes. Lauren Abt added that different economic conditions within urban schools impact why kids exercise their mobility independently and how they do it. Ms. Pearson noted the national League of American Bicyclists is developing curriculum for cycling education and asked if it is possible to stream material from other entities. Ms. Sistrunk stated there are many existing resources and the materials being prepared will have a Pennsylvania context related to laws. She also acknowledged that socioeconomics is critical, and we want to create a toolkit and resources that are easy to share with schools and communities. Adriana Hursh added that outside of printed materials in English and Spanish she is hoping that the digital information can be translated into different languages and noted that in Lancaster there are 63 different languages spoken and is good for parents as well as children. Mr. Bricker asked that the safety data is an independent analysis outside of the VRU Safety Assessment.

Legislation and Policy – Questions and Answers

Mr. Ritchie reviewed the report that was provided prior to the meeting. He noted that there are three bills that have a direct impact on issues that focus on VRU activity. He reviewed the status of protected bike lanes, stopping for pedestrians, and preventing parking and stopping in bike lanes. He highlighted that Act 18 of 2024, Paul Miller's Law, related to distracted driving will become effective this year and police officers are authorized to issue warnings, and after a year they can begin issuing citations which will help educate drivers to provide for hands free driving. He also stated that Act 38 of 2023 was signed into law, which provides for permanent automated speed enforcement. There is a requirement for the Local Government Commission to study and analyze the feasibility of automated speed enforcement on local roads. That report is expected sometime this year. Mr. Richter asked for clarification on Paul Miller's Law. Mr. Ritchie clarified that currently there is a text ban, and this law requires hands free use of devices.

Nicole Brunet recommended that proposed legislation related to clearing roadway debris from shoulders, a local funding option for transportation, and establishing an alert system after hit and runs, be included in future updates. Mr. Ritchie stated these bills can be tracked moving forward.

Ms. Brunet asked whether the Protected Bike Lane bill (HB 291) mandates that bicyclists ride in the bike lane instead of on the sidewalk. She stated that it is her understanding that it is already the law if you are over the age of 12 that you ride on the street if there is a bike lane or shoulder available and to put any kind of mandate in this law would be repetitive. Mr. Ritchie stated that PennDOT executives were in this meeting in the past and made it clear that current law does not require them to be in a bike lane. The proposal would only provide an option and it would be up to the bicyclist to determine if they use the bicycle lane or the sidewalk. Joe Stafford added that bicycle riding is prohibited in the business district and where sidewalks are signed by a municipality. Ms. Brunet added that language about a community not wanting a protected bike lane is repetitive because the PennDOT Connects process requires community outreach. Mr. Ritchie stated that the Vehicle Code relates to both state and local roads. PennDOT Connects does not apply to local roadways and he asked for a legal opinion from PennDOT if the proposed Protected Bike Lane bill applies to both local and state roads.

Agency Updates and Questions and Answers

Alex MacDonald provided an update on the Department of Conservation and Natural Resources (DCNR) Statewide Comprehensive Outdoor Recreation Plan (SCORP) and will be finalized by the end of May with a June or July launch. He added DCNR is working on the implementation process. The state trail plan implementation matrix was shared with PPAC in early April, and it will be released with the SCORP. He stated that Path of the Flood is the Trail of the Year.

Laura Lastoskie from the Department of Health Division of Nutrition and Physical Activity provided an update on the WalkWorks which is documented in the materials provided prior to the meeting. It is anticipated that the new WalkWorks funding awards will be announced in early July. She also highlighted the Community Capacity Building Program.

Ms. Meek stated that the PennDOT Midblock Crosswalk and Trail Crossing Policy that PPAC commented on previously will be released soon as it has been approved by FHWA. The new policy clarifies the process when crossing state roads and what countermeasures are appropriate based on

the physical condition of the roadway. She also acknowledged the release of the 2024 AASHTO Guide for the Development of Bicycle Facilities and stated that PennDOT is working on an update to the PennDOT Design Manual 2 to reference and incorporate the Bike Guide. The Design Manual 2 revisions will be provided to PPAC for review as part of a future clearance transmittal with the intent of a release of the update by the end of the year. She also added the Pedestrian Chapter is under review. Additional information will be provided about the next TASA funding round in the coming months. Mr. Bricker stated that the NACTO Urban Bike Design Guide was also recently updated. Ms. Meek stated that the NACTO guide is referenced in the Design Manual.

Public Comment

Mr. Richter pointed out that bikes and micromobility devices are prohibited from entering the building where PPAC meets. He volunteered to write a letter requesting clarification on the ban. Hank Beaver clarified that there are signs posted at the Keystone Building which is owned and operated by the Department of General Services (DGS) and PennDOT leases the space. The PennDOT policy mirrors the DGS policy. Staff will work with Mr. Richter related to a request to allow bike access to the Keystone Building.

