

Reading MPO Active Transportation Plan (ATP) Steering Committee Meeting #1

September 29, 2026, via Microsoft Teams



Participating Organizations

Berks County
Planning
Commission

Reading Area
Transportation
Study

PennDOT
District 5-0

SCTA /
BARTA

PennDOT
Central Office

Berks County
Parks Dept.

Schuylkill River
Greenways
National Heritage
Area

Berks Nature

City of
Reading

Hamburg
Police

Abilities in
Motion

Health
Systems

Public

Municipalities

CommutePA



Review components of plan throughout development and provide input and recommendations



Provide system analysis/data



Provide technical assistance on public transportation service operations and needs



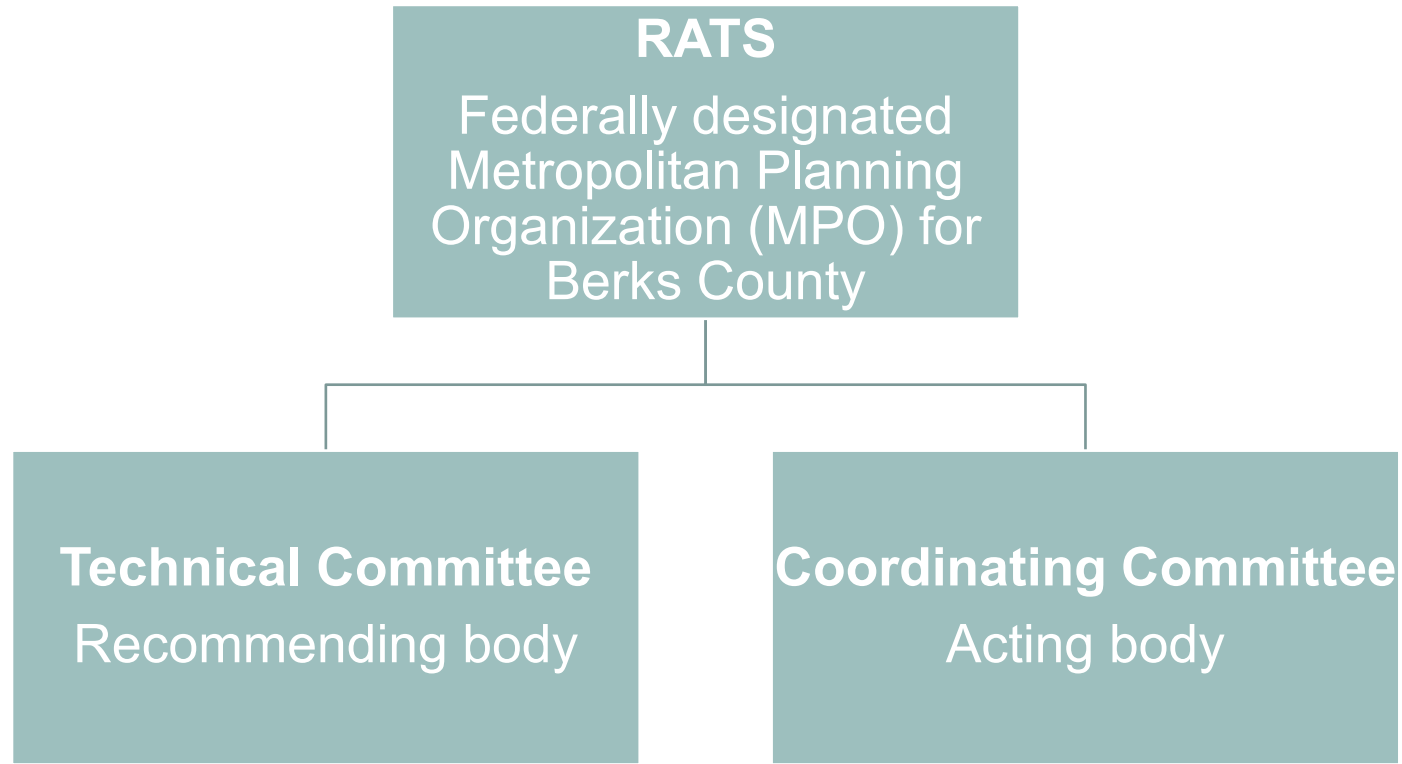
Assist in public outreach efforts



Assist in project selection and prioritization

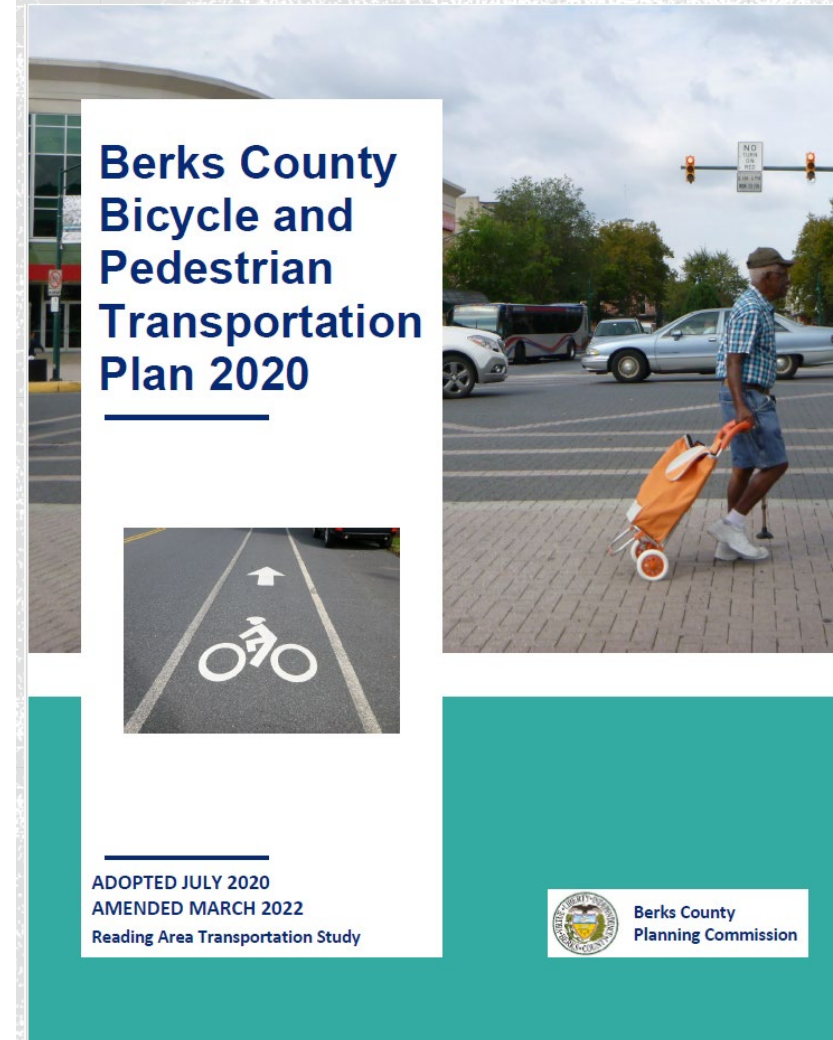
Steering Committee Roles and Responsibilities

Reading Area Transportation Study (RATS)



What is the ATP?

- Update of the 2020 (as amended) *Bicycle and Pedestrian Transportation Plan*
- Has no set planning horizon, but will have Short / Medium / Long Range Goals
- Identifies Bicycle & Pedestrian system assets, needs, transit routes, and missing connections
- Reflects needs related to safety, maintenance, new technologies and issues, and user demographics
- Recognizes health aspects of Active Transportation
- Includes Performance Measures for achieving plan goals
- Serves as the Non-Motorized component of the Long Range Transportation Plan (LRTP)



Prior Bike/Ped Planning Efforts

- **2000 – Statewide effort, consultant led, basic but projects were implemented**
- **2010 – Heavy on Policy, light on projects**
- **2020 – More projects and more public outreach, but still needs more emphasis on connectivity, not a lot of implementation**

Why older pedestrians fare worse in car crashes

Older pedestrian aren't injured by motor vehicles at a greater rate than younger ones, according to 2023 data from the NHTSA. But they're more likely to die.

OPINION > OPINION COLUMNISTS

Before Pennsylvania legalizes e-bikes, it must get safety right [opinion]

Tough restrictions are preferable to new rules that haven't been properly thought out.

Kids keep getting hurt and killed on e-bikes. Should parents be held responsible?

Most e-bikes are classified as nonmotorized vehicles akin to traditional bicycles under federal law, meaning riders don't need a license, insurance or to even wear a helmet.

Pedestrian safety event underscores shared responsibility as Berks sees steady fatality stats

Exeter Township police, PennDOT urge caution in shopping centers and neighborhoods where inattention can turn deadly.

