

Pedalcycle and Pedestrian Advisory Committee Meeting Minutes

Meeting Date: November 18, 2025, 12:00 pm
Virtual via Teams

Call to Order and Roll Call

The meeting was called to order at 12:01 pm by Scott Bricker. Roll was taken and a quorum was declared.

Committee Members Present:

Nolan Ritchie	Alternate for Majority Chair of the Senate Transportation Commission
Kyle Wagonseller	Alternate for Majority Chair 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
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 Hursch	Public Member

Others Present: Henry Beaver, Amy Meade, Roy Gothie, Aaron Ebner, Conner Vecellio, Anne Messner, Ben Guthrie, Joshua Theakston, Blade Kline, Kyle Snyder, Leann Chaney, Jason C. Bewley, Brett M. Klingel, Robert Pento, Sarah McHugh, Jim Buckheit, Laura Heilman, Janet Flynn, Ngani Ndimbie, Sadie Trout, Joe Stafford, Christopher Allison, Jeffrey Young, Alex Peppers, Ross Willard, Marisa Jones, Matthew Romero, Nicole Brunet, Samuel Arnold, Rachel Eckman, Daniel Paschall, Jonathan Shaw, Eric Middleton, Douglas Schmeelk, Ehsan Ershad Sarabi, Carrie Long, Emily Mrochko, John Boyle, Tosh Chambers, Doug Richter, Jeff Iseman, Mavis Rainey, Samuel Saxe, Shane Rice, Nidhi Mehra, Bill Hoffman, Christopher R. Metka, Stacie Reidenbaugh, Marisa Balanda, Ed Krebs, Shana Smith, Scott Slingerland, Jon Fitzkee, Sam Pearson, April Hannon, Janice Mullin, and Emily Aloiz

Approval of Minutes

A motion to approve the minutes of the September 9, 2025, PPAC meeting was made by Sean Ziller and a second by Adriana Hursch. The motion was approved unanimously.

Set 2026 Meeting Schedule

Hank Beaver stated that PPAC meetings are traditionally held the second Tuesday of a month and the proposed meeting dates are March 10, July 14, September 8, and November 10, 2026.

A motion was made by Cliff Kitner with a second by Fred Richter to approve the proposed meeting dates. The motion passed by unanimous voice vote.

PPAC Bylaws Update

Mr. Beaver provided a presentation (Attachment 1) on proposed revisions to the PPAC Bylaws. He explained that the current Bylaws need updated and provided background on their origin, noting that PPAC was created by Act 72 of 1995.

The law governing PPAC has been updated several times since the Committee's inception. It was revised in 1996 to add members from another state agency, and subsequently in 1998, 2001, and 2012. It is important to note that the Bylaws govern PPAC in areas where the law itself is silent. "The powers and duties of PPAC advise and comment on all phases of bicycling and pedestrian program activities being undertaken or financially assisted by the Department and Agencies of State Government." He shared this is a direct quote from the section of law that created PPAC.

Mr. Beaver reviewed the proposed Bylaw changes. He stated that currently the election of officers is to occur at the summer meeting and there is a proposal to change the election of officers to the first meeting of the calendar year.

Mr. Beaver then explained the current Bylaws specify a particular meeting format. Removing this component will allow the Committee greater flexibility to adjust the meeting agenda and structure as needed, without having to amend the Bylaws each time. Mr. Ziller noted he agreed in concept but wanted to ensure that key elements such as Call to Order, Roll Call, Public Comment, and Adjournment remain consistent. Mr. Beaver clarified that these elements would remain part of the current meeting format. The proposal simply removes the format requirement from the Bylaws, allowing the Chair and Committee to determine the format without being constrained by the existing language. Mr. Ziller was satisfied with this clarification, and there were no further questions.

Mr. Beaver stated that the current Bylaws state the "Modern Edition" of Robert's Rules of Order be followed. PennDOT is not aware of a modern edition and staff recommends that the Bylaws be changed to reference the 12th Edition of Robert's Rules of Order.

Panini Chowdhury requested more information about Robert's Rules of Order. Mr. Beaver explained that it was first developed in the late 1800s to provide a framework for conducting meetings in an orderly manner. When the Bylaws do not address a specific procedure, Robert's Rules governs the Committee's day-to-day operations. Mr. Richter noted that the Committee typically follows Robert's Rules for Small Groups, which is less formal than the full editions, and suggested that approach instead.

Mr. Beaver explained that referencing the 12th Edition ensures continuity with the Office of Chief Counsel (OCC) and provides a clear, specific document to govern PPAC when the Bylaws are silent. He emphasized that this is a proposal, and PPAC may decide differently. He also stated he would consult the OCC if the Committee chose not to follow the proposed edition.

Mr. Bricker asked if Pennsylvania requires every advisory committee to follow Robert's Rules of Order and why the Bylaws specify the 12th Edition rather than "the latest version," in case a 13th Edition is released. Mr. Beaver responded that Robert's Rules influences any group that meets regularly, including the State Senate and House, when other rules do not provide guidance. He also noted that specifying the 12th Edition ensures clarity, as the previous Bylaws referenced a vague "Modern Edition." He agreed that the Bylaws could instead reference "the most recent edition" if the Committee prefers.

Lastly Mr. Beaver stated that the current Bylaws specify that all press releases and marketing materials are to be issued by PennDOT with the advice and consent of PPAC members. Mr. Beaver recommended

that the requirement for PPAC to review all departmental press releases be removed as it is outside of the scope of the enacting legislation.

A motion to approve the revisions to the PPAC Bylaws as presented was made by Mr. Ziller, with a second by Alex MacDonald. The motion passed by unanimous voice vote.

Legislative Update

Nolan Ritchie, Executive Director for the Senate Majority Transportation Committee, provided a legislative update (Attachment 2).

Mr. Ritchie began by providing an update on the state budget, which was passed last week. The General Assembly, in agreement with the Governor, approved a \$50.1 billion budget. Key components of the budget include implementation of new permitting reforms, halting the RGGI Tax (Regional Greenhouse Gas Initiative), and utilizing \$3 billion in prior-year funding lapses to maintain budget solvency.

Mr. Ritchie then provided an update on legislation of interest to PPAC. He stated that HB 1364 (Representative Neilson) Investing in Multimodal Transportation addresses funding for a multimodal, interconnected transportation system, including public transportation as well as roads and bridges. Although negotiations have not progressed, PennDOT has provided regulatory assistance by transferring funds from Capital to Operating for SEPTA and Pittsburgh Regional Transit (PRT) to close their deficits. Transportation funding remains a priority and legislation will continue to be monitored. He noted that that HB 1633 (Representative Kinhead) is related to e-scooters and the General Assembly previously authorized a one-year E-Scooter Pilot Program in Pittsburgh. The pilot program was not reauthorized and has since concluded.

Mr. Ritchie introduced Sam Arnold, Policy Director for Senator Tim Kearney, who provided a presentation on e-scooters and Abby's Law (Attachment 3). Mr. Arnold explained that E-Scooters have become a significant topic among municipalities in Delaware County, particularly due to incidents where teenagers were riding two riders at a time on a single scooter. One incident tragically resulted in a fatality. The Delaware County community has since become actively involved to honor Abby's memory, with a strong focus on child safety. Mr. Arnold noted that e-scooters are not currently defined in the Pennsylvania Vehicle Code and are not street legal.

Mr. Arnold stated that SB 1008 (Representative Kearney) Authorizing E-Scooters for Personal Use (Abby's Law), aims to establish reasonable regulations for e-scooters. He noted that currently, PA law (PA Vehicle Code, Chapter 35 – Special Vehicles and Pedestrians, Subchapter A: Bicycles and E-bikes) does not define e-scooters. The proposed bill intends to create safety rules for e-scooters while largely treating them like bicycles. Several elements of existing Pennsylvania bicycle law would be applied, including rules, fees, parental responsibility, and the requirement of one rider per seat.

Mr. Arnold shared data on e-scooters from other states and highlighted sections of Abby's Law that introduce rules specific to them, such as, applying all bicycle rules where feasible; excluding requirements for titling and registration; and introducing a public education component for drivers and riders. As proposed, the bill would require PennDOT to include a Driver's Exam question about navigating roads with cyclists, pedestrians, and other active transportation users. PennDOT would also collaborate with PPAC to develop educational and communication materials for municipalities, local police departments, and educators. Additionally, sellers of e-scooters, both online and retail, would be required to provide purchasers with written notice of Abby's Law provisions.

Mr. Arnold emphasized the importance of enhanced enforcement for underage riders, noting that the current \$10 violation for breaking Chapter 35 rules is insufficient. Abby's Law would allow municipalities with police departments to set fines up to \$250 for underage riding violations.

Joe Stafford highlighted the rationale for the under-16 restriction, noting that individuals can obtain a driver's license at 16 and should therefore understand rules of the road.

