



moving FORWARD

SPRING 2019

A quarterly review of news and information about Pennsylvania local roads.

Get Ready for Spring

2017 State Law Expands Regulation of Controlled Plants and Noxious Weeds

by Robert M. Peda, P.E., Navarro & Wright Consulting Engineers, Inc.

State and federal entities recognize challenges with the ever-increasing presence of invasive plants and noxious weeds, especially in parks and along roadsides. To control these plants, Pennsylvania passed a law in 1982 that identified and eventually enabled various levels of control and enforcement for 13 noxious weeds.

Over the years, however, other non-native plants have entered the state and become established. Many of these plants come from Asian countries where natural predators control their growth. Unfortunately, because these predators do not exist in Pennsylvania, non-native plants could rapidly replace native plants and wildlife if allowed to grow unchecked.

In late 2017, a new law amending the Agriculture Code (3 PA C.S.) was passed to replace the old law. This new legislation, which took effect last year, expanded the controlled plants and noxious weeds program by establishing three categories of controlled plants, providing for the permitting of these plants, building awareness of invasive plant species, and developing better management guidelines while there is still an opportunity to control the plant.

New Classes of Weeds

A noxious weed is defined as a plant part or plant in any stage of development that is determined to be injurious to crops, livestock, agricultural land,

and other property, including forest land and bodies of water. The new law classifies noxious weeds into one of three classes (A, B, or C) based upon the ability to manage or eradicate the weed.

Class A weeds, such as giant hogweed and kudzu, are geographically limited but are either already established or working their way into Pennsylvania. They have significant negative impacts on farm crops. Infestations are intended to be eradicated or prevented.

Class B weeds are widely established in the state and cannot feasibly be eradicated. Many of these weeds, including musk, Canada and bull thistles, purple loosestrife, mile-a-minute weed, multiflora rose, shattercane, Johnsongrass, and poison hemlock, can be found along roadsides. The Department of Agriculture may require control of an infestation or may provide education or technical consultation.

Class C weeds are not known to exist in the commonwealth but would pose a potential threat if introduced. Preventing the introduction and eradicating infestations of these noxious weeds are the highest priority.

The new law also established the Controlled Plant and Noxious Weed Committee within the Department of Agriculture and gave it the ability to add and remove plants from the list. The committee comprises the secretaries of four state agencies, the executive directors of the Fish and Boat and the Game commissions, and representatives of several other stakeholder groups,

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Unfortunately, noxious weeds, such as (top to bottom) purple loosestrife, mile-a-minute, and poison hemlock (class B weeds), are widely established across the state and cannot be feasibly eradicated.

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Safe Transportation for Every Pedestrian (STEP): An On-Ramp to Innovations

by Wendy Kelley, PE, Pennoni, Inc.

In 2016, approximately 6,000 pedestrians were killed across the United States, 169 of them in Pennsylvania. That means, on average that year, a pedestrian died nearly every 1.5 hours. According to the National Highway Traffic Safety Administration's Fatality Analysis Reporting System (FARS), pedestrian fatalities nationwide increased by 27 percent from 2007 to 2016 while all other traffic deaths decreased by 14 percent. Pedestrians accounted for 16 percent of all roadway fatalities in 2016.

The behavior of both drivers (speeding, distracted, impaired, or a combination) and pedestrians (distracted, impaired, not using pedestrian accommodations or push buttons, or ignoring crossing signals) contribute to the number and severity of crashes.

A third contributing factor is infrastructure. By analyzing crash data with roadway data, transportation planners can get a better understanding of how land use and roadway design can lead to systemic approaches that may help reduce pedestrian crashes. For example, pedestrian crashes may be more common in an area where a residential development is located on one side of the street and a large commercial shopping center on the other and there are either no or inadequate pedestrian accommodations for crossing.

STEP focuses on providing cost-effective countermeasures at uncontrolled crossing locations and signalized intersections to reduce pedestrian fatalities.

