



2024 Fall Issue

The DISPATCH

PennDOT Crash Newsletter - News you can use!

What's New?

Open-Book Knowledge Skills Quiz

In October 2023, a survey was launched to all police agencies across Pennsylvania to gauge interest in an open-book knowledge skills quiz. Since much interest was garnered, we have made the quiz available on PennDOT's website.

This quiz will be updated regularly so as to remain current, and is intended to be used for new hires, refreshers, or however your agency sees fit. It is essentially just another tool to be utilized to benefit officers and assist agencies with the training process. Therefore, your agency's participation is encouraged and appreciated.

The quiz will remain available on PennDOT's website under the Police Crash Reporting Tools tile. For questions, comments, or suggestions, contact us [here](#).

[Test Yourself](#)

Working Together



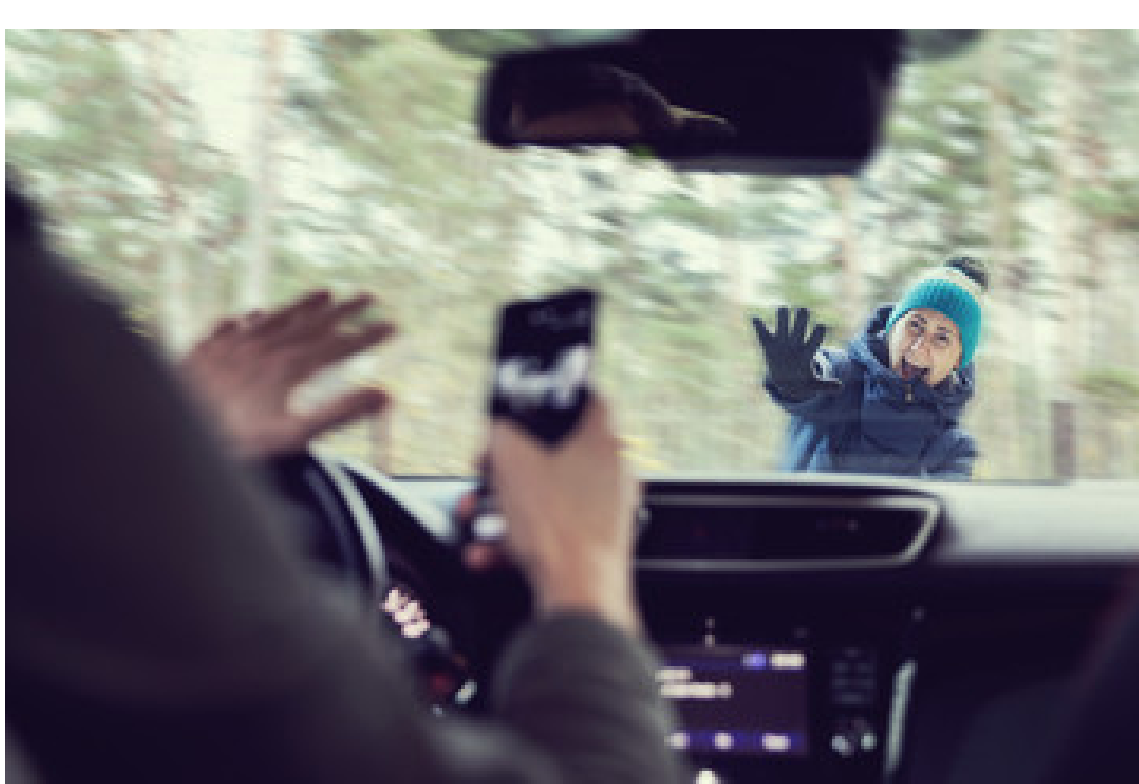
USDOT Call to Action Campaign

USDOT has launched a Call to Action campaign, inviting stakeholders to share how they are embracing the National Roadway Safety Strategy (NRSS) vision of eliminating roadway fatalities. The Call to Action encourages stakeholders to redouble their efforts and share how they are:

- Taking steps to actively reduce the number of deaths and serious injuries on America's roads and streets
- Expanding adoption of a [Safe System Approach](#) and a Zero Fatalities vision
- Transforming how we as a nation think about road safety