Mr. Kitner raised concerns about e-scooters in DCNR State parks, observing high speeds (40–50 mph) and suggesting consideration of registration for all motorized vehicles, with funds potentially supporting trail infrastructure, crosswalks, and bike lanes.

Mr. MacDonald asked about applicability on shared-use paths, rails, and trails, which are often owned by municipalities or non-profits. Mr. Arnold responded that Abby's Law does not currently address these scenarios directly. Restrictions for e-scooters on such trails would follow the same framework currently used for bicycles.

Mr. Bricker raised the need to differentiate high-powered e-motos or e-motorcycles from e-bikes, citing confusion over legal classification.

Mr. Ritchie provided an example of a collision involving an e-moto and a bicyclist, noting ongoing legislative and public awareness efforts.

Lauren Abt asked why a child cannot ride on an e-scooter with a parent? Mr. Arnold explained that unlike bicycles, e-scooter floorboards are designed for one person. Riding with a child in a child safety seat on a bicycle is designed for this purpose. However, carrying a child on the same platform of an e-scooter is inherently less stable, which motivated the restriction based on several recent injuries and fatalities involving two riders on a single scooter.

Mr. Stafford added that e-bikes and e-scooters share similar safety considerations. He also noted that trails are non-motorized corridors, and signage prohibiting e-scooters could simplify enforcement. He added that ADA compliance may present occasional conflicts but is generally manageable.

Focus Topic #1 – East Coast Greenway Request

Daniel Paschall, Mid-Atlantic Manager, East Coast Greenway Alliance, provided a presentation on adding a shared use path to the Delaware River Bridge Project (Attachment 4).

The bridge project, connects Florence, NJ and Bristol, PA and the East Coast Greenway Alliance has been advocating for the Pennsylvania Turnpike Commission and New Jersey Turnpike Authority to include a shared use path in the project. The Project Team is considering a range of alternatives, including rehabilitation or replacement of the bridge, with an anticipated Record of Decision (ROD) timeframe of Winter 2027-2028.

The project team is investigating potential improvements to existing trail facilities in both Pennsylvania and New Jersey as part of the Delaware River Bridge Project. These improvements would consider connections in and around the bridge. Regarding a potential multi-use facility on the bridge structure itself, the 2003 Record of Decision identified several limitations that restricted the incorporation of a multi-modal component: existing state regulations, operational safety, fare collection, maintenance, environmental clearance, planning, funding, and programming. These issues are currently under review and evaluation. PPAC was asked to consider these existing state regulations, noting that New Jersey has been able to provide exceptions.

John Boyle, Research Director, Bicycle Coalition of Greater Philadelphia, referenced the 2003 Record of Decision and noted that most requirements have been met, except for approval by the state authorities and commissions. He emphasized that developed paths exist on both sides of the bridge, and New Jersey already has a precedent for allowing non-motorized use.

Mr. Paschall highlighted those current regulations, established when the PA Turnpike (1940), NJ Turnpike (1951), and Delaware River Bridge (1954) were built, prohibit pedestrians and bicyclists from using these routes. These regulations reflect the original design basis but now create a lost opportunity for safe, non-motorized connections. He emphasized that the PA Turnpike is aware of the benefits and examples but must adhere to these outdated regulations. PPAC's support in providing a letter advocating for a shared use path would be valuable. He noted that letters of support have already been received from Burlington County, NJ / Bucks County Joint Letter, Delaware Canal State Park (DCNR), State Senator Santasiero, and Circuit Trails Coalition. He asked that PPAC submit a letter of support for including a bike and pedestrian path in the Alternative Analysis.

Mr. Chowdhury asked whether the project would add capacity to the existing bridge. It was clarified that the alternative analysis currently under discussion involves removal of the existing bridge.

Amy Kessler asked whether PPAC should send letters of support, as this could open the door for future individual project requests for letters of support. She also asked if this is PPAC's role?

A motion to approve PPAC submitting a letter of support was made by Mr. Ziller, seconded by Julie Fitzpatrick. A roll call vote was taken and the motion passed with seven (7) yes votes, two (2) no votes, and four (4) abstentions.

Focus Topic #2 – PennDOT Speed Limit Policy Update

Bob Pento, PennDOT, provided a presentation on the PennDOT Speed Limit Policy Update (Attachment 5). Mr. Pento stated that in May 2025, PennDOT initiated a comprehensive effort to update its Speed Limit Policy to address critical issues identified through a review of current practices, regulations, and guidance. While changes in the Vehicle Code regarding speed limits have been implemented as standard practice, certain elements of policy are outdated, resulting in inconsistencies in application statewide. This inconsistency extends to both PennDOT operations and municipal traffic engineering studies concerning safe speed limit settings. Currently, there are limited connections between PennDOT's Design Policies and Traffic Engineering & Operations practices. For example, the design speeds for new roadways do not fully align with factors used to establish safe speed limits. The goal of this effort is to ensure that speed limit setting is consistent with a broader, safety focused approach.

Mr. Pento explained that PennDOT has adopted the USDOT Safe System Approach, which establishes a framework for safer transportation systems. Key elements include, setting safer speeds, ensuring operational compliance with safe speeds, and integrating safety into Transportation Planning, Design, Construction, and Operation. The Safe System Approach is also reflected in PennDOT's Strategic Highway Safety Plan. The Department aims to develop guidance to assist local agencies in collecting speed data, analyzing, and evaluating speeds, and establishing appropriate speed limits. These actions align with the 2026 Strategic Highway Safety Plan update and the 2023 Vulnerable Road User (VRU) Safety Assessment Report.

Mr. Pento explained that Tasks 1 and 2 establish baseline policies and best practices. Task 3 is clarifying the vision through workshops with PennDOT staff (this is the current stage). Task 4 will be development of recommendations and Task 5 is implementation and policy updates. He also noted the importance of self-enforcing speed limits, context sensitivity, and opportunities for flexibility in Pennsylvania regulations.

Mr. Pento proceeded to go over examples and best practices and noted that a literature review was conducted. He also noted that Virginia, Oregon, Ohio, and Massachusetts were interviewed. He also shared next steps are to develop recommendations, including short- and long-term updates to policies, forms, training, and outreach, draft updates to Pub 46 and TE-101 (study form), vet draft policy through the Clearance Transmittal (CT) process – Winter 2026, finalize FHWA approval – Spring 2026 & develop

outreach materials and training resources, leveraging LTAP for municipal training and technical assistance.

Mr. Bricker asked how engineers are being trained on context-sensitive design, how engineering judgment factors into speed limit setting, and how District Executives are being informed of the study. Mr. Pento responded that PennDOT has a comprehensive training effort under the Bureau of Project Delivery and context sensitive design will be incorporated into the curriculum. He added that engineering judgment remains essential and will continue to be applied by district traffic engineers, with improved guidance on boundaries and consistency. Communication with district level engineers and Executive Staff has been ongoing, with plans for a statewide webinar/seminar or workshop to provide additional training and awareness.

Mr. Chowdhury suggested incorporating the context sensitive element into the USLIMITS2 decision-support tool to assist district engineers in applying both quantitative data and contextual factors. Mr. Pento acknowledged the suggestion and noted that other states have successfully modified such tools to account for local factors, which PennDOT plans to explore.

Marisa Jones asked how the updated speed limit policy would align with the upcoming Strategic Highway Safety Plan update and VRU assessment. Mr. Pento stated he will be involved in the Strategic Highway Safety Plan update which will serve as a feedback loop for the speed limit policy, ensuring alignment with overall highway safety goals.

Agency Updates

Mr. MacDonald provided the DCNR update (Attachment 6). He stated that DCNR is reviewing its policy on e-bikes in Pennsylvania State Parks and Forests and added that policies for trails outside of DCNRs jurisdiction are not affected. No major changes are anticipated, and any questions or concerns can be directed to Nicole Faraguna, DCNR Policy Director. He noted that the current policy is available on DCNR's website.

He reported that a multi-county Northeastern PA ATV trail system has been operating for four years and has been managed by DCNR in partnership with local counties. He noted that efforts are underway to form a council of governments to eventually take over system administration.

He stated that one of Pennsylvania's Top 10 Trail Gaps was closed in October 2025 by connecting the 65-mile Pine Creek Rail Trail directly into Wellsboro.

He also reported that DCNR released the 2025–2029 Statewide Comprehensive Outdoor Recreation Plan (SCORP) and the 2025–2029 Pennsylvania Land and Water Trail Network Strategic Plan and links to both of the documents are included in Attachment 6.

Ms. Fitzpatrick, Pennsylvania Downtown Center, provided a DOH update (Attachment 7). She stated that she is reporting on behalf of the Department of Health and colleague Sam Pearson regarding PA WalkWorks, a partnership with the Pennsylvania Downtown Center.

