

## **Pedalcycle and Pedestrian Advisory Committee Meeting Minutes**

**Meeting Date: July 8, 2025, 12:00 pm**  
**In Person Keystone Building, Dessert Room Plaza Level, Harrisburg, PA**  
**and Virtual via Teams**

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### **Call to Order and Roll Call**

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

### **Committee Members Present:**

Justin Gensimore	Alternate for Minority Chairman of the Senate Transportation Commission
Trish Meek	Alternate for Secretary of Transportation
Alex MacDonald	Alternate for Secretary of Conservation and Natural Resources
Julie Fitzpatrick	Statewide Constituencies
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: Daniel Keane, Kyle Snyder, Henry Beaver, Morgan Allgrove-Hodges, Patti Sistrunk, Ehshan Ershad Sarabi, Robert Diehl, Saxe Samuel, Jason Bewley, Sam Pearson, Richard Norford, Sara Tassone, Robert Campolong, Daniel Paschall, John Fitzkee, Wayne Mears, Emily Aloiz, Joe Stafford, Ngani Ndimbie, Emerson Bannon, Stacie Reidenbaugh, Nathan Walker, Jeff Young, Peter Messina, Blade Kline, Mavis Rainey, Jonathan Shaw, Bill Hoffman, Laura Heilman, Janet Flynn, Jennifer Kuntch, Chris Allison, Anne Messner, Ben Guthrie, Jaclyn Himmelwright, Kristin Saunders, Carrie Long, Roy Gothie, Jim Buckheit, Kristin McLaughlin, Doug Schmeelk, Mirlene Saintval, Connor Vecellio, Josh Theakston, Nidhi Mehra, Chris Metka, Rachel Eckman, Scott Slingerland, Cassidy Boulan, Braden Astolos, Meredith Biggica, David Lapadat, Yeimi Delgado, Pat Krebs, Bob Pento, and Ross Willard

### **Approval of Minutes**

A motion to approve the minutes of the April 28, 2025, PPAC meeting with minor revisions was made by Amy Kessler and a second was made by Cliff Kitner. The motion passed by unanimous voice vote.

### **Meeting Operations**

Hank Beaver reviewed the PPAC Meeting Operations document that was attached to the meeting invite (Attachment 1). Mr. Beaver stated that the intent is to streamline the PPAC meetings and ensure that everyone has an opportunity to be heard during the meeting. He stated that those participating virtually must mute their microphones unless recognized by the Chair and the Chair has discretion to recognize

anyone at any time but in general, individuals will be recognized in the following order: PPAC member in room, PPAC member online, and member of the public. He also added that when participating in the meeting via Teams attendees should use the "raise your hand" function to be recognized to ask questions. The meeting chat should not be used to ask questions. The chat should only be used to note audio or visual issues and share links to relevant materials or additional information. He ended by stating that all PPAC meetings are recorded and by participating in the meeting you are giving your consent to be recorded.

### **Pennsylvania Speed Studies Process**

Ms. Meek introduced Bob Pento, PennDOT Bureau of Operations who provided background on current law, regulation, and policy related to speed limits in Pennsylvania. He referred to a handout that outlined his speaking points (Attachment 2). He stated that Title 75 – The Vehicle Code establishes the maximum speed vehicles can travel on urban, residential, and other locations in Pennsylvania and noted that statutory speeds are established in the Vehicle Code and PennDOT and local authorities have the ability to restrict speeds below those statutory maximums under certain conditions as per Title 67 Chapter 212. He reviewed regulations and current PennDOT policy. He also provided background on the engineering traffic study process related to setting speed limits.

He stated that PennDOT and local authorities are compelled and must comply with regulatory requirements but can consider restrictions and consider roadway context. He added that PennDOT will be updating the speed limit policy as there have been changes to the Vehicle Code since the last time the policy was updated. He provided some examples of tools and guidance related to broader speed limit strategies and the Safe Systems Approach and mentioned that PennDOT recently updated our traffic calming guidance.

He stated that PennDOT has begun work to research national best practices for setting speed limits in the context of an overall speed management approach. This work will establish a baseline by looking at PennDOT policies and federal guidance which will identify best practices that PennDOT should consider. The draft policy will go through the PennDOT clearance transmittal (CT) process. He noted that PPAC will be provided an opportunity to review the draft policy which will be available in late fall, and he stated he will keep PPAC informed as the work continues.

Fred Richter mentioned a recent book, *Death by Design*, which states that posted speed limits and enforcement are not effective for speed control and as it comes down to design. He stressed that design should be emphasized. Mr. Pento agreed and noted that consideration should be given to users including bicyclists and pedestrians at both the state and municipal level.

Mr. Kitner commented that every section needs to be evaluated and he referred to a recent trail crossing and associated speed study. Mr. Pento noted this provides an example of where PennDOT is looking at providing better guidance on applying engineering judgement.

Julie Fitzpatrick asked if multidisciplinary groups can be part of the discussions of the draft noting that the earlier the input the better. Mr. Pento said if there is a meeting in the interim, he will provide draft materials if available.

Panini Chowdhury asked if PennDOT will consider moving away from the 85<sup>th</sup> percentile speed concept and consider the built environment and crash data to make the judgement. Mr. Pento stated that the regulation allows for the context be considered and we need more defined guidance to apply.

Scott Bricker asked how practitioners will be educated about changes to the speed setting policy. Mr. Pento responded once the policy is issued PennDOT will work on an education plan to distribute the information.

### **Transportation Survey Results for the 12-Year Program**

Mr. Bricker introduced the next topic by stating that survey results were recently released for the 12-Year Program.

Dan Keane, PennDOT Center for Program Development & Management, provided a presentation to PPAC on the 12-Year Program 2025 Public Outreach Campaign Results. (Attachment 3). He stated that the Program is Pennsylvania's official mid-range planning tool and lists statewide planned projects and assigns funding to projects over a twelve-year period. He added that the first four years comprise the Statewide Transportation Improvement Program (STIP) and Regional Transportation Improvement Programs (TIP). He spoke about the update process and related PA laws and regulations; and noted that a statewide Transportation Performance Report for the past two years was released about safety, preservation, funding, equity, mobility, accountability, freight, and environmental.

He added that every two years a survey is conducted to receive feedback on key areas. The most recent survey was opened in early March. There were 9,186 survey participants and 3,710 mapped issues. He stated that 905 of the issues submitted were pedestrian and bicycle related which comprised 24% of the total issues. He added that additional information can be found on the talkpatrtransporation.com website.

