

What can we do with paint?

Given the ongoing resource challenge of both dollars and personnel that stewards of our statewide transportation network face, and uncertainty about future federal transportation funding, are low-cost/no cost strategies available to the leadership of state transportation policy that can improve access and safety for those who travel by active transportation (pedestrians, bicycle riders, wheelchairs, e-bikes, and other micromobility devices)?

PennDOT District 6, in partnership with the MPO, the Delaware Valley Regional Planning Commission, has since 2016, been utilizing what started as the “Bicycle Friendly Resurfacing Program” to what has now evolved into the “Complete Streets Resurfacing Program.”

Through this program state roads identified in the District 6 5-year resurfacing plan are screened by DVRPC whether:

- The roadway is a priority for reconfiguration/space reallocation using level-of-stress data and whether roadway has been identified on its Vision Zero Traffic Safety Concerns map.
- Roadway has potential for reconfiguration.
- PennDOT District 6 agrees something is feasible.
- Coordination with Stakeholders concur project is a priority; outreach approach is sound and space reallocation goals are appropriate.

District resurfacing projects can reconfigure and reallocate state roadway space using paint to add bike lanes, institute traffic calming measures by designating or narrowing travel lanes adding to or designating shoulder space, marking bus and delivery loading zones, and upgrading crosswalks.

As this program has continued DVRPC, together with stakeholders, now identify other safety needs along roadways undergoing resurfacing that may require additional funding to address by reallocating existing resources or including in a future Transportation Improvement Program (TIP). These may include ADA Ramps, RRFB pedestrian signals, Pinch Point Widening, Pedestrian/Bike Signals, and bump-outs at intersections.

This successful, low-cost effort to improve access and safety for active transportation users throughout the Delaware Valley should be duplicated and expanded across the state initially to PennDOT Districts that serve population centers and then statewide to all PennDOT Districts.

Jim Buckheit, President
Bicycle South Central Pennsylvania
717-805-8213
jebuckheit@verizon.net

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Good day Chair Holton, Committee members and PennDOT staff:

Having studied the comments/replies to my presentation at the previous TAC meeting, I felt compelled to attend this meeting.

I prefer to meet discouragement with perseverance.

It is more about the future than “what is”. We can’t afford to accept “what is” when reality calls for actions.

My goal is to persuade TAC and PennDOT

- to improve what is now in law including language in Act 89, manuals or/and codes so that bicycling as a mode of transportation results in improved safety conditions
- to develop a policy of practicality as to what is required from municipalities to encourage bicycling on roads
- to determine where there are unsafe conditions for bicycling and develop solutions that can be undertaken separately from being part of a TIP project that may be years away due to the scope of planning, contracting, construction, financing, etc.
- to develop and carry out a strategy that will bring on board municipalities whose officers and managers are not interested in improving bicycling conditions. If you don’t take on this leadership role, not only will bicyclists and *want to be* bicyclists continue to lose but so does the bicycling tourism industry that can be a powerful economic driver in areas such as District 8.

Those of us who have biked on roads regularly and for years are on the front line. We bike in a reality that needs to be understood by more policy makers. How can we accomplish this?

In closing, TAC adopted the Bicycle Pedestrian Policy Study, May 31, 2016. I encourage you to update. It is rather amusing to me that Scott Christy, Deputy Secretary of Highways, had asked me to review this study before he attended the meeting to vote.

Sincerely,

Pat Krebs

Two areas of concern follow for your future reading. They demonstrate danger and reality.

- Short Term Priorities
- Long Term Priorities
- Existing Trails
- Existing Facilities
- In Development
- Proposed Off-road
- Proposed On-road
- HATSATP_LTP



Non compliant Rumbles: Regardless of Penn DOT's updated policies for rumble strips to accommodate bicyclists, mistakes are made and nothing will be done for past installations until there is a road project.

Waiting for years is the wrong policy. Making mistakes leads to years of a lost safe road.

Applying rumbles to state roads: SR 443

The Lebanon County Bicycle Transportation Map identifies SR 443 as an important bike road and that it does not have four-foot shoulders.

Consequently, we were confident that this road would not be subjected to edge line rumbles.

However, PennDOT somehow determined that the road had four-foot shoulders and had rumbles installed.

The road became treacherous for cyclists in many locations. Especially, at guide rails.



SR 743: edge rumbles – deep style- that make this critically important bicycle road too dangerous to use – traffic is significant and especially when there are events in Hershey

I've learned that the resurfacing project won't happen until late 2027.



There are considerable crashes on SR743; this photo is about a vehicle crash but it also shows the rumbles that force a bicyclists between the rumbles and the guide rails. This is very difficult

to balance. Consequently, bicyclists move over the rumbles into the travel lane with motorists. This location is near a rail trail crossing and should be safe to move from the trail to the road or the road to the trail.



Several years ago, PennDOT Central Office cared sufficiently to test a product used by Delaware DOT to cover the rumbles on SR 743. It proved to be a failure. A grant had paid the cost of the project. A different product, CRAFCO MASTIC ONE, may prove to cover non-compliant rumbles sufficiently. A PennDOT County Maintenance assistant manager thinks that it will work. The company representative offered to do a test. This was in August 2024. I shared this offer with PennDOT. This product is used by PennDOT for other purposes.

SR 11/15 J ROUTE

Testing CRAFCO MASTIC ONE on the PA J Route site that was visited by a District 8 engineer as well as Representative Parke Wentling makes sense, to me, as there is no project on the LRTP/TIP to improve this segment of SR 15/11/J Route. I've included a page from HATS Active Transportation Plan which notes it is a Long Time Priority. It also notes the economic importance of providing a safer road to travel to the state capital.

Through Bike Lanes with signage, Begin Right Turn Yield to Bikes

Through Bike lanes became a bike facility long after the use of striping for bike lanes that parallel roads. They provide safety for cyclists and lessen the likelihood of being right hooked. Unfortunately, all types of bicycle on road markings are considered the responsibility of municipalities. This should change. Let's test some practicality.

Here is a situation with no solution.

The first through bike lane was approved through the HOP process on SR 322, a very high volume traffic road. Neither the developer nor the Township was advised that they would have to maintain.



A few weeks ago the sign Begin Right turn...yield to bikes fell down. County Maintenance did retrieve the sign when contacted, but it has not been restored.

What remains is the wrong message for both bicyclists and motorists.

This is an example of bicyclists' reality on a very busy road and with many motorists' making a right turn into the popular grocery store.

I note that this township is one of the best in our County to act for bicyclists' safety. They have taken responsibility for maintaining through bike lanes on SR 422 for both their side of the highway and North Annville's side of SR 422. The Township has no public works department. They contract for road work.