She noted that related to Active Transportation Plans in FY 24–25 eight (8) communities completed plans and in FY 25–26 eleven (11) communities were under contract. Related to the Justin Lehman Capacity Building Grants which are awarded to facilitate pre-planning for municipalities, particularly those with limited capacity seven (7) communities previously received funding and four (4) communities are currently in capacity building/pre-planning phase.

She reported a workshop was held in Sharon, PA in 2025 and there are plans for a workshop in mid-March 2026 for a Northumberland workshop. For further details, attendees are encouraged to contact Ms. Fitzpatrick or Sam Pearson.

Trish Meek provided a PennDOT update (Attachment 8). She provided the following updates on policy and design related publications:

- Pub 13 Design Manual 2 Chapter 13 (Pedestrian Facilities): The chapter underwent two Clearance Transmittal (CT) reviews; was approved by FHWA; and it is anticipated that the chapter will be published by end of 2025.
- Pub 13 Design Manual 2 Chapter 14 (Bicycle Facilities): The chapter was updated to align with the AASHTO Guide to the Development of Bicycle Facilities 5th Edition. In the chapter excluded treatments are noted and some treatments require Central Office approval. The chapter underwent two CT reviews and has been submitted to FHWA for review and approval. Publication of the Chapter is anticipated by end of 2025.
- Pub 46 Traffic Engineering Manual – Midblock Crosswalk & Trail Crossing Policy - Updated Spring 2025; provides guidance incorporating context-sensitive design for consistency and safety.

Ms. Meek stated that year three of the VRU Safety Education Program will include development of additional bicycle and pedestrian safety education materials for schools and community partners and will include Train-the-Trainer sessions. She also reported that the PA Active Transportation Plan (ATP) was adopted in 2019 and work is underway to preparing a scope of work to update the plan. Some of the considerations include evaluation of BicyclePA Routes for Bicycle Level of Stress (BLOS)/Level of Traffic Stress (LTS) and benchmarking using other states' approaches.

Member Roundtable

No member updates were provided.

Public Comment

Mr. Stafford highlighted several legislative items including HB 918 which is related to crosswalk regulations and House Resolution 351 which is a resolution proposing further evaluation of e-bike use and related policies. He also noted that there have been recent updates to the ongoing Linton case, and he emphasized that the case remains pending and is highly significant, as its outcome may impact PPAC's work and broader roadway cycling considerations.

Adjournment

A motion was made to adjourn the meeting by Mr. Bricker with a second by Mr. Chowdhury. The motion passed unanimously, and the meeting was adjourned at 2:07 pm.

Next Meeting

The next Pedalcycle and Pedestrian Advisory Committee Meeting is scheduled for March 10, 2026, at 12:00 pm.

Respectfully submitted,

A handwritten signature in cursive script that reads "Amy Kessler".

Amy Kessler
PPAC Secretary

ATTACHMENT 1

PPAC Bylaws Update

Presented by Hank Beaver

to PPAC on November 18, 2025

Driven by Statute



Passage of Act 72 of 1995 established the Advisory Committee.

Current citation PA Consolidated Statutes, Title 75, Section 3571



Current law provides for 17 Members, terms of appointees, election of officers, meetings and expenses, and the powers and duties of the Committee.

PPAC Law (Act 72 of 1995) and Bylaws History

Created at outset of
Advisory Committee
(1995)

The law governing PPAC
has been updated
several times:
1996, 1998, 2001, 2012

When the law governing
PPAC is silent, the
bylaws govern PPAC.

Powers and Duties of PPAC

- "...advise and comment on all phases of bicycling and pedestrian program activities being undertaken or financially assisted by the department and agencies of State government."

PACS Title 75, Sec 3571



Proposed Changes to Bylaws

1. Election of Officers

2. Meeting Format

3. Robert's Rules Edition

4. Certain Committee Review

ITEM IV - OFFICERS

Proposed language

“Members of the Committee shall annually elect a Chair, Vice Chair, and a Secretary from among the public members of the committee at the summer first meeting of the calendar year or at the next meeting after a vacancy occurs.”

ITEM V - MEETINGS

Proposed language

“PennDOT Staff are responsible for preparing and distributing the meeting agenda and minutes in coordination with the Chair.

~~The meeting format is as follows:~~

- ~~• Call to Order~~
- ~~• Roll Call to Establish Quorum~~
- ~~• Chair Remarks~~
- ~~• Meeting Minutes~~
- ~~• PennDOT Secretary Remarks~~
- ~~• Department Updates~~
- ~~• Member Updates~~
- ~~• Other Business~~
- ~~• Public Comment~~
- ~~• Adjournment”~~

ITEM VII – PARLIAMENTARY AUTHORITY

Proposed language

- The rules contained in the **Modern 12th** Edition of *Robert's Rules of Order* shall govern the Pedalcycle and Pedestrian Advisory Committee in all cases where they are not inconsistent with these bylaws and any special rules of order the committee may adopt.

ITEM XII – POLICY WITH REGARD TO GENERAL AND SPECIFIC INFORMATION

Proposed language

A. General Information:

Reports to the Governor, the General Assembly, the Secretary of Transportation, and the State Transportation Commission, as well as minutes of all meetings, shall be deemed General Information, and shall be available to the public. The Department of Transportation will maintain a website for PPAC that is updated in a timely manner.

B. Specific Information:

~~All press releases and marketing information are to be issued by the Department of Transportation with the advice and consent of the members of the Pedalcycle and Pedestrian Advisory Committee. The Department of Transportation will maintain on its website pages for PPAC that are updated in a timely manner.~~

Comparison of Bylaws Changes

- Current Bylaws

- 1) Requires Officers Elections occur at “summer meeting”
- 2) Constrains the Committee to a specific meeting format
- 3) Sets governance around an outdated edition of Robert’s Rules of Order
- 4) Requires that the Committee operate outside the scope of the enacting legislation

- Proposed Changes

- 1) Officers Elections to be held at the “first meeting of the calendar year”
- 2) Allows flexibility for the Committee to determine meeting format
- 3) Updates to current Robert’s Rules of Order (12th Edition) for governance
- 4) Removes requirement for PPAC to review of all Departmental press releases

ATTACHMENT 2

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

11/18/2025 PPAC Meeting

(Updates in **red** reflect additions or changes since 7/8/2025 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 2nd 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.

H.B. 257 (Neilson):

- **Overview:** Requires the addition of a question on the driver's exam relating to work zones. Passed the House (202-0) on 2/4/25. Unanimously passed Senate Transportation on 6/4/25. Amended on 3rd Consideration in the Senate to provide a short-term solution for public transportation systems and PennDOT's rural roads. The Public Transportation Trust Fund (PTTF) has a fund balance in excess of \$2.4 billion. According to PennDOT, there is only \$1.3 billion of planned expenditures over the next five years. The two-year plan transferred \$838 million from PTTF and \$347 million from iGaming Fund, bringing a total investment of approximately \$1.2 billion for public transit and rural roads. (Other provisions may apply.) Passed the Senate (27-22) on 8/12/25. Re-referred to House Rules on 9/9/25.

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.

Authorizing E-Scooters for Personal Use

[S.B. 1008](#) (Kearney):

- **Overview:** Establishes "Abby's Law" to allow individuals 16 years of age and older to operate a personally-owned e-scooter. There are no requirements to title or register the e-scooter. An e-scooter may not exceed 20 miles per hour on the roadway, bicycle lane, bicycle path and sidewalk, unless the sidewalk is in a business district. An individual who is 16 or 17 years of age is required to wear a helmet. An individual riding an e-scooter has same rights and duties as a rider of a bicycle. PennDOT, in consultation with PPAC, must develop and distribute education materials. Effective January 1, 2026, sellers of e-scooters shall provide written notice on the age, speed, helmet and number of riders. Permits local governments to provide enhanced penalties.
- **Status:** Referred to Senate Transportation on 9/30/25.

Authorizing Shared E-Scooter Programs

[H.B. 1633](#) (Kinkead):

- **Overview:** Requires an authorized municipality (Pittsburgh, Scranton and third-class cities) to pass an ordinance, with specific policies, to establish a shared e-scooter program. Defines "abandoned e-scooter", "hotline", etc. Allows an individual 16 years of age or older to operate a shared e-scooter. An e-scooter may not exceed 15 miles per hour on a roadway, limited to roads with a posted speed limit of 35 miles per hour or lower. Establishes requirements for geofencing, rider limits, fleet size, vehicle

maintenance, etc. A commercial e-scooter sharing enterprise must have commercial general liability insurance. Affords PennDOT to restrict access to certain roads following pattern of safety issues. Provides for labor peace agreements to ensure uninterrupted service and minimize labor disputes. Establishes penalties and police powers. Directs the authorized municipality to prepare annual reports, in coordination with PennDOT.