Adjournment

A motion to adjourn the meeting was made by Mr. Chowdhury and a second by Mr. Ziller. The motion passed by unanimous voice. The chair adjourned the meeting at 3:02 pm.

Next Meeting

The next Pedalcycle and Pedestrian Advisory Committee Meeting is scheduled for Tuesday, July 8, 2025, from 12:00 pm to 2:00 pm in the Keystone Building.

Respectfully submitted,



Amy Kessler
PPAC Secretary

ATTACHMENT 1



BICYCLE FRIENDLY STATE REPORT CARD

WE'RE BUILDING A
BICYCLE FRIENDLY
AMERICA FOR
EVERYONE

STATE ADVOCACY GROUP(S):
Pennsylvania Downtown Center

2024

PENNSYLVANIA

#19 NATIONAL
RANK (OF 50)
COMPARED TO LAST REPORT CARD:

#7 Eastern
REGIONAL RANK
(OF 11)

Bicycle Friendly Actions	Action Taken	Progress SINCE LAST REPORT CARD
Complete Streets Law/Policy	Yes	
Safe Passing Law (3ft+)	Yes	
Statewide bike plan last 10 years	Yes	
2%+ federal funds on bike/pedestrian	No	
Speed limit laws for #SlowRoads	No	

FEEDBACK

Pennsylvania sets default urban area speed limits at 35 miles per hour and residential area speed limits at 25 miles per hour. Community opportunities to establish 20 mile per hour speed limits on streets in urban or residential areas are limited and burdensome. More achievable legal processes and guidance supporting slower streets will improve safety for all.

Increase funding for walking and biking projects to \$25M/year through the PennDOT Multimodal Transportation Fund (currently at \$2M/year). Create a fund focused on the completion of active transportation networks and trail construction especially in distressed communities, reducing match requirements for under-resourced areas.

Pennsylvania has needed to legalize parking-protected bike lanes for a decade. State law requires cars to be parked at the curb, preventing the installation of parking-protected bike lanes. The League is not aware of any other states that have interpreted similar laws as a barrier to parking-protected bike lanes. Legislation to fix this issue has repeatedly stalled.

Update DOT staffing and structure to reflect active transportation priorities: Create a Sustainable Mobility Office to implement the Statewide Active Transportation Plan, add full-time positions at all PennDOT District offices, and create a Safe Routes to School Resource Center and full-time Coordinator position.

Pennsylvania has taken steps towards a Safe System Approach through its Strategic Highway Safety Plan. Strengthen those efforts by formally adopting a Vision Zero goal and a policy of Safe System Approach to Planning and Engineering.

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP: [BIKELEAGUE.ORG/BFA/AWARDS](https://bikeleague.org/BFA/AWARDS)

The Bicycle Friendly State ranking is based on a comprehensive survey – with over 100 data points – completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at ken@bikeleague.org. See the [Report Card Use Guide](#).

ONE SUCCESS

The Pennsylvania Department of Health, Department of Conservation and Natural Resources, Department of Community and Economic Development and Department of Transportation participated in the Safe Routes to Parks Accelerator Program. These agencies continue to collaborate at an interagency level on active transportation and the needs of vulnerable communities.

TOP TIP

Pennsylvania struggles to consistently prioritize funding for biking and walking projects. Embedding sustainable transportation goals and other factors such as land use in a transparent process like Virginia's SmartScale could help the state consistently meet our 2% funding goal.



Federal Data on Biking

Rank

Ridership	0.5% of commuters biking to work	20/50
Safety	6.7 fatalities per 10K bike commuters	15/50
Spending	\$3.50 per capita FHWA spending on biking and walking	23/50



Categories

% of available points

Rank

Funding	43%	41/50
Infrastructure	84%	13/50
Laws	60%	19/50
Policies	49%	32/50
Capacity & Support	58%	27/50
Safety	38%	37/50
Every Ride Counts	17%	33/50

ATTACHMENT 2

ACTIVE TRANSPORTATION PLAN BEST PRACTICES

PEDALCYCLE AND PEDESTRIAN ADVISORY COMMITTEE (PPAC) MEETING

TRISH MEEK & TOOLE DESIGN GROUP
4/28/2025



Pennsylvania
Department of Transportation

PENNDOT OVERVIEW

- Pennsylvania ATP completed in late 2019
- Five Year Update
- Researching ATP Best Practices
- PPAC Input:
 - Scope of Work
 - Plan Vision



AGENDA

What is an Active Transportation Plan (ATP)?

