
Pedalcycle and Pedestrian Advisory Committee Meeting Minutes

Meeting Date: September 13, 2022, 1:00 pm – 3:00 pm
In Person Forest Room, Keystone Building, Harrisburg, PA
and Virtual via Teams

Member Roll Call

- Meeting was called to order at 1:04 pm by Sarah Stuart. Roll was taken and a quorum was declared. Committee members in attendance were:
- Nolan Ritchie (alternate for Senator Langerholc), Caleb Sisak (alternate for Senator Flynn), James Bowes (alternate for Representative Hennessey), Trish Meek (alternate for Secretary Yassmin Gramian), Tyler Semder (alternate for Secretary Cindy Dunn), Julie Fitzpatrick, Clifford Kitner, Ben Guthrie, Sarah Stuart, Scott Bricker, Amy Kessler, Yocasta Lora, Joseph Capers, Fred Richter, William Hoffman, and Chandra Kannan
- Others in attendance: Michelle Tarquino (PennDOT Multimodal Deputate), David Lapadat (PennDOT Legislative Office), Brian Hare (PennDOT Planning and Programming), Gavin Gray, (PennDOT Highway Administration), Dave Melville (PennDOT Office of Design), April Hannon (PennDOT District 4-0), Samantha Pearson (PA Downtown Center, Inc), Charles Richards (PennDOT District 5-0), Justin Lehman (Department of Health), Fran Hanney (PennDOT District 6-0), Ruth McClelland (PennDOT District 11-0), Joshua Theakston (PennDOT District 12-0), Kenana Korkutovic (PennDOT District 8-0), Chris King (PennDOT District 3-0), Johnny Balay (PennDOT District 11-0), Cristy Shumac (PennDOT District 9-0), Quentin Clapper (Franklin MPO), Steve Thomas (Franklin County MPO), Ben Dinkel (York County Planning Commission), Laura Ahramjian, Courtney Plocinski (PennDOT Multimodal Deputate), Bob Pento (PennDOT Bureau of Operations), Jason Bewley (PennDOT Bureau of Operations), Justin Cambric (PennDOT Center for Program Development and Management), Jackie Koons-Felion (PennDOT Center for Program Development and Management), Jessica Clark (PennDOT Center for Program Development and Management), Janet Flynn PennDOT Center for Program Development and Management), Chris Metka (PennDOT Bureau of Planning and Research), Nate Walker (PennDOT Policy Office), Sarah Clark (PennDOT Legislative Office), Richard Norford, Cassie Glinkowski, Laura Heilman, Mavis Rainey, Lucas Oshman, Scott Slingerland, Lynn Manion, Pat Krebs, and Tracy Barusevicius

Opening Comments

- Sarah Stuart introduced Trish Meek as the new PennDOT Statewide Bicycle and Pedestrian Coordinator.

Committee Actions

- Approval of Minutes – A motion to approve the minutes of the March 8, 2022, PPAC meeting was made by William Hoffman and a second was made by Julie Fitzpatrick. The motion passed by unanimous voice vote.

Legislative Updates

- Nolan Ritchie provided a legislative update on changes since the last PPAC meeting in March. The updates are noted in red text in Attachment 1. His presentation focused on four topics: Parking Separated Bike Lanes (HB140), E-bikes, Automated Speed Enforcement, and Vulnerable Highway Users (HB2100). Mr. Ritchie answered questions related to vulnerable roadway users and use of roadways by All-Terrain Vehicles.

Agency Reports

- Department of Transportation – Michelle Tarquino introduced Brian Hare, PennDOT Center for Program Development and Management who provided information about legacy Safe Routes to School (SRTS) funds.

Mr. Hare stated that there are approximately \$16 million in unobligated SRTS funds. Some of the funding has been awarded to projects but is not obligated which leaves a balance of approximately \$7.7 million in SRTS funds. He added that as part of the last Transportation Alternatives Set-Aside (TASA) funding round over \$9 million dollars in SRTS eligible project applications were submitted. A number of those SRTS projects were funded using TASA funding, as those funds will lapse if they are not obligated. SRTS funds do not lapse, meaning there is not a time that the funding must be expended, and it can be held in reserve. The use of TASA funding for SRTS projects provides that legacy SRTS funds will be available for future funding rounds. In response to the question why PennDOT is not using all available SRTS funds that are available for projects Mr. Hare stated that as part of the TASA funding round both types of funding are used for projects. PPAC members provided suggestions about strategies such a resource center, district coordinators and other outreach options for projects. Mr. Hare stated that PennDOT will continue to coordinate the funding cycles with the MPOs and RPOs.

Michelle Tarquino provided an update on Vulnerable Roadway Users funding. She stated that Pennsylvania must use a percentage of Highway Safety Improvement Program (HSIP) funds to Vulnerable Roadway Users. PennDOT Central Office is coordinating with the District offices related to locations for countdown pedestrian signals. Ms. Tarquino also addressed questions related to bike and pedestrian facilities as part of development and the need for a local authority to take on maintenance responsibilities for facilities. She also stated there are approximately 1,200 locations being proposed for the countdown signals.

- Department of Conservation and Natural Resources – Tyler Semder provided an agency update (Attachment 2). He stated that on September 6 grant awards were announced for forty-three trail projects for \$14.7 million. The project funds are for planning, acquisition, and development. He added that DCNR opened a supplemental grant round using American Rescue Plan Act (ARPA) funds which will close on late October. The funding round will focus on underserved areas, closing trail gaps and a variety of other projects supporting outdoor recreation. He noted that October is Trail Month and comments were received in July and August on a draft DCNR E-Bike Policy which are being reviewed.
- Department of Health – Justin Lehman provided an agency update (Attachment 3). He provided information on the WalkWorks program which is a collaboration between the Department of

Health and Pennsylvania Downtown Center focused on increasing physical activity opportunities to increase physical activity opportunities through the development of Active Transportation Plans and similar policies such as Complete Streets and Vision Zero Policies that focus on mobility, connectivity, and access. He also noted that WalkWorks will host two Safe Routes to Schools webinars in October in cooperation with the national Safe Routes Partnership organization. He responded to a question about communities that have secured additional funds after the plan is completed and the benefit of having a plan.