- **Status:** Referred to House Transportation on 6/23/25.

ATTACHMENT 3



E-Scooters and Abby's Law

Current PA Law

- PA Vehicle Code
- PA Vehicle Code, Chapter 35 – Special Vehicles and Pedestrians
 - Subchapter A: Bicycles and e-bikes



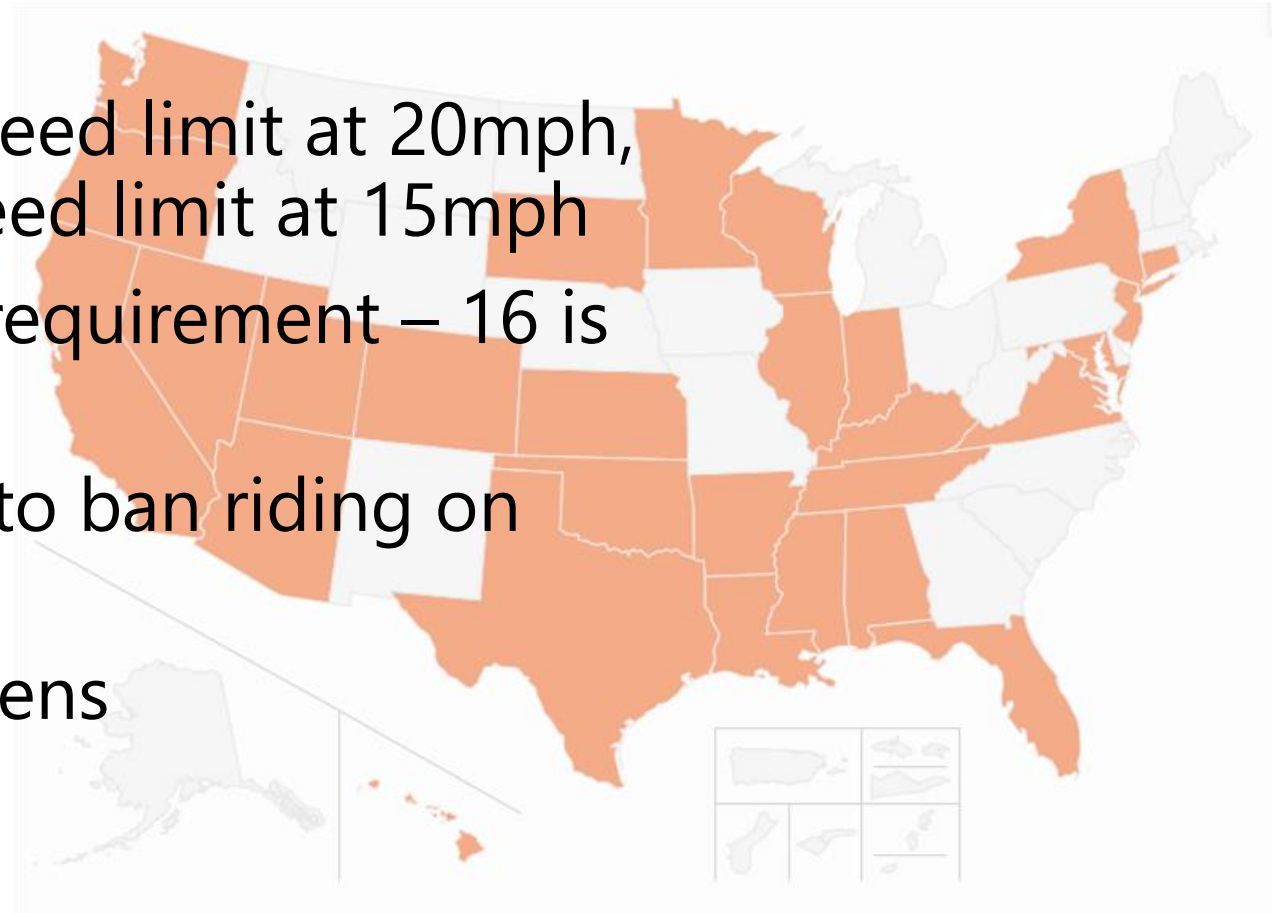
PA Bicycle Law

- § 3501 – Riders must follow the vehicle code
- § 3502 - \$10 fee for violations
- § 3503 – Parental responsibility
- § 3504 – Butts on Seats
- § 3505 – Riding etiquette
- § 3506 – One hand on the wheel
- § 3507 – Equipment
- § 3508 – Sidewalks
- § 3509 – Bike Parking
- § 3510 – Helmets
- § 3511 – No bikes on freeways unless permitted
- § 3514 – E-bikes



E-Scooters in Other States

- 28 states have e-scooter laws
- 17 states set manufactured speed limit at 20mph, and 12 states set operator speed limit at 15mph
- 15 states have minimum age requirement – 16 is most common
- 11 states allow municipalities to ban riding on sidewalks
- 5 states require helmets for teens
- 5 states have a one-rider rule



Abby's Law

- 16+ years old to ride
- 20mph operator speed limit
- Helmet mandate for minor riders
- One rider per scooter
- All bicycle rules apply
- No titling and registration
- Public education, consumer notice
- Local enforcement enhancements



Tabled Issues and Feedback

- E-Bikes and other electric micromobility devices
- Confiscation Penalties
- Sidewalk Riding Bans
- Mandated riding curriculum in schools

Questions or Comments? Sam.Arnold@pasenate.com



ATTACHMENT 4

Delaware River Bridge Project



The Delaware River Bridge connecting Florence, NJ and Bristol, PA is being replaced, and we have been calling on the Pennsylvania Turnpike Commission and New Jersey Turnpike Authority to add a shared use path to the project.





Photo courtesy of the Pennsylvania Turnpike

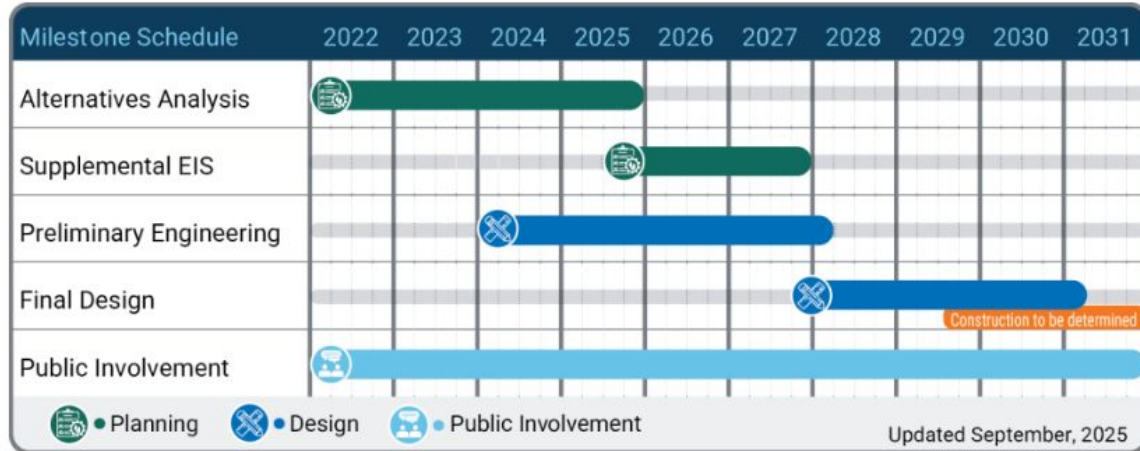
Delaware River Bridge Project

PA Turnpike/I-95 Interchange Project - Stage 3

The Pennsylvania Turnpike Commission (PA Turnpike) and the New Jersey Turnpike Authority (NJTA), with oversight from the Federal Highway Administration (FHWA), are currently evaluating rehabilitation and replacement options for the existing Delaware River Bridge (DRB).

Project Schedule

The target dates below are subject to change based on study findings.



Current Activities

- The second round of public meetings were held in October 2025. [Visit the News & Public Involvement page to view details from the meetings.](#)
- The Project Team is considering a range of alternatives including rehabilitation or replacement of the bridge.
- Field work is underway to conduct surveys, studies and tests in support of the design and environmental clearance process.
- The first public survey was open for six weeks beginning in late November 2024, to gain feedback on environmental concerns, community interests, and equitable access to public information.
- The **project milestone schedule** is outlined below.



<https://www.paturnpike.com/traveling/construction/site/delaware-river-bridge>

Photo courtesy of the Pennsylvania Turnpike

Moving Forward

The Team is currently conducting an Alternatives Analysis which evaluates rehabilitation and replacement alternatives and bridge types for the DRB project. **An Alternatives Analysis Report will be prepared to document the analysis and identify proposed alternatives to be advanced for detailed study in the SEIS.** The proposed alternatives will be made available for public and agency consideration and feedback prior to finalizing.