Sean Ziller asked about the survey approach and if it was sufficient. Mr. Keane stated that all age groups are represented in the responses and the survey was open for an extended period of time.

Mr. Bricker asked how PennDOT will operationalize the responses to the "How much would you spend?" survey question to deliver projects based on the responses. Mr. Keane stated this information is provided to the local entities for consideration in

Adriana Hursh commented that she felt having more lanes, new roads should not be an option that can be voted on as we know it does not help reduce congestion and perhaps we should look at spending money on alternate categories.

### **Role of PPAC and Focus of the Committee**

Ms. Meek stated she was not able to distribute the materials for PPAC review before the meeting. Materials will be distributed in the future and members will be asked to volunteer for subcommittees.

### **Active Transportation Plan Scope of Work Update**

Ms. Meek provided an overview of the work that has been performed by Toole Design related to the Active Transportation Plan Best Practices work order and future work related to the update of the plan.

### **Vulnerable Road User (VRU) Safety Education Update**

Patti Sistrunk, Toole Design, introduced herself and provided an overview of the VRU Safety Education project (Attachment 4). She reviewed information on data gathering, safety messaging and the second and third grader bicycle and pedestrian safety education pilot presentations. She stated the pilots which were attended by over 900 students were held at a mix of rural, suburban, and urban schools across the

state. Ms. Sistrunk also provided an overview of each of the three school district pilots and added that a Train-the-Trainer Manual will be created as part of the project to provide others guidance on educating second and third graders on bicycle and pedestrian safety.

Ms. Meek added that the PA Department of Education has been involved in the development of materials and Train-the-Trainer sessions will be scheduled in the future to provide materials to groups other than teachers.

Mr. Panini asked about offering the training to municipalities and asked if PPAC can review the information that is being prepared. Ms. Meek replied that the presentation PowerPoints will be provided to PPAC after the meeting and additional materials will be provided to PPAC for review in the future. She added that the consultant team will be involved in the training sessions and a session for municipalities can be considered.

Mr. Bricker asked how uptake will be measured related to the number of classes taught, videos watched, etc. Ms. Sistrunk replied that will likely be handled in a future work order as the team is only currently tasked with presenting to three school districts. Ms. Meek stated PennDOT will investigate setting up a reporting system in the future.

Mr. Bricker encouraged the consultant to reach out to the Bicycle and Pedestrian Advocacy groups in Pennsylvania about the work that is being done and sharing information that can be incorporated into their education programs.

Ms. Fitzpatrick suggested PennDOT consider issuing certificates of completion to assist in tracking attendance and participation in the program.

Scott Slingerland, Lehigh Valley echoed Mr. Bricker's comments about sharing information with bicycle and pedestrian advocacy organization in the Commonwealth and would love to be included in any meeting follow-up.

### **Legislation and Policy – Questions and Answers**

Ms. Meek introduced Justin Gensimore, Minority Chair for the PA Senate Transportation Committee Alternate. Mr. Gensimore provided an overview of the legislation (Attachment 5) and the state budget process. He reviewed S.B. 824 related to Parking Protected Bike Lanes (PPBL) and H.B. 1364 introduced by representative Neilson to increase public transit funding. He also reviewed proposed legislation related to rental car fees.

Fred Richter asked for a clarification on parking protected bike lanes and the requirement to use protected bike lanes when available. Lauren Abt also asked about the language in the Senate PPBL bill and the potential ramifications of the recent PA Supreme Court case related to the requirement to use the protected lane unless it is unsafe or unreasonable. Mr. Gensimore said the recent decision is based on current law and would not be applicable to proposed law.

Mr. Bricker asked if the requirement to use a protected bike lane would only be required if there is companion signage. Mr. Gensimore clarified it only applies if there is a sign indicating the lane must be used. Ms. Meek stated that following the last PPAC meeting PennDOT got clarification that the proposed legislation applies to both state and local roads. Mr. Bricker suggested that the bill language be more specific related to use of the lane is only required when it is signed.

Mr. Guthrie stated that speaking for as a designer some cyclists may want to use the protected bike lane and an experienced cyclist may be better suited to use the roadway and there may be unintended consequences. Mr. Gensimore thanked him for the comment.

Emerson Bannon, Erie County, asked if there is any micromobility legislation being discussed. Mr. Gensimore mentioned the past City of Pittsburgh e-scooter pilot program and noted there has been some discussion about e-scooter legislation recently.

Mr. Slingerland added that the text of the bill related to mandatory use of all bike lanes when available is not just for parking protected lanes. He noted when a cyclist is making a left turn it is not safe to do so from the bike lane. He is concerned about the requirement. He also asked about the radar for local law enforcement. Mr. Gensimore noted it is not safe to make a left turn from a bike lane and there are exceptions. He added that S.B. 905 is related to the use of local police radar and S.B. 542 is a similar bill and he is not aware of a companion House Bill.

Stacie Reidenbaugh asked about the proposed car rental fee bill to raise funds for public transit and if there are revenue projections available. Mr. Gensimore said he is not aware of any projections.

Mr. Bricker stated that consideration was given to discussing the recent PA Supreme Court case but there was a request to wait as it was remanded to the lower court for a decision. Ms. Meek added that it is PennDOT policy to not discuss ongoing litigation and because it was remanded to the lower court it is ongoing.

Joe Stafford commented on past law related to mandatory use of bike lanes.

Mr. Bricker urged individuals to review the proposed protected bike lane legislation that is available online and discuss with others.

### **Agency Updates**

Alex MacDonald, DCNR, noted he did not submit a written report for consideration but offered to answer any questions from the Committee.

Sam Pearson, Pennsylvania Downtown Center, provided a brief report on program funding on behalf of Tiffany Bransteitter from the Department of Health. Mr. Bannon, Erie County, asked if it is possible WalkWorks funds won't be available in Pennsylvania. Ms. Pearson replied that the status of the federal funding is not known at this time.

Ms. Meek provided an update on the Clearance Transmittals for Design Manual 2 Chapter 13 Pedestrian Facilities and Chapter 14 Bicycle Facilities; and Publication 46 Traffic Engineering Manual related to MUTCD requirements. She also added that the PennDOT Transportation Alternatives Set-Aside (TASA) Guidance has been released and a webinar will be held on July 9. She added that additional information about the TASA program can be found on the PennDOT website.

Mr. Stafford commented on the recent PA Supreme Court case and stated that he prepared an overview and if anyone is interested, he can be contacted to receive a copy.