Presentations

- US Bike Route Designation Study Report - Quentin Clapper, Franklin County MPO, provided information on the US Bike Route 11 Study (Attachment 4). Mr. Clapper reviewed the process and timeline for identifying a US Bike Route through Franklin County. At the beginning of the process a driving tour was conducted to identify improvements that may be needed. Meetings were held with municipalities and other stakeholders to outline process, roles, and responsibilities and identify a route. In the Spring, three route alignments and 3 spur alignments were identified. Public comment and stakeholder feedback was sought, and the routes were driven to identify needed improvements. Alignment recommendations are being finalized and a long-term list of improvements is being prepared. A Final Study Report and MPO Letter of Support is anticipated in late Fall/Winter. A question was asked about how municipalities have responded to the proposed routes that utilize local roads and if the routes have been biked or only driven. Mr. Clapper responded that the consultants evaluated geometry and sight distance issues and could not confirm if the route was ridden and that the intent of going to the municipalities early was to involve them and make them aware of proposed routes and responsibilities. A comment was made that access to towns is important to meet the needs of cyclists. Mr. Clapper responded that they have met with Adventure Cycling to discuss the route and are providing connections to towns but are avoiding the most congested areas.
- Mid-Block Crosswalk and Trail Crossing Policy – Laura Ahramjian, Kittleson and Associates, Inc presented the draft policy (Attachment 5). Ms. Ahramjian stated that in early 2022 work began to develop a new policy for mid-block crosswalks and trail crossings that will be incorporated into PennDOT's Publication 46 Traffic Engineering Manual. It will establish guidance to standardize the use of traffic control devices at mid-block crosswalks and trail crossings and provide clear procedures for requesting, installing, and maintaining crossings. It provides guidance on where to locate crossings; when it is necessary to install safety countermeasures at crossings; and how to select appropriate safety countermeasures as well as general design guidance and best practices for crossings. She stated the policy applies to all public roads in the Commonwealth. She reviewed the definitions of Mid-Block Crosswalks and Trail Crossings and policy procedure which includes the following: Step 1 - Engineering and Traffic Study; Step 2 Evaluate if and what safety countermeasures are needed and traffic signal warrants; and Step 3 Design Considerations including treatments on trails. She also reviewed the procedures to be followed based on roadway and project type and reviewed the process and next steps. The draft policy is being revised and a Clearance Transmittal review is anticipated in October 2022 and PPAC will provided an opportunity to review the policy. A second review may occur if needed in December 2022. Strike-off Letter and Policy Adoption is anticipated in 2023. Mr. Kitner asked about streamlining the process and asked suggestions about additional or dedicated funding for trail groups. Ms. Ahramjian responded that the hope is that by formalizing the process it will provide consistency and standardize the project. Ms. Tarquino added that as part of the agreement process six maintenance agreements were combined into a single agreement. In response to a question about

how this is related to how parallel this is to the Highway Occupancy Permit (HOP) process related to liability Ms. Tarquino clarified that HOPs are specific to driveway or utility access and depending on the concept and countermeasure it is on a case-by-case basis. She added that the draft policy outlines and clarifies that local authorities are responsible for any traffic control device and that is further outlined in Title 67 Chapter 212. Local Authorities are responsible to own, operate and maintain any signage at a trail crossing and mid-block not necessarily the trail owner. In response to a comment that some intersections counts will be low because they are so dangerous pedestrians do not use them Ms. Ahramjian added that engineering judgement is in the policy to allow flexibility related to pedestrian counts and she again confirmed the draft policy will be provided to PPAC for review.

- PPAC Bylaws – Trish Meek provided a brief review of the Bylaws that were adopted at the March meeting. She noted the election of officers will occur at the summer meeting. She also noted that PPAC is required to meet at least once annually however PPAC has traditionally met four times a year and meetings will follow Roberts Rules of Order and in some cases a voice vote will be conducted because of the hybrid meeting format.

Public Comments and Open Discussion

- Sarah Stuart stated that one of the purposes of the group is to advise PennDOT and the meetings tend to be presentations which are very informative but there are not a lot of opportunities to provide advice. She requested that future agendas include issues that provide opportunities for discussion.
- Fran Hanney from District 6-0 commented on the Parked Separated Bike Lane legislation. He noted that the lanes that have been installed in Philadelphia have been successful and have a safety and usership benefit and Philadelphia has completed a post implementation study on the initial 10 corridors.

A motion to adjourn the meeting was made by Julie Fitzgerald and seconded by Amy Kessler. The motion carried. The meeting concluded at 3:00 pm

Next Meeting

The next Pedalcycle and Pedestrian Advisory Committee Meeting is scheduled for Tuesday, December 13, 2022, from 1:00 pm to 3:00 pm.

Respectfully submitted,

Fred Richter
PPAC Secretary

ATTACHMENT 1

**2021-22 Legislation of Interest to the
Pedalcycle and Pedestrian Advisory Committee (PPAC)**

Updates since the last PPAC meeting dated March 18, 2022, are in red.