When will the new alternative be selected?

A Draft Supplemental Environmental Impact Statement (SEIS) will be prepared to document the environmental review process for the DRB project and identify a Recommended Preferred Alternative. The Draft SEIS will then be made available for public review, at which point a public hearing will be held to gather feedback on the proposed project. The project team will review and address comments and prepare a Final SEIS which identifies a Preferred Alternative. The FHWA will then issue a Record of Decision (ROD) that identifies the selected alternative which is being permitted by the FHWA. **The anticipated timeframe for the ROD is winter 2027/2028.**

Alternatives to be Advanced for Detailed Studies

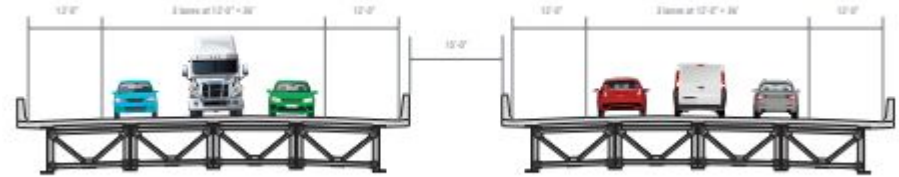
NPI: North Partial Impact



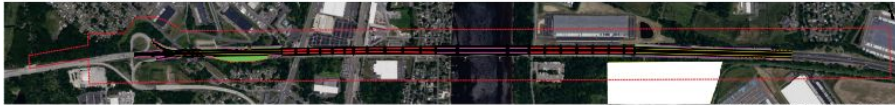
Preliminary Alternative - subject to change.

Alternative NPI Overview:

- Traffic (four (4) lanes) is maintained on the existing bridge while the new bridge is built
- Construction for the alternative is anticipated to take four (4) construction seasons
- Traffic impacts and possible detours of local roads are anticipated for four (4) years
- Six (6) lanes will be open to traffic within four (4) years
- Removal of the existing bridge will occur after traffic (six lanes) is moved to the new bridge



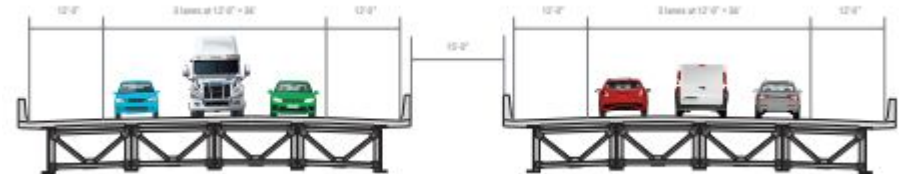
NSA: North Staged Alternate



Preliminary Alternative - subject to change.

Alternative NSA Overview:

- The new bridge is built in stages
- Traffic (four (4) lanes) is maintained on the existing bridge while the first half of the new bridge is built
- Traffic (four (4) lanes) is switched to the first half of the new bridge while the existing bridge is removed
- The second half of the new bridge is built while four (4) lanes of traffic is maintained on first half of the new bridge
- Construction for the alternative is anticipated to take eight (8) construction seasons
- Traffic impacts and possible detours of local roads are anticipated for eight (8) years
- Six (6) lanes will be open to traffic within eight (8) years



No bike and pedestrian path included in any alternatives

Alternatives to be Advanced for Detailed Studies

NPI: North Partial Impact



Are there opportunities for biking and pedestrian improvements?

The project team is investigating potential improvements to existing trail facilities in both PA and NJ as a part of the DRB Project. The improvements will consider connections in and around the bridge. Regarding the potential for a multi-use facility on the structure itself, the 2003 Record of Decision identified the following issues that limited or restricted the incorporation of a multi-modal component on the bridge: existing state regulations, operational safety, fare collection, maintenance, environmental clearance, planning, funding and programming. These issues are currently being reviewed and evaluated.

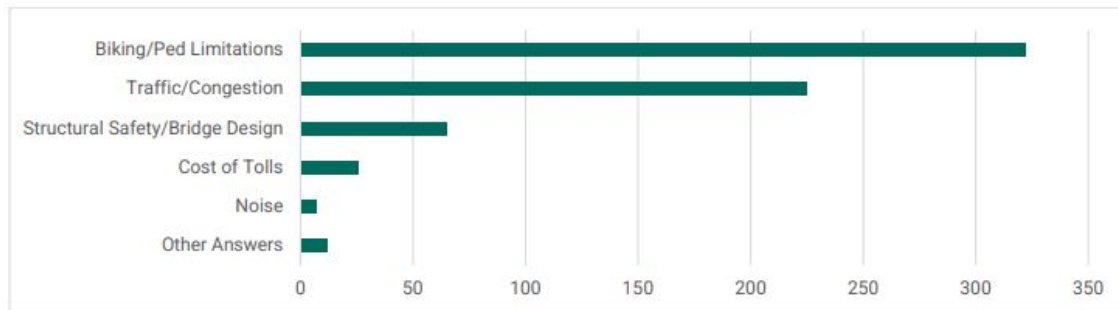
Alternative NSA Overview:

- The new bridge is built in stages
- Traffic (four (4) lanes) is maintained on the existing bridge while the first half of the new bridge is built
- Traffic (four (4) lanes) is switched to the first half of the new bridge while the existing bridge is removed
- The second half of the new bridge is built while four (4) lanes of traffic is maintained on first half of the new bridge
- Construction for the alternative is anticipated to take eight (8) construction seasons
- Traffic impacts and possible detours of local roads are anticipated for eight (8) years
- Six (6) lanes will be open to traffic within eight (8) years



Bridge Usage Concerns:

- 50% of survey respondents selected "yes" for having challenges/concerns crossing the bridge
- Assessing the write-in comments, the challenges/concerns fall into the below categories:



Public Support for a Trail Connection

Last fall and winter, the Turnpike Commission conducted a public survey that did **not** include any questions addressing the possibility of a pedestrian and bicycle sidepath. Despite that unfortunate omission, our analysis of the survey shows that **more than 300 residents, business owners and visitors to the area still submitted comments related to bicycle and pedestrian connections, with many requesting a crossing connected to the existing trail infrastructure in the area.**

One commenter stated that "Being a one-car family of four is challenging with limited public transportation and biking options," and other demographic questions on the survey confirm that the same significant portion of respondents have no access to a car, or share limited access to one car within a household.

A shared-use path would be life changing for people with limited access to vehicles in communities adjacent to the bridge, including:

20,000 households who do not own a car

125,000 households who own just one car

Delaware River Heritage Trail Development: 2025-2028



THE
CIRCUIT
TRAILS



Pennsylvania - ECG Spine

- ① Bristol River Rd Trail
- ② DRT: State Rd, Baxter, Tac-Holm, Del Ave
- ③ DRT: Lehigh-Allegheny, Battery-Northbank

New Jersey - DRHT / ECG Comp.

- ① Trenton: D&R Canal Connector
- ② Burlington: New Pearl St
- ③ Delanco-Florence
- ④ Edgewater Park: Roosevelt-Woodlake
- ⑤ Pennsauken-Palmyra
- ⑥ Cramer Hill Park-Baldwin's Run Park
- ⑦ N. Camden / LINK Trail-Cramer Hill





I-287 Mario M. Cuomo Bridge



I-676 Benjamin Franklin Bridge



I-295 Scudder Falls Bridge



Garden State Pkwy Great Egg Harbor Bridge



I-95 George Washington Bridge

I-95 Turnpike Bridge Public Meetings – What You Need to Know

by John Boyle | Oct 6, 2025 | Biking the Region, News

The Turnpike Commission Pushes Back With Outdated Regulations

The proposed fully segregated, non-motorized path on the Delaware River Bridge could serve as a vital link, but current regulations and bureaucratic inertia stand in the way.

The current regulations, established when the PA Turnpike (1940), NJ Turnpike (1951), and the Delaware River Bridge (1954) were built, prohibit pedestrians and bicyclists from using these routes.

Back then, sidewalks and pedestrian pathways along highways were minimal or non-existent, and the focus was solely on motor vehicle traffic. At the time, bicyclists and pedestrians had access across the river via a sidewalk on the Burlington-Bristol Bridge, 3 miles downstream. The Burlington County Bridge Commission dismantled the **connecting stair tower** in the 1970s, leaving a 28-mile gap for bicyclists and pedestrians between Trenton and the Tacony-Palmyra Bridge.

When asked repeatedly what the reason is for excluding the bicycle and pedestrian pathway from the project, the team has given a rote response.