OPINION > LETTERS TO THE EDITOR

Letter: Reading road safety proposal filled with misguided ideas

The program known as Vision Zero does not deliver on its promises.

LOCAL NEWS

Reading's Vision Zero goal aims to eliminate traffic fatalities and injuries

City Council hears update on data-driven approach to slowing traffic, redesigning streets and reducing serious crashes

ATP Plan Components

- **Chapter 1 – Introduction**
- Vision Statement:
 - *“Healthy, vibrant and economically strong communities encourage and value transportation connectivity. Berks County will be a place where people of all ages and abilities can safely, comfortably and conveniently walk or bicycle everywhere.”*
- Goals and Objectives
- Federal Certification Review Comments

ATP Plan Components

- **Chapter 2 – Background**

- Active Transportation Concepts

- Complete Streets, Safe Routes, Vision Zero, Safe System Approach

- Safety and Active Transportation Planning

- Federal, State, Safety Performance Measures, Regional, County, Local

- Current Active Transportation Programming

- Commute PA, Bike Share, LAB BFC, Others

- Demographics

ATP Plan Components

- **Chapter 3 – Issues and Concerns**
 - Survey Results & Analysis
 - Electric Powered Micromobility
 - Transit Background and Access
 - Trails and Sidewalks
 - Bicycle and Pedestrian Levels of Stress (LOS)
 - Network Connectivity and Priority Areas

ATP Plan Components

- **Chapter 4 – Vulnerable Road User (VRU) Crash Analysis and Strategies**
 - Safety Performance Measures
 - VRU Safety Assessment
 - VRU High Crash Location Summary Pages

ATP Plan Components

- Chapter 5 – Implementation
 - Funding
 - Project Timing
 - Proven Countermeasures
 - Implementation Strategies
 - Potential Projects and Prioritization Table

FEDERAL PLANNING FACTORS

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- **Increase the safety of the transportation system for motorized and non-motorized users.**
- **Increase the security of the transportation system for motorized and non-motorized users.**
- **Increase accessibility and mobility of people and freight.**
- *Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth and economic development patterns.*
- *Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.*
- *Promote efficient system management and operation.*
- *Emphasize the preservation of the existing transportation system.*
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- *Enhance travel and tourism.*

Other Plans to Coordinate With

PA Active
Transportation
Plan

RATS Long
Range
Transportation
Plan (LRTP)

RATS
Transportation
Improvement
Program (TIP)

Berks Co.
Greenway, Park,
and Recreation
Plan (GPRP)

Berks County
Comprehensive
Plan

Imagine Berks
Plan

Municipal
Comprehensive
Plans

Other Local
Plans (B/P, ATP,
OS/R)

Partner Plans

Questions



Vision Statement



“Healthy, vibrant and economically strong communities encourage and value transportation connectivity. Berks County will be a place where people of all ages and abilities can safely, comfortably and conveniently walk or bicycle everywhere.”



Goals & Objectives



Goal #1: Protect and maintain the current bicycle and pedestrian network with efforts to prevent degradation or loss of infrastructure.

Obj. 1: Ensure that the current trail system does not fall into a state of disrepair;

Obj. 2: Ensure municipalities are enforcing sidewalk maintenance ordinances, and promote the implementation of sidewalk repair and improvement programs;

Obj. 3: Work with municipalities and non-profit agencies to ensure active maintenance of their off-road networks;

Obj. 4: Use the PennDOT Connects process to ensure that existing sidewalk and bicycle infrastructure is maintained and, where possible, improved;

Obj. 5: Work with PennDOT and municipal roadmasters to ensure timely maintenance of painted roadway markings, including bicycle lanes / sharrows, crosswalks, shoulders, and accompanying signage.

Goal #2: Connect communities in ways that support walking and bicycling as viable transportation options.

Obj. 1: Complete gaps in the pedestrian and bicycle networks and expand both to link residential areas with schools, recreation, shopping, and employment;

Obj. 2: Provide safe and convenient access to/from transit stops;

Obj. 3: Support and promote biking and walking as legitimate travel modes;

Obj. 4: Integrate cycling and walking networks with other transportation systems including transit and multi-use trails.

Goal #3: Expand walking and bicycling opportunities for everyone.

Obj. 1: Design bicycle infrastructure to accommodate different skill levels and abilities;

Obj. 2: Work with local governments, where appropriate, to ensure their ADA Transition Plans are updated and implemented;

Obj. 3: Improve sidewalk and bicycle access in underserved communities, particularly where it interfaces with transit;

Obj. 4: Coordinate with trail agencies to promote connections that expand access to all;

Obj. 5: Explore opportunities for bike-share stations.