2019 ATP Overview

ATP Best Practices Review

Key Takeaways

Discussion

Next Steps

TOOLE DESIGN PROJECT TEAM



Adam Wood, AICP
Active Transportation Plan
Practice Lead
Madison, WI



Carrie Long, AICP
Philadelphia Office Director
Philadelphia, PA



Kristin Saunders, RA
Pittsburgh Office Director
Pittsburgh, PA



Sazia Nowshin
Planner II
Philadelphia, PA



WHAT IS AN ACTIVE TRANSPORTATION PLAN?

- Sets direction for improving walking, biking, rolling, and transit access
- Establishes goals and performance measures
- Guides multimodal infrastructure, policies, funding, and implementation



WHAT IS AN ACTIVE TRANSPORTATION PLAN?

Two types of plans:

- Policy
- Network

POLICY PLAN

- Current Pennsylvania ATP is a policy plan
- Plan contain policies that guide implementation
- Does not include recommendations for specific locations



ENHANCE SAFETY

Improve safety for non-motorized users.

People who walk and bicycle are among the most vulnerable groups of roadway users. According to the Pennsylvania Strategic Highway Safety Plan, pedestrians comprise one out of eight highway fatalities. Pedestrians and bicyclists are disproportionately represented in Pennsylvania's roadway fatalities with pedestrians being involved in 3.2% of crashes but accounting for 13.2% of the fatalities. People on bicycles account for 1% of crashes but 1.8% of fatalities. The average number of bicyclist fatalities has remained relatively flat over the past several years, but the average number of serious injuries has declined by an average of over 6% per year. Additional strides need to be made in order to further reduce the number of fatalities (Pennsylvania Department of Transportation, 2017).

To address this situation, PennDOT must improve the conditions and opportunities for active transportation and go beyond minimum standards to provide safe, reliable, cost-effective, and convenient facilities that allow users of all ages and abilities to access their community's goods and services.

The following strategies and implementation steps emphasize ways to ensure that safe active transportation infrastructure is integrated as a key piece of project development, and that PennDOT has the most effective policies and practices in place to provide safe conditions for people who walk or bicycle.

Source: Pennsylvania Active Transportation Plan (2019)

S1: Increase PennDOT capacity to plan, design, construct, and maintain active transportation facilities that support and encourage users of all ages and abilities.

STRATEGIES	IMPLEMENTATION STEPS	TIMEFRAME	RESPONSIBLE PARTY
S1.1. Develop guidance to define the roles and responsibilities of District Bicycle and Pedestrian Coordinators and District Planners to provide consistency in planning and continuous evolution of the active transportation staffing roles at PennDOT.	1. Define a set of core roles and responsibilities for all District Bicycle and Pedestrian Coordinators.	Short	Lead: PennDOT
	2. Develop training documents for new District Bicycle and Pedestrian Coordinators and District Planners.	Short	Lead: PennDOT
	3. Explore opportunities to identify additional staff or resources to implement active transportation policies and programs.	Medium	Lead: PennDOT
	4. Continue monthly meeting with District Bicycle and Pedestrian Coordinators, District Planners, and District Safety Press Officers.	Ongoing	Lead: PennDOT
S1.2. Provide active transportation facilities training for all PennDOT technical staff.	1. Develop and provide reoccurring training for new and existing PennDOT technical staff on how to properly plan, design, construct, and maintain active transportation facilities.	Medium	Lead: PennDOT
S1.3. Implement an active transportation counting program.	1. Research and develop a standard collection method for generating statistically meaningful and accurate counts of bicyclists and pedestrians using a representative sample of roadway facilities, off-road trails, and sidewalks and create a central database for storing counts. *	Medium	Lead: PennDOT Support: MPOs/RPOs, DCNR
	2. Establish MPO/RPO active transportation counting program to identify project needs, potential project funding and program guidance.	Medium	Lead: MPOs/RPOs Support: PennDOT
S1.4. Maintain PennDOT design manuals and policies to improve active transportation.	1. Establish a working group that would meet regularly to review and revise PennDOT design manuals and policies to improve active transportation safety.	Short	Lead: PennDOT
	2. Finalize the DM2 guidance to include a more robust Bicycle Facilities Selection and Design Chapter.	Short	Lead: PennDOT
	3. Finalize the DM2 guidance to include a more robust Pedestrian Facilities Selection and Design Chapter.	Short	Lead: PennDOT
	4. Finalize the DM2 guidance to include a more robust Traffic Calming and Plain People Considerations and Design Chapter.	Short	Lead: PennDOT

Continued on next page

NETWORK PLAN

- Lays out a future multimodal network
- Approaches vary significantly



Driveway Conflicts Along the South Side of the Highway

With some of the grading challenges noted previously, an additional challenge is the presence of driveways adjacent to the proposed underpass. Driveways constrain the amount of room available for grading the trail slopes, increasing the need for costly retaining walls, which then must be protected with guardrail and fencing to protect motorists and pedestrians from falling.