Distracted Driving

HB 37 (Brown):

- **Overview:** Prohibits drivers from physically holding or supporting with their body an interactive wireless communications device while operating a motor vehicle on a highway or trafficway in this Commonwealth, unless the motor vehicle is parked on the side or shoulder of a highway or trafficway where the motor vehicle is safely able to remain stationary.
 - **Status:** Reported as amended by House Transportation on 3/23/2021. Placed on 2nd Consideration, then **laid on the table**.
-

e-Scooters

SB 783 (Langerholc and Costa) – Enacted:

- **Overview:** Establishes a two-year e-scooter pilot program in the City of Pittsburgh following the adoption of a local ordinance. Authorizes e-scooters to operate on bike lanes, roadways and bike paths since e-scooters are being regulated as as pedalcycles. Empowers the City of Pittsburgh to create additional rules for the safe operation of e-scooters.
- **Status:** Reported as amended by Senate Transportation on 6/22/2021. Amended into the [2021 Fiscal Code](#) (Act 24) and effective immediately.
- Senator Langerholc and Senator Costa issued a [joint press release](#). E-scooters will be included as part of [Move PGH](#).
- Update from 2/7/2022: There have been approximately 350,000 e-scooter trips provided to date by individuals 18 years of age or older, even though Act 24 set the age limit at 16-year-old. According to a recent survey (with approximately 250,000 e-scooter trips), fewer than 1 percent resulted in any parking-related feedback, and Spin has employees who respond to feedback received. Spin also earned permission from the City of Pittsburgh to scale-up the fleet size since they met all of the deployment and responsiveness requirements. Last, one-third of riders surveyed (with approximately 250,000 e-scooter trips) reported an income of less than \$35,000 per year.

SB 892 (Laughlin):

- **Overview:** Establishes a two-year e-scooter pilot program in a city of the second-class A (i.e., Scranton) and third class following the adoption of a local ordinance. Authorizes e-scooters to operate on bike lanes, roadways and bike paths since e-scooters are being regulated as pedalcycles. Empowers a city to create additional rules for the safe operation of e-scooters. **A key difference in SB 892 compared to Act 24/SB 783 is the age requirement was raised from 16 years old to 18 years old (current practice in Pittsburgh).**
 - **Status:** Reported as amended by Senate Transportation on 2/7/2022. **Amended on 2nd Consideration, then passed the Senate (47-2) on 6/22/2022. Referred to House Transportation on 6/24/2022.**
-

Protected Bike Lanes

[HB 140](#) (Maloney):

- **Overview:** Clarifies motor vehicles shall be parked within 12 inches of the outside lane of the buffer area between a pedalcycle lane or pedestrian plaza.
- **Status:** Reported as amended by House Transportation on 2/4/2021. Passed the House (201-0) on 3/17/2021. Referred to Senate Transportation on 3/18/2021. **Public hearing held on 4/4/2022.** Reported as amended (see below) by Senate Transportation on 6/30/2022. Placed on 2nd Consideration.
- **Amendment No. 5253 – Adopted:**
 - Before a municipality can design or construct protected bicycle lanes and on-street pedestrian plazas, the following eligibility criteria must be met: Elimination of any local traffic ordinance that prohibits enforcement of the Vehicle Code by police officers. (The Vehicle Code, specifically [Section 103](#) and [Section 6101](#), directs uniformity in all political subdivisions across the Commonwealth.)
 - Another eligibility criteria in a County of the First Class is the Attorney General must appoint a special prosecutor to ensure crimes occurring on SEPTA's property are enforced and prosecuted.
 - Requires consideration of goods delivery and Electric Vehicle charging stations before designing or constructing protected bicycle lanes, which were raised as concerns at Senate Transportation's hearing on HB 140.

Radar/LIDAR for Local Police

[SB 419](#) (Scavello):

- **Overview:** Authorizes radar or lidar for any local police officer. Contains various driver protections such as requiring a local ordinance, training before use, capping the local budget to 10 percent, etc.
- **Status:** Reported as committed by Senate Transportation on 5/25/2021. Passed the Senate, as amended on 3rd Consideration, (49-1) on 6/22/2021. Referred to House Transportation on 6/23/2021.

[HB 606](#) (Rothman):

- **Overview:** Authorizes radar or lidar for full-time or part-time local law enforcement officers, as defined in the bill. Contains various driver protections such as requiring a local ordinance, training before use, capping the local budget to 10 percent, etc. Authorizes moving radar for the State Police as well.
- **Status:** Reported as amended by House Transportation on 3/16/2021. Amended on 2nd Consideration. Referred to House Appropriations on 3/23/2021.

Vulnerable Highway Users

[HB 2100](#) (B. Miller):

- **Overview:** Defines a "vulnerable highway user" as a pedestrian, excluding personal delivery devices; a pedalcyclist; a motorized pedalcyclist; an individual on an animal; an individual on an animal-drawn vehicle; an individual on an electric personal assistive

mobility device; an individual on a nonmotorized self-propelled transportation device; and an individual on a motor-driven cycle.

- **Status:** Referred to House Transportation on 11/23/2021. **Passed House Transportation (19-6) on 5/24/2022. Laid on the table on 7/6/2022.**

e-Bikes

- No sponsor.
- **Note:** [Act 92/SB 1183](#) (Browne): Prohibits dirt bikes and All-Terrain Vehicles on roadways, bicycle lanes and sidewalks in cities. This legislation creates Title 75, Section 3721, renumbered as Section 3722 (relating to off-road vehicles in urban municipalities), and includes a new definition for “electric pedalcycle” as follows:
 - A vehicle that: 1) Weighs not more than 100 pounds with 2 wheels more than 11 inches in diameter, 2) Is manufactured or assembled with an electric motor system rated at not more than 750 watt and that ceases to provide assistance when the vehicle reaches speeds of 28 miles per hour, and 3) Is equipped with operable pedals and a set or saddle for the rider.