Reducing Pedestrian Crashes

The Safe Transportation for Every Pedestrian (STEP) program, one of the Federal Highway Administration's Every Day Counts (EDC) initiatives, focuses on providing cost-effective countermeasures at uncontrolled crossing locations and signalized intersections to reduce pedestrian fatalities. It is centered on the "engineering" portion of the "three E" approach to highway safety: education, engineering, and enforcement. (See the box on this page for more information about the STEP and EDC programs.)

Applying cost-effective countermeasures with known safety benefits can help reduce pedestrian fatalities at both uncontrolled and signalized crossing locations. The following countermeasures are all proven yet relatively underused innovations that can enhance roadway and pedestrian safety:

- **Rectangular rapid flashing beacons (RRFBs)** are LED lights that flash in a rapid, irregular manner when activated by a pedestrian. Their use can result in a 47 percent reduction in pedestrian crashes.

STEP & Every Day Counts

Safe Transportation for Every Pedestrian (STEP) is one of several innovation-driven programs that are part of the fifth round of the Every Day Counts (EDC) program initiated by the Federal Highway Administration's Center for Accelerating Innovation. The EDC program is a state-based model that identifies and rapidly deploys proven, yet underused innovations to shorten the project delivery process, enhance roadway safety, reduce traffic congestion, and improve environmental sustainability. Four rounds of initiatives have already been released, and the fifth round is to be deployed in 2019.

The proven innovations promoted through EDC facilitate greater efficiency at the state and local levels, saving time, money, and resources that can be used to deliver more projects. STEP focuses on providing cost-effective countermeasures at uncontrolled crossing locations and signalized intersections to reduce pedestrian fatalities.

- **Leading pedestrian intervals (LPIs)** allow pedestrians to begin crossing 3 to 4 seconds before vehicles get a green signal. A 59 percent reduction in pedestrian crashes can be the result.
- **Crosswalk visibility enhancements**, such as signs, high-visibility markings, and overhead lighting, can enhance the visibility of crossing locations and pedestrians for a relatively low cost and can provide a 23 to 48 percent reduction in pedestrian crashes.
- **Raised crosswalks** combine a crosswalk with a speed table to improve the visibility of pedestrians on lower-speed, lower-volume roadways. They can result in a 45 percent reduction in pedestrian crashes.
- **Pedestrian crossing or refuge islands** provide a break at the midpoint of a crossing to allow a pedestrian to cross one direction of traffic at a time. They can reduce pedestrian crashes by 32 percent.
- **Pedestrian hybrid beacons (PHBs)**, also known as hawk signals, are an overhead flashing red light system that will stop traffic when activated. This more expensive system is not approved for use in Pennsylvania since state laws require motorists to yield for pedestrians. These systems, however, can bring an 18 to 37 percent reduction in pedestrian crashes.
- **Road diets** are alterations to reduce lanes and potentially lower vehicular speeds. This countermeasure may produce a decline in crashes overall in addition to reducing pedestrian crashes by 19 to 47 percent.

Selecting and Implementing the Right Countermeasure

To implement one of the STEP countermeasures, municipalities are encouraged to form a STEP team to analyze pedestrian crash data and identify "hot spots" or corridors where there is a risk for pedestrian fatalities. This team can then conduct pedestrian-focused road safety

audits and identify systemic improvements, conduct outreach, and monitor progress.

To decide which countermeasure to use to reduce pedestrian crashes, municipalities may want to seek help from these resources:

- PEDSAFE, a web-based tool available through the FHWA, provides users with a list of possible engineering, education, and enforcement treatments to improve pedestrian safety based on user input about a specific location.

PEDSAFE

Pedestrian Safety Guide and Countermeasure Selection System

Guide: Background | Statistics | Analysis | Implementation | Countermeasures: List | Tool | Matrices | Case Studies | Resources

The Pedestrian Safety Guide and Countermeasure Selection System is intended to provide practitioners with the latest information available for improving the safety and mobility of those who walk. The online tools provide the user with a list of possible engineering, education, or enforcement treatments to improve pedestrian safety and/or mobility based on user input about a specific location.