## **Public Comment**

Mr. Hoffman asked about agenda items he requested related to PennDOT Administrative Priorities and a resolution related to providing bicycle and pedestrian facilities on interstate highway bridges. Mr. Bricker clarified that these issues can be handled under public comment at the meeting. Mr. Hoffman asked that his request be added to the next PPAC meeting agenda. Mr. Bricker said the request will be taken into consideration.

Daniel Paschall, East Coast Greenway Alliance, requested that PPAC consider looking at the Delaware River Bridge Project that crosses from Bucks County, PA to Burlington County, NJ. He wants to raise awareness about the potential to provide bicycle and pedestrian access and is requesting that PPAC support the project. Mr. Bricker said it can be taken into consideration and asked if it is a PennDOT facility. Mr. Paschall clarified that it is a Turnpike facility and is asking for more support from across the state.

Mr. Slingerland asked that motorist education be considered as part of VRU education. He noted that he recently renewed his driver's license and there is not a continuing education requirement and asked if anything is being considered related to adult motorist education. Ms. Meek stated that driver's education presentations for ninth and tenth graders have been piloted and PennDOT has discussed preparing materials for private driving schools and senior drivers. There is also discussion about creating rack cards and flyers. Ms. Meek added that earlier in the meeting Ms. Sistrunk mentioned some additional educational materials that are currently being developed that would be considered for all ages.

Ms. Fitzpatrick asked about license renewal opportunities and Ms. Meek stated that Multimodal has reached out about adding questions to the driver's education practice exam.

Mr. Bricker said there is proposed legislation about including at least one question about driving in a work zone to the driver's exam and he commented that there should be a similar question requirement about bicycling.

Mr. Richter asked for an update on bike parking at the Keystone Building. Mr. Beaver replied that the PPAC letter requesting additional information was submitted to the Department of General Services (DGS) and we have not yet received a response. Mr. Bricker suggested waiting 30 days for a response before following up with DGS.

Ms. Pearson provided a reminder that the Week Without Driving is Monday, September 29 through Sunday, October 5, and she encouraged everyone to think about and try to spend a week without driving and encourage elected officials to participate. She noted that additional information can be found at [weekwithoutdriving.org](http://weekwithoutdriving.org).

Mr. Kitner announced that a section of the Ghost Town Trail will be completed and a ribbon cutting will be held in the Fall of 2025 and he will provide information about the event to PPAC members.

## **Adjournment**

The meeting was adjourned at 2:08 pm.

## **Next Meeting**

The next Pedalcycle and Pedestrian Advisory Committee Meeting is scheduled for Tuesday, September 9, 2025, at 12:00 pm.

Respectfully submitted,

*Amy Kessler*

Amy Kessler  
PPAC Secretary

## ATTACHMENT 1

## **Pennsylvania Pedalcycle and Pedestrian Advisory Committee (PPAC) Meeting Operations**

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To streamline the meeting process and ensure everyone has an opportunity to be heard, please note that PPAC will follow the guidance below:

- Mute your microphone unless you have been recognized by the Chair
- The Chair has discretion to recognize anyone at any time. In general, individuals will be recognized in the following order:
  1. PPAC Member in room
  2. PPAC Member online
  3. Member of the public
- Please be sure to mute or silence your cellphones if you are attending in-person
- When participating in the meeting via Teams:
  1. To ask a question, use the “raise your hand” function to be recognized
  2. The chat function should be used for the following:
    - Note audio or visual issues
    - Share links to relevant materials or additional information
  3. The chat function should not be used for questions
- All PPAC meetings are recorded. By participating in the meeting or in-person attendance, you are consenting to the recording, retention, and use of the session.

*edited 6.30.25*

## ATTACHMENT 2

## PPAC Meeting/July 8, 2025

### PA Speed Limits Policy and Status Update

Robert J. Pento, P.E., PennDOT – Bureau of Operations

#### Current Law, Regulation and PennDOT Policy

- The Pennsylvania Vehicle Code, Title 75, establishes certain maximum lawful speeds for vehicles traveling in urban, residential, and other locations. These **statutory speed limits** can be found in Section 3362(a) of Title 75. In addition, municipalities are also given the authority to establish speed limits on their roads, as spelled out in Section 6109(a)(10) of the Vehicle Code.
- Although PennDOT and local authorities (for roadways under their respective jurisdictions) do not have the authority to increase speed limits above the maximum allowed by law, to improve and maintain highway safety, **PennDOT and local authorities can establish and post speed limits lower than the maximum for new or existing roadways based on engineering analysis and judgement.**
- Pennsylvania Code Title 67 Section 212.108 states that speed limits established as a result of an engineering and traffic study “*...should be within 5 miles per hour of the average 85th percentile speed or the safe-running speed on the section of highway, except the speed limit may be reduced up to 10 miles per hour below either of these values...*” under certain conditions including insufficient sight distance or history of crashes due to excessive speed.
- PennDOT Pub. 46 Traffic Engineering Manual, Chapter 11.3 Speed Restrictions is the department’s policy regarding the setting of speed limits on PA roads.
- PennDOT form [TE-101 Speed Restrictions Engineering and Traffic Study](#) is used to document results of field studies.
- [LTAP](#) provides guidance for municipalities on setting of **speed limits** and overall speed management practices.

#### Discussion

- Both PennDOT and local authorities must comply with the requirements of this regulation, and in most cases, the measured 85<sup>th</sup> percentile speed is a primary factor used to set speed limits. **However, other factors must be considered including the roadway context (example - neighborhood streets versus rural highways) and the presence of vulnerable road users such as pedestrians and bicyclists along the roadway.** These factors are included in speed limit studies to ensure safety is considered for all roadway users.
- Current Speed Limit policy in Pub. 46 must be updated to incorporate more recent changes to the vehicle code.
  - 70 MPH
  - Use of decision tools such as US LIMITS2 as a check against speed restriction study results.
  - Emphasis on crash rate analysis vs. more current practice of safety network screening.
  - **Need guidance on how to relate speed limits restriction in context of broader speed management strategies, etc. as part of a Safe System Approach.**

- **Safe System Approach is a recommended Strategy in PennDOT's Strategic Highway Safety Plan (2022)**



