

# ACTIVE TRANSPORTATION IN PA

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FEBRUARY 2020



# AASHTO COUNCIL ON ACTIVE TRANSPORTATION GOALS



Safety: Support reduction in pedestrian/bicyclist serious injuries/fatalities



Communication: Communicate value of active transportation



Data: Approaches for collecting, managing, analyzing and monitoring



Partnering, Publications, Research, Resources



Policy: Provide Leadership



Technology: Monitor and Share



# PA ACTIVE TRANSPORTATION PLAN



*Active transportation is any self-propelled, human-powered mode of transportation, such as walking or bicycling.*



# ACTIVE TRANSPORTATION PLAN

## Purpose of This Plan

The Pennsylvania Active Transportation Plan outlines a vision and framework for improving conditions for walking and biking across the Commonwealth.

## Vision Statement

*“Biking and walking are integral elements of Pennsylvania’s transportation system that contribute to community health, economic mobility, and quality of life.”*



# ACTIVE TRANSPORTATION PLAN

## THEME 1: ENHANCE SAFETY



## THEME 2: PROVIDE TRANSPORTATION EQUITY



## THEME 3: CONNECT WALKING & BIKING NETWORKS



## THEME 4: LEVERAGE PARTNERSHIPS



## THEME 5: IMPROVE PUBLIC HEALTH



## THEME 6: INCREASE ECONOMIC MOBILITY



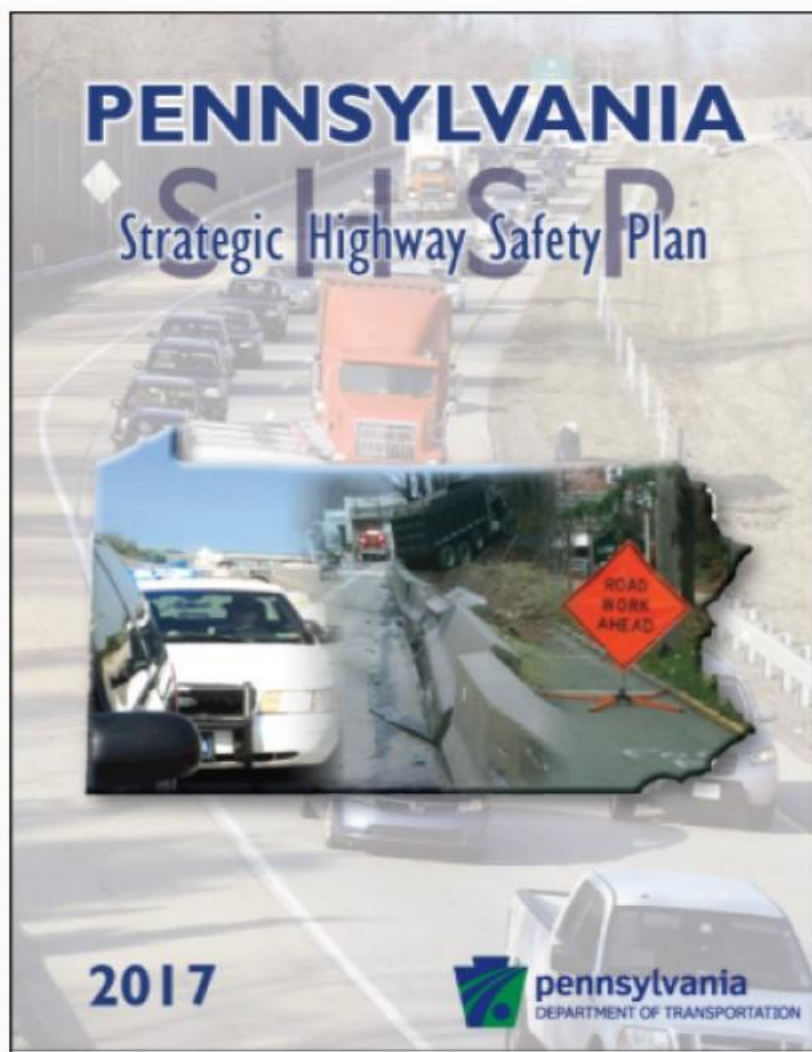
# ACTIVE TRANSPORTATION PLAN

## On-Going Work

- Improving trail crossings on state routes
  - Mapping and collecting data
- Supporting legislation to allow better bicycle facilities / support safer driving
  - Parking separated bike lanes
- Training for DOT and Local Government Staff
  - LTAP bicycle selection guide / trail crossing design