Automated Speed Enforcement

- No sponsor.
- **Note:** [Act 86 of 2018/SB 172](#) (Argall and Schwank) authorized a 5-year speed enforcement camera program in: 1) [Active work zones](#) for construction and maintenance projects on the Federal-aid highway system, which expires on 2/16/2024, and 2) [U.S. Route 1 \(Roosevelt Boulevard\)](#) between 9th Street and the Philadelphia County line shared with Bucks County, which expires on 10/19/2023.

DRIVE SMART Act

On June 2, 2021, Senator Wayne Langerholc, Jr. (R-35), chairman of the Senate Transportation Committee, unveiled the [DRIVE SMART Act](#), *Delivering Reforms and Investments for Vehicle Efficiency and Supporting Motor carriers, Airports, Rails & trails and Transit agencies*. (“Rails” in this context refers to intercity passenger rail.)

The DRIVE SMART Act was introduced as a comprehensive proposal to reform and invest in the Commonwealth’s multimodal transportation system. Key issues for PPAC are as follows:

- Provide a roadmap towards testing and deploying driverless Highly Automated Vehicles ([SB 965](#) – Langerholc).
 - **Note:** The House companion is [HB 2398](#) (Oberlander), which passed the House (123-77) on 6/20/2022. The bill was referred to Senate Transportation on 6/21/2022.
- Authorize an e-scooter pilot program in Pittsburgh ([SB 783](#) – Langerholc and Costa). This was enacted via the 2021 Fiscal Code.
- Reallocate funding over 5 years from the Public Transportation Trust Fund to support intercity passenger rail facility upgrades.
- Dedicate more funding from the Multimodal Transportation Fund for active transportation.

Other

PPAC may want to review the following legislation:

- [Act 92/SB 1183](#) (Browne): Prohibits dirt bikes and All-Terrain Vehicles on roadways, bicycle lanes and sidewalks in cities (and defines an e-bike).
- [SB 1165](#) (Brooks): Authorizes a vehicle's plate to be affixed to the rear of a pedalcycle carrier.
- [HB 1073](#) (Malagari): Requires vehicles to stop for pedestrians in crosswalks.
- [HB 1313](#) (Driscoll): Requires red reflectors on wheelchairs and electrical mobility devices.
- [HB 2154](#) (Boback): Creates a fine of \$25 for distracted pedestrians.

ATTACHMENT 2

DCNR – Pedestrian & Pedalcycle Advisory Committee Report, Sept 2022

- DCNR announced grant awards on September 6, 2022, which included 43 trail projects totaling \$14.7M to assist with the planning, acquisition and development of trails.
- In addition to this announcement, DCNR opened a “supplemental” grant round. Applications are now open with a due date of October 27th. There are a variety of funding sources supporting this supplemental round, with the American Rescue Plan Act (ARPA) funding (allocated to DCNR for grants by the PA legislature) being a significant portion of the funding available. This supplemental round is primarily focused on helping [underserved communities](#), closing [trail gaps](#), supporting an invigorated focus on the outdoor recreation sector, and planting trees along streams and in communities. Match is generally 50%, but there is a lower match requirement for municipalities with populations under 5,000 people. For these communities, match is only 20% of the grant amount with no cap on project size. This lower match requirement makes the fall funding round an ideal opportunity for smaller municipalities to apply for grants.
- September is Trails Month. Sometime in September, DCNR will also open up nominations for 2023 Trail of the Year. We will also be seeking nominations to fill two vacancies on the Trails Advisory Committee (PTAC).
- DCNR’s draft E-bike Policy was open for public comment in July and August. We will be reviewing the feedback and taking that into consideration when developing the final draft.
- Top 10 Trail Gaps closed in 2021/2022 –

Lower Trail to Canoe Creek State Park Gap, Blair County

Status: Project completed early 2021.

Enola Low Grade Rail Trail, Safe Harbor Trestle Bridge, Lancaster County

Status: Project completed June 2022.

Delaware and Lehigh Trail, Bridge Street Gap, Bucks County

Status: Construction underway, anticipated completion by the end of 2022.

Enola Low Grade Trail, Martic Forge Bridge, Lancaster County

Status: Construction is still underway, anticipated completion fall 2022.

ATTACHMENT 3

Department of Health Updates

WalkWorks is a program, in collaboration with the Pennsylvania Downtown Center, focused on increasing physical activity opportunities through the development of active transportation plans or similar policies, such as Complete Streets and Vision Zero policies. The aim of the plans or similar policies is to guide the establishment of activity-friendly routes that connect to everyday destinations through active transportation and land use plans and policies at the local and regional levels. To date, 34 communities have developed and adopted a plan or policy.

1. 10 communities are finalizing their 8 Active Transportation Plan or 2 Complete Streets Policy with an expectation of adoption by September 30.
 - DCNR provided funds to partially support two active transportation plans.
 - Communities are from the following counties: Allegheny, Berks, Indiana, Lancaster, Montgomery and Susquehanna.
 - Forest Hills Borough, in Allegheny County, adopted the Forest Hills Borough Active Transportation Plan in September 2021 and a Complete Streets Policy in June 2022.
2. WalkWorks selected 8 new municipalities or similar entities to receive funding and technical assistance to assist with the development of an Active Transportation Plan or Complete Streets Policy to guide the establishment of activity-friendly routes that connect to everyday destinations. Plan or Policies are expected to be adopted by September 30, 2023. An announcement will be coming soon.
3. The WalkWorks website was recently updated to include a compendium of resources on the importance and benefits of active transportation in rural communities. To access, simply go to pawalkworks.com and click on the resources icon near the top.
4. WalkWorks will host two Safe Routes to School webinars in coordination with the national Safe Routes Partnership organization. The first webinar will be held Wednesday, September 28 from 7:30-8:30. Speakers include experts at the national Safe Routes Partnership, people involved in this work in other locales, as well as from people involved at various levels with improving school/neighborhood accessibility within the commonwealth. Trish will be a panelist on the first webinar.
The second webinar will include presentations from people in various parts of the commonwealth who will share examples of SRTS projects and programs that have been put into place.