Starter Idea Design Concepts

The project team developed typical sections for each starter idea design concept, which can be found in Appendix C. The project focuses on two proposed crossing locations on TH 61 from Caribou Trail Road to Cascade Beach Road, as highlighted in yellow below.

Figure B-1: Map showing area of focus in and around Lutsen along MN-61.



The concepts are not proposed designs; they were developed to be used as conversation starters for District staff and other local stakeholders. Below is a summary of the discussion and feedback received around certain design elements:

Option #1: Crossing at Cascade Beach Road

- Discussed conceptual design of building a box culvert underpass from the old road grade under Highway 61 to connect to the Cascade Beach Road.
- Challenges at this location include costs to accommodate existing grading, driveways, building retaining walls and possible wing walls to control erosion.

PA ATP, RELEASED IN 2019

- PA's first statewide ATP.
 - Vision and Goals
 - Active transportation benefits
 - Stakeholder analysis
 - Implementation strategies
 - Focus on rural communities and equity
 - Public engagement process
 - Appendices



WHAT HAS CHANGED SINCE 2019?

Harrisburg releases “Vision Zero” plan, with a goal to eliminate pedestrian fatalities

MARCH 20, 2019 | by Lawrence Binda

Philadelphia opens Delaware River Trail, along the riverfront at Penn's Landing

| Published April 29, 2022 7:55pm EDT | Philadelphia
| FOX 29 Philadelphia | ↗

News » Infrastructure

Bike Share Pittsburgh launches new, half electric POGO fleet

By Jordana Rosenfeld

Sheepskin Trail gets \$1 million boost for expansion

SOUTH PHILADELPHIA

Aiming for Equity, Indego Adding 30 Bike-Share Stations, E-Bikes in 2022

Greenways & Trails Summit brings experts from all over the state to Scranton

By Kat Bolus | WVIA News, Haley O'Brien | WVIA News
Published September 20, 2023 at 5:37 PM EDT



**GREAT
AMERICAN
RAIL-TRAIL**

Party time for Kiski Junction bridge; trail project to link 140 miles of trails

TRIB
LIVE

MARY ANN THOMAS | Saturday, Oct. 15, 2022 12:01 p.m.

[Go Ad-Free Today!](#)



City of Lancaster celebrates \$12.7 Million Safe Streets for All Grant

MARCH 28, 2023 | DEPARTMENT OF PUBLIC WORKS, MAYOR'S OFFICE

Pittsburgh plans to automate traffic light enforcement to improve road safety

**MODE SHIFT IN THE AGE OF
REMOTE WORK**

04 / 10 / 2024 THOMAS CERNY



Pennsylvania
Department of Transportation

OVERVIEW OF BEST PRACTICES

State DOT interviews

- Maryland
- Michigan
- Minnesota
- Ohio

Internal interviews

- PennDOT District Bicycle and Pedestrian Coordinators and District Planners
- PennDOT Policy Office
- Commonwealth Partner Agency Staff
- 2019 ATP Advisory Group Members

OVERVIEW OF BEST PRACTICES

Focused on:

- Innovative strategies
- Scalable practices
- Planning and implementation approaches

PEER STATES

State	Key Takeaways	Plan Type
Maryland	• Focus on trail networks • Strong equity lens • Policy that guides the actions of all transportation agencies	Policy Plan
Michigan	• Integrated into family of plans under their Long Range Transportation Plan	Policy Plan
Minnesota	• Shifted away from network plans • Created Priority Areas for Walking (PAWS) tool (GIS-based) • Practical outreach	Policy Plan (with district-level network plans)
Ohio	• Used statistically significant and statewide survey for public input • Strong local support tools	Policy Plan

TYPICAL APT COMPONENTS

- Vision, goals, objectives
- Existing conditions analysis
- Strategies/recommendations/action items
- Performance measures
- Implementation framework

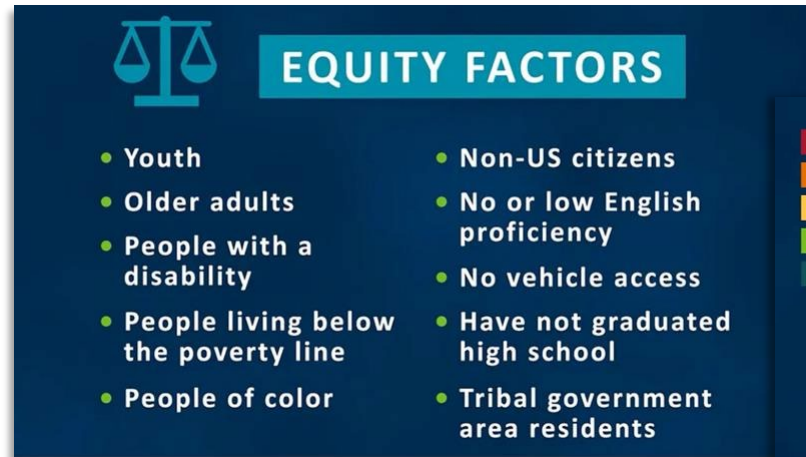
PEER STATE BEST PRACTICES –POLICY AND VISION

Peer State	Best Practice
Minnesota	Focus on safety as the key goal/reason
All Peer States	Strong connection between the ATP and other state plans
Ohio	Use initiatives and terms that have been successful locally
Maryland	Build on ideas with broad support
All Peer States	Set clear, measurable goals