# STRATEGIC HIGHWAY SAFETY PLAN

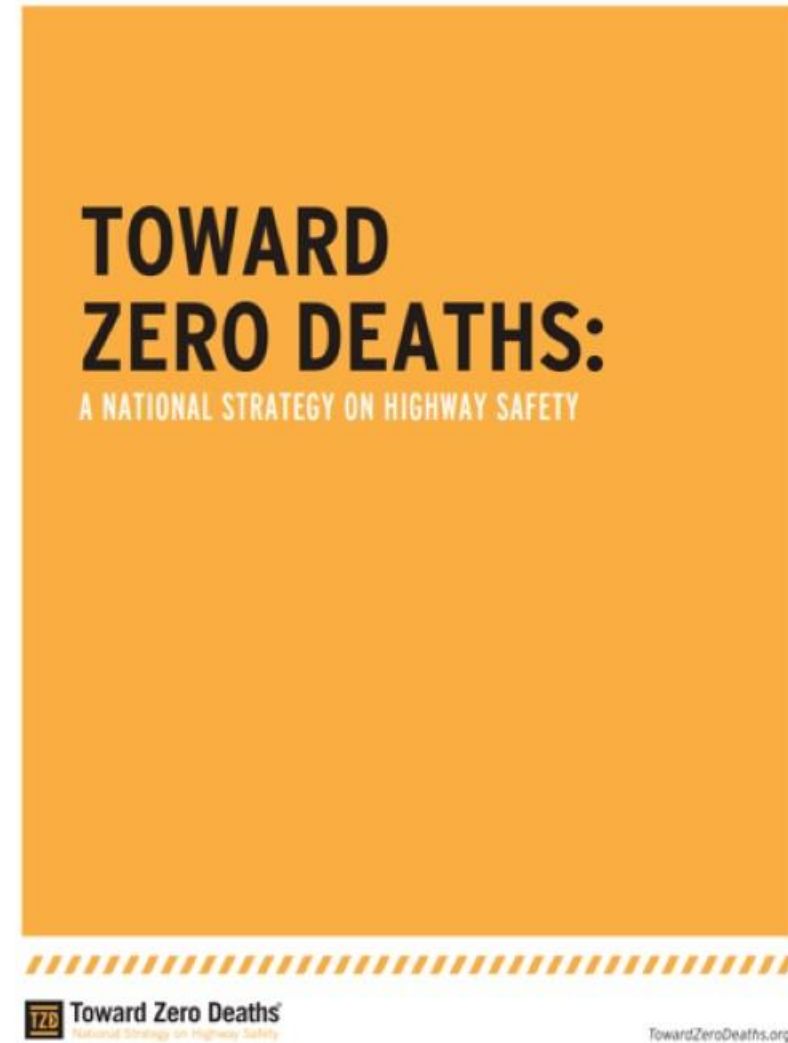


- Guiding document for Pennsylvania Safety Programs
- Supported “zero” based strategies since 2012
- Update beginning for 2022 edition
- **Safety stakeholders are critical!**



# STRATEGIC HIGHWAY SAFETY PLAN

- 2017 update to aligned TZD strategies with SHSP
- 60 strategies from national document overlapped with the SHSP
- Strategies deal with multiple aspects of safety as well as different modes of travel





# BICYCLE/PEDESTRIAN ZERO STRATEGIES



- Utilization of innovative technologies
- Develop new design guidelines for traffic calming
- Speed management through Road Diets
- Vulnerable user legislation and enforcement