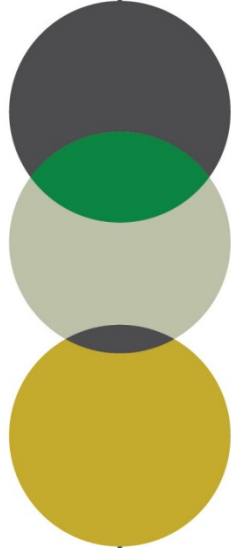
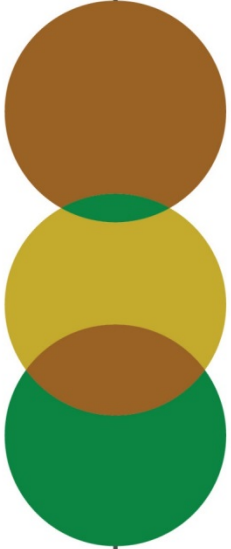
ATTACHMENT 4



US Bike Route 11

Franklin County MPO

September 13, 2022



Study Timeline

- December 2021
 - Management Team Kickoff
 - Driving Tour
 - Began Existing Condition Analysis
- Spring 2022
 - Met with Municipalities/Stakeholders
 - Identified Potential Route Alignments



Alternative Alignments

- 3 USBR 11 Alternatives

- USBR11 Alternative 1 (27 mi.)

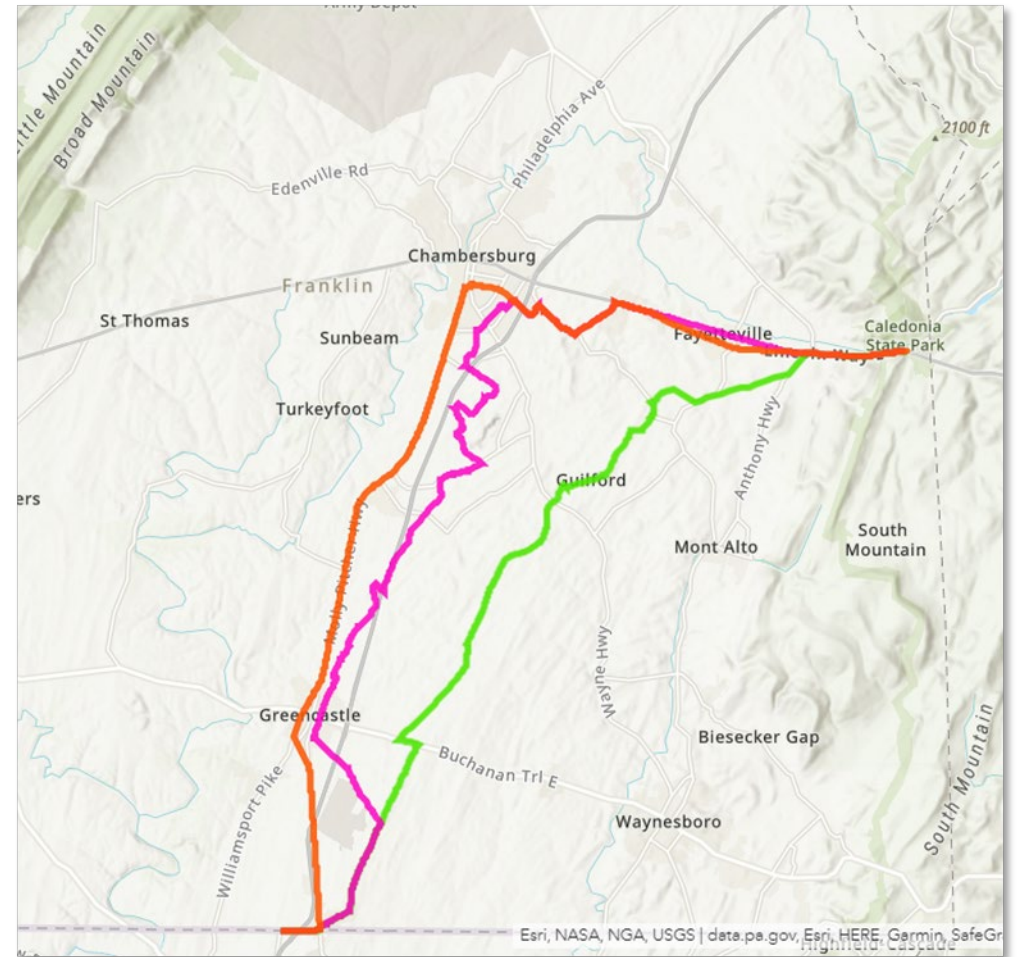
- US 11 to US 30 through municipalities centers

- USBR11 Alternative 2 (30 mi.)

- Parallel to Alternative 1 on lower volume and speed state and local roadways

- USBR11 Alternative 3 (23 mi.)

- Low-volume and low-speed rural state and local roadways



Alternative Alignments

- 3 Shippensburg Spur Alternatives

- Spur Alternative 1 (12 mi.)