GUIDE

Background
Understand what is needed to create a viable pedestrian system.

Analysis
How crash typing can lead to the most appropriate countermeasures.

Implementation
Needed components for treatments.

STATISTICS
Learn about the factors related to the pedestrian crash problem.

COUNTERMEASURES

Selection Tool
Find countermeasures based on desired objectives.

Countermeasure List
A comprehensive list of all countermeasures.

Selection Matrices
Find countermeasures based on crash types and performance objectives.

CASE STUDIES

RESOURCES & GUIDELINES

Authors and Acknowledgements

U.S. Department of Transportation
Federal Highway Administration

- LTAP Tech Sheet #191, “Uncontrolled Pedestrian Crossing Enhancements,” is a useful resource for selecting an appropriate countermeasure for improving pedestrian safety at uncontrolled crossings.

PennDOT LTAP
technical
INFORMATION
SHEET #191
FALL / 2018

UNCONTROLLED PEDESTRIAN CROSSING ENHANCEMENTS

by Wendy Kelley, PE, PennDOT, Inc.

A pedestrian crossing occurs where sidewalks or designated walkways cross a road. Crossings at the intersection of two roads can be marked or unmarked. They can occur where traffic is controlled with a stop sign or traffic signal or uncontrolled and free flowing. Pedestrian crossings may also occur at non-intersection or midblock locations, but these crossings must be marked. According to 2016 Fatalities Analysis Reporting System (FARS) data, pedestrian crash rates are higher at uncontrolled crossing locations, often because the pedestrian crossing accommodations are inadequate. However, many municipalities find it overwhelming and infeasible to enhance every pedestrian crossing, and in most cases it is not necessary. So how do you know when to enhance a pedestrian crossing and what appropriate enhancements to use? The following information will help guide municipalities on when to enhance an uncontrolled pedestrian crossing, how to identify appropriate enhancements, and how to ensure proper implementation. The Federal Highway Administration's *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations* provides detailed discussion on the process for selecting countermeasures at uncontrolled pedestrian crossing locations.

When Should a Pedestrian Crossing Be Enhanced?
Step 1 - The first step to identify when to enhance a pedestrian crossing is to collect data and engage the public. Collect, review, and document such data as:

- crash statistics,
- existing policies on pedestrian improvements already in place,
- existing local or regional master plans or future project plans, and
- informal public concerns and requests.

A larger municipality can be broken down into regions to make the data collection more manageable. Municipalities may also initiate a pedestrian safety action plan or conduct a walkability audit at various locations to further involve the public and obtain more information.

Figure 1. Process diagram for selecting countermeasures at uncontrolled pedestrian crossing locations.

On-Line Pedestrian Safety Guide and Counter-measure Selection System

- The FHWA's *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations* is another tool that describes the process for selecting appropriate countermeasures at uncontrolled pedestrian crossing locations based on roadway design, speeds, and volumes.

Roadway Configuration	Speed Limit								
	≤30 mph			35 mph			≥40 mph		
	Vehicle AADT <9,000	Vehicle AADT 9,000-15,000	Vehicle AADT >15,000	Vehicle AADT <9,000	Vehicle AADT 9,000-15,000	Vehicle AADT >15,000	Vehicle AADT <9,000	Vehicle AADT 9,000-15,000	Vehicle AADT >15,000
2 lanes*	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4
3 lanes with raised median*	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4
3 lanes w/o raised median†	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4
4+ lanes with raised median‡	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4
4+ lanes w/o raised median‡	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4

*One lane in each direction †One lane in each direction with two-way left-turn lane ‡Two or more lanes in each direction

Given the set of conditions in a cell,

- 1 Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- 2 Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- 1 High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Pedestrian Hybrid Beacon
- 8 Road Diet

This table was developed using information from: Zegeer, C. V., Stewart, J. R., Huang, H. H., Lagerwey, P. A., Feaganes, J., & Campbell, B. J. (2005). *Safety effects of marked versus unmarked crosswalks at uncontrolled locations: Final report and recommended guidelines* (No. FHWA-HRT-04-100); *Manual on Uniform Traffic Control Devices, 2009 Edition, Chapter 4F, Pedestrian Hybrid Beacons*; the *Crash Modification Factors (CMF) Clearinghouse website* (<http://www.cmfclearinghouse.org/>); and the *Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE) website* (<http://www.pedSAFE.org/PEDSAFE/>).