The project team is investigating potential improvements to existing trail facilities in both PA and NJ as a part of the DRB Project. The improvements will consider connections in and around the bridge. Regarding the potential for a multi-use facility on the structure itself, please note that the DRB carries I-95, a limited-access highway that is part of the Interstate Highway System. Pedestrians and bicyclists are not permitted to operate on I-95 in either state. Further, cyclists and pedestrians are prohibited from operating on the PA Turnpike and NJ Turnpike.

What the regulations say:

The Pennsylvania Turnpike Statute is straightforward:

Pedestrian travel. Pedestrian travel or entry upon the right-of-way of the Turnpike System is prohibited.

While the rules are clear, there are a couple of notable pedestrian and bicycle facilities within the right-of-way of the system.

Letters of Support

- Burlington County, NJ/Bucks County Joint Letter
- Delaware Canal State Park
- State Senator Santasiero
- Circuit Trails Coalition

The Circuit Trails Coalition is requesting for the PPAC to submit a letter of support, calling for the inclusion of a bike and pedestrian path to be included in the Alternatives Analysis

ATTACHMENT 5

PENNDOT SPEED LIMIT POLICY UPDATE

Pedalcycle and Pedestrian Advisory Committee

11/18/2025

BACKGROUND

- Elements of policy are outdated
- Lack of statewide consistency
- Limitations of 85th percentile
- Limited Connections Between Design & Traffic Engineering/Ops
- Speed Management/Safe System
- Local Agency Challenges



Source: PennDOT



SPEED RELATION TO SAFETY



Source: USDOT



OVERVIEW OF THE EFFORT

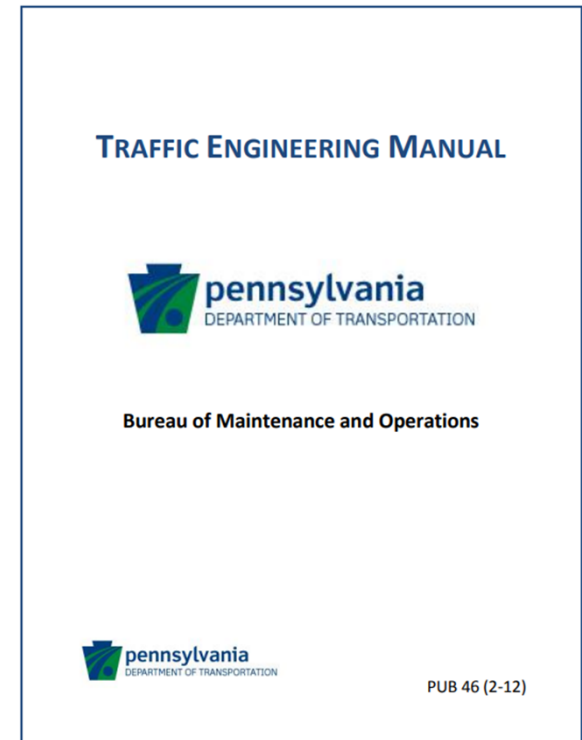
- Task 1 & 2: Establish Baseline Policies and Best Practices
- Task 3: Clarify Desired Vision through Workshops with PennDOT staff
- Task 4: Develop Recommendations
- Task 5: Support Implementation and Policy Updates

We are here



BASELINE REVIEW

- Alignment on Desire to have Speed Limits to Be Self-Enforcing and Context-Sensitive
- Opportunities for Flexibility in PA Regulations
- Safe-Running Speed Missing From PennDOT Publications
- Limited Local Guidance Materials



EXAMPLES AND BEST PRACTICES

- Literature Review and State Interviews (Virginia, Oregon, Ohio, Massachusetts)
- Use target speeds combined with speed management strategies
- Use a national best practice decision-support tool (i.e. USLIMITS2)
- Consider the end-user of the policy / guidance
- Connect the policy to design guidance
- Leverage strategic collaborative outreach, pilots, and effective communications strategies
- Engage stakeholder groups



USLIMITS2

 United States Department of Transportation

[About FHWA](#)[Programs](#)[Resources](#)[Newsroom](#)

FHWA Highway Safety Programs

[Home](#) / [Safety](#) / [Speed Management Safety](#) / [USLIMITS2](#)

Speed Management Safety

USLIMITS2



[Overview](#)

[Create a New Project](#)

[Revise an Existing Project](#)

[Frequently Asked Questions](#)

USLIMITS2

A Tool to Aid Practitioners in Determining Appropriate Speed Limit Recommendations

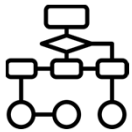
FHWA offers FREE technical assistance to State and local agencies that are interested in learning more about using USLIMITS2 or setting safe speed limits. This includes answering questions, providing in-person workshops, providing virtual workshops held via web conference, and giving presentations. To request technical assistance, send an email to help@uslimits.org.

USLIMITS2 is a web-based expert system tool designed to help practitioners with conducting an engineering study for setting reasonable, safe, and consistent speed limits for specific segments of roads.

<https://highways.dot.gov/safety/speed-management/uslimits2>



VISIONING WORK GROUP RECOMMENDATIONS



- Develop a **context (typology)-based process or flowchart**



- Require use of a **decision-support tool**



- Study considerations and factors
 - Include **safe running speed** and **10 mph pace**



- Encourage **Context-Sensitive Design**



- Build Capacity Through **Training** and Support



- Lay the Groundwork for **Long-Term Integration**



NEXT STEPS

- Develop recommendations including short- and long-term updates to policies, forms, training, and outreach.
- Draft updates to Pub 46 and TE-101 (study form)
- Vet draft policy through clearance transmittal (CT) process – Winter 2026
- Finalize for FHWA approval – Spring 2026
- Develop outreach materials and training resources
 - Leverage LTAP for municipal training and tech assists



THANK YOU

Robert J. Pento, P.E., Manager

Traffic Engineering and Permits Section

Bureau of Operations

rpento@pa.gov

ATTACHMENT 6

DCNR Report – Pedalcycle & Pedestrian Advisory Committee, November 18, 2025

- DCNR is reviewing its Policy on E-Bikes in Pennsylvania State Parks and Forests. The existing policy can be found on DCNR's website, [E-Bikes in Pennsylvania State Parks and Forests](#). While DCNR does not anticipate making significant changes, if PPAC members would like to share thoughts or concerns about the current policy, please contact Nicole Faraguna, Policy Director for DCNR at nfaraguna@pa.gov or 717-346-7636.
- The Northcentral Regional ATV Trail concluded its 5th riding season on Sept 28, 2025. This year, the trail system included 400 miles of township roads, 167 miles of state forest roads and trails and 33 miles of PennDOT-administered roads. 6,117 passes were sold. Clinton, Lycoming, Potter, and Tioga counties are currently working towards establishing a Council of Governments to eventually serve as the administrator of the trail system. More information on the trail system can be found on DCNR's website, [Northcentral Regional ATV Trail](#).
- On October 17, 2025, Tioga County and DCNR cut the [ribbon on a 3-mile Pine Creek Rail Trail extension](#), that connects the 65-mile Pine Creek Rail Trail directly into the Borough of Wellsboro. The completion of this project also marks the closing of another one of [Pennsylvania's Top 10 Trail Gaps](#).
- In 2025, DCNR released both the [2025–2029 Statewide Comprehensive Outdoor Recreation Plan \(SCORP\)](#), *Outdoor Places, Shared Spaces*, and the [2025-2029 Pennsylvania Land and Water Trail Network Strategic Plan](#).

ATTACHMENT 7

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.

Through 2025 the program has been funded by the Centers for Disease Control and Prevention through the State Physical Activity and Nutrition Program and the Preventive Health and Health Services Block Grant with additional funding provided by DCNR either through Peer Grants or the Community Conservation Partnerships Program through the Environmental Steward Fund. For the FY2025-2026 awards, supplemental funding is also being provided by DOH through a Public Health Infrastructure Grant connected to the State Health Improvement Plan and through a CDC funding program entitled "A Strategic Approach to Advancing Health Equity for Priority Populations with or at Risk for Diabetes."

