

MUNICIPAL ADVISORY COMMITTEE MEETING

KEYSTONE BUILDING 8N1 AND MICROSOFT TEAMS ·· OCTOBER 20, 2021

AGENDA

- **Welcome** – Acting Executive Deputy Secretary Melissa J. Batula, P.E. 12:30-12:45
- **Updates** 12:45-1:10
 - Municipal Association Updates
 - Pennsylvania State Association of Township Supervisors
 - Pennsylvania State Association of Boroughs
 - Pennsylvania Municipal League
 - Pennsylvania State Association of Township Commissioners
 - County Commissioners Association of Pennsylvania
 - Department of Community and Economic Development – Nick Mackereth
 - Municipal Research and Outreach – Chris Metka
 - Multimodal Transportation Fund – Dave Bratina
 - Federal Highways Administration (FHWA) – Veronica Feliciano
- **Presentations – Part 1**
 - FHWA’s Independent Oversight Program & PennDOT’s Outdoor Advertising Device Control Action Plan Response – Bob Pento, Micah Wineberg, Jack Clark 1:10-1:30
 - Long Range Transportation Plan – Brian Funkhouser 1:30-1:45
 - Financial and Contract Services – Kristen Sims 1:45-1:50
- **Break** 1:50-2:00
- **Presentations – Part 2**
 - EVs and Litter Reduction – Natasha Fackler and Emily Watts 2:00-2:15
 - Automated Vehicles – Kevin Tobias and Mark Kopko 2:15-2:30
 - Leading Pedestrian Interval SOL – Jennifer Warner Hayman 2:30-2:45
 - Building Better Bus Stops – Andy Batson 2:45-3:00
 - Turnback Program – Zac Kopinetz 3:00-3:15
- Next Meeting/Adjournment – Chris Metka 3:15

Teams Meeting Information

Phone: 267-332-8737

Conference ID: 903 868 541#

Date: October 20, 2021

Time: 12:30 – 3:15 PM



WELCOME

ACTING EXECUTIVE DEPUTY SECRETARY MELISSA J. BATULA, P.E. ·· OCTOBER 20, 2021

UPDATES

- Municipal Association Updates
 - Pennsylvania State Association of Township Supervisors
 - Pennsylvania State Association of Boroughs
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FHWA'S INDEPENDENT OVERSIGHT PROGRAM & PENNDOT'S OUTDOOR ADVERTISING DEVICE CONTROL ACTION PLAN RESPONSE

BOB PENTO, MICAH WINEBERG, JACK CLARK ·· OCTOBER 20, 2021

FHWA IOP REVIEW

Executive Summary

The purpose of this Independent Oversight Program (IOP) Review is to evaluate whether the Pennsylvania Department of Transportation (PennDOT) is maintaining effective control of outdoor advertising. Ultimately, the goal is to adequately ensure that outdoor advertising is effectively controlled to reduce the risk of noncompliance.

The Review Team surveilled controlled routes in Engineering Districts 2-0, 3-0, 8-0, 9-0, and 12-0. The Review involved driving the controlled routes, inventorying signs, and examining District records of the signs. The surveillance was conducted for 234 miles. A total of 1,138 signs were inventoried during the Review, 647 of which were lawn signs and 491 of which are classified as Outdoor Advertising Devices (OADs).

The IOP Review results are that PennDOT has not adequately demonstrated effective control of outdoor advertising. The Review Team made four Observations which require corrective action:

- ★ Observation #1: Of the 491 OAD signs inventoried, 117, or approximately 23.8% of them, were illegally encroaching into the existing right-of-way (ROW).
- ★ Observation #2: PennDOT is not maintaining an adequate inventory of OADs. Of the 491 OADs surveilled, 352 signs were located outside of the ROW. Of these 352, 113 illegal signs were not permitted by PennDOT.
- ★ Observation #3: Of the 44 non-conforming signs identified during the surveillance, 16, or over 36% of them, did not match the original permit for size, configuration, materials, or lighting. These 16 signs are therefore illegal.
- ★ Observation #4: PennDOT is not adequately surveilling lawn signs. A total of 647 lawn signs were counted during the surveillance of the 234 miles.

Program Review



Outdoor Advertising Control

Independent Oversight Program Review



FINAL REPORT

August 2018

Pennsylvania
Division



ACTION PLAN RESPONSE



The Bureau of Project Delivery (BOPD) and Bureau of Maintenance and Operations (BOMO) have developed a coordinated Action Plan for the surveillance and removal of illegal signs. New steps were introduced to existing processes within the two Bureaus for more effective communication and removal of illegal signs. Upper management supports this Plan and will commit additional resources annually for its implementation.

A major component of the Action Plan is an educational Outreach Program. An Outreach Program will be established to educate legislators, municipalities, outdoor advertising companies, service organizations, and any other potential stakeholders of the Department's policies regarding signs inside and outside of the right-of-way. In conjunction with the Outreach Program, BOPD and BOMO will hold statewide meetings with district personnel to communicate current policies and reinforce the need to continually enforce the policy and procedures.



PENALTY IF NOT COMPLIANT



- If not showing effective control of the Outdoor Advertising program
 - 10% penalty of overall federal funds
 - In 2020 that would have been \$160 million



STATE HIGHWAY LAW 1945

INSIDE THE R.O.W.

"STATE HIGHWAY LAW"

Act of Jun. 1, 1945, P.L. 1242, No. 428 Cl. 36
AN ACT

Relating to roads, streets, highways and bridges; amending, revising, consolidating and changing the laws administered by the Secretary of Highways and by the Department of Highways relating thereto.

Compiler's Note: Section 2 of Act 209 of 1990 provided that this act is repealed insofar as it is inconsistent with that act.

TABLE OF CONTENTS

Section 425. Signs, Banners, etc., across or within Legal Limits of Highway; Penalty; Abatement.--It shall be unlawful to place any sign, banner, or advertising matter of any kind whatsoever on or across any State highway or on or across any structure within the legal limits of any State highway without first having obtained the written consent of the department.

of State Highways.
Section 203. Maps, etc., of State Highways.
Section 204. Lettering, Naming or Numbering State Highway Routes.

Any such sign, banner, or advertising matter placed without the consent of the department is hereby declared to be a public nuisance, and may be abated by the department with or without notice to the persons responsible for the placing thereof.

vacation.
Section 211. Use of Abandoned Canals and Railroad or Railway Rights of Way for Relocation of State Highways.
Section 212. Acquisition and Disposal of Certain Canals and Artificial Waterways.
Section 213. Acceptance of Canal Property Acquired by Department of Forests and Waters.
Section 214. Maintenance of Parts of Roads Abandoned as State Highways; Vacation when not of Full Width.
Section 217. Connecting Roads between State Highways.
Section 218. Lengthening or Shortening Intersection Routes to conform to Relocations.
Section 219. Designation of Future Locations for Highways.
Section 220. Parallel Highways; Establishments; Control of Direction of Traffic.
Section 221. Parallel Highways; Taking over of Existing Roads and Streets; Payments to Boroughs.
Section 222. Abandonment of Routes on State Highway System.

Article III. Eminent Domain, Ascertainment and Payment of



NOT APPROVED TRAFFIC CONTROL SIGNS

Only traffic control signs are permitted to be in the ROW

1. Directional
2. Crime Watch
3. Permits Required
4. Religious Notices
5. Service Clubs
6. Banners
7. Lawn Signs



BANNER RESOLUTIONS

Signs and Banners across State Highways

No person, municipality or corporate entity may place a sign or banner across a State highway or within the highway right-of-way, unless the local municipality has:

1. passed a resolution designating their intention to erect such a sign or banner, and
2. received confirmation from the Department that it has on file a copy of the resolution and all required issues have been adequately addressed.

Resolutions may be for a single event, an event that recurs on a regular basis, or multiple events throughout the year. Permanent cables across the right-of-way for erection of banners are permissible provided they are noted in the resolution. Any municipal sponsored sign or banner placed across a State highway without a resolution on file with the Department can be removed; however, the municipality should first be given the opportunity to pass a timely resolution. No sign or banner may be placed across or within the right-of-way of any limited access highway.

The Department will only consider resolutions that address the following:

- Installation location including SR, Segment/offset and vertical clearance above the roadway (minimum 17'-6").
- Size of the sign or banner, a description of the message, and the event(s) and/or organization(s) for which the banner is being erected. Events must relate to a national, state, regional or local function or charitable affair.
- Approximate date(s) of installation and removal. If the sign or banner is to be installed on a recurring basis, the occasions when it will be displayed and the approximate number of days before and after the occasion when the device will be installed and removed, respectively.
- That the municipality assumes full responsibility for erecting, maintaining and removing the device and all liability for damages occurring to any persons or property arising from any act of omission associated with the sign or banner.
- Acknowledgement that no more than 20-percent of the message will relate to naming or advertising a commercial product, enterprise, business or company regardless of whether they are sponsoring the event or banner installation.
- That traffic control will be performed in accordance with the current Publication 213.



GATEWAY SIGNS

Three Options:

- If within the ROW must meet Pub 46 requirements (all routes)
- If outside the ROW but within Municipal Borders (controlled routes)
 - Cannot have off-premise advertising
 - Must be on property that the municipality has a Vested Interest
- If outside the ROW and outside the Municipal Boarders (controlled routes)
 - Off-premise requirements must be met



CHAPTER 445. OUTDOOR ADVERTISING DEVICES

Sec.

36 P.S. §2718.102 states the purposes of the Act as follows: "The people of this Commonwealth would suffer economically if the Commonwealth failed to participate fully in the allocation and apportionment of Federal-aid highway funds since a reduction in such funds would necessitate increased taxation to support and maintain the Commonwealth's road program and system. Therefore, for the purpose of assuring the reasonable, orderly and effective display of outdoor advertising while remaining consistent with the national policy to protect the public investment in the interstate and primary systems; to promote the welfare, convenience and recreational value of public travel; and to preserve natural beauty, it is hereby declared to be in the public interest to control the erection and maintenance of outdoor advertising devices in areas adjacent to the interstate and primary systems within this Commonwealth."

The provisions of this Chapter 445 adopted May 12, 1972, effective May 13, 1972, 2 Pa.B. 845, unless otherwise noted.

Notes of Decisions

An assertion that a sign owner was improperly subjected to selective administrative enforcement of the Outdoor Advertising Control Act of 1971 (36 P. S. § § 2718.101—2718.115) and its corresponding regulations found at this chapter may not be raised before the court if not raised and developed at a hearing before the Department which petitioners failed to attend and communicated to the Department their intention to abandon the matter. *Fritz v. Department of Transportation*, 468 A.2d 538 (Pa. Cmwlth. 1983).

§ 445.1. Purpose.

This chapter is promulgated for the purpose of establishing standards, including criteria for size, spacing and lighting, of outdoor advertising devices consistent with the act, and 23 U.S.C.A. (relating to highways) and the Federal regulations promulgated thereunder; and to establish a system for the issuing of permits for the outdoor advertising devices, as required by the act.

Source

The provisions of this § 445.1 adopted May 12, 1972, effective May 13, 1972, 2 Pa.B. 845; renumbered September 8, 1978, effective September 9, 1978, 8 Pa.B. 2534.



OUTSIDE THE ROW

ALONG A CONTROLLED ROUTE



- First - Local Ordinances determine whether an off-premise sign is permitted
 - Sign Approvals
 - Building Permits
- Second - State Regulations determine if the off-premise signs meets the requirements of the Act
 - PennDOT will not determine until the Local Municipality makes their decision



QUESTIONS OR COMMENTS?