Uncontrolled Pedestrian Crossing Enhancements

Funding Improvements

Incorporating new innovations and ideas to improve pedestrian safety can seem like a daunting and potentially expensive endeavor. To help municipalities fund these improvements, money is available through state programs, such as the Automated Red Light Enforcement (ARLE) and the Green Light-Go, as well as federal resources, such as FHWA's Accelerated Innovation Deployment (AID) demonstration program.

PennDOT can apply for AID funding to use itself on eligible projects, and local governments may apply through the PennDOT Bureau of Innovations as subrecipients. Eligible projects would be any of the innovative STEP countermeasures mentioned in this article if they are not routinely used by the applicant or the subrecipient. Funding opportunities to deploy such an innovation are available in amounts up to \$1 million a year. Application deadlines occur on an open, rolling basis.

Funding is also available through Pennsylvania's State Transportation Innovation Council (STIC) Incentive Funds. Money is available in amounts up to \$100,000 per year for standardizing an innovation on a more broad, statewide level. Application deadlines occur in mid-March.

The FHWA website has various pedestrian safety resources. Information about EDC, STIC, and AID can be found at www.fhwa.dot.gov/innovation. Other resources, such as factsheets, specifications for each STEP countermeasure, and webinars for the EDC-5 STEP program, can be found at www.fhwa.dot.gov/innovation/.

Application of Countermeasures by Roadway Characteristics – This useful chart from the *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations* includes most of the proven countermeasures referenced in this article.

STIC Spotlight

Cement Slurry Used with Full-Depth Reclamation Helps to Stabilize Roads from the Bottom Up

Cement slurry for full-depth reclamation is a new technique that provides a widely available and dust-free method for stabilizing pavements.

Introduced by the Pennsylvania State Transportation Innovation Council's (STIC) Construction and Materials Technical Advisory Group in 2017, this innovation allows for cement slurry to be applied in liquid form to the ground road base during full-depth reclamation projects to provide base stability. This process requires less equipment, expedites the reclamation process, and provides environmental benefits by reducing the amount of dust created during application.

The cement slurry is supplied to full-depth reclamation projects through a network of PennDOT-approved concrete plants and delivered in ready-mixed concrete trucks. Cement slurry can be

used to replace or augment the practice of spreading dry cement on the roadway base. This addition of cement slurry is designed to improve upon and expand the use of full-depth reclamation, which has been proven to be a cost-effective, long-term improvement for Pennsylvania's roads.

To put this innovation into practice, the STIC's Construction and Materials Technical Advisory Group incorporated changes in specifications into Section 344 (Full-Depth Reclamation) of PennDOT Publication 408, Section MS-0370-0035 of PennDOT Publication 447, and Appendix J of PennDOT Publication 242. With approval from the Federal Highway Administration, the specification change will be published in late 2019. In the interim, a special provision has been granted to allow PennDOT and local governments to begin using this technique. 🚧

GET INVOLVED: If you want to get involved in STIC or share your locally grown innovations for possible statewide deployment, please email penndotstic@pa.gov.



Cement slurry, delivered to a site in a ready-mixed concrete truck, provides an alternative way to get cement on pulverized base and stabilize pavements.

Photo credit: Masters Concrete



State Transportation Innovation Council (STIC)

(717) 772-4664 RA-pdPennDOTSTIC@pa.gov
www.penndot.gov/about-us/PennDOT2020

“Departments of transportation are now not just held responsible for the transportation system, but also for the quality of life in the communities they serve.”