Updates:

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

- Finalized plans have been adopted by eight communities:
 - Albion Borough, Erie County
 - City of Allentown, Lehigh County
 - Bellevue Borough, Allegheny County
 - City of Lock Haven, Clinton County
 - City of Meadville, Crawford County
 - Swissvale Borough, Allegheny County
 - Vandergrift Borough, Westmoreland County
 - Wilkinsburg Borough, Allegheny County
- One community has additional funding, allowing for an extended planning window, with the draft plan now received.
- Links to all adopted plans will be posted to the DOH WalkWorks 'Locations' page in the coming months.
- These communities will be seeking 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. FY2025-26 WalkWorks Active Transportation Plan Grants

- Eleven new ATP communities have been onboarded and attended PennDOT's Intro to Active Transportation webinar on 11/6.
- FY 2025-26 grantees were formally announced 10/14 (press release here: <https://www.pa.gov/agencies/health/newsroom/walkworks-grant-recipients-2025>):
 - Antis Township, Blair County
 - Bensalem Township, Bucks County
 - Erie County MPO
 - Kulpmont Borough, Northumberland County
 - Leetsdale Borough, Allegheny County
 - McDonald Borough, Allegheny and Washington Counties
 - Millvale Borough, Allegheny County
 - Mount Pocono Borough, Monroe County
 - Fox Chase, Philadelphia County
 - Schuylkill Haven Borough, Schuylkill County
 - West Reading Borough, Berks County

3. FY2025-26 WalkWorks Justin R. Lehman Community Capacity-Building Pre-Planning Assistance Program

- Four communities are working through the pre-planning steps required to apply for funding to develop an Active Transportation Plan in FY2026-27.
- All seven previous Community Capacity-Building Program participants have gone on to receive Active Transportation Planning funds for ATP development.
- FY 2025-26 grantees:
 - Berwick Borough/Salem Township, Columbia and Luzerne Counties
 - City of Jeannette, Westmoreland County
 - Mercer County
 - White Haven Borough, Luzerne County

4. Active-Transportation-Related Initiatives, Resources, and Programs

- A Regional/Rural Active Transportation Planning Workshop was held 10/16, at PSU Shenango, in Sharon. It was presented in collaboration with the PennDOT Connects team and the local Metropolitan Planning Organizations. 48 people registered and 40 attended, with some availability impacted by the travel ban for state employees. **The next such even will take place in mid-March 2026 in Northumberland County**, another DOH priority location: <https://padowntown.org/programs/walkworks/rural-active-transportation-workshop/>
- The **Week Without Driving** initiative for 2025 included approximately 300 individuals across the Commonwealth, almost 50 organizations, and about 20 elected officials. Planning for 2026 is in progress now. More will be announced in January. Visit <http://www.weekwithoutdriving.org> for background information.

ATTACHMENT 8

UPDATES ON BICYCLE AND PEDESTRIAN PLANNING EFFORTS AND DESIGN GUIDANCE

TRISH MEEK, AICP
NOVEMBER 18, 2025



Pennsylvania
Department of Transportation

DM-2, CHP 13 (PEDESTRIAN FACILITIES)

- Updated to align design guidance to:
 - Statewide ATP
 - Strategic Highway Safety Plan
 - Vulnerable Road User Safety Assessment Report
 - Building Better Bus Stops
 - Public Right-of-Way Accessibility Guidelines (PROWAG) Final Rule (2023)
- Chapter 13 approved by FHWA
 - Went through 2 Clearance Transmittal (CT) Reviews
- Anticipate publishing Chapter by end of 2025



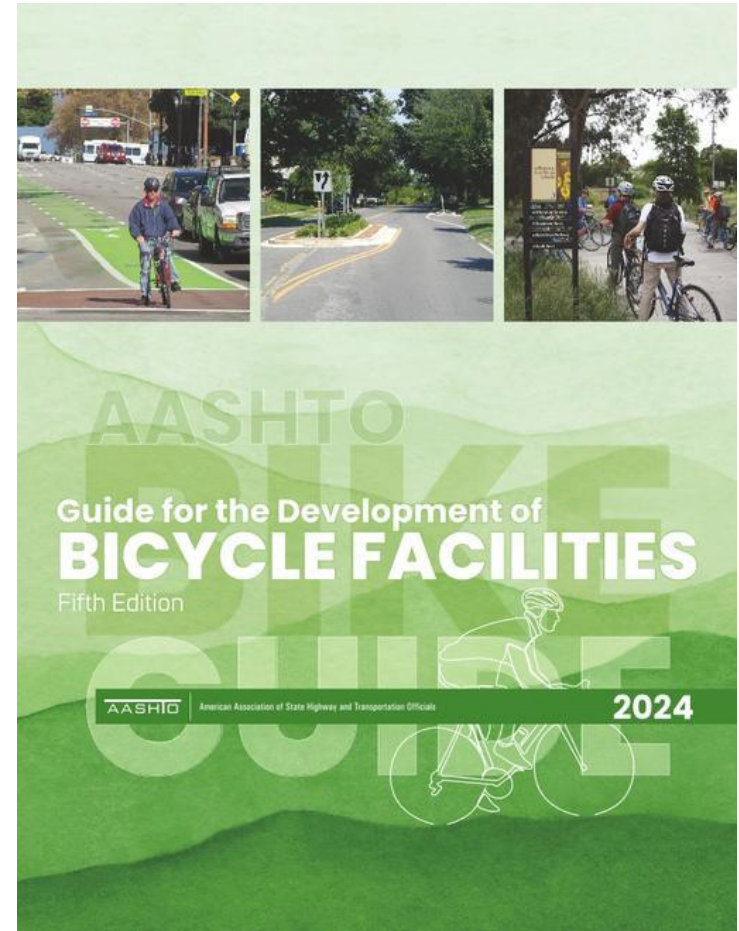
DM-2, CHAPTER 14 (BIKE FACILITIES)

- DM-2 recognizes the AASHTO Bike Guide, and other resources
 - Excluded treatments are noted in this chapter in gray boxes. If there are any discrepancies between the AASHTO Bike Guide and the MUTCD, the MUTCD governs.
- The use of treatments outside of DM-2, Chapter 14 will require special approval by PennDOT Central Office
- Went through 2 CT Reviews and will be sent to FHWA for approval
- Anticipate publishing Chapter by end of 2025



AASHTO BIKE GUIDE (5TH EDITION)

- Released in 2024
- Provides guidance that conforms to the 11th ed. of the MUTCD
- This includes guidance on TCDs which require experimental approval by the Federal Highway Administration (FHWA)
 - AASHTO provides additional information on these TCDs
- Research on the relationship between user comfort and facility types



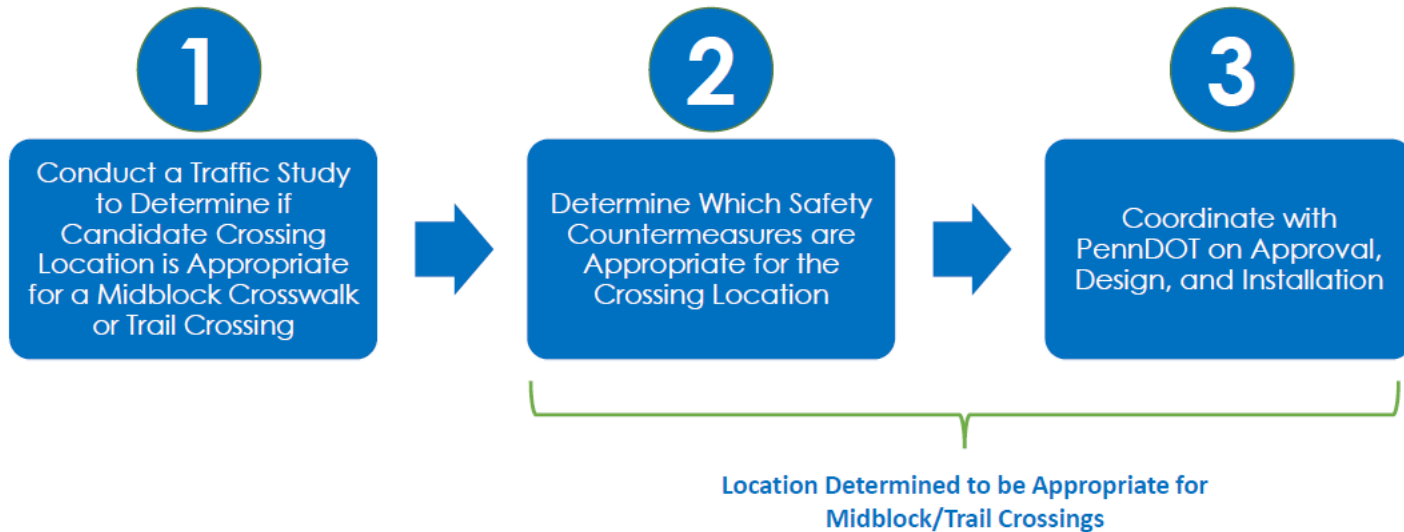
PUB 46, MIDBLOCK CROSSWALK & TRAIL CROSSING POLICY

- Updated Policy as of Spring 2025
- Guidance on where to locate midblock crosswalks and trail crossings
- Provides context sensitive design guidance based on national best practices for increased consistency and safety for crosswalk and trail users