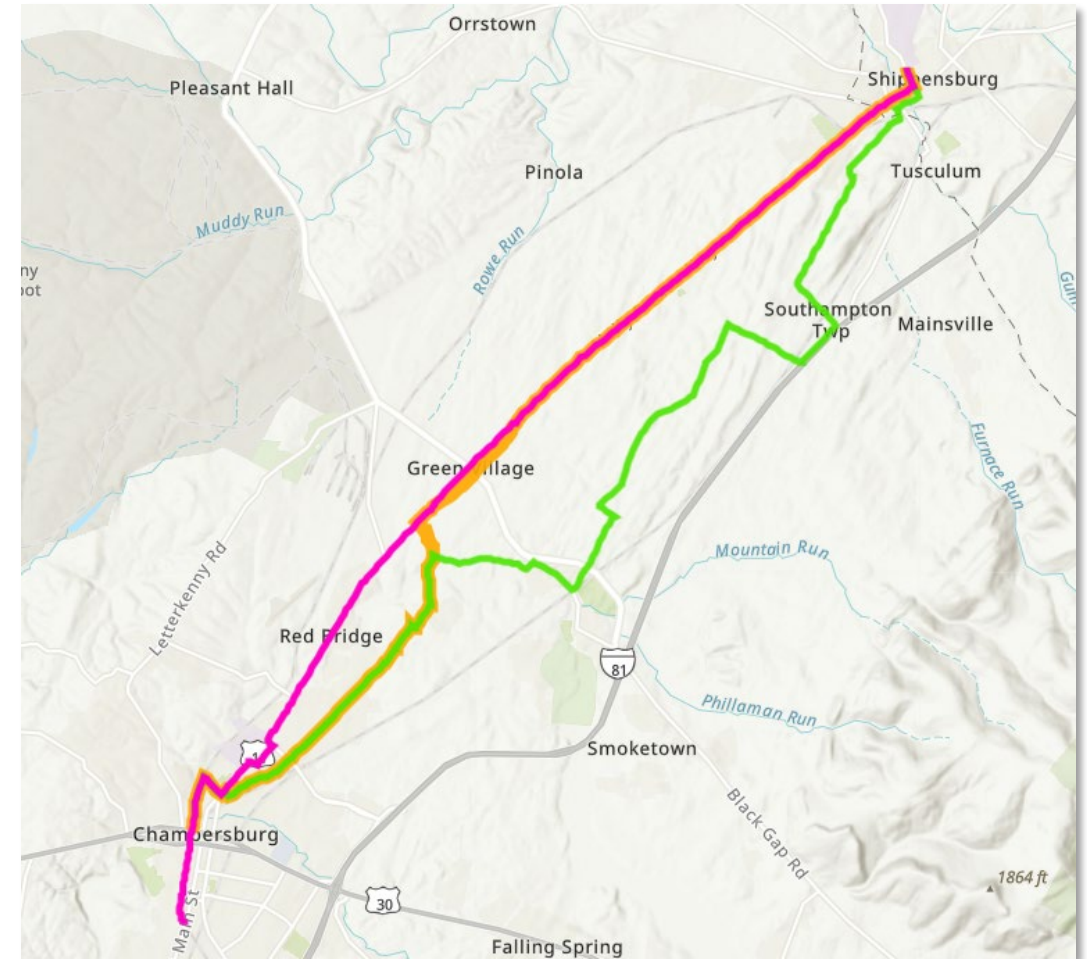
- Bypasses Wilson College area with local roadways until connecting back to US 11 outside of the Borough

- Spur Alternative 2 (14 mi.)

- Low-volume and low-speed state and rural township routes

- Spur Alternative 3 (13 mi.)

- Aligned on US 11 from Chambersburg to Shippensburg



Study Timeline

- Summer 2022
 - Public Survey for Alternatives
 - Adventure Cycling Route Review
 - Route Safety Assessment
- September 2022
 - Develop Alignment Recommendation
 - Long-term Improvement Considerations
- Late Fall/Winter 2022
 - Final Study Report
 - MPO Letter of Support



ATTACHMENT 5

Mid-Block Crosswalk and Trail Crossing Policy

PPAC Presentation

Project Goals

- Develop a new policy for mid-block crosswalks and trail crossings to be incorporated with PennDOT's Publication 46 Traffic Engineering Manual
- Establish guidance to standardize use of traffic control devices at mid-block crosswalks and trail crossings
- Create clear procedures for requesting, installing, and maintaining mid-block and trail crossings



Policy Overview

Policy provides guidance for midblock and trail crossings on

- Where to locate crossings
- When it is necessary to install safety countermeasures at crossings
- How to select the appropriate safety countermeasures at crossings
- General design guidance and best practices for crossings

Policy applies to all public roads in the Commonwealth

- Local Authorities shall be consistent with this policy for mid-block crosswalks and trail crossings on local roads
- PennDOT approval is required prior to the installation of any midblock crosswalk on a State highway, a local road with state or federal funding, or a federal aid roadway
- Installation and maintenance of midblock crossings and trail crossings is the responsibility of the local authorities

Purpose - Definitions

- Policy applies to both mid-block crosswalks and trail crossings

Mid-Block Crosswalks

Marked crossing with uncontrolled approaches at non-intersection locations

Primarily serve pedestrians and bicyclists crossing the street

Mid-block crosswalk only exists if there is a marked crosswalk

Trails

Paths that serve a variety of different non-vehicular users

Three main categories: shared use path, recreational trail (may be used by ATV/Snowmobiles), and Footpath (DCNR or other Sponsor)

Procedure

1

Conduct a Traffic Study to Determine if Candidate Crossing Location is Appropriate for a Mid-Block Crosswalk or Trail Crossing