– Leslie S. Richards,
 Pennsylvania's Secretary
 of Transportation



A Real Game Changer in Transportation Planning

PennDOT Connects is changing the way communities in Pennsylvania are growing and how transportation projects are planned and delivered across the commonwealth.

With a focus on collaboration and building projects from the ground up, this statewide initiative brings local stakeholders together at the start of every transportation project to ensure a community's needs, from transit routes to bike lanes, are considered.

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Provide for ADA Accommodations to Meet the Needs of the Public

Federal and state laws and regulations require municipalities to consider the needs of the disabled, including making programs and facilities accessible and providing reasonable accommodations when requested. The courts have routinely pointed out that ignorance of the law is not an exemption when someone makes a reasonable accommodation request based on a medical need.

PennDOT reminds municipalities to be a champion for those who face challenges based on medical conditions that adversely affect their ability to easily and safely get around or access municipal services and facilities. No matter the number of employees a municipality maintains or whether its programs and activities receive federal financial assistance, no one should be excluded, based on disability, from participating, denied the benefits of, or otherwise discriminated against.

To help municipalities comply with the Americans with Disabilities Act (ADA) and address reasonable accommodation requests, PennDOT offers the following suggestions:

- Provide information to the public about the municipality's legal responsibilities to comply with the law and provide a mechanism for the public to present grievances and reasonable accommodation requests.
- Designate a coordinator or team trained in addressing disability-based complaints and accommodation requests. Note that when presented with an accommodation request, your municipality's burden is to engage with the requester but not necessarily provide the accommodation, especially if it would cause an undue fiscal or logistical burden or if it violates existing state and federal laws.
- Engage with the requester through what the courts routinely refer to as the **interactive process**. With this method, municipalities would have an informal and respectful dialogue with the requester even if the request cannot be provided right



Municipalities should strive to be a champion for anyone facing challenges based on medical conditions that may hinder them in easily and safely getting around or accessing municipal services and facilities.

away, causes an undue burden, or is deemed unreasonable or unlawful. The process should begin as soon as possible after receiving an accommodation request.

- Explore all reasonable alternatives, particularly if a specific request is not feasible or is overly burdensome. If the request is part of an existing long-term transition plan, provide the plan to the requestor along with an explanation of the timetable. If the request identifies a more immediate need, consider changing the plan to assess whether a requested accommodation or modification is feasible.

If your municipality experiences problems while engaging in the interactive process or when dealing with any civil rights matter, PennDOT recommends reaching out to your municipal solicitor or legal department. PennDOT and federal transportation agencies are also available for guidance.

To review and use the department's ADA resources, contact the Bureau of Equal Opportunity directly at 717-800-468-4201, by email at PennDOTeoreports@pa.gov or by visiting the website, www.penndot.gov/ProjectAndPrograms/RoadDesignEnvironment/RoadDesign/Pages/ADA-and-Pedestrian-Accommodations.aspx.

(continued from page 4)

PennDOT Connects has opened doors and established meaningful relationships between the state Department of Transportation and local governments across the state.

With outreach to more than 750 municipalities and discussion taking place on more than 1,850 projects, PennDOT Connects has proven itself to be a game-changer that can make a real difference in a community's quality of life.

Want to learn more about PennDOT Connects and how it can improve your community? Here are some ways:

- Explore more, including resources and best practices, online at www.penndot.gov/connects.
- Sign up for PennDOT Connects notifications at paconnects.org.
- Reach out to the Connects planner in your district. Go to www.penndot.gov/connects and click on "District Planners" under Resources.
- Read more about successes through the first PennDOT Connects Implementation Report. Go to www.penndot.gov/Connects and click on the "Implementation Report" link under Resources.
- Watch the testimonials of those who have benefited first-hand from PennDOT Connects. Go to www.penndot.gov/Connects and click on the "Video Testimonials" link under Resources.