- Note that Safe System Analysis is now federal law under the IIJA. The new federal rulemaking requires states to implement a safe system approach on all roads.
- The Safe System approach aims to eliminate fatalities and serious injuries of all users of the transportation system through a holistic model of multiple elements working together to safeguard against tragic crash outcomes.
- There are five elements of the Safe System: Safe Road Users, Safe Vehicles, Safe Speeds, Safe Roads, and Post-Crash Care.
- Reducing the speed of vehicles thru traffic calming is an engineering solution for “Safer Roads” and “Safer Speeds”
- Note: Recent release of new Chapter 18 Traffic Calming in Pub 13/DM2
- **Need for specific guidance and outreach from PennDOT to municipalities on speed limit setting to address requests for blanket speed limit restrictions with no consideration for other speed management options.**

## **Going Forward**

- PennDOT has executed a work order to conduct national research that will ultimately recommend and implement updates to our speed limit policy in the context of an overall strategy for Speed Management.
- Scope
  - 1. Establish baseline.
  - 2. Identify Examples and Best Practices.
  - 3. Develop recommendations.
  - 4. Complete policy updates
- To date we have:
  - 1. Held benchmarking interviews with Virginia, Oregon, Ohio and Mass. DOTs.
  - 2. Discussed topics including target speeds, stakeholder buy-in, how to connect policy to design guidance, national decision tools, and formation of multidisciplinary working groups.
- Note: All draft policy updates will be issued for review through Clearance Transmittal process and PPAC will be included.
- Expect CT review in late Fall 2025.
- Complete policy updates in Winter 2026.
- Follow on activities will include internal and external outreach and education (LTAP and working with stakeholders).

## ATTACHMENT 3

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# 12-YEAR PROGRAM 2025 PUBLIC OUTREACH CAMPAIGN RESULTS



DAN KEANE 7.8.2025

PEDALCYCLE AND PEDESTRIAN ADVISORY COMMITTEE (PPAC) MEETING



Pennsylvania  
Department of Transportation

# THE 12-YEAR PROGRAM (TYP)



**The 12-Year Program (TYP)** is Pennsylvania's official mid-range planning tool. It lists statewide planned projects and assigns funding to projects over a 12-year period. The first-four years comprise the Statewide Transportation Improvement Program (STIP) / Regional Transportation Improvement Programs.

[View the Current Adopted TYP](#)



# THE 12-YEAR PROGRAM (TYP)



**Who creates it?**

**When is it updated?**

**How does it impact the planning process?**

**What laws and regulations are involved?**

[View the Current Adopted TYP](#)



# THE 12-YEAR PROGRAM UPDATE PROCESS

This feedback is used to inform other state and regional transportation plans and programs such as Pennsylvania's Long-Range Transportation Plan and Freight Movement Plan



# EVALUATE PERFORMANCE:



The State Transportation Commission (STC) releases a Transportation Performance Report that contains information about how PA's transportation system performed over the most recent two-year period.

The report features progress in the below areas:

SAFETY	MOBILITY
PRESERVATION	ACCOUNTABILITY
FUNDING	FREIGHT
EQUITY	ENVIRONMENTAL

[View Transportation Performance Report](#)



# INVITE INPUT: TRANSPORTATION SURVEY

## PENNSYLVANIA'S TRANSPORTATION SURVEY



Please take a moment to tell us about the transportation needs that are important to you. We encourage you to share your opinions, interests and concerns about transportation, particularly the needs in the community where you live. Your feedback is an important part of our 12-Year Transportation Program update process. Your input is also used to inform other state and regional transportation plans and programs such as Pennsylvania's Long Range Transportation Plan. Please tell us what you think!

Before taking the Survey, we encourage you to view our [Tips for Submitting Effective Comments](#) to ensure your feedback is submitted as effectively as possible.

*If you are having issues accessing this survey, please contact us at [RA-PennDOTSTC@pa.gov](mailto:RA-PennDOTSTC@pa.gov)*

[Start Survey](#)