2

Determine Which Safety Countermeasures are Appropriate for the Crossing Location



3

Follow Design Guidance and Considerations for Mid-Block Crosswalk and Trail Crossing Design

1 Engineering + Traffic Study

- Document and consider the following
 - **Roadway characteristics and geometry** – number of lanes, presence of raised median, vehicle volumes, vehicle speeds, sight distance
 - **Distance** from adjacent signalized intersections
 - Pedestrian/Trail User **volumes**
 - **Crash** History
 - Available **lighting**
 - Other **appropriate factors** including but not limited to:
 - Coordination with Grade Crossing Coordinators and the PUC where appropriate
 - Distance to adjacent driveways and commercial entrances
 - Adjacent land uses and community destinations
- If applicable, provide conceptual plan of proposed improvements
- If appropriate for a mid-block/trail crossing, move on to phase 2

2

Mid-Block Crosswalk and Trail Crossing Evaluation Matrix

Roadway Cross-section	Roadway AADT and Speed Limit															
	Less than 9,000 AADT				9,000 to 12,000 AADT				12,000 to 15,000 AADT				More than 15,000 AADT			
	≤ 30 MPH	35 MPH	40 MPH	≥ 45 MPH	≤ 30 MPH	35 MPH	40 MPH	≥ 45 MPH	≤ 30 MPH	35 MPH	40 MPH	≥ 45 MPH	≤ 30 MPH	35 MPH	40 MPH	≥ 45 MPH
Two Lanes (undivided)	A	A	B	C	A	A	B	C	A	A	B	C	B	B	C	C
Three lanes with raised median	A	B	B	C	A	B	B	C	B	B	B	C	B	B	B	C
Three lanes without raised median	A	B	B	C	A	B	B	C	B	B	B	C	B	C	C	C
Four lanes with raised median	B	B	B	C	B	B	C	C	B	B	C	C	C	C	C	C
Four lanes without raised median	B	B	C	C	B	B	C	C	C	C	C	D	C	C	C	D
Five or more lanes with or without raised median	C	C	D	D	C	C	D	D	D	D	D	D	D	D	D	D

A	Marked crosswalk alone is appropriate (Warning signs at crossing are recommended)
B	Additional pedestrian safety countermeasures are recommended
C	Additional pedestrian safety countermeasures are required
D	A marked crosswalk is not recommended unless combined with full signalization

2

Countermeasure Selection Matrix

Roadway Cross-section	Roadway AADT and Speed Limit											
	Less than 9,000 AADT						9,000 to 12,000 AADT					
	≤30 mph		35 mph		40 mph		≥45 mph		≤30 mph		35 mph	
Two Lanes (undivided)	a	c	c	c	c	c	b	c	c	c	c	c
	d		d	e	e	e	e	e	d	e	d	e
							g					g
Three lanes with raised median	a	b	c	b	c	b	b	c	b	c	b	c
			e		e	e	e	e	e	e	e	e
	g		g		g		g		g		g	
Three lanes without raised median	a	b	c	b	c	b	b	c	b	c	b	c
	d	e		d	e	d			d	e	d	
	g		g		g		g		g		g	
Four lanes with raised median		b	c	b	c	b	b	c	b	c	b	c
		e	f	e	f			f	e	f		f
	g		g		g		g		g		g	
Four lanes without raised median		b	c	b	c	b	b	c	b	c	b	c
	d	e	f	d	e	f		f	d	e	f	f
	g		g		g		g	i	g		g	i
Five or more lanes with or without raised median		b	c	b	c	b	b	c	b	c	b	c
	d	e	f	d	e	f		f	d	e	f	f
	g	h	i	g	h	i	g	h	g	h	g	h

Raised crosswalk	a
Advance Yield Here to (Stop Here For) Pedestrians sign and yield (stop) line	b
Curb Extension	c
Pedestrian Refuge Island	d
Rectangular Rapid Flashing Beacon or Flashing Warning Device	e
Road Diet	f
Advance Warning Beacons	g
Grade Separated	h
Traffic Signal*	i

Key: x – countermeasure may be applicable; x – countermeasure should always be considered

2

Countermeasure Selection Matrix

Roadway Cross-section	Roadway AADT and Speed Limit											
	12,000 to 15,000 AADT						More than 15,000 AADT					
	≤30 mph		35 mph		40 mph		≥45 mph		≤30 mph		35 mph	
Two Lanes (undivided)		c		c		c	b			c		b
	d		d	e	d	e	e		d	e	d	e
						i	g	i				i
Three lanes with raised median		b	c	b	c	b	b			b	c	b
		e		e		e	e			e		
	g		g		g	i	g	i	g		g	i
Three lanes without raised median		b	c	b	c	b	b			b	c	b
	d	e	d	e	d				d	e	d	
	g		g		g	i	g	i	g		g	i
Four lanes with raised median		b	c	b	c	b	b			b	c	b
		e	f	e	f		f			e	f	f
	g		g		g	i	g	i	g		g	h
Four lanes without raised median		b	c	b	c	b	b			b	c	b
	d	e	f	d	e	f		f	d	e	f	f
	g		g		g	i	g	i	g		g	h
Five or more lanes with or without raised median		b	c	b	c	b	b			b	c	b
	d	e	f	d	e	f		f	d	e	f	f
	g	h	i	g	h	i	g	h	g	h	i	g

Raised crosswalk	a
Advance Yield Here to (Stop Here For) Pedestrians sign and yield (stop) line	b
Curb Extension	c
Pedestrian Refuge Island	d
Rectangular Rapid Flashing Beacon or Flashing Warning Device	e
Road Diet	f
Advance Warning Beacons	g
Grade Separated	h
Traffic Signal*	i