LONG RANGE TRANSPORTATION PLAN UPDATE

BRIAN FUNKHOUSER AND KEITH CHASE ·· OCTOBER 20, 2021

FINANCIAL AND CONTRACT SERVICES DIVISION UPDATE

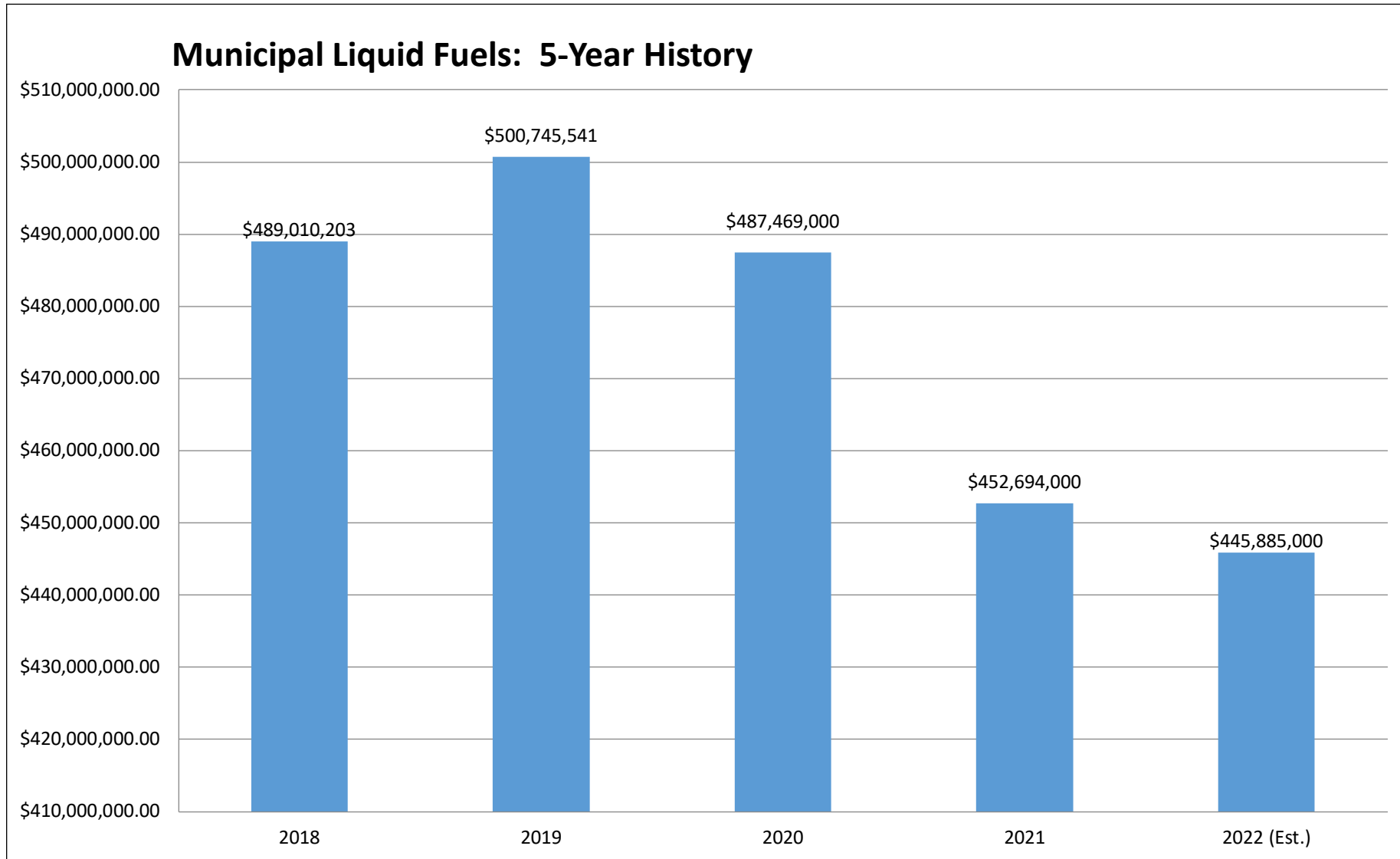
KRISTEN SIMS ·· OCTOBER 20, 2021

2021 MLF ALLOCATION

- 2021 MLF allocation - \$452,694,000
 - 2020 MLF allocation - \$487,469,000
 - \$34,775,000 (7.1%) decrease
- As of October 14, 2021 - \$447,394,201.04 released to 2,514 municipalities
 - Payments released as municipalities become certified



MLF ALLOCATION HISTORY



PRIOR MLF ALLOCATIONS

- 2020 MLF allocation - 16 municipalities have not received their allocation
- 2019 MLF allocation - Seven municipalities did not received their allocation
 - Lapsed June 30, 2021



DECEMBER 2021 PAYMENTS

- The following payments will be made on December 1, 2021
 - State Police Fines and Penalties to eligible municipalities
 - County Liquid Fuels Tax Fund to all counties
 - Act 44 to eligible counties (62)
 - Act 89 to eligible counties (62)
 - \$5 Fee for Local Use to counties who have passed the required ordinance (25)
- Amounts will be received by the end of the month



FHWA FORM 536

- Notification of form was sent July 29, 2021
- Second notice was sent August 25, 2021
- Due date for the form was September 15, 2021
- 1,380 (52.5%) municipalities and counties submitted the form
 - 1,243 (47.3%) submitted the form when collected in 2020
- Data is currently being analyzed for submission to the FHWA



FHWA FORM 535 RESPONSES

	2021	2020
1 st Class Townships	49	47
2 nd Class Townships	831	748
Cities	19	19
Boroughs	447	396
Town	1	1
Counties	33	32
Total	1,380	1,243



10 MINUTE BREAK



Alternative Fuels Deployment Plan for I-81 and I-78 in Pennsylvania

FHWA APPLIED RESEARCH PILOT STUDY



EV MOBILITY PLAN & ALTERNATIVE FUELS CORRIDORS

NATASHA FACKLER, POLICY DIRECTOR
MUNICIPAL ADVISORY COMMITTEE MEETING
OCTOBER 20, 2021

PENNDOT EV MOBILITY PLAN SCOPE

Completed

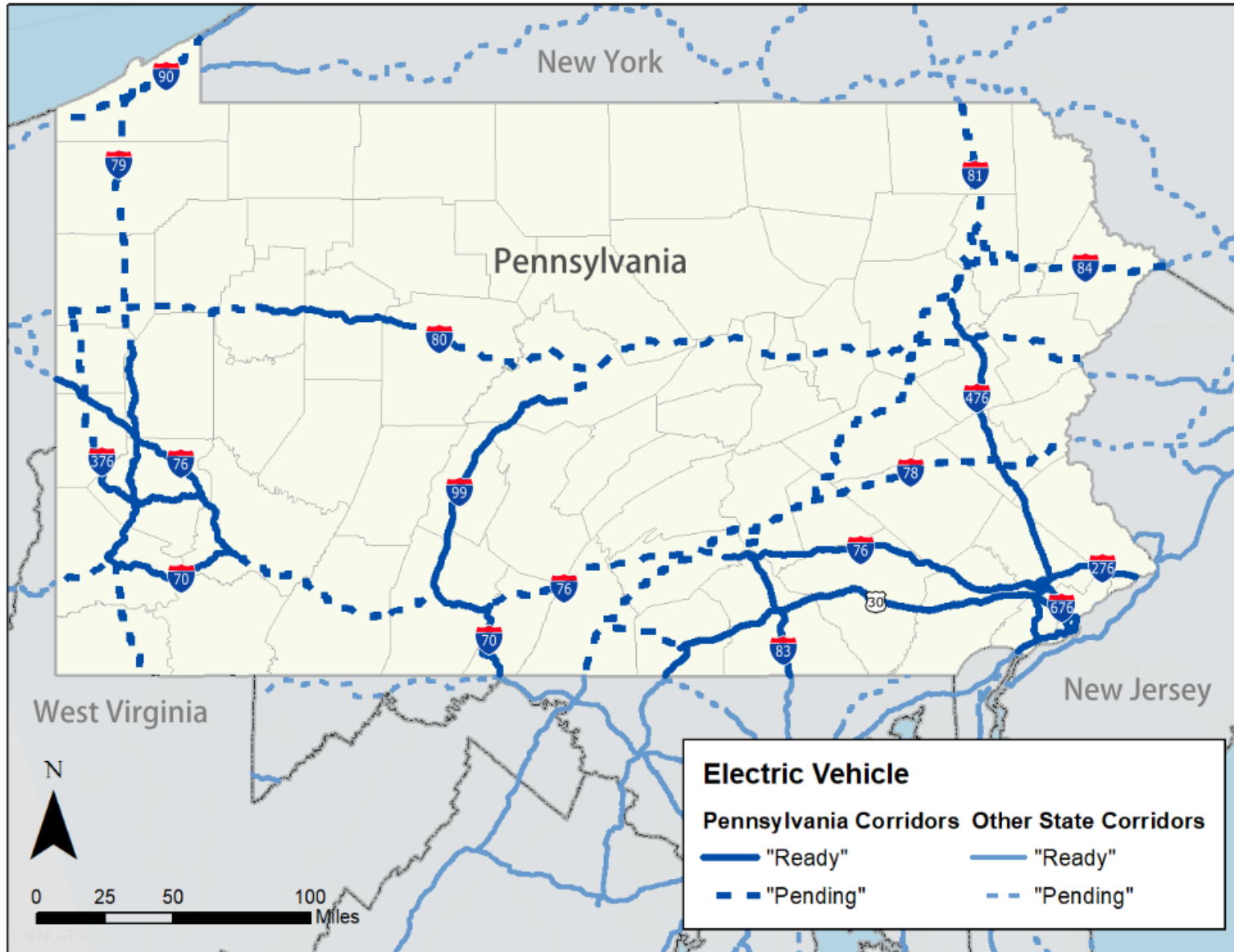
- Confirm Goals, Objectives and Use Cases
- Identify Best Practices
- Identify Existing Conditions
- Perform Technology Scan

Next Steps

- Evaluate Climate Impact
- Equity Considerations
- Develop EV Mobility Report



ALTERNATIVE FUELS CORRIDORS



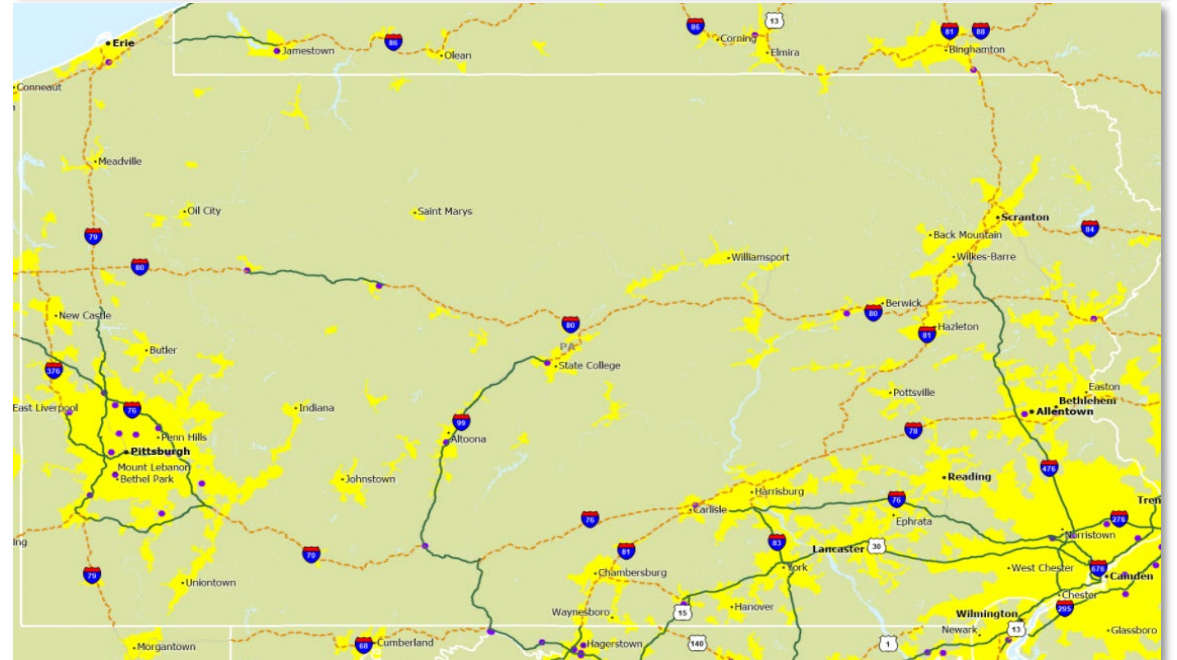
Pennsylvania's Electric Vehicle Corridors currently have:

- 692 Interstate Miles in Ready Status
- 1,051 Interstate Miles in Pending Status



I-81/I-78 STUDY BACKGROUND

- FHWA funded “Pilot” study led by PennDOT
- Supports FHWA’s Alternative Fuel Corridor (AFC) program
- Focuses on DC-Fast Charging locations
- Supports advancing AFC corridors from “Pending” to “Ready” status
- I-81/I-78 Corridor - Electric Vehicle and CNG Fuels
- Establish resource for future studies



https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/

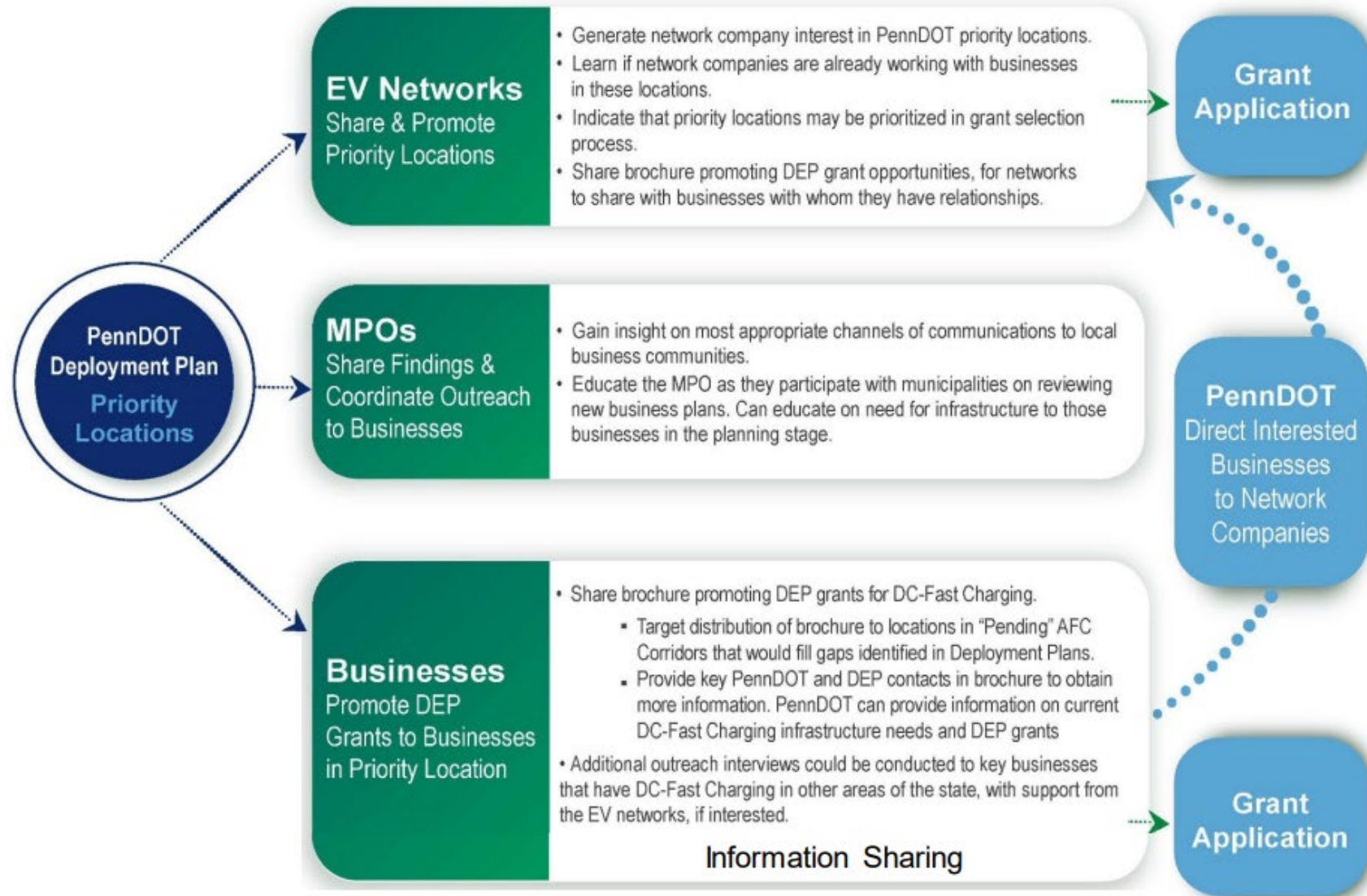


ANALYSIS HIGHLIGHTS: EV GAPS

EV AFC Gaps in Corridor Infrastructure



STUDY OUTREACH



FUTURE BUSINESS OUTREACH



ELECTRIC VEHICLE FAST-CHARGING
FAQS & FUNDING OPPORTUNITIES

pennsylvania
DEPARTMENT OF TRANSPORTATION

What Businesses Need to Know

What Is DC Fast Charging?

Direct current (DC) fast chargers are game-changers for electric vehicles (EVs). While many EV owners rely on home-charging overnight, DC fast chargers can charge an EV in only 20 to 30 minutes. In PA, over 80 locations – most of them businesses – currently have at least one DC fast charger installed in their parking lots.

Why Is Pennsylvania Investing?

One challenge to more rapid adoption of EVs is the lack of public DC fast chargers. By providing funding for fast charge projects in strategic locations – such as along highways and in underserved metro areas – Pennsylvania aims to increase drivers' confidence in the availability of public EV chargers, slow down climate change, and improve public health.

Which Businesses Are the Best Locations?

The best types of businesses for hosting DC fast chargers are restaurants, gas/convenience stores, truck stops, grocery stores, shopping centers, or any interested business with available parking spaces where an EV driver could shop and use amenities during the 20-30 min of charging time. Businesses that are 24/7 and offer food and restrooms are ideal. The best locations for businesses interested in hosting fast chargers are near interstate exits or in metro areas.

What Are the Benefits to Businesses?

- Attract customers looking to stop at a location that offers fast charging
- Increase customer spending at site amenities
- Minimize costs by choosing from a range of business models offered by EV charging hardware & network companies
- Gain customer recognition as a leader in reducing carbon emissions

Is Your Business Located On I-81/I-78?

The Pennsylvania Department of Transportation (PennDOT) is developing a Deployment Plan for alternative fuel infrastructure, including DC fast charging, along the I-81/I-78 corridor in PA. (plans for other interstates are anticipated in the future). If you are interested in a project consultation on fast-charging options and possible grant funding for a property located along the I-81/I-78 corridor, please contact:
RA-PDEVCorridors@pa.gov

DRIVING PA FORWARD

YOUR BUSINESS MAY BE ELIGIBLE FOR FUNDING

DC Fast Charging Grant Program

The Pennsylvania Department of Environmental Protection *Driving PA Forward* initiative includes reimbursements for the acquisition, installation, operation and maintenance of DC fast charging equipment. Program funding and eligibility details include:

- More than 1/2 of costs reimbursed for DC fast charging projects, or \$250,000 maximum per award
- Projects must be in PA, publicly accessible, 24/7 operational, networked, and include both CCS and CHAdeMO connector types
- Preferred locations include projects off interstate exits (<5 miles) or in metro areas

Application Opens Early Summer 2021

Web Link:
[Driving PA Forward Homepage](#)

Scroll down to DC Fast Charging Grant Program to see Guidelines and Instructions

Pennsylvania is Committed to Supporting Growth in EV Vehicles. See the Pennsylvania EV Roadmap:
[Web Link to Road Map](#)

Survey Form for Business Interested in Hosting DC Fast Charging Stations

1. Contact Information

Name: _____
Site Name: _____
Site Address: _____
Email Address: _____
Phone Number: _____

2. Nearest interstate exit to site: _____

3. Distance from interstate exit (roadway miles)

- Less than mile
- 1-2 miles
- 2-3 miles
- 3-5 miles
- Greater than 5 miles

4. Type of Facility (Choose as many that apply)

- Convenience
- Gas
- Grocery
- Hotel
- Restaurant
- Retail
- Other (please specify): _____

5. Why are you interested in hosting electric vehicle fast charging on your site?

6. Are you interested in owning the electric vehicle charging equipment on site or having the equipment be owned by the charging company?

- Your site owns and operates the charging equipment
- EV network company owns and operates the charging equipment
- Not sure

7. Have you or your company previously worked with or contacted any EV network or infrastructure companies?

- No, we have not
- Blink
- ChargePoint
- Electrify America
- EVGo
- Freewire
- Greenlots
- Not sure
- Other (please specify): _____