Goal #4: Create and maintain safe bicycling and walking infrastructure.

Obj. 1: Reduce pedestrian- and bicycle-related injuries and fatalities;

Obj. 2: Work with municipalities to ensure their sidewalk network is well-maintained and expanded where necessary;

Obj. 3: Work with trail agencies to ensure trails and access is safe and secure

Obj. 4: Target intersections with high pedestrian-crash histories for appropriate safety improvements.

Goal #5: Support and promote education and enforcement efforts that increase safety for all users.

Obj. 1: Increase acknowledgement and acceptance by motorists that bicycles may legally use roadways;

Obj. 2: Work with schools and recreation boards to promote safe walking and cycling education;

Obj. 3: Include local law enforcement in walking and bicycling education campaigns;

Obj. 4: Educate drivers and cyclists of their rights and responsibilities.



Goal #6: Promote non-motorized options as environmentally sustainable and healthy ways to travel.

Obj. 1: Promote increased use of biking and walking for personal and community health and fitness;

Obj. 2: Increase biking and walking for both work commutes and non-commuting trips;

Obj. 3: Work with employers to provide accommodations for employees who choose to walk or bike to work.

Goal #7: Support walking and bicycling options as ways to grow a vibrant local economy.

Obj. 1: Promote the benefits of bicycle tourism and spending to local businesses;

Obj. 2: Improve walking and cycling access to economic activity hubs;

Obj. 3: Improve walking and cycling access and infrastructure within economic activity hubs.

Survey Review





Reading MPO

2027 Active Transportation Plan (ATP) Anticipated Timeline/Schedule

2026

JUL

AUG

SEPT

OCT

NOV

DEC

July, 2026

Staff Kickoff Meeting

August, 2026

Determine/establish ATP Steering Committee

September 29, 2026

Conduct 1st ATP Steering Committee Meeting:

Review of current and prior plans;
Chapter 1 – Vision Statement, Goals and Objectives;
Chapter 3 – Public Survey and Municipal Outreach;
Determine future meeting schedule

October, 2026

Release public survey and municipal outreach

November, 2026

Conduct public meeting to gather input on current and potential future issues,
and to identify potential goals and objectives

December, 2026

Gather and review public meeting/survey and municipal outreach data

Conduct 2nd ATP Steering Committee Meeting:

Chapter 1 – Federal Certification Review Comments;
Chapter 2 – Active Transportation Concepts, Safety and Active Transportation
Planning, Current Active Transportation Programming, Demographics

2027

FEB

MAY

JULY

AUG

SEPT

OCT

NOV

February, 2027

Conduct 3rd ATP Steering Committee Meeting:

Chapter 3 – Electric Powered Micromobility, Transit
Background and Access, Trails and Sidewalks, Survey
Results and Analysis, Bicycle and Pedestrian Levels of
Stress, Network Connectivity and Identified Priority Areas

May, 2027

Conduct 4th ATP Steering Committee Meeting:

Chapter 4 – Performance Measures, Vulnerable Road
User Safety Assessment, Vulnerable Road User High
Crash Location Summary Pages

July, 2027

Conduct 5th ATP Steering

Committee Meeting:

Chapter 5 – Funding, Project Timing,
Proven Countermeasures, Implementation
Strategies, Potential Project Table

August, 2027

Complete Final Draft ATP

Conduct 6th and Final ATP Steering
Committee Meeting:

ATP Draft review - gather comments

September, 2027

Presentation to both RATS Committees and RATS review

September/October, 2027

Public Comment Period
Provide response to all comments
and complete final revisions

November, 2027

RATS MPO Adoption



Steering Committee Anticipated Meeting Schedule

- Meet roughly quarterly
 - September 2026
 - December 2026
 - February 2027
 - May 2027
 - July 2027
 - August 2027 (Final Meeting)
- Poll to identify best dates/times for meetings OR
- Use consistent schedule – every 4th/Last Tuesday of scheduled meeting month from 1:30 PM-3:00 PM?
(12/22, 2/23, 5/25, 7/27, 8/24)

Next Steps – Public Outreach

1 In-Person Meeting

1 virtual meeting

- Gather input on the existing goals and objectives of the current LRTP
- Gather initial input on current issues experienced

Survey

Questions



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