Key: x – countermeasure may be applicable; **x** – countermeasure should always be considered

2

Traffic Signal Warrants

- High vehicle volumes and high pedestrian/trail user volumes **may limit the number of safe gaps** in traffic for people to cross without a traffic signal.
- Warrant PA-2 for mid-block crossings and trail crossings should be used to justify traffic signal
- If volumes do not satisfy warrants and there is a higher concentration of vulnerable pedestrians/trail users, engineering judgment may be used to determine if a traffic signal is justified



3

Design Considerations




- Standard Treatments
 - High visibility crosswalks
 - Warning signs (e.g. W11-2) with Diagonal Downward Pointing Arrow (W16-7P) immediately prior to crossing in both directions
 - All additional safety countermeasures should be designed and implemented in accordance with **Pennsylvania's Traffic Calming Handbook (Publication 383)**
 - Pavement markings should conform to **PennDOT Pavement Marking Standard (TC-8600)**



- Where possible, establish crosswalks at 90 degrees to roadway

3

Treatments on Trail

Trail Type	Potential Treatments Along Trail	Examples
Shared Use Path	<ul style="list-style-type: none"> STOP sign and STOP line to slow bikes prior to crossing Physical barrier to prevent vehicles from roadway turning onto the trail. Potential barriers may include: <ul style="list-style-type: none"> Flexible delineators Landscaping Gates ADA compliant pedestrian ramps with detectable warning surfaces for visually impaired trail users 	 <p>Delineators and Stop Sign (<i>Bicycle Coalition of Greater Philadelphia</i>)</p>  <p>Landscaping (<i>Planning for Trail Facilities, Purdue University</i>)</p>  <p>ADA Ramp (<i>Creighton Manning – Mohawk Hudson Rail Trail</i>)</p>
Motorized Trail	<ul style="list-style-type: none"> Crossing warning sign in advance of crossing Physical barrier to prevent vehicles from roadway turning onto trail. Potential barrier may include: <ul style="list-style-type: none"> Flexible delineators Landscaping Gates 	
Footpath	<ul style="list-style-type: none"> N/A 	

Procedure Summary

STEP 1: Local Authority identifies candidate location for mid-block crosswalk/trail crossing or an existing crossing

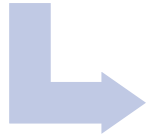
STEP 1A: For trail crossings, sponsor agreement verifying ownership, maintenance and liability should be executed prior to reaching out to PennDOT

The proposed crossing is on a state road, a local road with state or federal funding, or a federal aid roadway

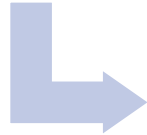
Proposed crossing is on a local road with no state or federal funding and is not on a federal aid roadway

Proposed crossing is part of a PennDOT Project

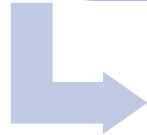
STEP 2: If Local Authority determines the candidate location is appropriate for mid-block crosswalk/trail crossing, the Local Authority conducts and submits study and recommendations for safety countermeasures to PennDOT DTE



STEP 3: PennDOT DTE, District Planning and Programming review the study and requested recommendations



STEP 4: PennDOT and Local Authority coordinate to discuss and revise recommendations if needed



STEP 5: Final PennDOT Review of requested recommendations for approval



STEP 6: PennDOT and Local Authority coordinate for installation and required permits



STEP 7: PennDOT and Local Authority enter relevant maintenance and other required agreements if necessary



STEP 8: PennDOT and Local Authority install recommendations



STEP 9: Local Authority maintains and operates new mid-block crosswalk or trail crossings and associated traffic control devices

The proposed crossing is on a state road, a local road with state or federal funding, or a federal aid roadway

If a traffic signal or flashing warning device permit is proposed or optional PennDOT review is requested, see **STEP 2**

Proposed crossing is on a local road with no state or federal funding and is not on a federal aid roadway

STEP 2: If Local Authority determines the candidate location is appropriate for mid-block crosswalk/trail crossing, the Local Authority conducts and submits study and recommendations for safety countermeasures to PennDOT DTE

STEP 3: PennDOT DTE, District Planning and Programming review the study and requested recommendations

STEP 4: PennDOT and Local Authority coordinate to discuss and revise recommendations if needed

STEP 5: Final PennDOT Review of requested recommendations for approval

STEP 6: PennDOT and Local Authority coordinate for installation and required permits

STEP 7: PennDOT and Local Authority enter relevant maintenance and other required agreements if necessary

STEP 8: PennDOT and Local Authority install recommendations

STEP 9: Local Authority maintains and operates new mid-block crosswalk or trail crossings and associated traffic control devices

If no traffic signal or flashing warning permit is proposed, see **STEP 9**

Proposed
crossing is part
of a PennDOT
Project

STEP 2: PennDOT District conducts the Traffic and Engineering Study

STEP 3: PennDOT and Local Authority coordinate for installation and required permits

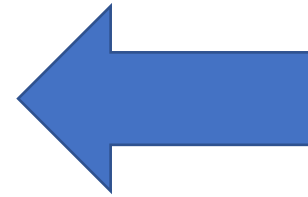
STEP 4: PennDOT develops plans. Local Authority concurs and signs maintenance agreement (if required)

STEP 5: PennDOT constructs midblock crossing

STEP 6: Local Authority maintains and operates new mid-block crosswalk or trail crossings and associated traffic control devices

Next Steps

- Revise draft policy based on PennDOT and LTAP feedback
- Prepare Draft Policy for Clearance Transmittal
- **Clearance Transmittal Review #1 (October 2022)**
- Potential Clearance Transmittal Review #2 (December 2022)
- Strike-off Letter and Policy Adoption: 2023



**Feedback
Opportunity**