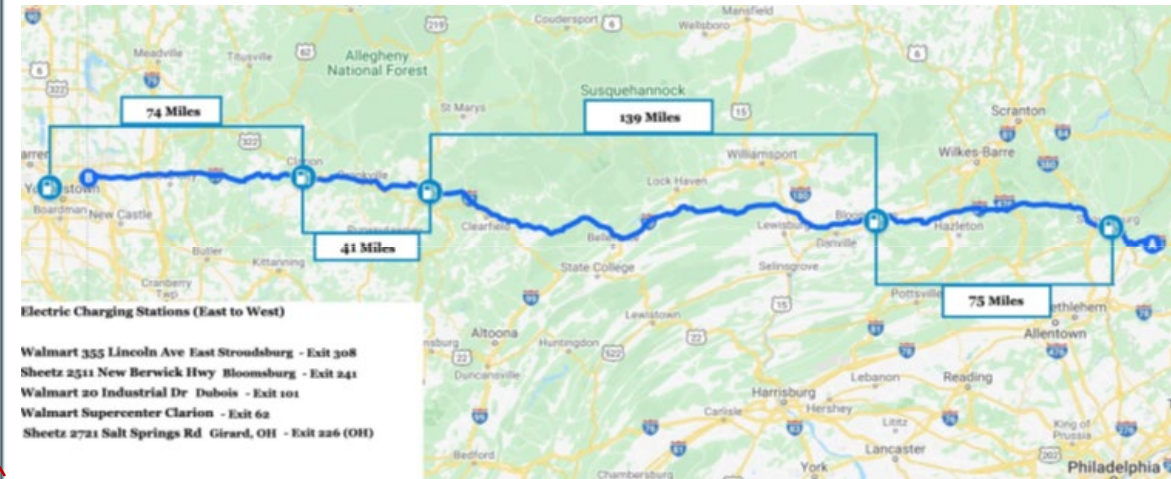
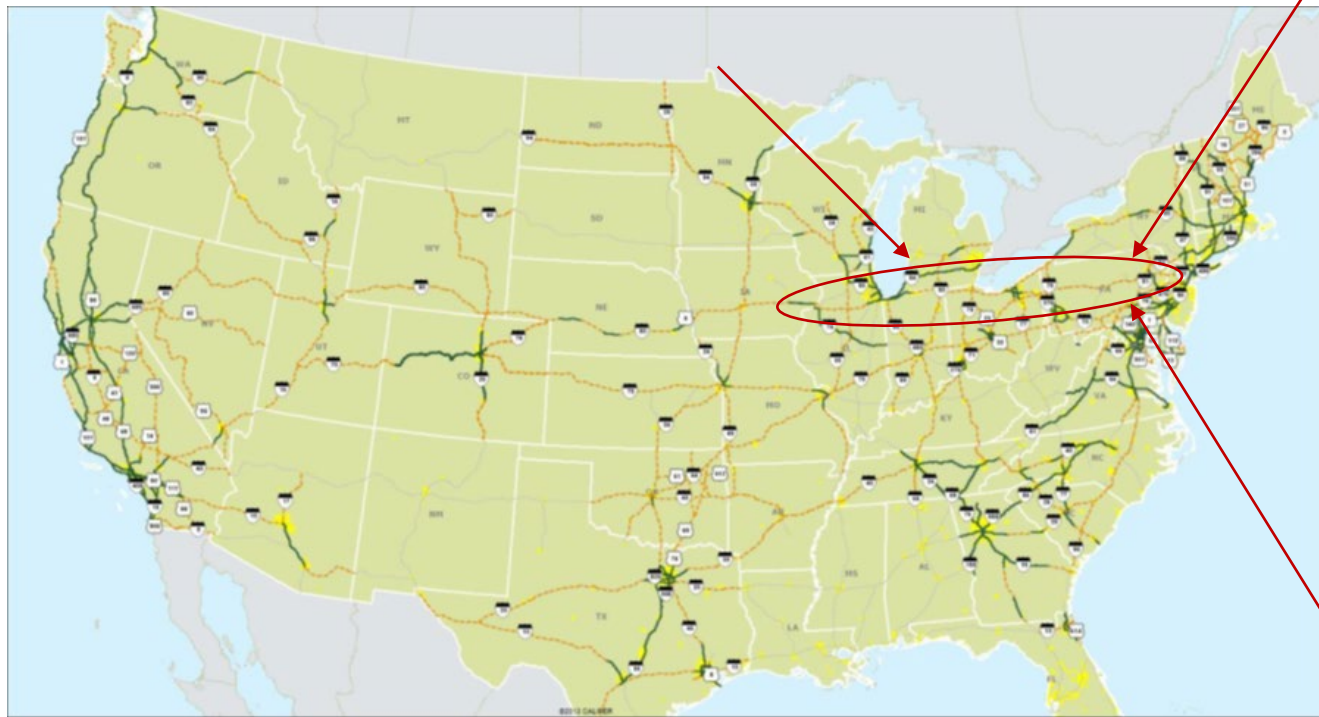
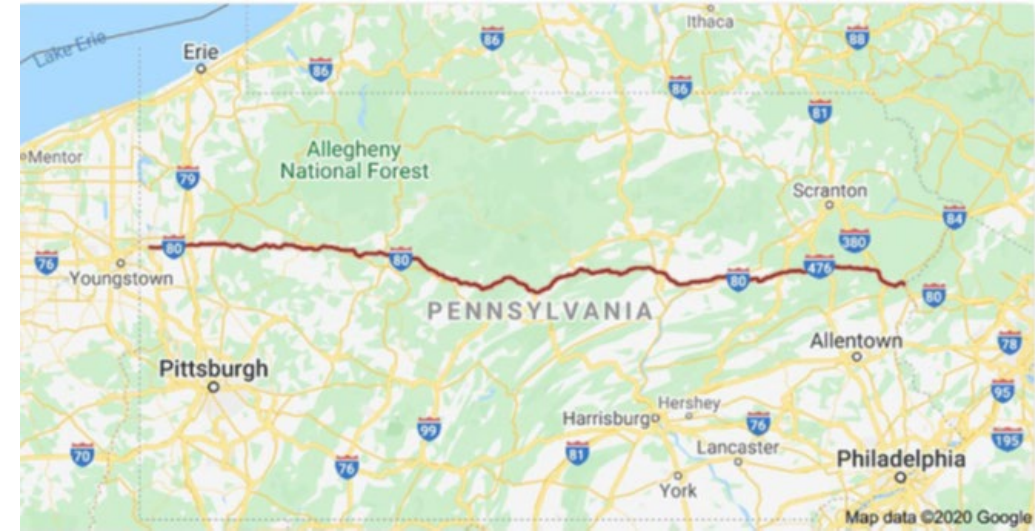


I-80 ALTERNATIVE FUEL CORRIDOR



The I-80 Mid-America Alternative Fuel Corridor project:

- Six-state collaborative, including Illinois, Indiana, Iowa, New Jersey, Ohio, and Pennsylvania
- Fill gaps between DC Fast Chargers to be within 50 miles



QUESTIONS

Thank you!

Natasha Fackler, Policy Director

nfackler@pa.gov



PENNSYLVANIA'S LITTER REDUCTION INITIATIVE

EMILY WATTS, EXECUTIVE POLICY SPECIALIST
MUNICIPAL ADVISORY COMMITTEE MEETING
OCTOBER 20, 2021

RESEARCH

Comprehensive Litter Study Provides Key Information to Develop Strategies to Reduce Littering Behavior

- Visible Litter Study
- Public Attitude Survey
- Municipal Litter and Illegal Dumping Cost Study
- Litter Summit
November 2019



PROCESS



Phase 1: Compile Pennsylvania Litter Data



Phase 2: Develop a Statewide Litter Action Plan



Phase 3: Launch the Action Plan



Phase 4: Evaluate Progress



WORKGROUPS

Education and Outreach

Infrastructure

Behavior
Strategies

Laws and Enforcement

Partnerships



NEXT STEPS



Phase 1: Compile Pennsylvania Litter Data



Phase 2: Develop a Statewide Litter Action Plan



Phase 3: Launch the Action Plan in Q4 2021



Phase 4: Evaluate Progress



LITTER ACTION PLAN RECOMMENDATIONS



Individuals



Local Government



State Government



General Assembly



Businesses



THANK YOU!



Nick Miller, Natasha Fackler, Emily Watts, and Shane Rice
PennDOT Policy Office

**AREA AVAILABLE
CALL 1-800-FIX-ROAD**

Natasha Fackler: nfackler@pa.gov
Emily Watts: ewatts@pa.gov
Shane Rice: shanerice@pa.gov
Nick Miller: minichola@pa.gov



AUTOMATED VEHICLES

KEVIN TOBIAS AND MARK KOPKO ·· OCTOBER 20, 2021

LEADING PEDESTRIAN INTERVAL STRIKE OFF LETTER

JENNIFER WARNER HAYMAN ·· OCTOBER 20, 2021

Leading Pedestrian Interval Strike-Off Letter (SOL)

Presented by: Jennifer Warner Hayman, P.E., ENV SP, Michael Baker International

What is a Leading Pedestrian Interval?

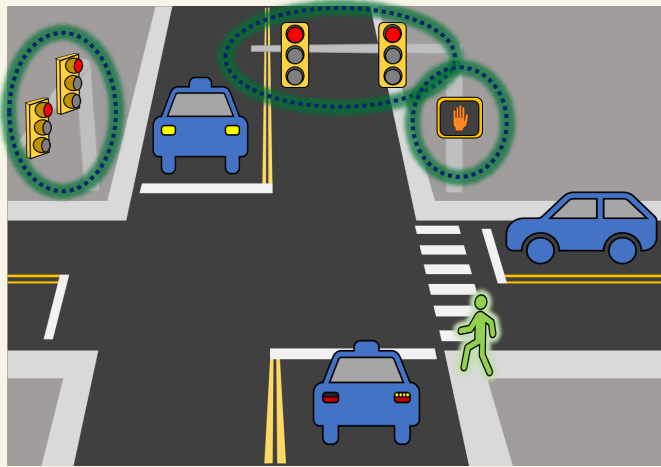


LPI is a low-cost countermeasure to reduce vehicle-pedestrian conflicts at signalized intersections.

- With LPI, pedestrian walk signal indication activates a few seconds *before* a concurrent green signal is provided to vehicles.
- LPI allows pedestrians to *establish their presence* in the crosswalk before vehicles begin moving, which increases their visibility to drivers.
- LPI is also known as “pedestrian head start” or “delayed vehicle green.”



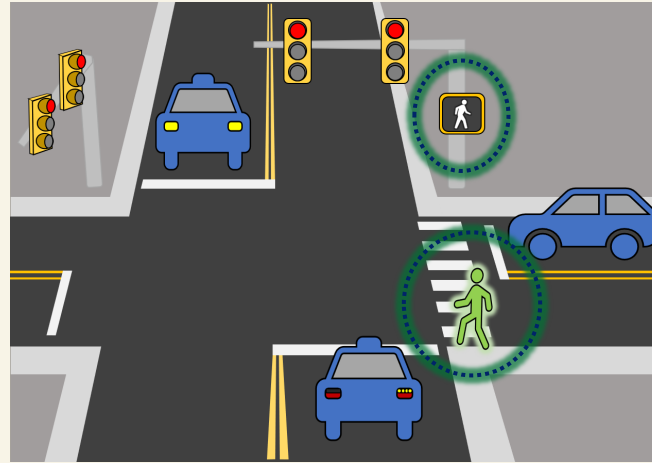
① Everyone Stops



When a vehicle signal phase ends, all traffic signal users are given a red signal indication (i.e. "all-red").

This brings all users to a stop before the pedestrian enters the intersection.

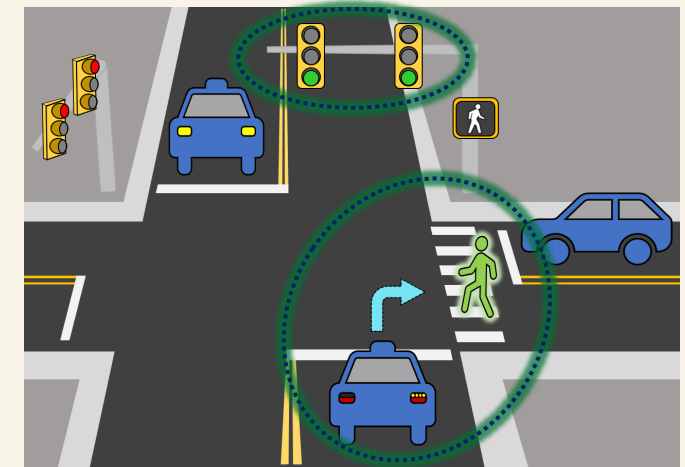
② Pedestrian Gets the Walk Signal



The LPI starts and the pedestrian walk signal is illuminated for a few seconds before the adjacent vehicle movement is given a green signal indication.

The pedestrian is the first to enter the intersection for this signal phase.

③ Vehicle Gets the Green Signal



The adjacent vehicle movement is given the green signal indication and the pedestrian walk interval continues until the full walk interval is completed.

The LPI "head-start" helps the pedestrian establish their presence in the crosswalk before an adjacent turning vehicle enters the intersection (and turns across the crosswalk)

How does LPI work?



How does LPI work?



LPI has been recommended as an FHWA “Proven Safety Countermeasure” to reduce pedestrian–vehicle crashes at signalized intersections.



**Making Our Roads Safer
ONE COUNTERMEASURE AT A TIME**

The FHWA has identified and is promoting widespread use of a set of 20 Proven Safety Countermeasures that can offer significant, measurable impacts as part of any agency’s data-driven, systemic approach to improving safety. These strategies are designed to enhance safety on all kinds of roads—from rural to urban, from high-volume freeways to less traveled two-lane State and county roads, from signalized crossings to horizontal curves, and everything in between. Each countermeasure addresses **intersections, roadway departures, or pedestrian/bicyclist facilities**—along with crosscutting strategies that address all three safety focus areas.