PEER STATE BEST PRACTICES – PLAN TYPE

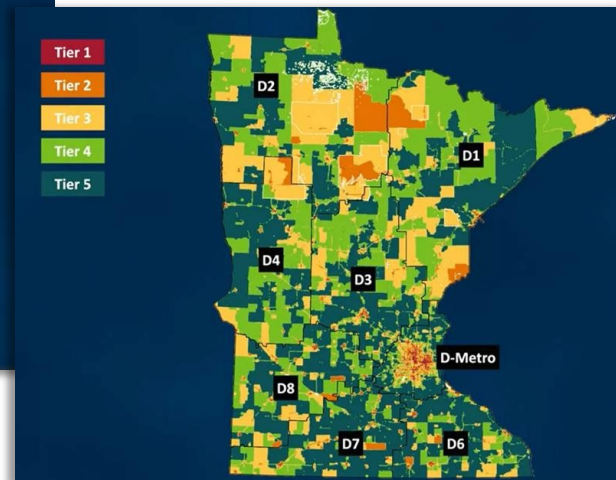
- **Focus more on guidance, not prescribing network lines.** It's normal for most implementation actions to be more planning and evaluation.

PAWS Equity Criteria



Source: MnDOT Statewide Pedestrian System Plan – PAWS (Priority Areas for Walking Study)

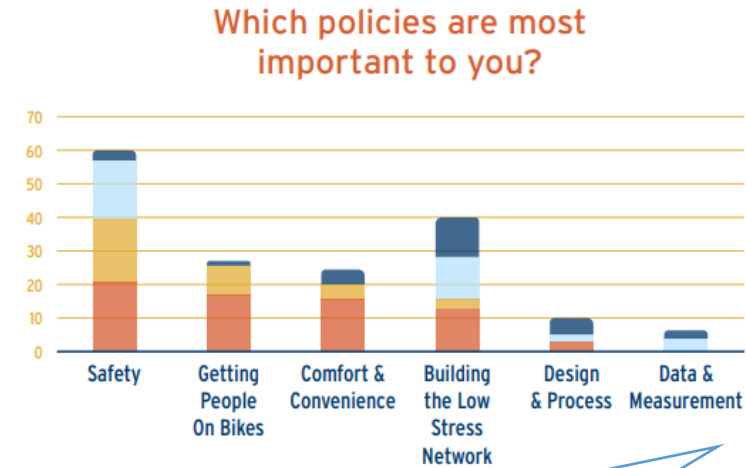
PAWS Priority Areas Map



Minnesota avoided creating a single, statewide pedestrian network in favor of identifying priority zones based on safety, equity, and land use; using maps to guide investment by need

PEER STATE BEST PRACTICES – ENGAGEMENT

- **Work through partnerships.**
Build trusted partnerships who can represent the public.
- **Collect community priorities you can trust.** (ODOT's statistically significant survey for all modes)
- **Focus on underserved communities.**



To prepare for the San Jose Better Bike Plan, the city administered a statistically representative survey in English, Spanish, and Vietnamese.

Common barriers to bicycling



CARRYING THINGS I NEED
54%



BIKE THEFT
66%



LACK OF SECURE BIKE PARKING
62%



TRANSPORTING OTHER PEOPLE
45%



LONG DISTANCES
61%



KNOWING THE ROUTE
60%

- **Focus on reducing barriers in urban areas.** Provide a toolbox to address barriers created by state highways (e.g., infrastructure expectations in MN).
- **Address the maintenance discussion directly.** Almost all AT infrastructure (even when built/funded by the DOT) is the maintenance responsibility of local agencies.