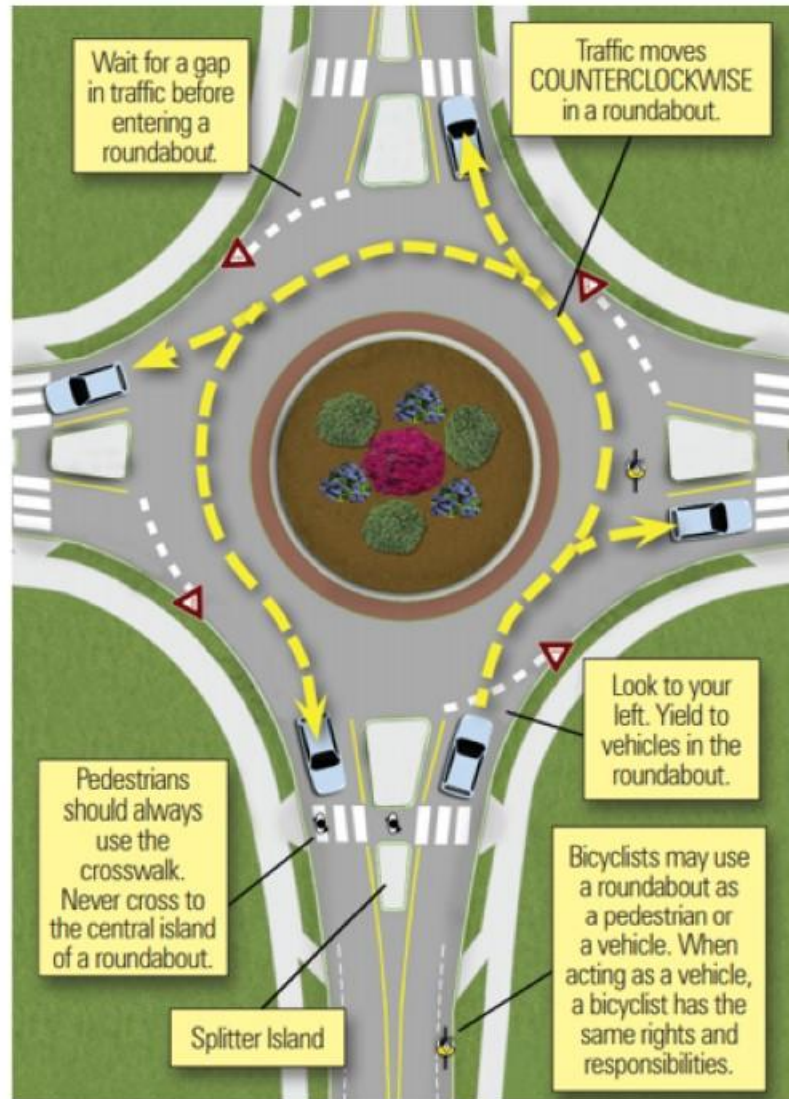


# ONGOING ZERO SUPPORT ACTIVITIES

- National Unified Safety Philosophy
- EDC 5: Safe Transportation for Every Pedestrian
- Safety Communication Campaigns
- SMART Intersection Research