Which Proven Safety Countermeasures Will You Use?

→ For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://safety.fhwa.dot.gov/provencountermeasures>.



Proven Safety Countermeasures

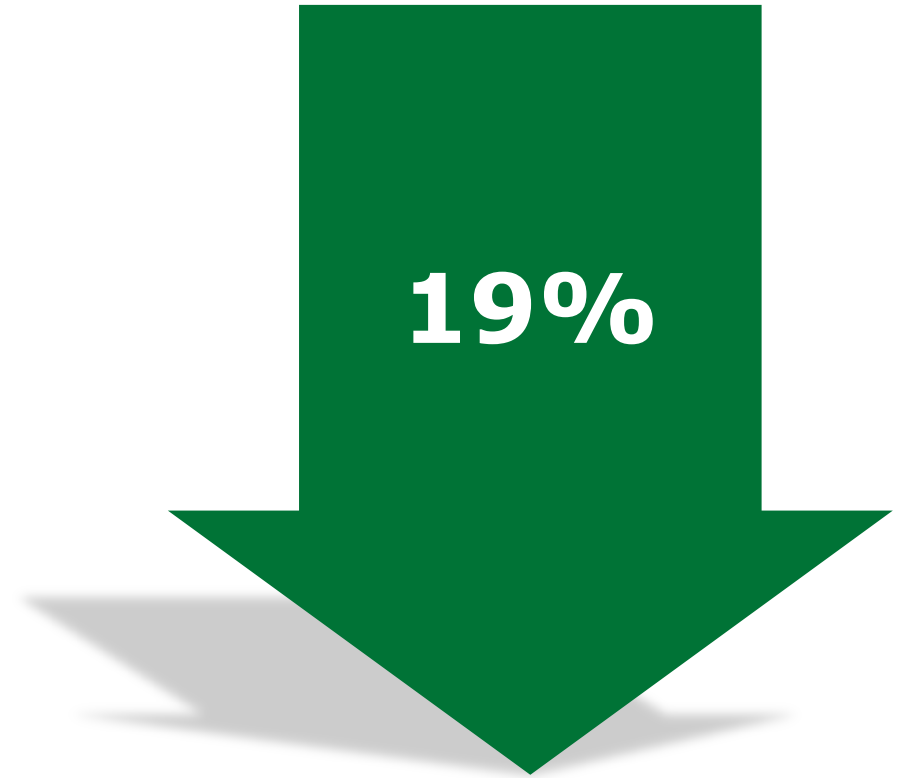
- ROADWAY DEPARTURES**
 1. Enhanced Delineation and Friction for Horizontal Curves
 2. Longitudinal Rumble Strips and Stripes
 3. SafetyEdge_{SM}
 4. Roadside Design Improvements at Curves
 5. Median Barriers
- INTERSECTIONS**
 6. Backplates with Retroreflective Borders
 7. Corridor Access Management
 8. Left- and Right-Turn Lanes at Two-Way Stop-Controlled Intersections
 9. Reduced Left-Turn Conflict Intersections
 10. Roundabouts
 11. Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections
 12. Yellow Change Intervals
- PEDESTRIANS/BICYCLES**
 13. Leading Pedestrian Intervals
 14. Medians and Pedestrian Crossing Islands in Urban and Suburban Areas
 15. Pedestrian Hybrid Beacons
 16. Road Diets/Realignments
 17. Walkways
- CROSSCUTTING**
 18. Local Road Safety Audits
 19. Road Safety Audits
 20. Uslimits2

PEDESTRIANS/BICYCLES

13. Leading Pedestrian Intervals

→ For more information on these countermeasures and other FHWA Proven Safety Countermeasures, please visit <https://safety.fhwa.dot.gov/provencountermeasures>.

LPI is estimated to **reduce vehicle-pedestrian crashes by 19%** at signalized intersections in urban & suburban areas



The Leading Pedestrian Interval (LPI) Policy for Traffic Signals establishes guidance for implementing LPI at new and existing signalized intersections.

Stakeholders told us they wanted flexible guidance

During our policy development outreach, stakeholders consistently expressed a strong desire to keep this guidance as open-ended as possible, to allow for the thoughtful application of local, engineering judgement and context-sensitive design.

This LPI guidance intentionally works to encourage that approach.



Implement LPI Based on Engineering Judgement

The decision to implement LPI is based on an engineering study considering:

- local experiences
- crash data and conditions
- land use context
- intersection type and operation
- visibility issues
- traffic controller capabilities

This LPI Policy also provides guidance on **design considerations for LPI applications.**

1. Perform an engineering study
2. Document the decision to implement LPI using the TE-672 Form (“Pedestrian Accommodations at Signalized Intersections”)
3. Update the traffic signal permit for the intersection
4. Submit the TE-672 Form and updated permit to your regional PennDOT District for review
5. Upon approval, update the timing in the traffic signal controller

TE-672 (P-10)
PEDESTRIAN ACCOMMODATION AT INTERSECTIONS CHECKLIST

PLEASE TYPE OR PRINT ALL INFORMATION IN BLUE OR BLACK INK

As specified in the MUTCD, Section 4E, an engineering study shall be conducted to determine the need for pedestrian accommodation at signalized intersections and the related design and operational factors. Based on that engineering study and preliminary findings, include documentation that is needed to make all new signalized intersections and modifications to existing signalized intersections. This documentation shall be provided with guidance from this checklist.

What pedestrian accommodations are to be provided at this intersection, signalized or not, must be identified and documented. Below is a checklist of information that may be needed in the determination of pedestrian needs and the related accommodations at an intersection. Not all the information below is required to make a determination. This form can be used to summarize the needs and accommodations of a corridor or a single intersection.

Intersection Background Information

DATE: _____ DISTRICT: _____ COUNTY: _____
MUNICIPALITY: _____ INTERSECTION: _____
STREET ADDRESS: _____
CITY: _____ STATE: _____ TELEPHONE NUMBER: _____

Project Overview

Provide a Project Description and Scope of the Project:
Briefly Checkered Completed: New In Progress

Existing Facility Description

Yes No

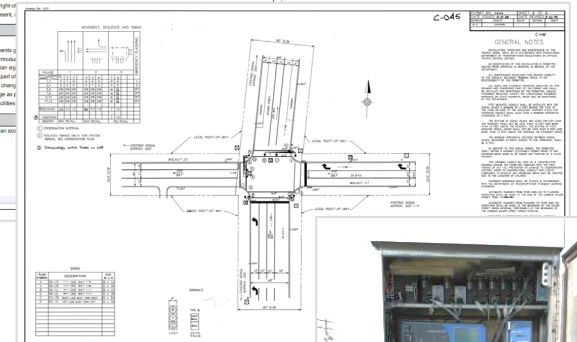
- Are pedestrian facilities present (i.e., sidewalks, curb ramps, crosswalks, pedestrian signals, etc.)?
- Are there descriptions of each quadrant of the existing intersection (photos are strongly recommended)?
- Are nearby local area diagrams?
- Are pedestrian facilities near the intersection (i.e., sidewalks, bus stops, trails, etc.)?
- Is there current evidence of pedestrians using the intersection (cross paths, observed activity)?
- Have special accommodations made in the past for pedestrians at the intersection?
- Are conditions for pedestrians present? (See Ped signs, limited crossings)
- Is this a defined walking route or route used in school buses?
- Are physical restrictions or signs of a pedestrian signal are present?

Yes No

- Will the proposed improvements?
- Does the proposed facility include:
- Are new or existing pedestrian signals?
- Are sidewalks proposed as part of?
- Are detailed descriptions of changes?
- Or nearby local area diagrams as well?
- Are additional pedestrian facilities?

Has contact and discussion concerning pedestrian acc:
Yes No

- Municipality (M)
- Signal Organization (S)
- School District (D)
- Public Meeting (P)
- Emergency Services
- Advocacy Groups
- Other (O)



Questions?

For More Information

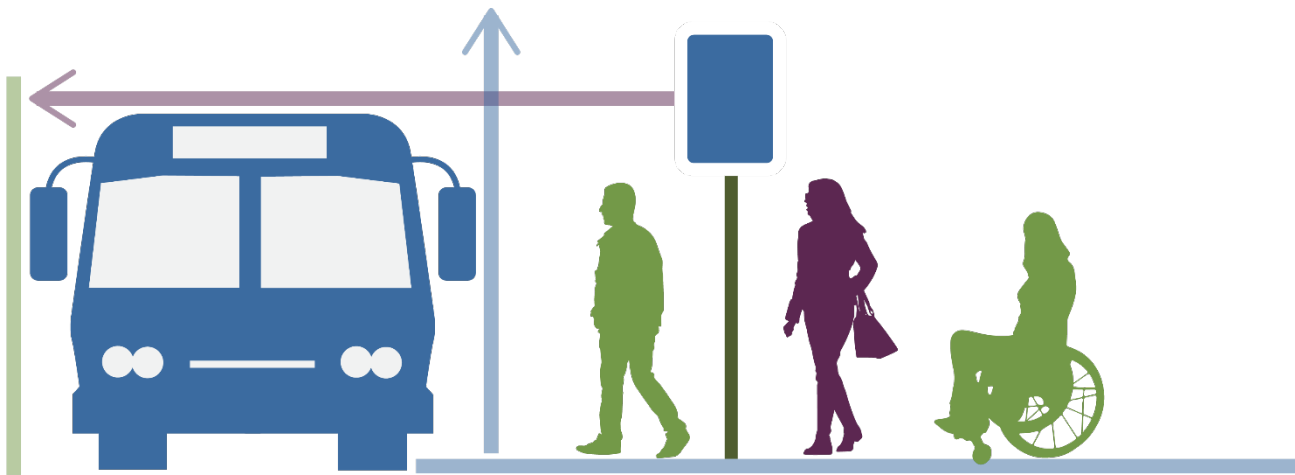
Looking for more information? Check out the [PennDOT Traffic Signal Portal](#) for resources related to traffic signals in Pennsylvania.

Contact us: Review the [PennDOT Traffic Signal Contacts List](#) to identify the appropriate contact for your comments or question(s).