Source: MnDOT Statewide Pedestrian System Plan (PS-16, Infrastructure Expectations Tables)

KEY TAKEAWAYS FROM PEER REVIEW

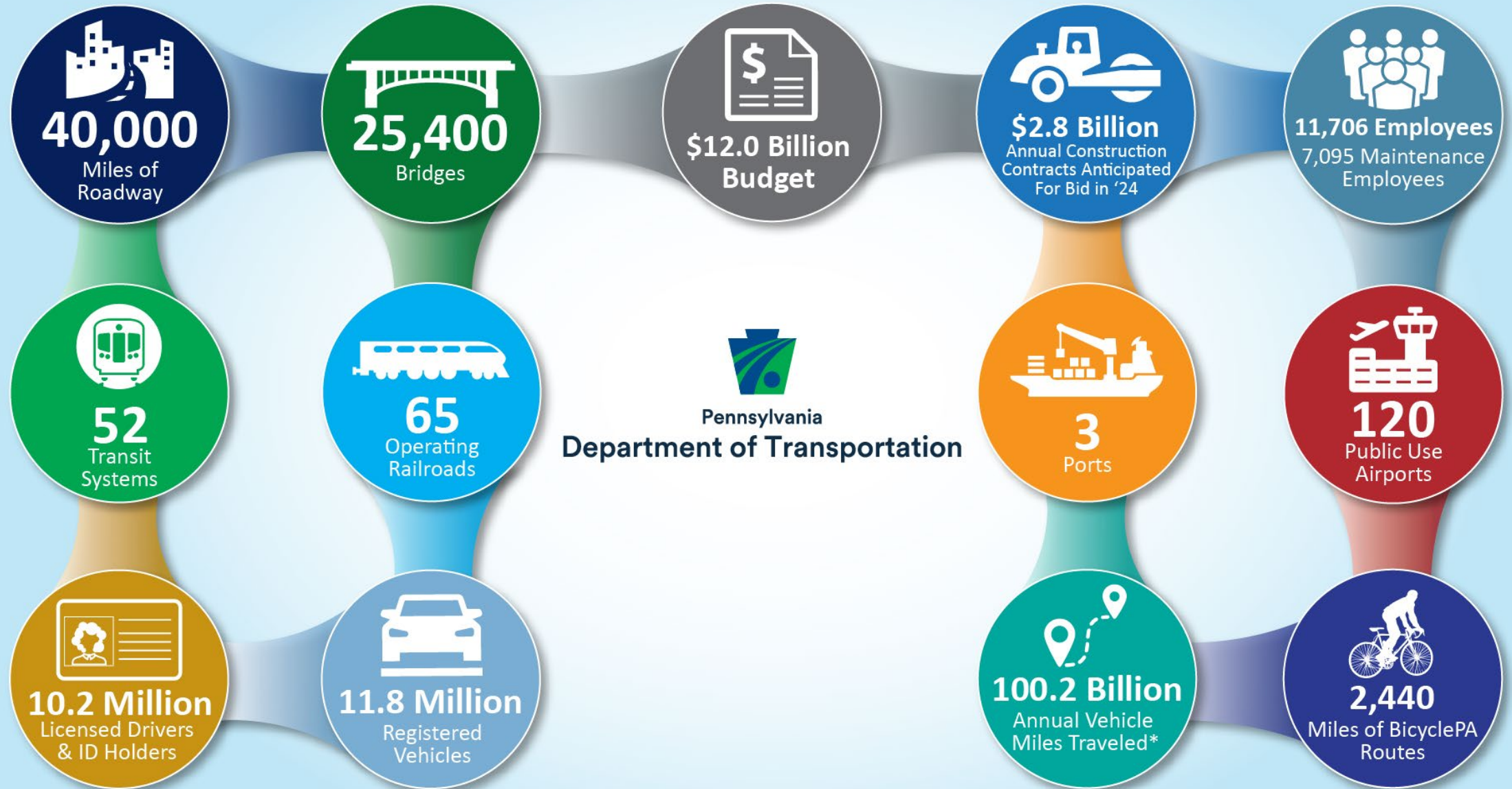
- Develop a visionary guidance document
- Identify unique needs for Pennsylvania
- Identify key policy priorities and goals
- Support local network development
- Evaluate PennDOT streets in urban areas and understand the barriers they create
- Incorporate context sensitive design guidance

DISCUSSION

NEXT STEPS

- Completing Best Practices Review in May
- Developing draft ATP scope for review

PENNDOT BY THE NUMBERS



FOLLOW PENNDOT



www.pa.gov/penndot



www.pa.gov/dmv



PennsylvaniaDepartmentofTransportation



PennDOTNews



PennsylvaniaDOT



PennDOTSec



/company/PennDOT



PennDOTSec



PennsylvaniaDOT



Pennsylvania
Department of Transportation

ATTACHMENT 3

PENNDOT VRU SAFETY EDUCATION MATERIALS

PATTI SISTRUNK | APRIL 28, 2025



Pennsylvania
Department of Transportation

PROJECT BACKGROUND

Tips for Pedestrians

- Cross only at crosswalks. Don't cross between parked cars.
- Wait for a gap in traffic, then step one foot off the curb or fully enter crosswalk and make eye contact with approaching drivers.
- Look left, right then left again and keep looking.
- Always obey traffic signs and signals. Never try to beat the light.
- See and be seen – drivers need to see you to avoid you.
- Watch for turning vehicles at intersections, even if you have the right-of-way and are proceeding lawfully.