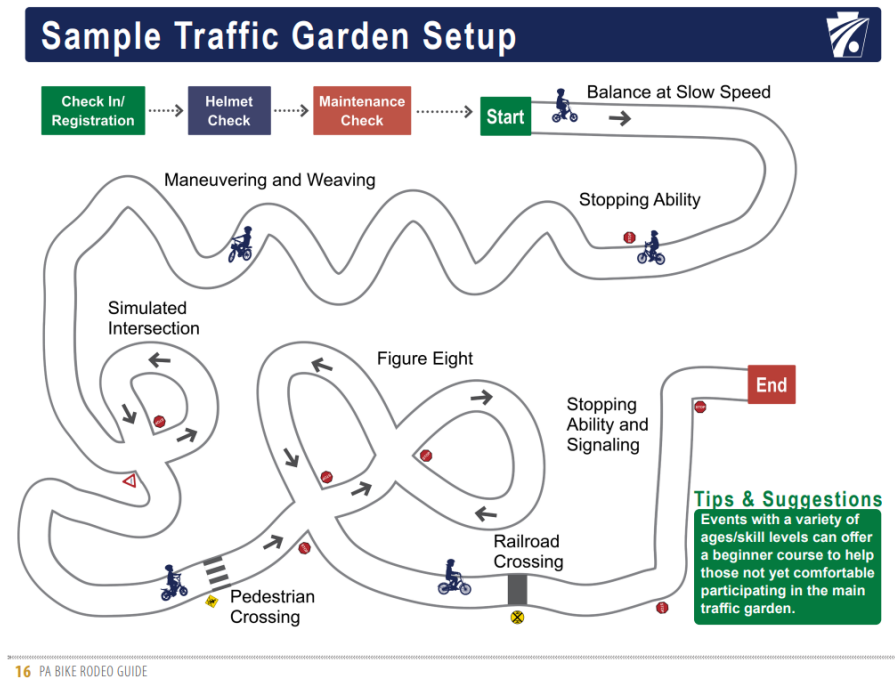
MIDBLOCK CROSSWALK AND TRAIL CROSSING STUDY

- Study required for all midblock crosswalks and trail crossings
- Must use the TE-113 form
- Highly suggested to use qualified engineer
- Study may be completed by appropriate municipal staff
- LTAP can assist in this process



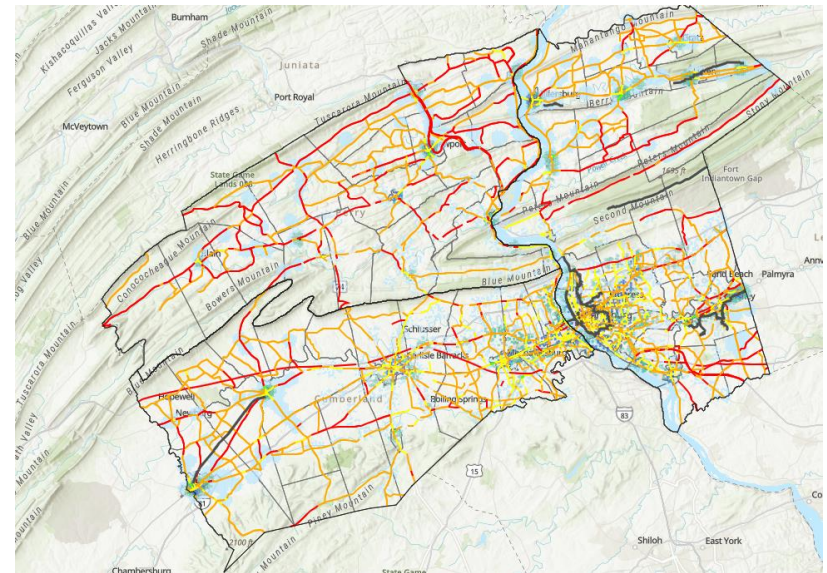
VRU SAFETY EDUCATION PROGRAM

- Multimodal Deputate is developing bicycle and pedestrian safety education materials over a three-year period.
- Examples include:
 - High school drivers' education
 - 2nd & 3rd grade bicycle and pedestrian safety materials
 - Bike Rodeo Guide
 - New bicycle & pedestrian safety publications
- Train the Trainer sessions will be developed



STATEWIDE ACTIVE TRANSPORTATION PLAN

- First adopted in late 2019
- Preparing scope of work for an ATP Update
- Consideration for a statewide evaluation of BicyclePA Routes for Bicycle Level of Stress (BLOS) / Level of Traffic Stress (LTS)
 - Looking at HATS, other MPOs, and MDOT for their approach to calculating BLOS/LTS



HATS Bicycle Level of Service
Source: TCRPC/HATS

QUESTIONS?



Trish Meek, AICP

pmeek@pa.gov

Statewide Bicycle & Pedestrian Coordinator



FOLLOW PENNDOT



www.pa.gov/penndot



www.pa.gov/dmv



PennsylvaniaDepartmentofTransportation



PennDOTNews



PennsylvaniaDOT



PennDOTSec



/company/PennDOT



PennDOTSec



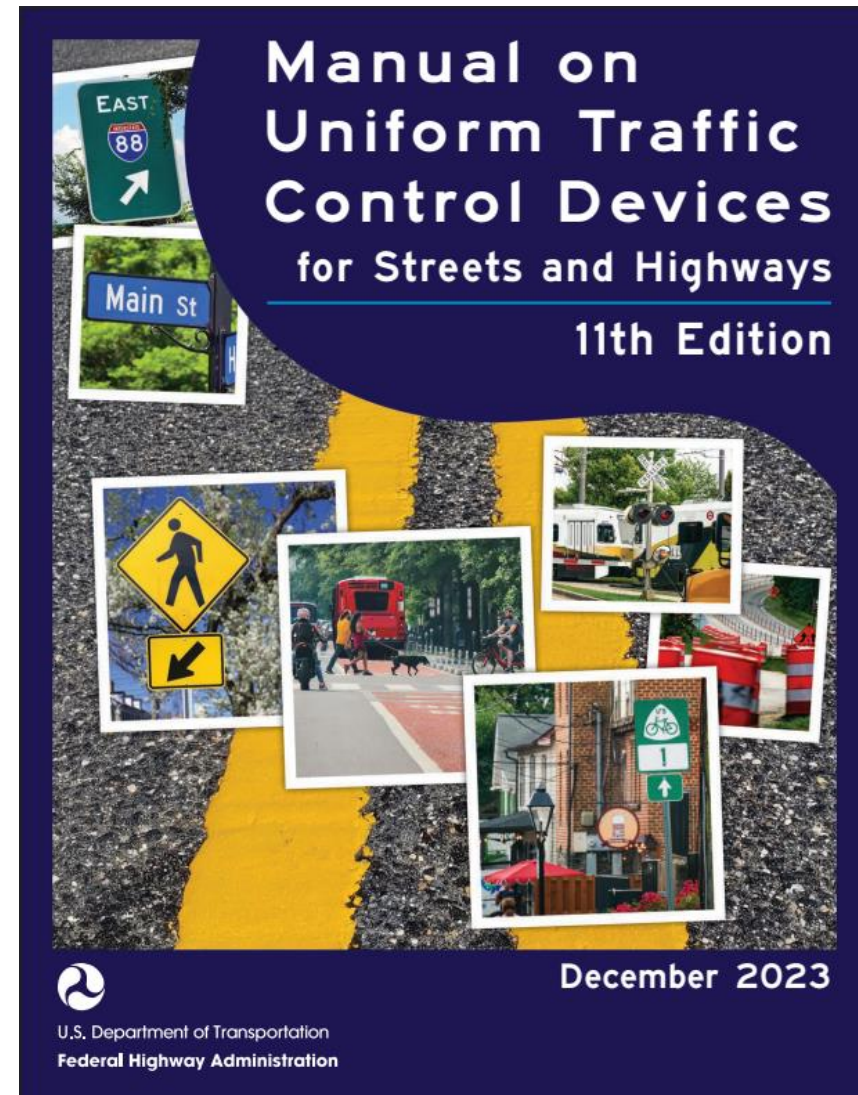
PennsylvaniaDOT



Pennsylvania
Department of Transportation

MUTCD 11TH EDITION

- Updated in 2023, published in the Federal Register with an effective date of 2024
- The MUTCD establishes national standards for the use of traffic control devices (TCDs)
- In Pennsylvania, the MUTCD is adopted in its totality except where Title 67 Chapter 212 (Official Traffic Control Devices) clearly indicates that it is not being adopted, or that additional warrants or criteria are being provided.



MUTCD (CONT'D)

- Pennsylvania policy needs to be in compliance with the national MUTCD by January 2026
- PennDOT is reviewing the MUTCD and in some cases modifications are needed based on PA law, regulation, and policy. Any modifications need to be in substantial conformance with the MUTCD and are approved by the PA Division of the Federal Highway Administration (FHWA).
- To meet the January 2026 deadline, PennDOT continues to release a series of proposed policy updates related to the application of traffic control devices for review by internal and external stakeholders via Clearance Transmittals (CT).
- A PA Bulletin Notice will be posted when all changes are finalized.