# 2025 TRANSPORTATION SURVEY RESULTS



**9,186**

Survey Participants



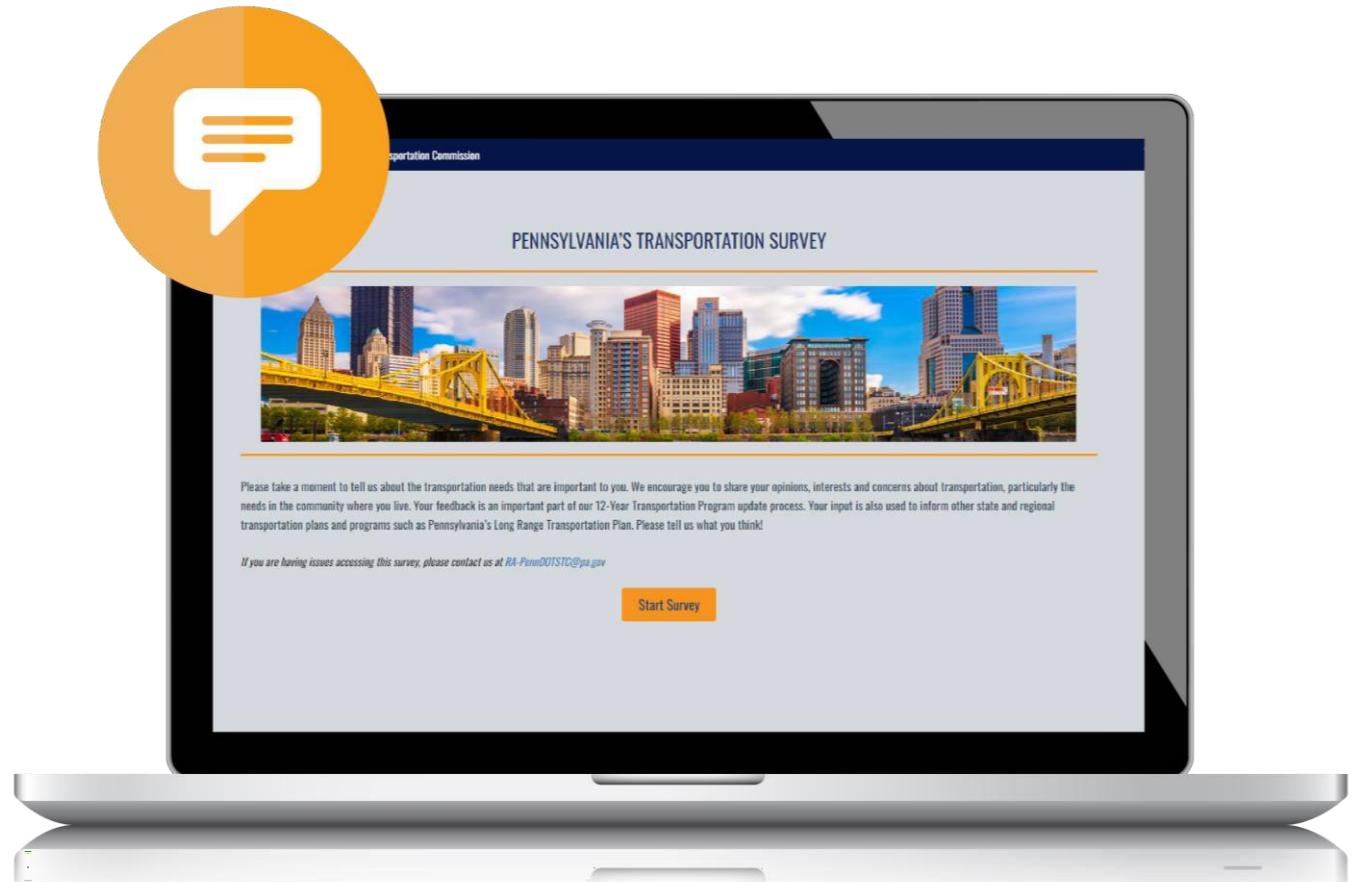
**3,710**

Mapped Issues

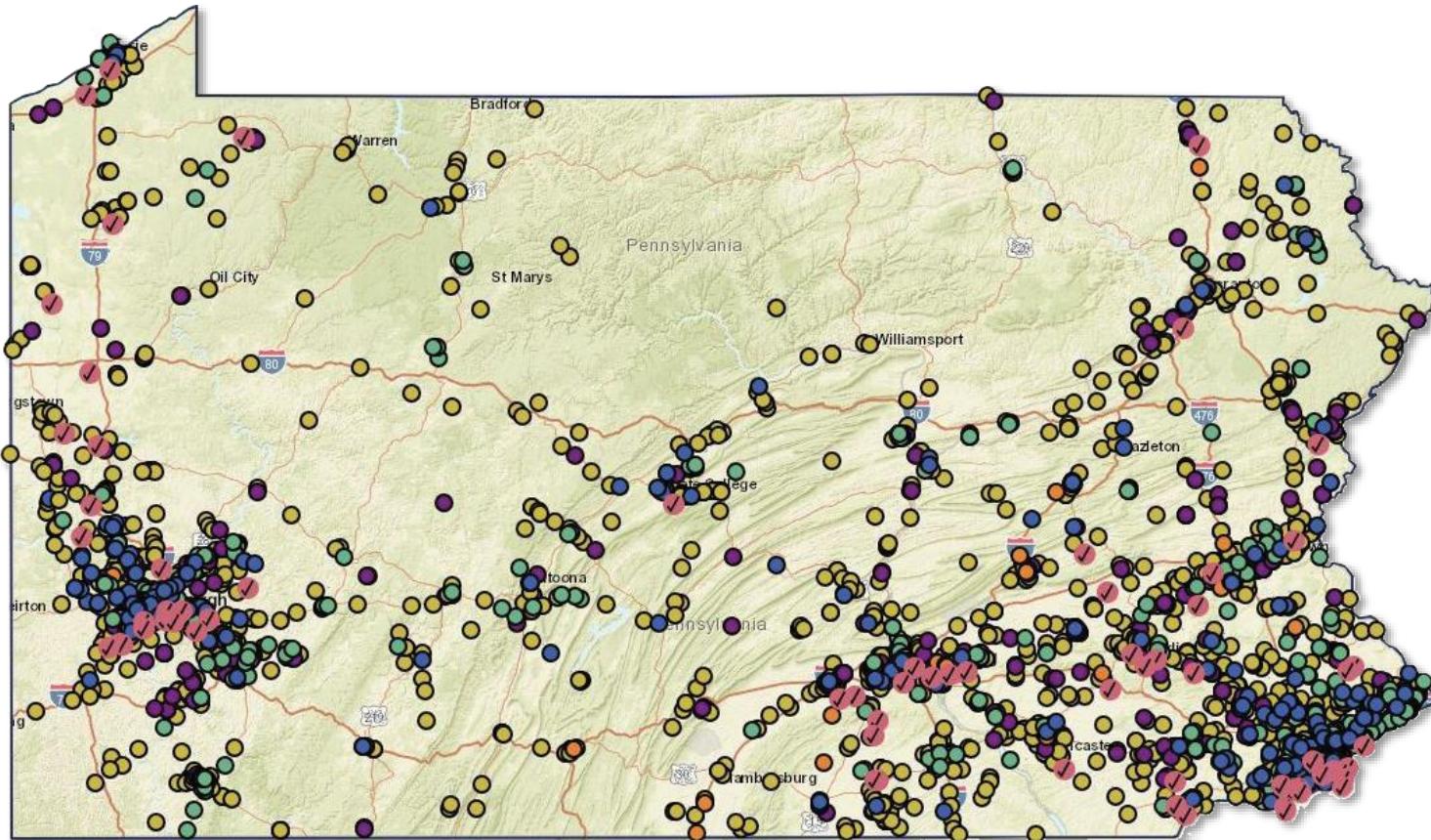


**82**

Resolved Issues



# SHARE FEEDBACK : WHAT WE LEARNED ABOUT CONCERNS



**2,074**  
Roadway



**351**  
Transit



**905**  
Ped Bike



**42**  
Freight



**338**  
Bridge



**82**  
Addressed



# THE PUBLIC COMMENT TYP TRACKING TOOL

PennDOT Only:

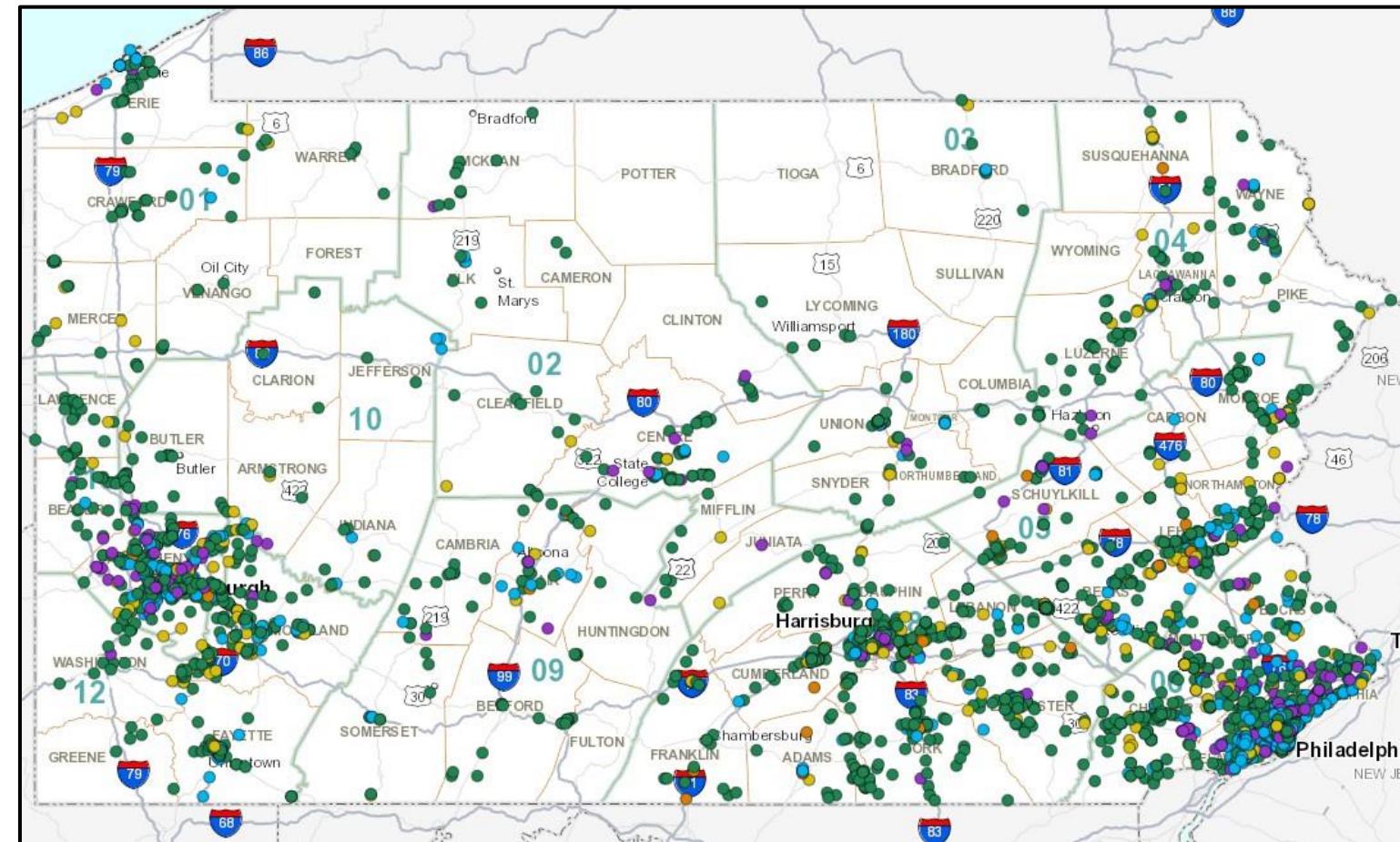
Triage State:

Reviewed By:

Triage Comments:

Final Response:

Internal Photos:



# PLANNING - PRIORITIZE



MPOs and RPOs compare the transportation needs identified by local stakeholders and the public with expected funding and regional and statewide goals for infrastructure in assembling a draft TIP.

[View PennDOT Connects](#)

[View Financial Guidance](#)

[View General and Procedural Guidance](#)



# FROM PLANNING TO PROJECTS



## FROM PLANNING TO PROJECTS

*The Twelve Year Program Process*

### What is the Twelve Year Program?

The TYP is a multimodal, fiscally-constrained program of transportation improvements spanning a 12-year period. Multimodal means that the TYP includes all travel modes, including highways, bridges, public transit, aviation, rail, freight, and bicycle and pedestrian facilities.



### 3 Share Information

The STC shares the information gathered with the MPOs and RPOs to help guide the update of their regional Transportation Improvement Program (TIP). Federal Law requires TIPs to be updated every four years. Pennsylvania's MPOs and RPOs update their TIPs every two years during the TYP update process.

#### Our Planning Partners



Limited \$ means  
Planning & Prioritizing

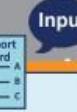
### 4 Plan & Prioritize

MPOs and RPOs compare the transportation needs identified by local stakeholders and the public with the available funding and conduct an initial analysis of potential impacts of proposed projects in assembling a draft TIP.

[View from Planning to Projects infographic](#)

### 1 Report

The State Transportation Commission (STC) releases a Transportation Performance Report that contains information about how PA's transportation system performed over the most recent two year period. The public is encouraged to review this report before the STC seeks public input and feedback on local and statewide transportation priorities. The Transportation Performance Report and public feedback help guide the development of the **Twelve Year Program (TYP)**.



### 2 Listen & Identify Needs

The STC and Planning Partners (Metropolitan and Rural Planning Organizations - MPOs/RPOs) request input from local stakeholders and the public on transportation needs to help identify projects that reflect community and regional goals. The STC's public outreach efforts for the update of the 2019 TYP received national recognition for effectiveness, innovation, participant diversity and quality feedback!



### 5 Submit TIPs

MPOs and RPOs submit their individual draft TIPs to PennDOT.



### 6 PennDOT Review

PennDOT reviews the projects included on the individual draft TIPs to ensure that they meet the statewide transportation priorities, are fiscally constrained to fit within budget projections, and conform to air quality standards.



### 7 Endorse & Incorporate

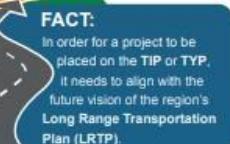
The MPOs and RPOs individually endorse their respective draft TIP. The projects included in the draft TIPs are added to the **Statewide Transportation Improvement Program (STIP)**.



### 8 Draft TYP

PennDOT delivers an updated draft of the TYP to the STC for review and approval.

#### FACT:



#### FACT:

In order for a project to be placed on the TIP or TYP, it needs to align with the future vision of the region's Long Range Transportation Plan (LRTP).

#### FACT:



### 9 Federal Review

The Program is submitted to the Federal Highway Administration, Federal Transit Administration, and the US Environmental Protection Agency for review and approval.

### 10 Programmed Projects

The projects included in the **STIP** (the first four years of the TYP) are scheduled for implementation. The **TYP** is a collaborative mid-range planning tool that spans a 12-year period and outlines the multimodal transportation improvements statewide. The TYP is reviewed and updated every two years.