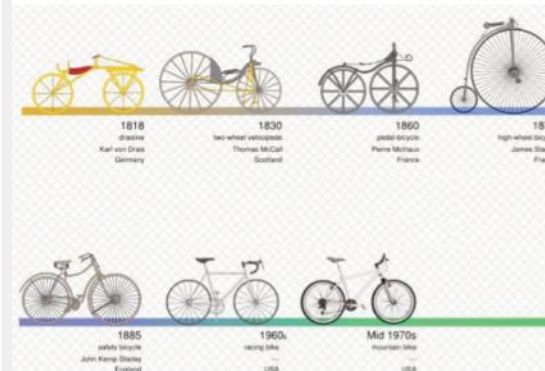


Traffic Safety Activity Book

 **pennsylvania**
DEPARTMENT OF TRANSPORTATION

Hi I'm Michelle and I'm a Safety Citizen with PennDOT. Inside this activity book you will learn how to stay safe while traveling, whether in a car, on a school bus, on a bike, or walking. So come on, join me to learn about PennDOT safety and you, too, can become a Safety Citizen!

PENNSYLVANIA BICYCLE DRIVER'S MANUAL



 **Pennsylvania**
Department of Transportation

PUB 380 (2-25)



Pennsylvania
Department of Transportation

Introductions

Project Tasks

Project Objectives

Schedule

Task Updates

Next Steps and Discussion



INTRODUCTIONS

Toole Design Group Project Team



Patti Sistrunk, TDM-CP,
Principal Planner / Safe
Routes to School



Carrie Long, AICP,
Philadelphia Office Director



Kristin Saunders, RA,
Pittsburgh Office Director



Alex Peppers, AICP,
Senior Planner



Sazia Nowshin,
Planner II



TASKS

1) Data Gathering and Safety Trends

2) Develop VRU Safety Messaging

3) Classroom Curricula and Pilot Materials



OBJECTIVES

- **Task 1: Understanding (and updating) VRU Safety in PA**
 - Collaborate with stakeholders involved in material creation and training
 - Revisit *VRU Safety Assessment* with new data to identify emerging issues, trends, risks – and integrate insights in Task 2 and 3



OBJECTIVES

- **Task 1: Understanding (and updating) VRU Safety in PA**
 - Collaborate with stakeholders involved in material creation and training
 - Revisit *VRU Safety Assessment* with new data to identify emerging issues, trends, risks – and integrate insights in Task 2 and 3
- **Task 2: Revising VRU Safety Messages and Materials**
 - Review and revise PennDOT VRU safety education and materials, including updated safety messaging on the PennDOT website
 - Create user-friendly companion documents/resources for publications



OBJECTIVES

- **Task 1: Understanding (and updating) VRU Safety in PA**
 - Collaborate with stakeholders involved in material creation and training
 - Revisit *VRU Safety Assessment* with new data to identify emerging issues, trends, risks – and integrate insights in Task 2 and 3
- **Task 2: Revising VRU Safety Messages and Materials**
 - Review and revise PennDOT VRU safety education and materials, including updated safety messaging on the PennDOT website.
 - Create user-friendly companion documents/resources for publications
- **Task 3: Piloting Safety Education for 2nd and 3rd Graders**
 - Research best practices in Bike-Ped Safety lessons (elementary level)
 - Develop classroom lessons and train-the-trainer materials
 - Conduct three pilots in urban, rural, and suburban schools



SCHEDULE



Data Analysis

VRU crash data and trends,
meetings with stakeholders

School Curriculum Pilots

Best practices, expectations of
presentations/materials, 3 contexts

Material Updates

VRU safety education, website,
user-friendly documents/resources



UPDATES

Task 1

- VRU crash data collection
- Meetings with stakeholders and partners
- VRU Crash trends memo *in progress*

Task 3

- Identified schools -- scheduling *in progress*
 - **Urban: Hays Elementary** in Allentown SD - June 3rd
 - **Suburban: Whitehall Elementary** or **R.A. Lutz Elementary** in Whitehall Baldwin SD
 - **Rural: Benner Elementary** in Bellefonte Area SD – May 30th
- Best Practices research and memo *in progress*
- Lesson outline and materials memo *in progress*



NEXT STEPS & DISCUSSION

- Collect PPAC input
- Continue memo drafts
- Schedule pilots
- Continue developing materials for education
- Begin Task 2 materials creation/updates
- Questions / Discussion



THANK YOU!