# ONGOING EFFORTS IN THE PHILADELPHIA AREA

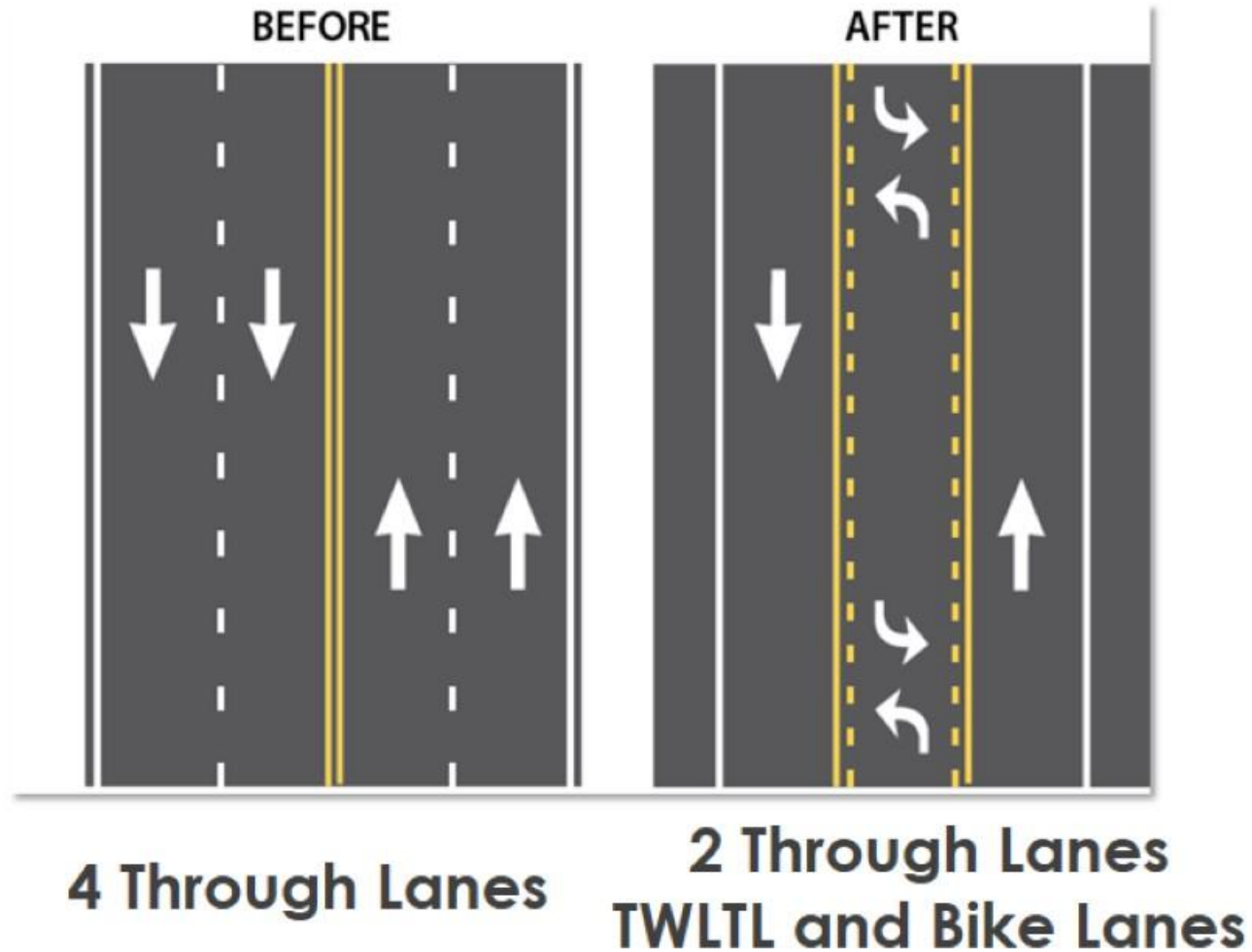


- Traffic calming treatments for Arterials
- Piloting of Sinusoidal Rumble Strips
- Park Protected Bike Lanes
- Bicycle Friendly Resurfacing Program
- Roundabout utilization
- Automated Speed Enforcement



# WHAT IS A ROAD DIET?

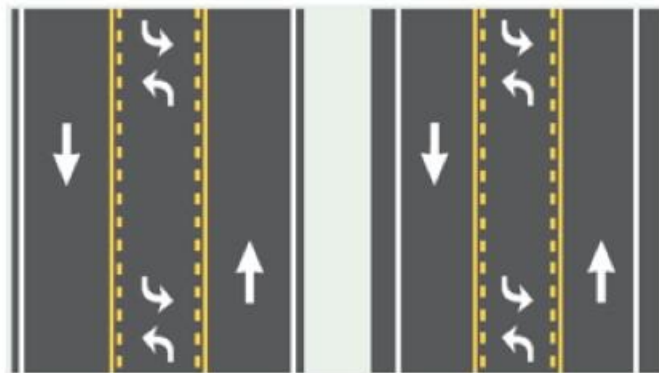
## What is a Road Diet?