PennDOT's 2022 Strategic Highway Safety Plan increased PennDOT's focus on the Safe System Approach to address traffic safety, inclusive of all transportation system users. PennDOT identified three priority emphasis areas for 2022 through 2025 – lane departure crashes, impaired driving, and pedestrian safety. Lane departure crashes are involved in over half of Pennsylvania's highway fatalities. In response, PennDOT will modify roadside clear zones near hazardous fixed objects by relocating or removing those objects and will reevaluate the effects of passing zones throughout 2024. Impaired driving was a contributing factor for 30% of the statewide fatalities over the past 5 years. In 2024, PennDOT will increase impaired driving education, train over 3,000 officers on impaired enforcement strategies, and double, from one to two months, the length of their impaired driving paid media campaign. Pedestrian safety efforts include accelerating implementation of pedestrian related infrastructure improvements such as lighting, road diets, bike lanes, and the use of new technologies.

PennDOT is also looking outside of its core responsibilities in using the Safe System Approach. The state standard for EMS to get to a scene is 14 minutes. Unfortunately, a person can bleed to death in as little as 5 minutes. PennDOT is undertaking a project that identifies EMS response times in crashes in different parts of the state. That information will be used to help prioritize locations for engineering safety improvements.



Drivers killed fewer pedestrians in 2023, except in Pennsylvania

"Pedestrian deaths are finally starting to drop across America to pre-pandemic levels. Pennsylvania, however, bucked the national trend. Pennsylvania drivers killed 192 pedestrians in 2023, eight more than in 2022, and 25% more than in 2019, according to an analysis from the Governors Highway Safety Administration.

Pennsylvania was one of 21 states that saw pedestrian deaths increase. The commonwealth has struggled to reduce its pedestrian death toll, though PennDOT is working on federally mandated requirements to target high-risk areas and make roads safer." (The Center Square) - Jun 28, 2024

Safe Transportation for Every Pedestrian (STEP) is the systemic application of cost-effective countermeasures with known safety benefits that can help reduce pedestrian injuries and fatalities at crossing locations. STEP is a Federal Highway Administration (FHWA) innovation that Pennsylvania championed. PennDOT is focusing on several countermeasures promoted by FHWA to help improve pedestrian safety at various intersections in Pennsylvania:

- **Rectangular Rapid Flashing Beacons (RRFB)** – These LED-light beacons use an irregular flash pattern at mid-block or uncontrolled crossing locations.
- **Leading Pedestrian Intervals (LPI)** – Pedestrian signals utilizing LPIs allow pedestrians to walk three to seven seconds before vehicles get a green signal to turn.
- **Crosswalk Visibility Enhancements** – Enhanced crosswalk lighting, signage and markings can help drivers see pedestrians and help pedestrians decide where to cross.
- **Raised Crosswalks** – Elevated crossings ensure pedestrians are more prominent in the driver's field of vision.
- **Pedestrian Crossing/Refuge Islands** – This countermeasure provides a safe place for pedestrians to stop at the midpoint of the roadway before beginning the next stage of the crossing.
- **Road Diets** – A typical road diet converts an existing four-lane, undivided roadway to two through-lanes and a center, two-way left turn lane.

While we are making strides to enforce better behavior by vehicle operators, we must also ensure that pedestrians understand their role and responsibility in ensuring their safety as well under Pennsylvania's Vehicle Code.

Understanding Crash Terms



Location Type-Special Locations

Special Location is a feature of the roadway that helps identify where the crash occurred. Special Locations are underpasses, bridges, driveways/parking lots, and ramps.

An underpass is a section of roadway that goes under a bridge or overpass. If a crash occurs directly under the structure, then Underpass must be included in the Special Location field.

A bridge acts as an overpass over another roadway, bodies of water, railroad tracks, and numerous other locations. If a crash occurs directly on an overpass, then Bridge must be included in the Special Location field.

A driveway/parking lot location by itself is not considered an intersection. These are coded as a mid-block crash with Special Location of Driveway. Units turning into or out of a driveway, units stopped with the intention of turning into a driveway, or a driveway controlled by traffic control devices affecting the unit's movements all get a Special Location of Driveway.

A ramp is a roadway that connects limited access highways, such as interstates, to other roadways. These are called interchanges. Ramp interchanges where turning movements can be made are coded as an intersection crash with Special Location of Ramp.