#### Legend

State Transportation Commission (STC)

Planning Partners

PennDOT

Federal Highway Administration/  
Federal Transit Administration

US Environmental Protection Agency





[TalkPATransportation.com](http://TalkPATransportation.com)

## **WELCOME TO Talk PA Transportation**

The State Transportation Commission (STC) and the Transportation Advisory Committee (TAC) partner with the Pennsylvania Department of Transportation (PennDOT) to help you understand and get involved in the transportation planning and programming process. The goals of this website are to:

### **Educate**

Pennsylvania has unique transportation planning processes with various tools and resources.

### **Update**

Transportation planning is a dynamic and ongoing process. Talk PA Transportation will keep you up-to-date!

### **Engage**

Your input is important to us and to the future of your transportation system.



# THE 12-YEAR PROGRAM (TYP)

## THANK YOU!

For additional information and resources:

[www.TalkPATransportation.com](http://www.TalkPATransportation.com)

[www.pa.gov/agencies/penndot](http://www.pa.gov/agencies/penndot)

## Questions?

- **Dan Keane** | Transportation Planning Manager | 12-Year Program Section | PA Department of Transportation | Center for Program Development & Management

[dkeane@pa.gov](mailto:dkeane@pa.gov)



State Transportation  
Commission



Pennsylvania  
Department of Transportation

## ATTACHMENT 4

# PENNDOT VRU SAFETY EDUCATION MATERIALS UPDATE

PATTI SISTRUNK | JULY 8, 2025

## Introductions

## Project Tasks Overview

## Project Tasks Updates

## Pilot Education

## Schedule Reminder

## Next Steps and Discussion



Pennsylvania  
Department of Transportation

# TASKS OVERVIEW

- 1) Data Gathering and Safety Trends
- 2) Develop VRU Safety Messaging
- 3) Classroom Curricula and Pilot Materials



# TASK UPDATES

- **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 UPDATES

- **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 UPDATES

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- Develop classroom lessons and train-the-trainer materials
- Conduct three pilots in urban, rural, and suburban schools



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# PILOT SCHOOLS

- **Suburban: Whitehall Elementary** – May 29<sup>th</sup>
  - Baldwin-Whitehall School District (suburb south of Pittsburgh)
- **Rural: Benner Elementary** – May 30<sup>th</sup>
  - Bellefonte Area School District (rural area north of State College)
- **Urban: Hays Elementary** – June 3<sup>rd</sup>
  - Allentown School District (city north of Philadelphia)



# PILOT SCHOOLS

## - **Suburban:** **Whitehall Elementary**

- May 29, 2025
- Assemblies with 300+ students
- Two assemblies (~625 students total)
- 1<sup>st</sup> and 2<sup>nd</sup> graders
- Entire student body
- Energetic students
- Interacted by raising hands, call and responses, and clapped often
- Team learned lessons to improve the overall presentation



# PILOT SCHOOLS

- **Rural:**  
**Benner Elementary**

- May 30, 2025
- Two class-size groups (25-28 students in each (~50 total))
- Indoor presentation, followed by outdoor practice (crossing the street)
- Multi-purpose room space (presentation)
- School blacktop (skills practice)
- More manageable classroom sizes
- Individualized practice
- Student's assisted with demonstrations (helmets, ABC Quick Check)



# PILOT SCHOOLS

## - **Urban: Hays Elementary**

- Medium sized classes 4 sessions
  - ~45-75 students each group
  - ~260 total
- 2<sup>nd</sup> – 3<sup>rd</sup> grades
- Occurred in actual classroom with built-in projectors and screens; students sat at tables
- Further refined from initial lessons learned from the first two pilots
- Students engaged with the videos and demonstrations
- Language barriers limited understanding for Spanish-speaking students



# PILOT SCHOOLS

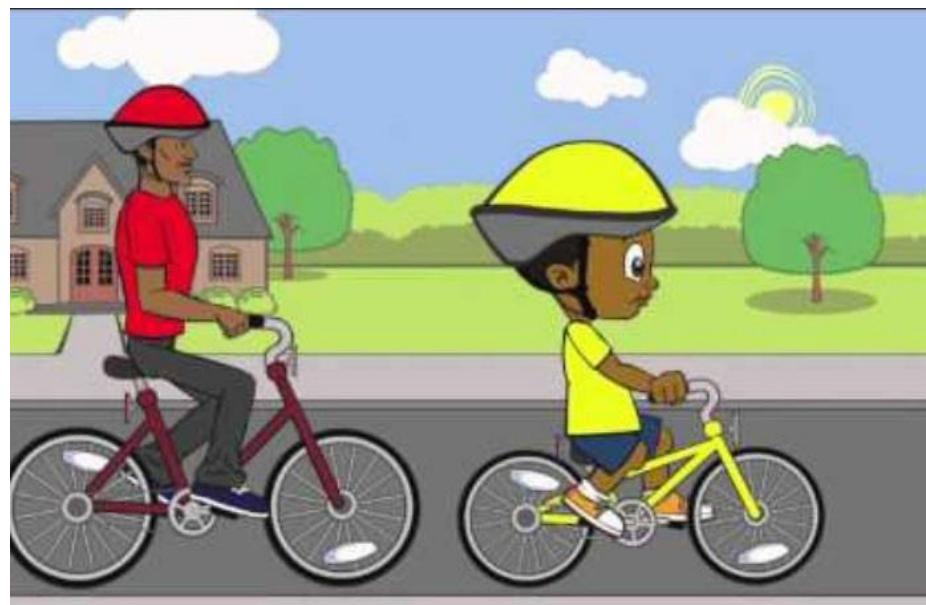
## Lesson Overview

### - **Pedestrian Safety**

- Video – “Guy Walker”
- Overview of safety tips
- Practice crossing the street

### - **Bicycle Safety**

- Video – Bicycle Safer Journey
- Overview of safety tips
- ABC Quick Check
- Helmet
  
- Knowledge checks
- Skills practice
- Teacher evaluation



# PILOT SCHOOLS - THEMES

## 1) Student engagement and learning strategies

- Interactive, age-appropriate activities (call and response, videos, hands-on practice)