With Secretary of Transportation Leslie S. Richards advocating for better communication between state and local officials on transportation projects, PennDOT district planners and other PennDOT Connects team members are leading successful collaboration efforts in their regions. Front row: Eric Buchan, Michelle Tarquino, Anne Stich, Lyndsie DeVito, Secretary Richards, Vanessa Koenigkramer, and Allyson Boyd. Back row: Ryan Whittington, Steve Fisher, and Josh Theakston.

Transportation News

More than 540 Failing Bridges Replaced Across Pennsylvania

An effort to replace 558 poor-condition bridges across the state is ending this year with at least 541 completed and open to the public. The remaining 17 bridges are on track to be finished this year.

The Rapid Bridge Replacement project is a public-private partnership that originated in 2013 when PennDOT was challenged by an aging, poor-condition bridge inventory and limited funding and resources. The approach allowed poor-condition bridges to be replaced with minimal impact on motorists.

“The majority of these bridges are in rural communities that would have faced long detours or traffic impacts if we had to restrict or close them, so we are very pleased to deliver this value in those communities,” Secretary of Transportation Leslie S. Richards says.

She described the bridge replacement project as a large undertaking for PennDOT and the private sector that has been “a great complement to the investments we’re making across the state.”

Through this effort and other PennDOT investments, the number of state-maintained bridges in poor condition has dropped by 1,044 while the number in good condition rose by 819 and those in fair condition increased by 95. From a high of more than 6,000 in 2008, the number of state-owned bridges in poor condition has dropped to fewer than 3,000.

Plenary Walsh Keystone Partners designed and constructed the bridges and will maintain them for a 25-year period. PennDOT will



Thanks to PennDOT's Rapid Bridge Replacement project and other investments, the number of bridges in poor condition across the state has dropped from a high of more than 6,000 over a decade ago to fewer than 3,000.

perform such routine maintenance as snow plowing, debris removal, and incident first response. 🚧

Noxious Weeds *continued from page 1*

organizations, and industries. Meetings and a list of any plants to be considered for addition to or removal from the noxious weed or controlled plant lists must be announced in the *Pa. Bulletin*.

Enforcement of the Law

The state Department of Agriculture issues control orders requiring treatment measures for noxious weeds. The order, which describes a situation and prescribes a required treatment and a deadline, takes effect 15 days after it's issued if no administrative hearing is requested. The person subject to the control order must bear the cost of the treatment measures. If there is failure to comply, a municipality may take the necessary steps to carry out the treatment within the established timeframe and recover the expenses and costs from the person who is responsible for carrying out the department's order.

The secretary of Agriculture may issue and enforce a written control order to anyone possessing a noxious weed or controlled plant. The department may impose civil or criminal penalties for failure to comply. Criminal penalties could result in a fine of no less than \$100 and the cost of prosecution or imprisonment of not more than 90 days. The department could also assess a civil penalty of not more than \$10,000, plus the cost of remediation, containment, or eradication for each violation.

The Department of Agriculture also issues individual permits for the cultivation and propagation of a noxious weed for research and educational purposes only. Individual permits may be issued when a



The aggressively invasive kudzu vine (class A weed), a problem in the southeastern United States, has been working its way into Pennsylvania.

controlled plant has individual characteristics that make it difficult or impossible to be regulated through a general permit. The department will also issue a temporary order establishing the criteria for the individual permit to be issued. A general permit may be issued for the research, marketing, retail, wholesale, transport, storage, warehousing, display, distribution, cultivation, or propagation of controlled plants.

To read the 2017 law, go to www.legis.state.pa.us and click on “Unconsolidated Statutes” under the Statutes tab. Then, search by act number: Act 46 of 2017. 🚧

Upcoming 2019 Classes

To Register:
PHONE: 1-800-FOR-LTAP (367-5827)
WEBSITE: www.ltap.state.pa.us

This represents some of our scheduled courses. Look for updates on the website.