Presenter Contact Information: Jennifer Warner Hayman, jennifer.warner@mbakerintl.com

BUILDING BETTER BUS STOPS

ANDY BATSON ·· OCTOBER 20, 2021



Building Better Bus Stops

Resource Guide

Overview Presentation

October 20, 2021

ppta.net/pages/betterbusstops



Resource Guide - Background

- Increasing interest and need for bus stop planning
 - Public transportation agency efforts and initiatives
 - Development of Bus Stop Design Guidelines
 - Municipal interest
- Limited bus stop guidance and resources
- Leadership to fill the gap
 - Pennsylvania Public Transportation Association (PPTA) – Planning Committee
 - PennDOT Bureau of Public Transportation



Northwest
Commission

Bus Stop Guidelines: Design and Amenity Standards



Resource Guide - Overview

- **Resources, tools, and best practices - Not requirements**
- Developed by PennDOT and PPTA
- Covers planning and design for fixed route bus stops
- Focus on bus stop design for areas outside of SEPTA and Port Authority service areas, particularly suburban and rural areas
 - Municipal planning and policy resources applicable across the state



Resource Guide – Solutions for Challenges



Resource Guide - Contents



▪ [1] Planning and Policy Resources

Appendix A – Model Ordinance

Appendix B – Plan Review Checklist



▪ [2] Design Resources

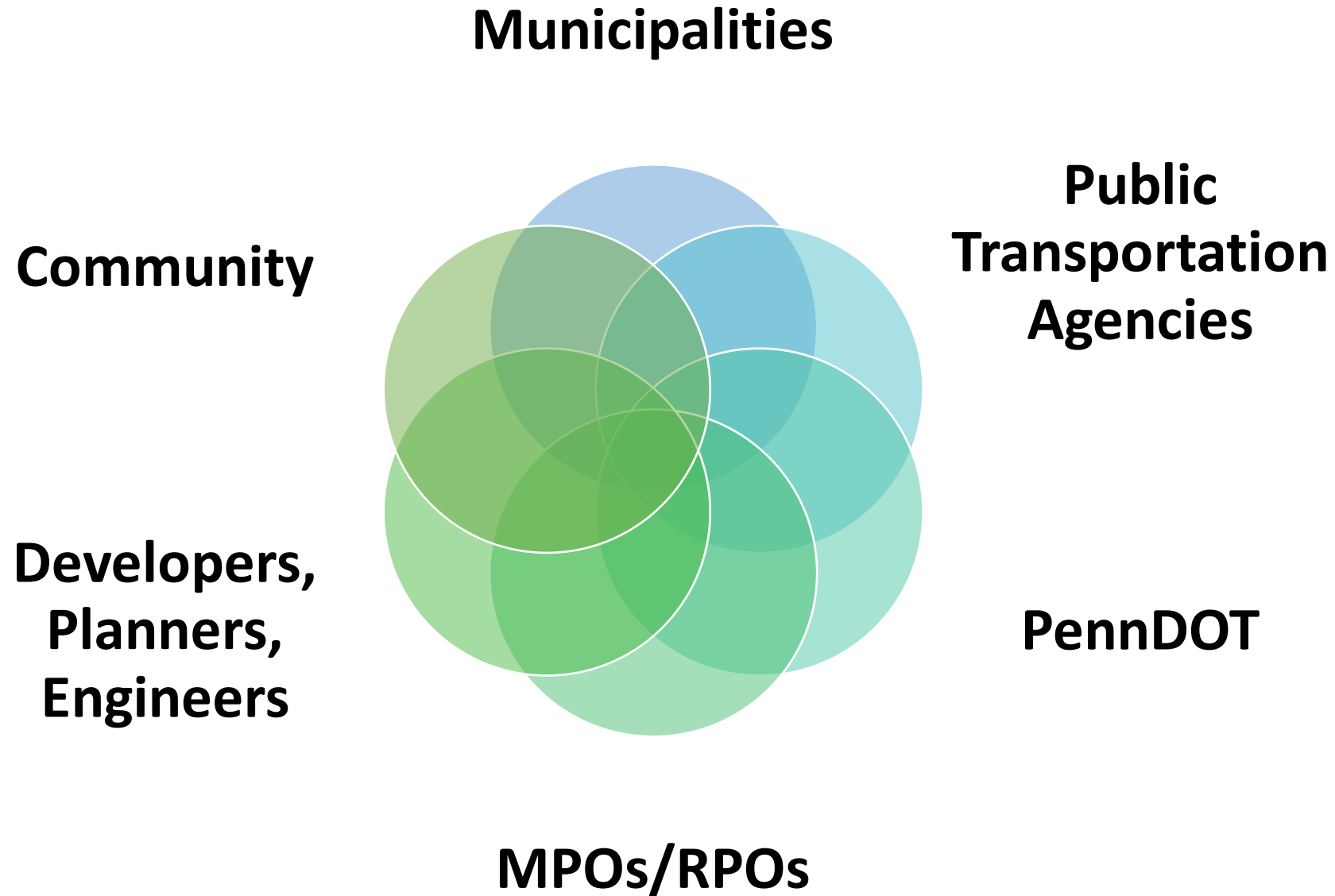


▪ [3] Bus Stop Typologies

▪ Quick Reference

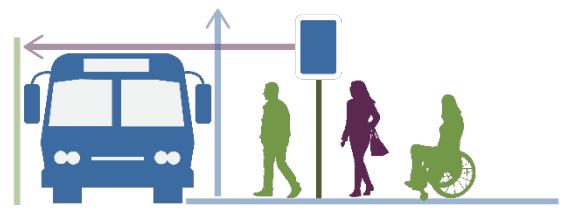


Roles, Responsibilities, and Partnerships



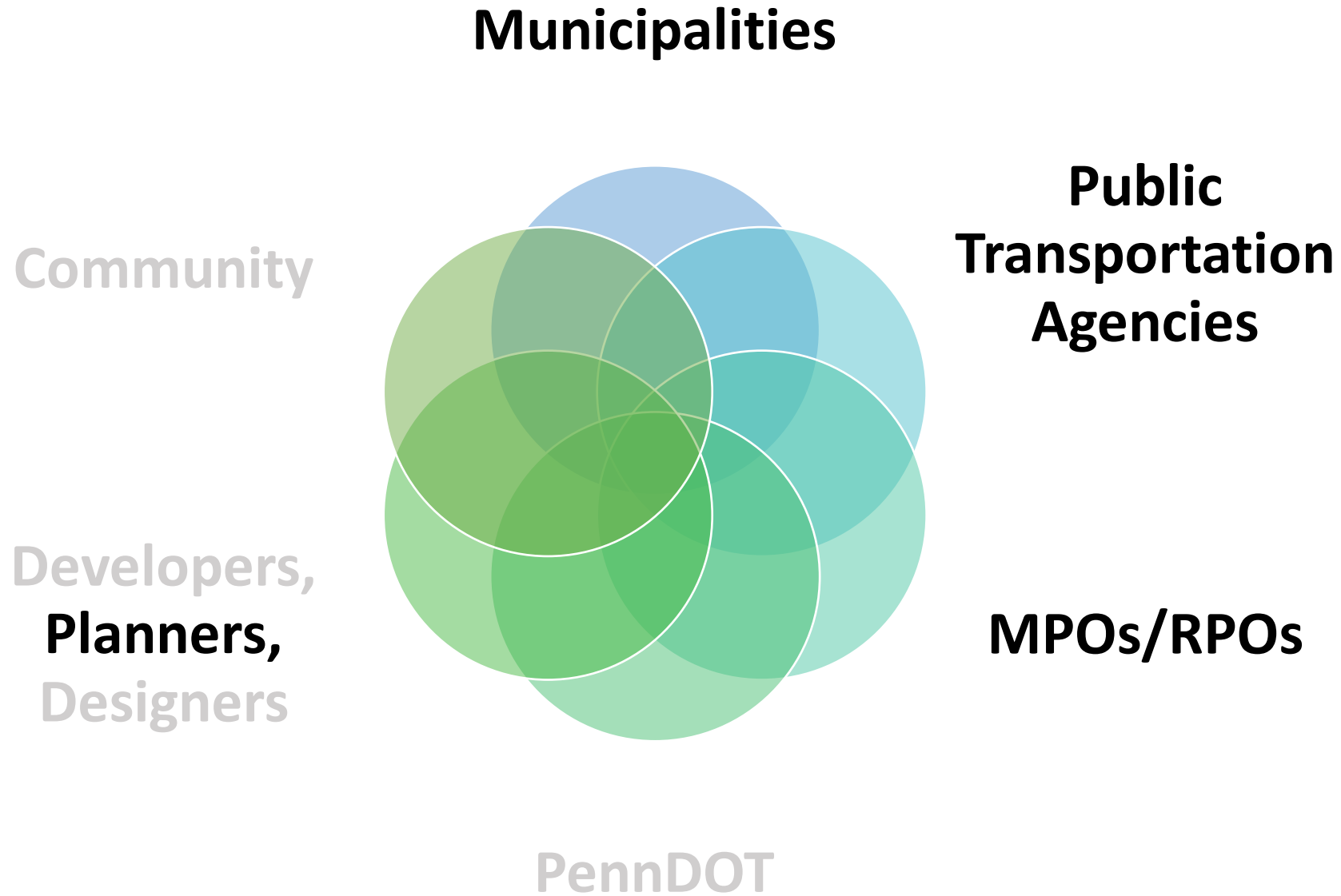


[1] Planning and Policy Resources



Building Better Bus Stops
Resource Guide

Planning Resources – Key Partners



Relationship between Transit and Land Use



Public Transportation Benefits



Delivers Economic Opportunity

\$10 billion/year statewide in economic activity



Safer than a car

10x safer/mile



Saves money

Household savings of \$10,000/year by living with one less car



Decreases gas consumption

1 passenger mile = 1/2 fuel consumption of private vehicle



Reduces air pollution

1 passenger mile = 95% less CO, 92% less VOCs, 50% less CO2 and NO



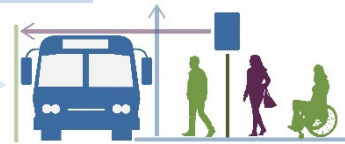
Increases Mobility

For ALL riders



Encourages Healthier Habits

2/3 of riders walk to bus stops



Opportunities to Incorporate Transit

- Comprehensive Plan
- Zoning Ordinance
- Subdivision and Land Development Ordinance (SALDO)
- Official Map and Ordinance
- Other Planning Documents
 - Capital Improvement Plans
 - Economic Development / Revitalization Plans
 - Open Space / Recreation Plans
 - Corridor / Special Area Plans
 - Active Transportation Plans



Appendix A

Model Ordinance Language for Better Bus Stops

- Definitions
- Zoning Ordinance
- Subdivision and Land Development Ordinance (SALDO)

Definitions

The following definitions should be included, added, or updated in the definitions sections of a municipal Zoning Ordinance and/or Subdivision and Land Development Ordinance (SALDO).

- **ADA** – The Americans with Disabilities Act of 1990.
- **ADA Loading Pad** – A level loading area with a firm, stable surface where the front door of a bus opens to receive and discharge passengers. The ADA loading pad may be a stand-alone facility or may be integrated with the adjacent sidewalk.
- **Bus Passenger Bench** – A seat where multiple people may sit at one time while waiting for a bus.
- **Bus Shelter** – A permanent roofed structure located at a bus stop that provides protection from the weather to persons waiting for a bus. The shelter is often semi-enclosed and may provide seating.
- **Bus Stop** – A designated place where a bus may stop to allow boarding or alighting of public transit riders. A bus stop is marked with a bus stop location sign and may include infrastructure or amenities, such as a bus shelter or bus passenger bench.
- **Bus Stop Infrastructure** – Facilities located at a bus stop that are designed and intended to provide safe access to fixed route public transit service, including ADA loading pads, bus passenger benches, and bus shelters.
- **Bus Stop Passenger Information Sign** – Printed or electronic display at a bus stop that provides information to waiting passengers related to the public transit services, such as maps, schedules, or real-time information about the location or anticipated arrival of a transit vehicle.
- **Bus Stop Street Furniture** – Bus stop street furniture that provides comfort to public transit riders and may include, but is not limited to, bus passenger benches, leaning rails, waste receptacles, and bicycle racks.
- **Bus Stop Location Sign** – A marker identifying a location used as a bus stop, typically listing the name of the public transit service provider and bus routes serving the stop.



Plan Review Checklist

Appendix B

Plan Review Checklist for Better Bus Stops

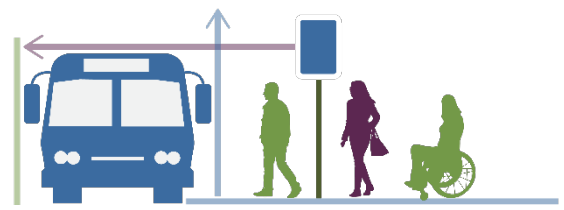
For all projects

	Yes	No	Comments
Is the proposed project located adjacent to an existing or planned bus stop?			
Does the proposed project include bus stop infrastructure?			
Is the proposed land development project located adjacent to or within 3/4 mile of an existing or planned bus route?			
Is the proposed land development project considered a development of regional significance and impact? (Does the proposed project meet PennDOT's criteria for a Transportation Impact Study?)			
Is there public and community support for a new, relocated, or improved bus stop?			
If the answer to any of the above questions is "Yes," has the applicant contacted and coordinated with the transit agency? (Request documentation of coordination.)			
Has the transit agency reviewed and approved the bus stop location?			
If it is determined that a bus stop is not necessary based on current conditions, but could be needed in the future, can an easement be dedicated or right-of-way reserved for future bus stop infrastructure or connecting sidewalks?			