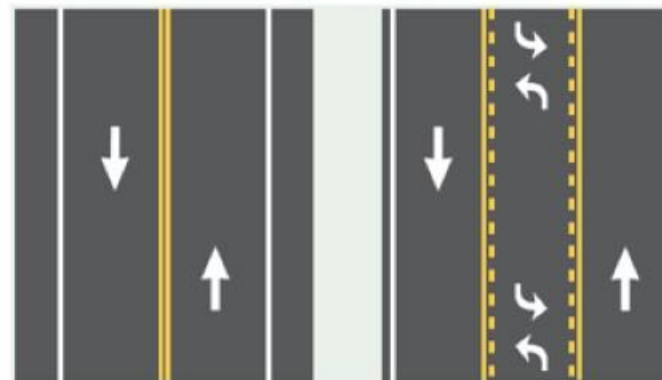
# OTHER ROADWAY CONFIGURATIONS

## Other Roadway Reconfigurations

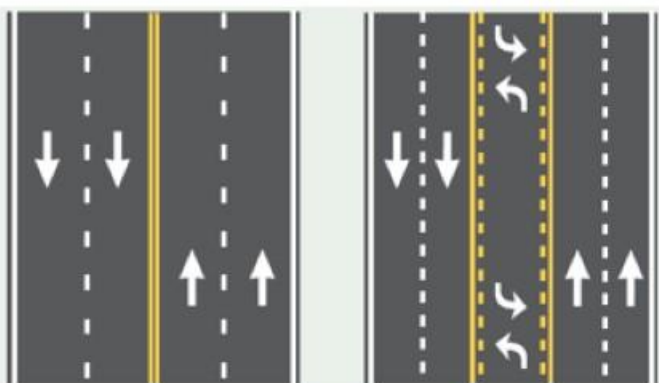
3-Lane to 3-Lane



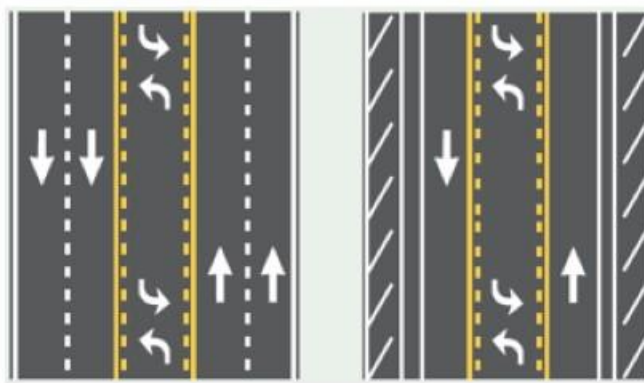
2-Lane to 3-Lane



4-Lane to 5-Lane



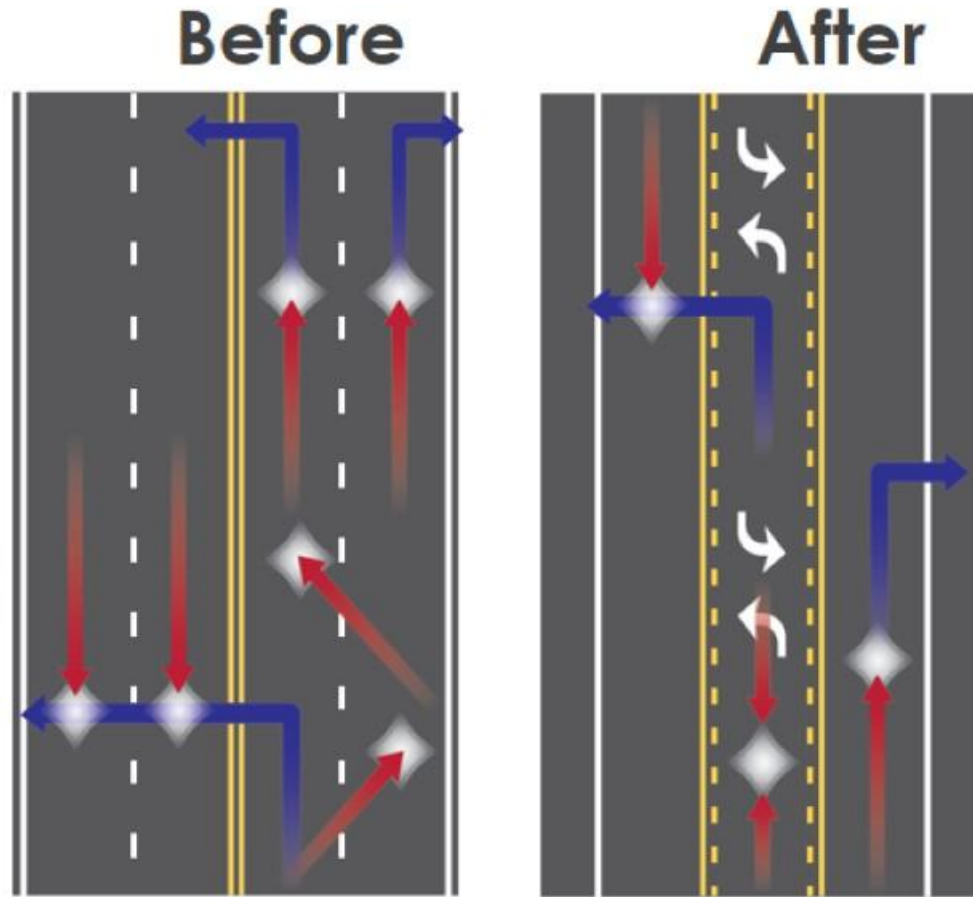
5-Lane to 3-Lane



# WHY CONSIDER A ROAD DIET

Reduce  
Crashes  
19% to 47%

Enhanced  