ADA Transition Plans and Self-Evaluations ****New Course****

April 18 – Adams County
May 29 – Union County

Bridge Maintenance & Inspection

April 3 – Cumberland County
April 4 – Berks County
April 5 – Montgomery County
April 25 – Mercer County

Conducting Sign Retroreflectivity Inspections

May 23 – Warren County

Curves on Local Roads

April 18 – McKean County
May 16 – Crawford County

Drainage: The Key to Roads That Last

April 9 – Carbon County
April 10 – Susquehanna County
April 22 – Bradford County
April 23 – Potter County
May 7 – Allegheny County
May 9 – Tioga County
May 29 – Montgomery County

Equipment & Worker Safety

April 4 – York County
April 17 – Lehigh County

Full-Depth Reclamation

June 20 – Cambria County

Intersections

April 3 – Chester County
April 10 – Lehigh County

Local Road Safety Plans

****New Course****
May 22 – Adams County
June 19 – Northumberland County

Managing Utility Cuts

April 24 – Columbia County
May 28 – Berks County

Pavement Markings: Applications and Maintenance

April 4 – Mercer County

Posting and Bonding of Local Roads

May 17 – McKean County

Project Oversight

April 11 – Bradford County
April 12 – Wyoming County
May 9 – Crawford County

Road Surface Management

May 2 – Cambria County

Roadside Vegetation Control

April 9 – Montgomery County
April 10 – Centre County

Safe Driver

April 11 – Berks County
April 11 – Erie County
April 17 – Lebanon County

Signs & Safety Features for Bridges/Culverts

April 16 – Blair County

Speed Limits and Speed Management

May 1 – Clearfield County

Stormwater Facility Operation and Maintenance

April 18 – York County
April 25 – Lancaster County
April 26 – Luzerne County

Stop Signs and Intersection Traffic Control

February 13 – Cumberland County
February 14 – Cambria County

Traffic Calming

May 1 – Indiana County
May 9 – Montgomery County

Traffic Signs Basics

April 18 – Chester County
April 30 – Blair County
May 21 – Lehigh County

Unpaved & Gravel Roads Common Maintenance Practices

April 8 – York County

Work Zone (Temporary) Traffic Control

April 2 – Centre County
April 2 – York County
April 3 – Centre County
May 15 – Montgomery County
May 16 – Chester County
May 21 – Blair County

Congratulations to the following Roads Scholar I recipients

(Certified between December 1, 2018, and January 31, 2019)

- Joseph Swift, Borough of Kutztown, Berks County
- Michael W. Eichenlaub, Upper Leacock Township, Lancaster County

Congratulations to the following Roads Scholar II recipients

(Certified between December 1, 2018, and January 31, 2019)

- Barbara Jean R. Storm, PennDOT, Harrisburg, Dauphin County
- Thomas C. Walker, PennDOT, Harrisburg, Dauphin County
- Greg S. Wilsbach, Borough of Middletown, Dauphin County

Roads Scholars, Share the News! LTAP has a press release you can modify and use to announce your accomplishment to your local media. To obtain a copy of the release, go to www.ltap.state.pa.us and look for the release under "Roads Scholar Program."

Become trained as a Roads Scholar... and be a valuable part of your municipality's team

Through the Roads Scholar Program, municipal employees and officials are trained by LTAP's professional team in the latest road-related technologies and innovations and receive recognition as a certified Roads Scholar.

The Roads Scholar Program consists of two designations – Roads Scholar I and Roads Scholar II – and provides a professional certification to municipal employees and officials who attend a certain number of LTAP courses within a three-year period (10 courses for Roads Scholar I and 8 for Roads Scholar II). During these courses, participants are educated on up-to-date maintenance and safety topics so that they become even more valuable members of their municipal team.

Courses eligible for Roads Scholar credit are conducted at convenient locations throughout the commonwealth. To learn more, go to www.ltap.state.pa.us and click on "Roads Scholar Program." 