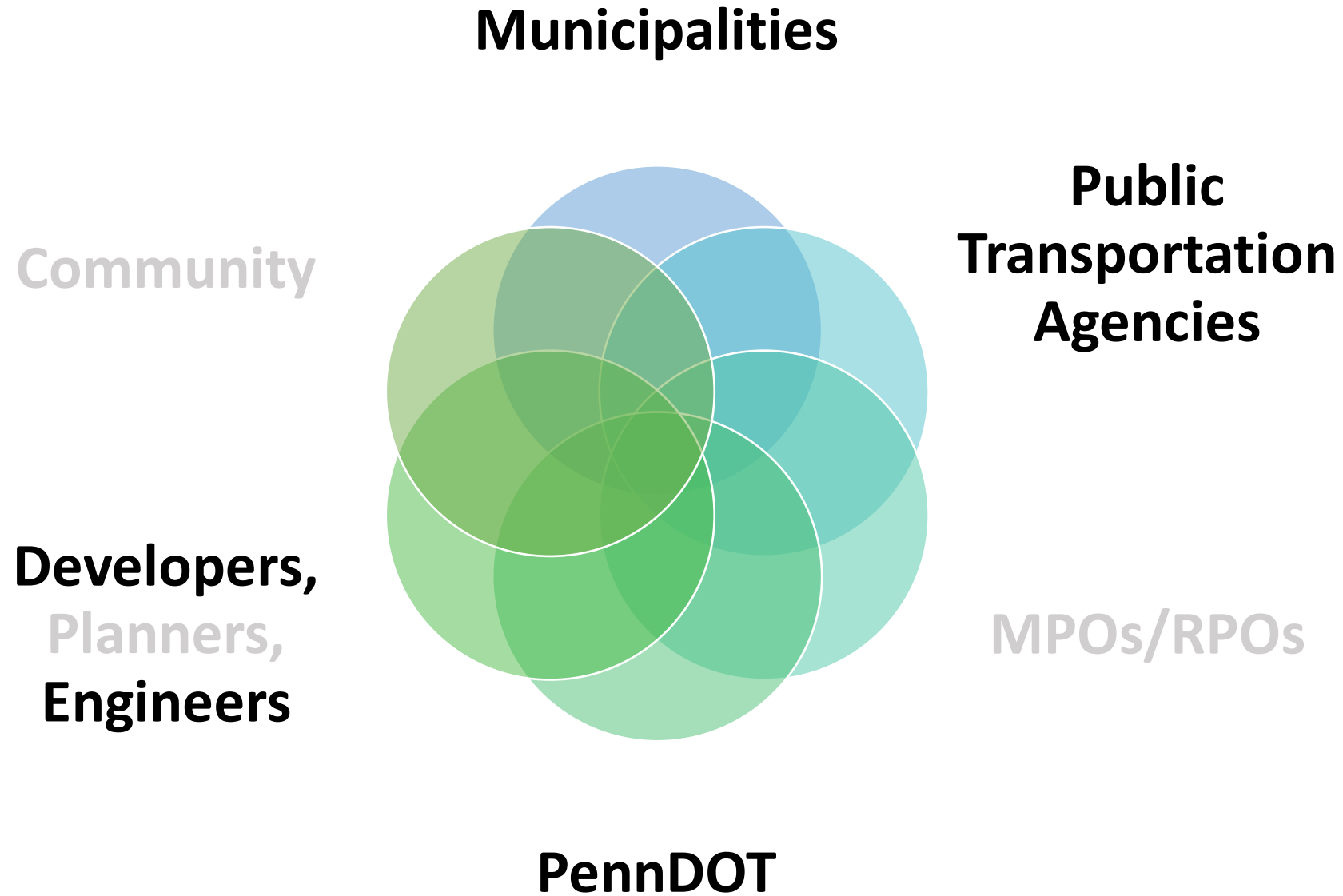


[2] Design Resources



Building Better Bus Stops
Resource Guide

Design Resources – Key Partners



Basic Bus Stop Design Principles



Accessible to everyone.



Safe, convenient, and comfortable location.



Visible and easily identifiable.



**Good pedestrian access and connections.
Well integrated with surroundings.**

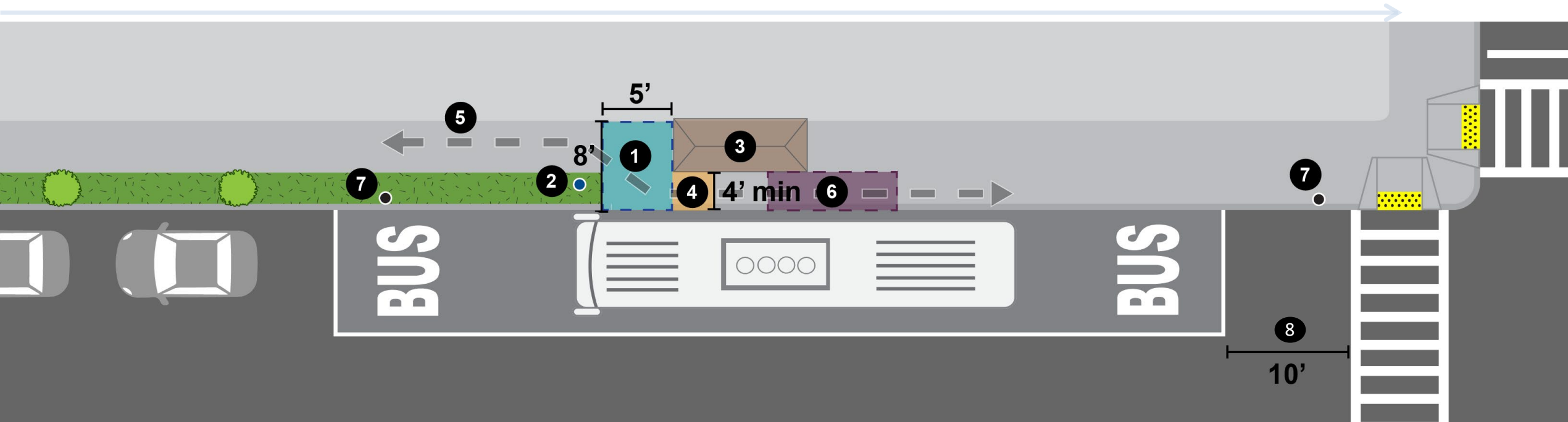


**Includes amenities to make the wait comfortable.
Supports efficient and effective bus operations.**

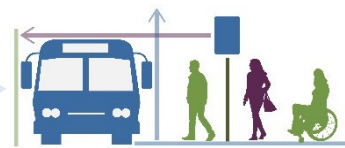
Source: Adapted from Memphis Area Transit Authority (MATA) Bus Stop and Accessibility Guidelines, 2017



Basic Bus Stop Elements



- 1 ADA Loading Pad
- 2 Informational Signage
- 3 Shelter, Bench, Amenities
- 4 Accessible Route (to shelter)
- 5 Accessible Route (through the stop)
- 6 Clear Zone for Rear Door
- 7 No Parking
- 8 Safety Buffer



Basic Bus Stop Elements

1 ADA Loading Pad



2 Informational Signage



3 Shelter, Bench, Amenities



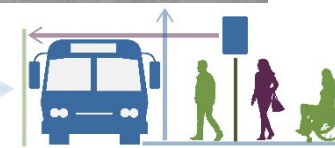
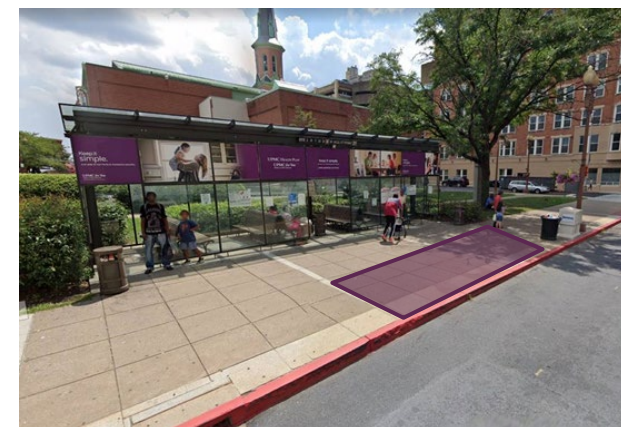
4 Accessible Route (to shelter)



5 Accessible Route (through the stop)



6 Clear Zone for Rear Door

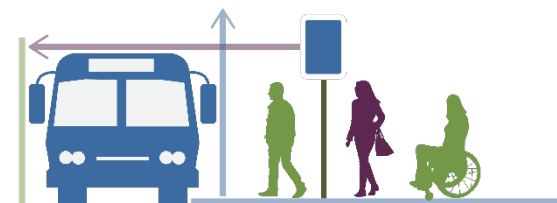


Permissions, Agreements, and Maintenance

- Rights and permissions
 - PennDOT Right-of-Way: Transit Shelter Right-of-Way Placement Agreement
 - Municipal Right-of-Way
 - Private Property: Open to public
- Routine and Ongoing Maintenance
 - Emptying trash
 - Replacing signs
 - Cleaning shelters
 - Removing graffiti
 - Seasonal maintenance



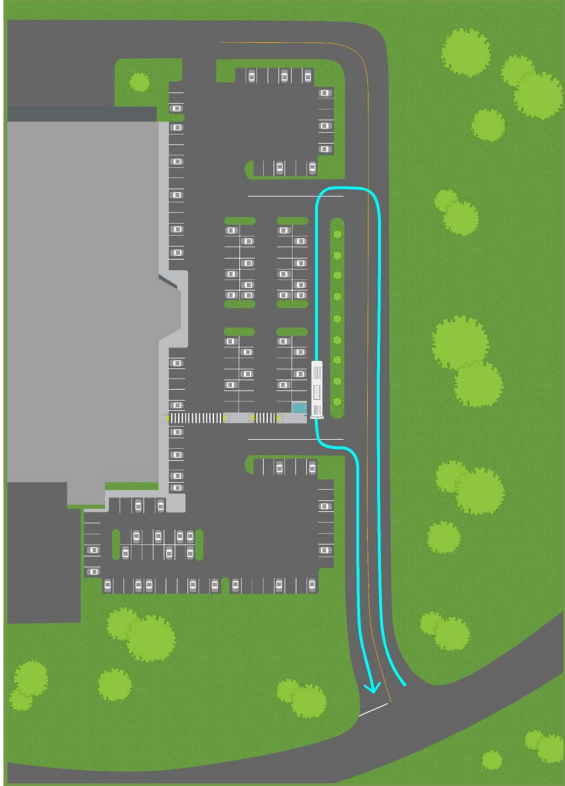
[3] Bus Stop Typologies



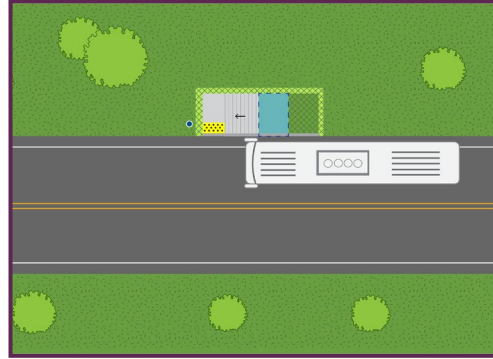
Building Better Bus Stops
Resource Guide