SAFETY for ALL  
ROAD USERS



# ROAD DIET FEASIBILITY

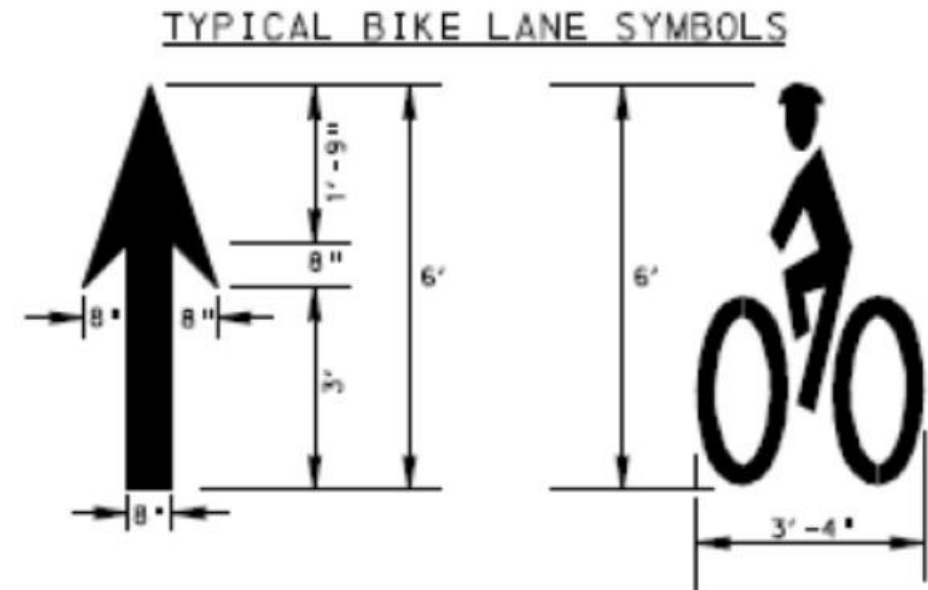
- Identify the objectives
  - **Improve safety**
  - **Reduce speeds and speed variance**
  - **Mitigate left turn/through traffic conflicts**
  - **Improve bicyclist accessibility**
  - **Improve walkability**
  - **Enhance transit service**
  - **Fit the community context**