REGISTER TODAY! SPACE IS LIMITED!

2019 PennDOT-LTAP Municipal Road Maintenance and Safety Symposium

April 14-16, Hershey Lodge

Held in conjunction with PSATS' 97th Annual Educational Conference and Exhibit Show

Get access to 10 road-related workshops, a "Roadmasters Roundtable" Q&A, plus unlimited entry into the largest municipal exhibit show in Pennsylvania—all in one place!

Registration is limited to 150 people, and the fee is \$75.

Register at www.ltap.pa.us

(look for the link under "Bulletin Board")

The Voices of LTAP

Have you ever called 1-800-FOR-LTAP? If you have, Louis Ferretti, Barbarajeane Storm, and Tom Welker of PennDOT probably answered your call.

Storm and Welker recently received their Roads Scholar II certifications, becoming the second and third participants in the state to obtain this distinction.

(The first person, Greg Hertzler of Monroe Township, Cumberland County, was recognized in the Winter 2018 edition of *Moving Forward*.) Over the past three years, these two PennDOT Municipal Services specialists have fielded calls to the LTAP Help Desk and have routinely used the information gained from taking courses to assist callers.

Roads Scholar II is an expansion of LTAP's professional certification program, which trains road employees and municipal officials in the latest road-related technologies and innovations. A person seeking a Roads Scholar I certification must complete 10 approved LTAP courses within a three-year period and pass an in-class quiz, while Roads Scholar II candidates are required to pass eight LTAP-approved courses and accompanying quiz. 🚧



Louis Ferretti of PennDOT (center) congratulates Tom Welker and Barbarajeane Storm for obtaining their Roads Scholar II certifications.

Truck Restrictions Webinar

June 21, Noon
June 22, Noon

Managing truck traffic on local roads can be a difficult balancing act for municipalities. While trucks play an important role in today's economy, many local roads are not suited for truck travel. Furthermore, recent changes to state law have added more complications.

In the past, municipalities could restrict truck traffic based on a traffic study done by a registered professional engineer. Recent changes to the law through Act 31 of 2018 have altered the study requirement and subsequently opened more local roads to trucks.

Learn about these law changes and how your municipality can respond at this free LTAP webinar. The one-hour training will:

- Review current state laws and regulations on truck access and restrictions.
- Discuss the traffic study requirements and options for restricting truck traffic.
- Examine real truck traffic issues, problems, and solutions.

This is a **free** seminar, but you must register to access the webinar. Registration is open on the LTAP home page, www.ltap.state.pa.us.



Missed one of LTAP webinars? Catch up online!

The recorded webinars are now on the LTAP website at www.ltap.state.pa.us under the Bulletin Board.

The following webinars can be viewed there:

- ADA Transition Plans
- Curves on Local Roads: Issues and Safety Tools
- Speed Limits on Local Roads
- Stop Signs and Intersection Traffic Control
- PennDOT Pennsylvania Crash Information Tool

Pedestrian Safety (STEP) Webinar

March 28, 11:30 a.m.
March 29, Noon

Pedestrian mobility and safety are critical elements of our transportation system. Yet, approximately 6,000 pedestrians were killed across the nation in 2016, including 169 in Pennsylvania. While safety for vehicles has improved through technology, pedestrian fatalities have risen by 27 percent over the last decade.

This increase in pedestrian deaths comes at a time when more municipalities are creating walkable, pedestrian-friendly communities with rail systems, greenways, crosswalks, and sidewalks. To improve pedestrian movement and safety, the Federal Highway Administration has created the Safe Transportation for Every Pedestrian (STEP) initiative. This program focuses on applying proven safety countermeasures for crosswalks, sidewalks, and other pedestrian facilities.

The one-hour training will:

- Review how pedestrians interact in our transportation system from a safety and mobility perspective.
- Discuss the STEP program and proven safety countermeasures.
- Examine resources and methods to advance implementation of STEP countermeasures.

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Safe Transportation for Every Pedestrian (STEP)