## 2) Presentation content and visual design

- Clear visuals, less text, consistent graphics

## 3) Session logistics

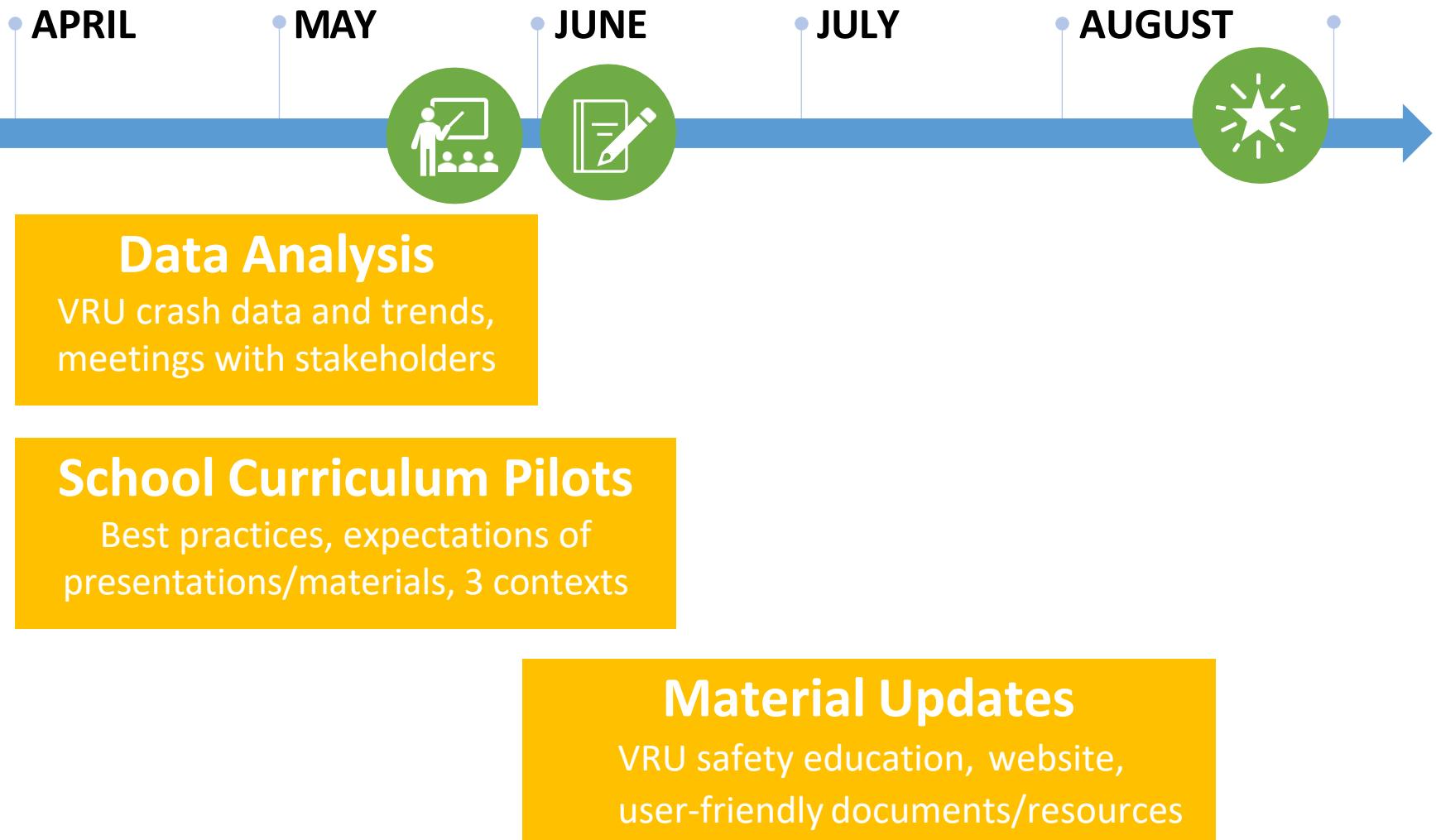
- Timing, group-specific strategies, and use tools (laser pointers, clickers, microphone, etc.)
- Teacher briefings, early sharing of materials, preparation

## 4) Program adaptability

- Teacher feedback and pilot results to refine content, delivery, and visuals for ongoing improvements
- Guidelines for different group sizes (small, medium, large)



# SCHEDULE



# NEXT STEPS & DISCUSSION

- Task 2
  - Safety messaging materials creation/updates underway
- Task 3
  - Update and finalize materials and presentation
  - Train-the-trainer materials
  - Evaluation Report

## Questions / Discussion



# THANK YOU!

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Pennsylvania  
Department of Transportation

## ATTACHMENT 5

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

**7/8/2025 PPAC Meeting**

**(Updates in red reflect changes since 4/28/2025 PPAC Meeting)**

## **Protected Bike Lanes**

### **S.B. 824 (Flynn, et al.):**

- **Overview:** Authorizes the construction of protected bike lanes and pedestrian plazas by allowing a vehicle to park more than 12 inches from the curb, and requires mandatory use of protected bike lane when available.
- **Status:** Referred to Senate Transportation on 6/3/25.

### **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 (Brennan):**

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

## **Investing in Multimodal Transportation**

### **H.B. 1364 (Neilson):**

- **Overview:** Increases the portion of the sales tax to support public transportation from 4.4% to 6.15% (generates \$292.5 million in Year 1), dedicates a portion of the sales tax (0.25%) to provide for a \$500 million bond for roads and bridges and establishes the Transportation Funding Advisory Commission.
- **Status:** Passed House Transportation to support public transportation (16-10) on 5/5/25. Amended on 2<sup>nd</sup> Consideration to support roads and bridges, as well as to establish the advisory commission. Passed the House (107-96) on 6/17/25. Referred to Senate Transportation on 6/18/25.

Other bills include, and not limited to: [S.B. 711 \(Flynn\)](#), [S.B. 795 \(Saval\)](#), [S.B. 796 \(L. Williams\)](#), [H.B. 1085 \(Neilson and Benninghoff\)](#), [H.B. 1146 \(Hohenstein\)](#), [H.B. 1523 \(Abney\)](#) and [H.B. 1524 \(Benham\)](#).

## Establishing Hit-and-Run Advisory Alert System

### H.B. 988 (Cephas):

- **Overview:** Directs PennDOT to maintain a “Jay Alert” system involving alerts to motor vehicle repair facilities following a hit-and-run crash resulting in serious bodily injury or death.
- **Status:** Referred to House Transportation on 3/26/25.

## Protecting Vulnerable Highway Users

### H.B. 1504 (B. Miller):

- **Overview:** Defines a vulnerable highway user, creates penalties for death or injury involving a vulnerable highway user and provides for a four-foot passing rule for pedestrians.
- **Status:** Referred to House Transportation on 5/28/25.