Other less frequently used Special Locations are tunnels, toll booths, crossover related, & ramp and bridge combo.

pennsylvania DEPARTMENT OF TRANSPORTATION												
PA MICROMOBILITY FACT SHEET												
DESCRIPTION	MIN AGE	LICENSE	REGISTRATION	INSURANCE	HELMET	PASSENGER	LIGHTS	MAX CAPABLE SPEED	RIDE ON SIDEWALK	RIDE ON BIKE LANE	POSSIBLE DUI	PA VEHICLE CODE
ELECTRIC SCOOTER	-	-	-	-	-	-	-	-	-	-	Yes	§ 102
Can operate only on private property. Electric scooters, like electric skateboards and electric unicycles, cannot be legally operated on public roadways.												
MOTORIZED PEDALCYCLE	16	C	Yes	Yes	Yes, under 21	Yes	Yes	25	No	No	Yes	§ 102, § 3523(e), § 1714
Has operable pedals. Design speed of no more than 25 mph. Gas - motor rated 1.5 brake horsepower or less, has an automatic transmission. Electric - powered by an electric battery.												
MOTOR SCOOTER	16	Class M/Class if >50 cc, Class C if <50cc	Yes	Yes	Yes, under 21	Yes	Yes	Up to 5 brake horsepower	No	No	Yes	§ 102, § 3525
Is a motor-driven cycle. Motor shall not exceed five brake horsepower.												
SEGWAY	-	No	No	No	Yes, under 12	No	Yes	-	Yes	No	Yes	§ 102, § 3581-3583, § 3703 (c)
Is an electric personal assistive mobility device. An electric, self-balancing, two-nontandem-wheeled device. Lighting must be used when operating between sunset and sunrise. A Segway is allowed on sidewalks unless a municipality prohibits it.												
E-BIKE	16	No	No	No	No	Yes	Yes	20	Yes, not in business district	Yes	Yes	§ 102, § 3514
Is a pedalcycle with electric assist. Weighs less than 100 pounds. Motor not more than 750 watts. Has operable pedals. Not capable going faster than 20 mph on a level surface when powered by the motor source only. Lighting must be used when operating between sunset and sunrise.												
BICYCLE	-	No	No	No	Yes, under 12	Yes	Yes	-	Yes, not in business district	Yes	Yes	§ 102, § 3501 et seq., § 3802, § 1547
Is a pedalcycle. Is moved solely by human-powered pedals. Lighting must be used when operating between sunset and sunrise.												

E-Bike vs. Motorized Pedalcycle

E-Bike:

1. **Definition:** An e-bike is considered a "pedalcycle with electric assist" if it meets these criteria:
 - The electric motor is under 750 watts.
 - It can reach a maximum speed of 20 mph on a level surface when powered solely by the motor.
 - It weighs no more than 100 lbs and has operable pedals.
2. **Licensing and Registration:** E-bikes do not require licensing, registration, or insurance.
3. **Where You Can Ride:** E-bikes are allowed wherever traditional bicycles are permitted, including roads, bike paths, and some trails. However, local restrictions may apply, especially on sidewalks.
4. **Age Restrictions:** Riders must be at least 16 years old.

Motorized Pedalcycle:

1. **Definition:** Motorized pedalcycles, often referred to as mopeds, are equipped with operable pedals and a motor. They must meet specific criteria, such as having a motor rated no more than 1.5 brake horsepower and a maximum design speed of 25 mph.
2. **Licensing and Registration:** Unlike e-bikes, motorized pedalcycles require licensing, registration, and insurance.
3. **Where You Can Ride:** Motorized pedalcycles are generally treated like motorcycles and must adhere to the same road rules. They are not allowed on bike paths or trails designated for non-motorized use.
4. **Age Restrictions:** Riders must have a valid driver's license.

Click the picture above for a full screen view, or to print or save the Micromobility Fact Sheet.

QUIZ: Non-Motorist Types

FOR YOUR INFORMATION

Be sure to save the links below to your favorites for easy access!