# DOWNTOWN CARLISLE

- **Goals:**

- **Calm traffic and enhance Carlisle's small town feeling**
- **Reduce accidents**
- **Enhance safety**
- **Promote walking and bicycling**
- **Reduce air and noise pollution**
- **Maximize downtown business success**
- **Improve parking access and safety**
- **Reduce truck traffic in Downtown Carlisle**





# DOWNTOWN CARLISLE

- **Features – Roadway Upgrades:**
  - **Two travel lanes with a bike lane in each direction**
  - **A dedicated left turn lane**
  - **Stamped asphalt median**



# FRONT ST RESURFACE PROJECT

- **Goals:**
  - Improve the existing deteriorated transportation facilities for both motoring and pedestrian traffic



# FRONT ST RESURFACE PROJECT

- **Features – Roadway**

- **Two travel lanes with bicycle lane and shoulder**
  - Restriping will allow the inlets to be in shoulders and not travel lane.
- **Realign and install crosswalks**



# FRONT ST RESURFACE PROJECT

- **Vehicle Speed Comparison**

- **Vehicle Speed of approximately 40 mph prior to restriping - March 1 to April 30, 2014**
- **Vehicle Speed reduction to approximately 35 mph after restriping - March 1 to April 30, 2016**



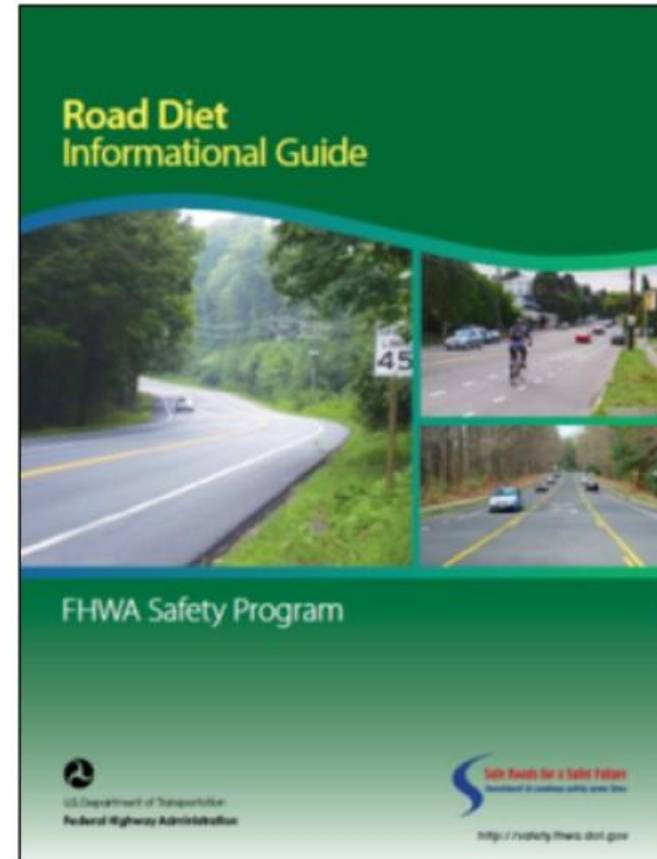
# RESOURCES

## Federal:

- Road Diet Informational Guide
- Road Diet Case Studies
- EDC 3 Initiatives:
  - **Road Diet Fact Sheet**
  - **Road Diet Brochure**

## State:

- Design Manual Part 2 Updates
  - Traffic Calming Chapter
  - Road Diet Chapter



[http://safety.fhwa.dot.gov/road\\_diets](http://safety.fhwa.dot.gov/road_diets)



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# PENNDOT BY THE NUMBERS