Typologies - Overview

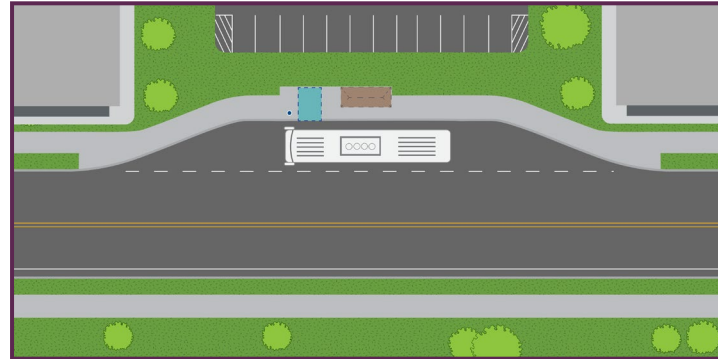
Suburban Stops— Within a Site



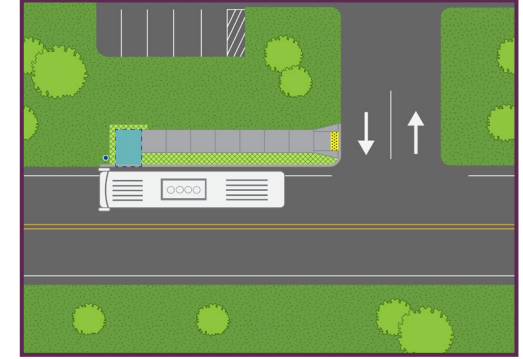
Rural/Suburban Stops



Curb Heigh ADA Loading Pad

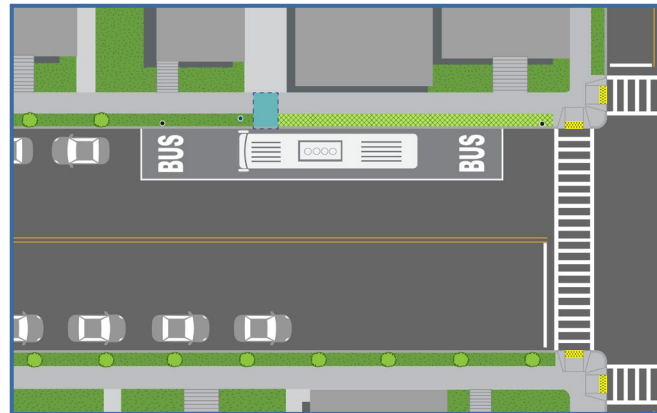


Closed Bus Bay

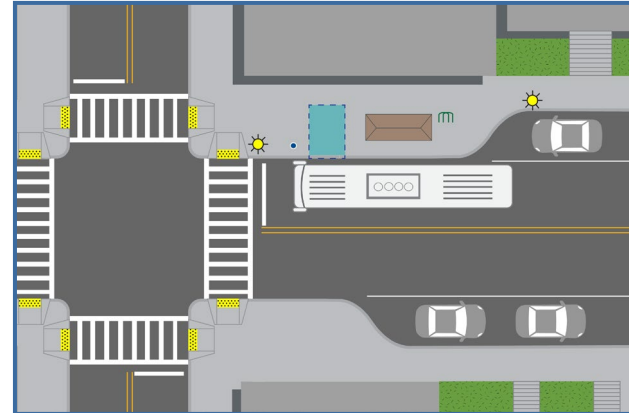


Commercial Driveway

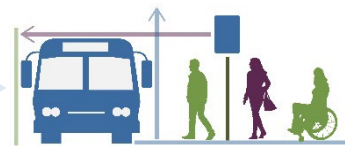
Urban/Suburban Stops



Far-Side Basic Stop



Near-Side Stop with Curb Extension and Shelter



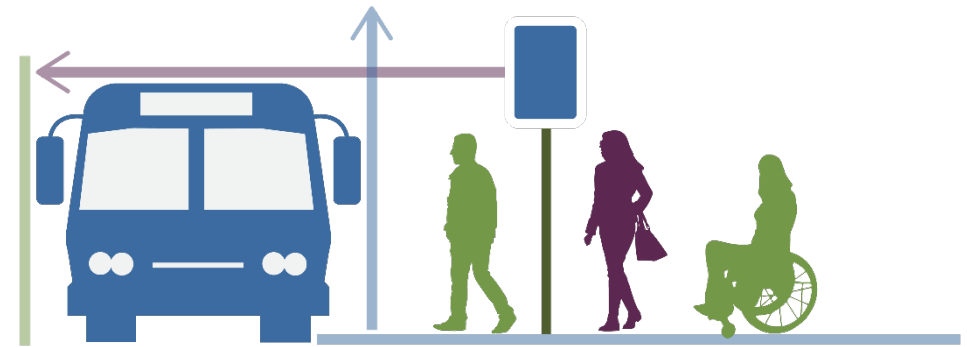
Next Steps

- Pandemic Implications
- Consider Your Community's Needs
- Build Partnerships and Build Better Bus Stops!



Thank you!

ppta.net/pages/betterbusstops



Building Better Bus Stops
Resource Guide

PENNDOT HIGHWAY TRANSFER PROGRAM UPDATES

ZAC KOPINETZ ·· OCTOBER 20, 2021

TURNBACKS

- Purpose
 - Rehabilitation, maintenance, and transfer of roadways identified as functionally local state highways to municipalities
- Candidate Considerations
 - Primary local traffic generators
 - Local traffic providing short distances to recreational facilities, hospitals, schools, shopping malls, or local industries
 - Fragmented segments of roadway that best fit the local municipality
 - Dirt or gravel roads on state highway system
 - Local highways designated as part of Federal-Aid System
- Contract Options
 - PennDOT pays municipality for rehabilitation
 - PennDOT uses Department forces or contractor for rehabilitation
 - If deemed to be in a satisfactory condition, the roadway may be transferred “as is” at no cost



CONTRACT CHANGES

- Cash-grant agreement
 - Still applicable for ongoing negotiations for potential turnbacks
- Reimbursement agreement
 - Replacing the cash-grant agreement for new turnbacks
 - Municipality invoices for work completed
 - Consequences for not fulfilling agreement
 - A letter discussing the changes made will be distributed soon
 - Similar notice will be sent to PennDOT Engineering District Executives and District Municipal Services Representatives
 - A copy of the final template will be included with the letter for reference



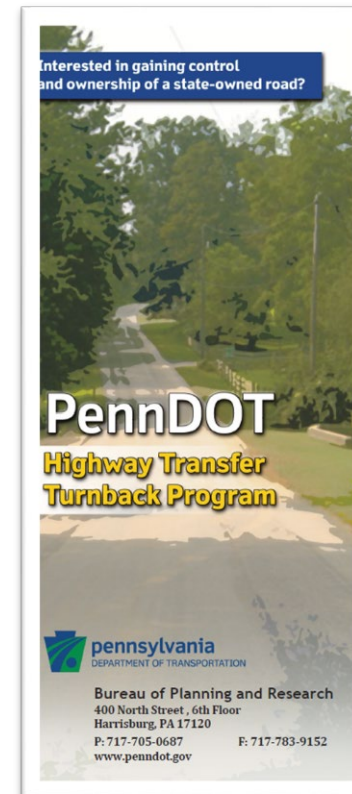
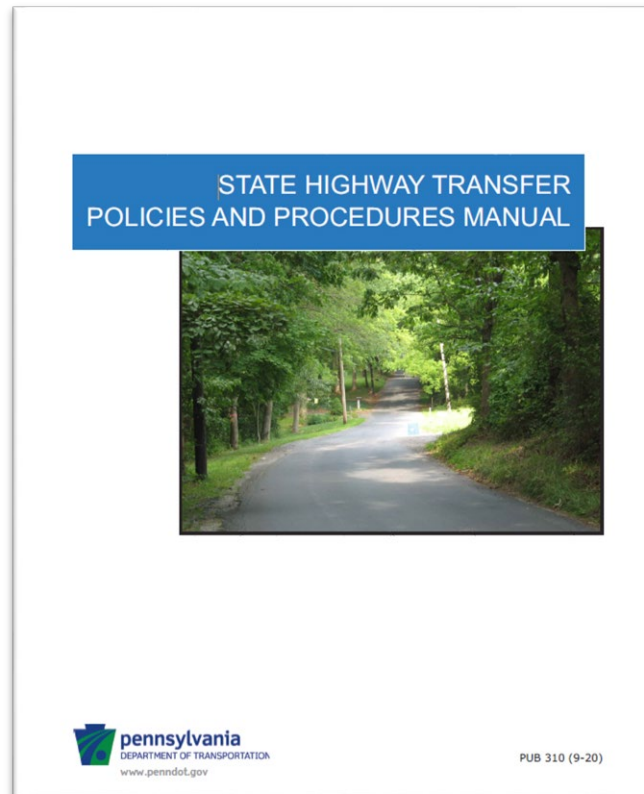
REIMBURSEMENT AGREEMENT

- Proof of payment to contractors or consultants must be included with invoices.
- Municipality may submit periodic invoices for payment, or only a single invoice at the end of the project.
 - If invoicing periodically, the municipality may submit a maximum of two invoices per month.
- If the municipality abandons or postpones work indefinitely, they permit PennDOT to complete the remaining work.
 - If completing work, the municipality must reimburse PennDOT an amount equal to 10% of the amount required. This is intended to cover the “administrative” cost.



RESOURCES

- PUB 310 – [State Highway Transfer and Procedures Manual](#)
- PUB 663 – [Turnback Program Brochure](#)



Questions?

Zac Kopinetz

(717) 705-0687

zkopinetz@pa.gov



NEXT MEETING/ ADJOURNMENT

CHRIS METKA · OCTOBER 20, 2021

AGENDA – OCTOBER 2021 MAC MEETING

- **Welcome** – Acting Executive Deputy Secretary Melissa J. Batula, P.E. 12:30-12:45
- **Updates** 12:45-1:10
 - Municipal Association Updates
 - Pennsylvania State Association of Township Supervisors
 - Pennsylvania State Association of Boroughs
 - Pennsylvania Municipal League
 - Pennsylvania State Association of Township Commissioners
 - County Commissioners Association of Pennsylvania
 - Department of Community and Economic Development – Nick Mackereth
 - Municipal Research and Outreach – Chris Metka
 - Multimodal Transportation Fund – Dave Bratina
 - Federal Highways Administration (FHWA) – Veronica Feliciano
- **Presentations – Part 1**
 - FHWA’s Independent Oversight Program & PennDOT’s Outdoor Advertising Device Control Action Plan Response – Bob Pento, Micah Wineberg, Jack Clark 1:10-1:30
 - Long Range Transportation Plan – Brian Funkhouser 1:30-1:45
 - Financial and Contract Services – Kristen Sims 1:45-1:50
- **Break** 1:50-2:00
- **Presentations – Part 2**
 - EVs and Litter Reduction – Natasha Fackler and Emily Watts 2:00-2:15
 - Automated Vehicles – Kevin Tobias and Mark Kopko 2:15-2:30
 - Leading Pedestrian Interval SOL – Jennifer Warner Hayman 2:30-2:45
 - Building Better Bus Stops – Andy Batson 2:45-3:00
 - Turnback Program – Zac Kopinetz 3:00-3:15
- Next Meeting/Adjournment – Chris Metka 3:15

Teams Meeting Information

Phone: 267-332-8737

Conference ID: 903 868 541#

Date: October 20, 2021

Time: 12:30 – 3:15 PM