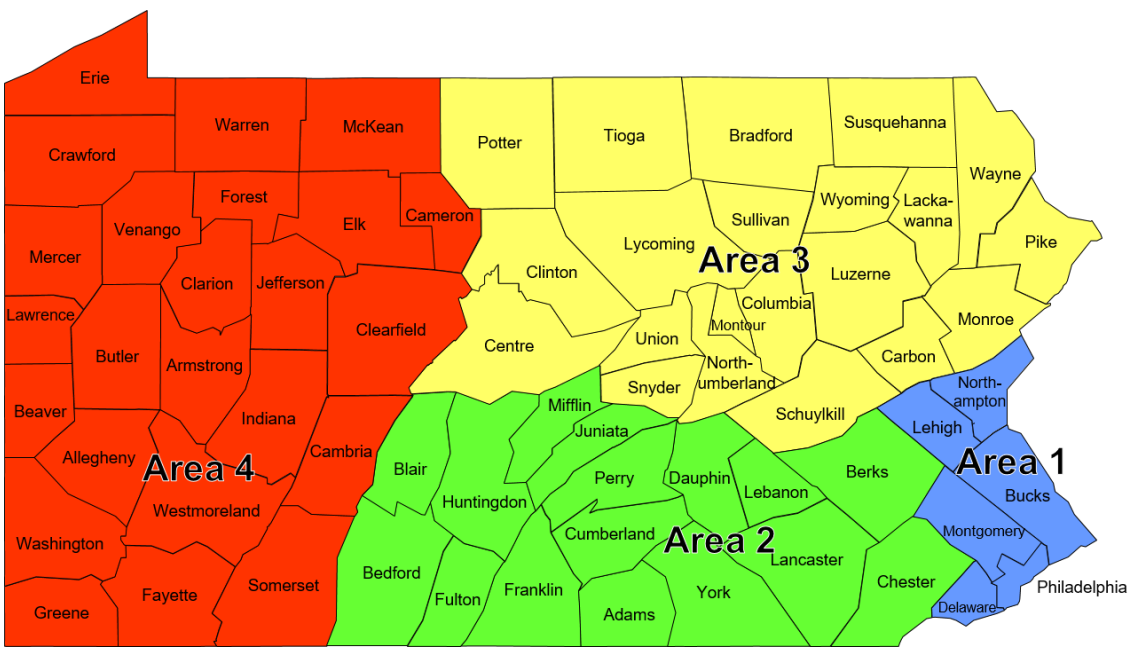
[Police Crash Reporting Tools](#)

[Current AA600 Form](#)

Traffic Records Program Administrator (TRPA) Map

The Regional TRPA Map indicates the Traffic Records Project Administrator who supports your area along with their contact information. The TRPAs serve as the

liaison between PennDOT and the police agencies.

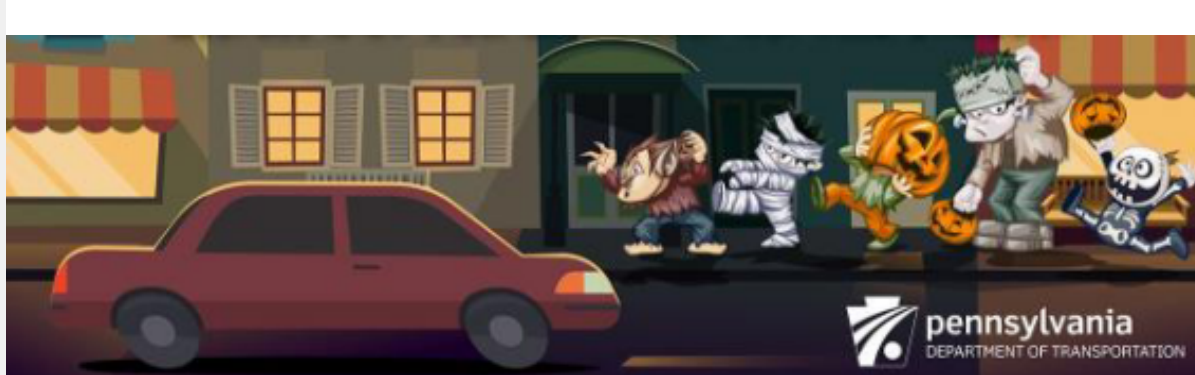


Area 1: James Moriarty (215-292-0433) jmoriarty@hsnetwork.org

Area 2: Gordon Beck (215-219-8575) gbeck@hsnetwork.org

Area 3: Rick Leymeister (570-516-7881) rleymeister@hsnetwork.org

Area 4: Michael Ragan (412-327-9488) mragan@hsnetwork.org



Now that you've made it to the end of the newsletter, how would you rate its content?

Not helpful at all 0 1 2 3 4 Very helpful

For questions or concerns, email us at ra-pdleadhelp@pa.gov.