PATTI SISTRUNK

PSISTRUNK@TOOLEDESIGN.COM

ALEX PEPPERS

APEPPERS@TOOLEDESIGN.COM



Pennsylvania
Department of Transportation

ATTACHMENT 4

2025-26 Legislation of Interest to the
Pedalcycle and Pedestrian Advisory Committee (PPAC)

4/28/2025 PPAC Meeting

Protected Bike Lanes

H.B. 291 (Daley):

- **Overview:** Authorizes the construction of protected bike lanes and pedestrian plazas by allowing a vehicle to park more than 12 inches from the curb.
 - **Status:** Unanimously passed House Transportation on 1/27/25. Passed the full House (183-19) on 2/3/25. Referred to Senate Transportation on 2/4/25.
-

Stopping for Pedestrians

H.B. 918 (Malagari):

- **Overview:** Requires motorists to stop for pedestrians lawfully within the intersection or crosswalk.
 - **Status:** Referred to House Transportation on 3/17/25.
-

Preventing Parking and Stopping in Bike Lanes

H.B. 971 (Malagari):

- **Overview:** Prohibits motor vehicles from stopping, standing or parking in a bike lane.
- **Status:** Referred to House Transportation on 3/19/25.

ATTACHMENT 5

Pennsylvania Department of Health, Division of Nutrition and Physical Activity Update

WalkWorks is a collaboration between the PA Department of Health and the Pennsylvania Downtown Center aiming to increase physical activity and reduce adverse health outcomes through environmental design. To that end, WalkWorks promotes the creation, enhancement, and use of activity-friendly routes connecting everyday destinations throughout the Commonwealth.

To address the shortcomings within our active transportation networks and the barriers to healthy physical activity in daily life, WalkWorks provides technical assistance and funding to communities for the development of Active Transportation Plans. While all municipalities are eligible to participate in the program, application scoring advantages and preferential award terms (no match requirement and higher award totals) will be given to communities located in either DOH priority counties or DEP Environmental Justice areas. These communities most often have well-documented health disparities and/or are located in counties with documented health disparities.

Updates:

1. FY2023-24 WalkWorks Active Transportation Plan Grantees

- Finalized plans have been adopted by six communities:
 - Churchill Boro, Allegheny County
 - City of Easton, Northampton County
 - City of Pittston, Luzerne County
 - South Fayette Township, Allegheny County
 - City of Greensburg, Westmoreland County
 - Southmont Borough, Cambria County
- Two communities are in the process of finalizing and voting to adopt their plans.
- The remaining community has additional funding, allowing for an extended planning window.
- Links to all adopted plans will be posted to the DOH WalkWorks 'Locations' page in the coming months.
- Subsequently, the communities will seek further planning and/or implementation funds to build upon and/or begin executing their ATPs.
- Communities will also enact policy and education/programming initiatives to support active transportation in their regions.

2. FY2024-25 WalkWorks Active Transportation Plan and Community Capacity-Building Grantees

- The four Capacity-Building communities submitted applications to the FY25/26 ATP FOA.
- ATP communities are currently working with consultants on draft ATPs.

3. FY2025-26 WalkWorks Active Transportation Planning Program Funding Opportunity Announcement

- The FY25/26 FOA for the development of Active Transportation Plans was released on January 15, 2025 and is available on the WalkWorks website:
<https://www.pa.gov/agencies/health/programs/healthy-living/walkworks/grant-opportunities.html>.
- Thirteen applications were received as of the March 21 deadline. Submission review will occur in April and May with awardees notified by June 16.
- The grant period will extend from July 1, 2025 – June 30, 2026.

4. FY2025-26 Community Capacity-Building Pre-Planning Assistance Program Guidelines (Preparing for the Development of Active Transportation Plans)

- The FY25/26 Capacity-Building Program Guidelines (inclusive of the Application to Participate) was released on April 9, 2025 and is available at:
<https://www.pa.gov/agencies/health/programs/healthy-living/walkworks/grant-opportunities.html>.
- Please see below for the application timeline:

MILESTONE	DATE
Release of program guidelines and application to participate; application window opens	April 9, 2025
Program overview webinar	April 30, 2025
Deadline for questions on program and application process	May 16, 2025
Responses to questions issued	May 23, 2025
Application review begins	June 2, 2025
End of rolling application window	July 18, 2025
Application review ends	July 25, 2025
Awardees notified	July 1 - August 1, 2025

- Reminder: this program provides technical assistance and a contingent mini-grant to low-capacity, high interest municipalities in preparing the pre-planning steps required to apply for funding to develop an Active Transportation Plan.
- Communities that complete the Capacity-Building process, submit a WalkWorks Active Transportation Planning application, and are selected for the subsequent FY26/27 ATP cohort will receive an additional \$3,000 toward their WalkWorks ATP grant.
- Note: following the FY23/24 Capacity-Building cycle, all three participating communities submitted successful applications and were selected for the current FY24/25 ATP cohort.
This is an excellent opportunity for municipalities that lack capacity to complete the prerequisites to a funding application for the development of an ATP.