BIKES (and MORE!)

Chester County's Active Transportation Plan for Public Rights of Way

CHESTER COUNTY Planning COMMISSION

Agenda

- Introductions
- Project Overview
- Data
- Q & A

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Project Overview

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Vision and Goals

- Safely connect vulnerable users to destinations on Chester County roadways.
- Identify opportunities to accommodate more modes of transportation on roadways.
- Highlight policies that focus on safety and multimodal transportation options.
- Keep the plan small, succinct, and implementable.

Preliminary Plan Topics

Existing conditions

- SEPTA/Transit Connections/bike policies/last mile
- Off-road trail links
- Sidewalk Gaps

Policies

- Complete Streets
- State Laws
- Driver Behavior
- Education/Safety
- Safe Routes
- Bike Safe Program
- Vision Zero
- E-Bikes and Classifications
- Micromobility (policies, e-scooters, One-wheels)

Implementation Strategies

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Project Schedule

DATA COLLECTION/
ANALYSIS

PLAN
DEVELOPMENT

GRAPHICS AND
FINALIZATION

6 months per phase, to be complete mid 2027

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Public Outreach

Meetings

Webpage

Surveys (English and Spanish)

In-person engagement

FRENCH CREEK IRON TOUR
cycling for open space

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Data

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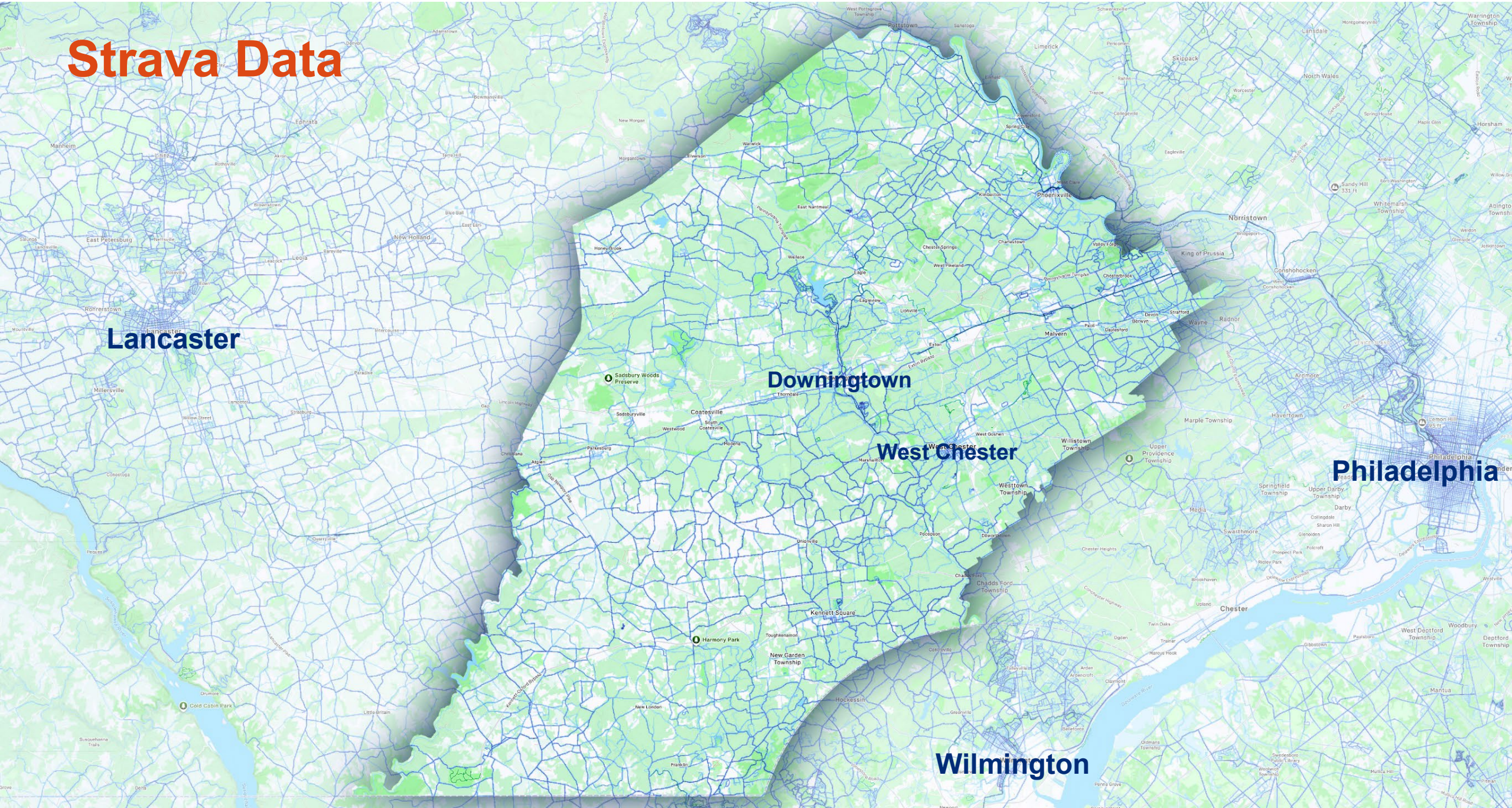
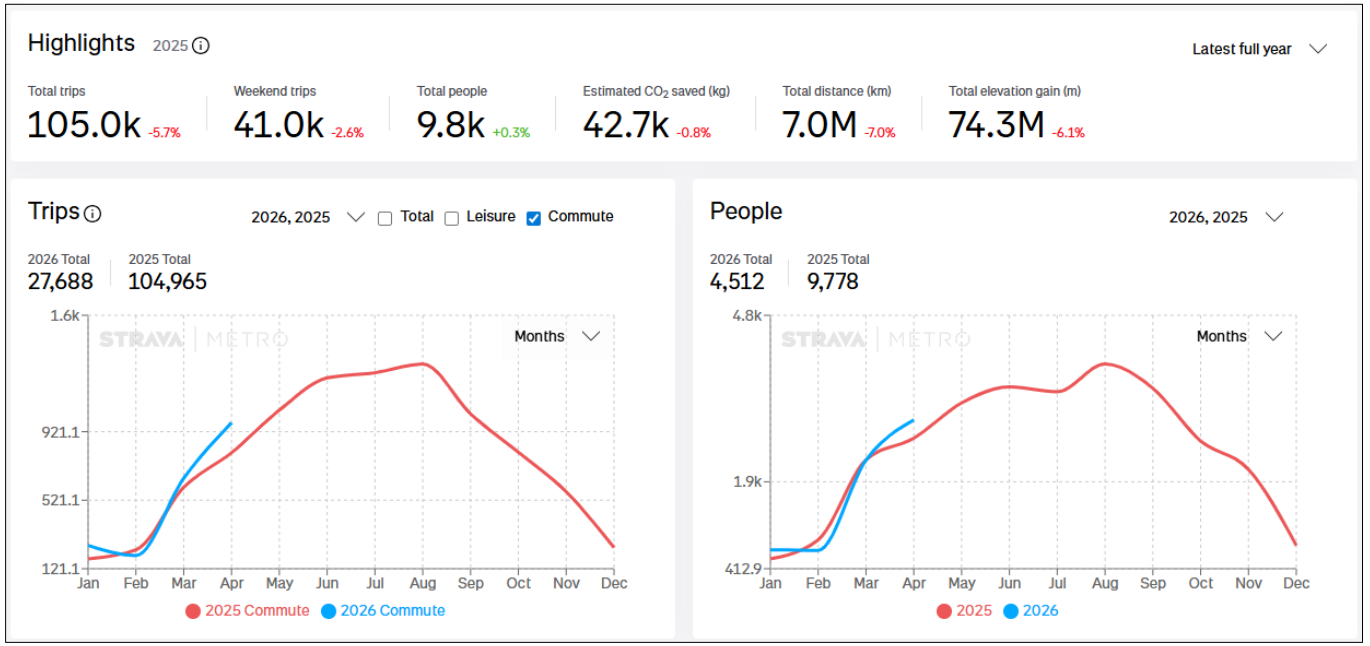
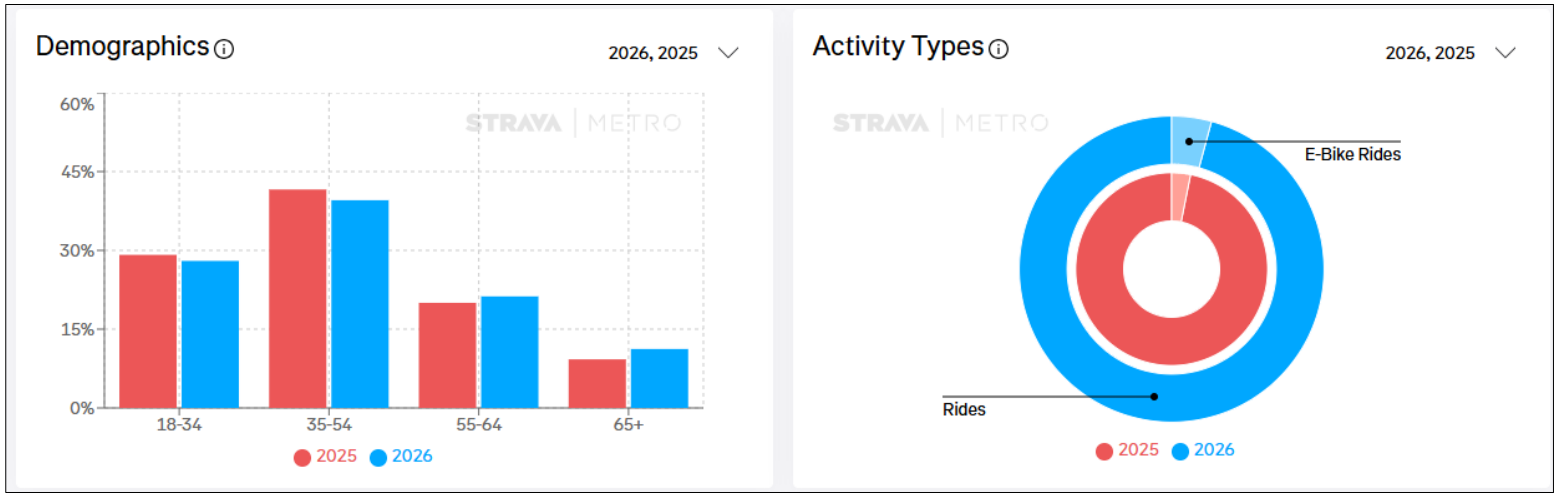
Strava Data


Lancaster
Downingtown
West Chester
Philadelphia
Wilmington

Rider Demographics

Almost 105K commuter trips were taken by bike last year in Chester County(and logged it in Strava)





4.2% of riders in 2026 using E-bikes

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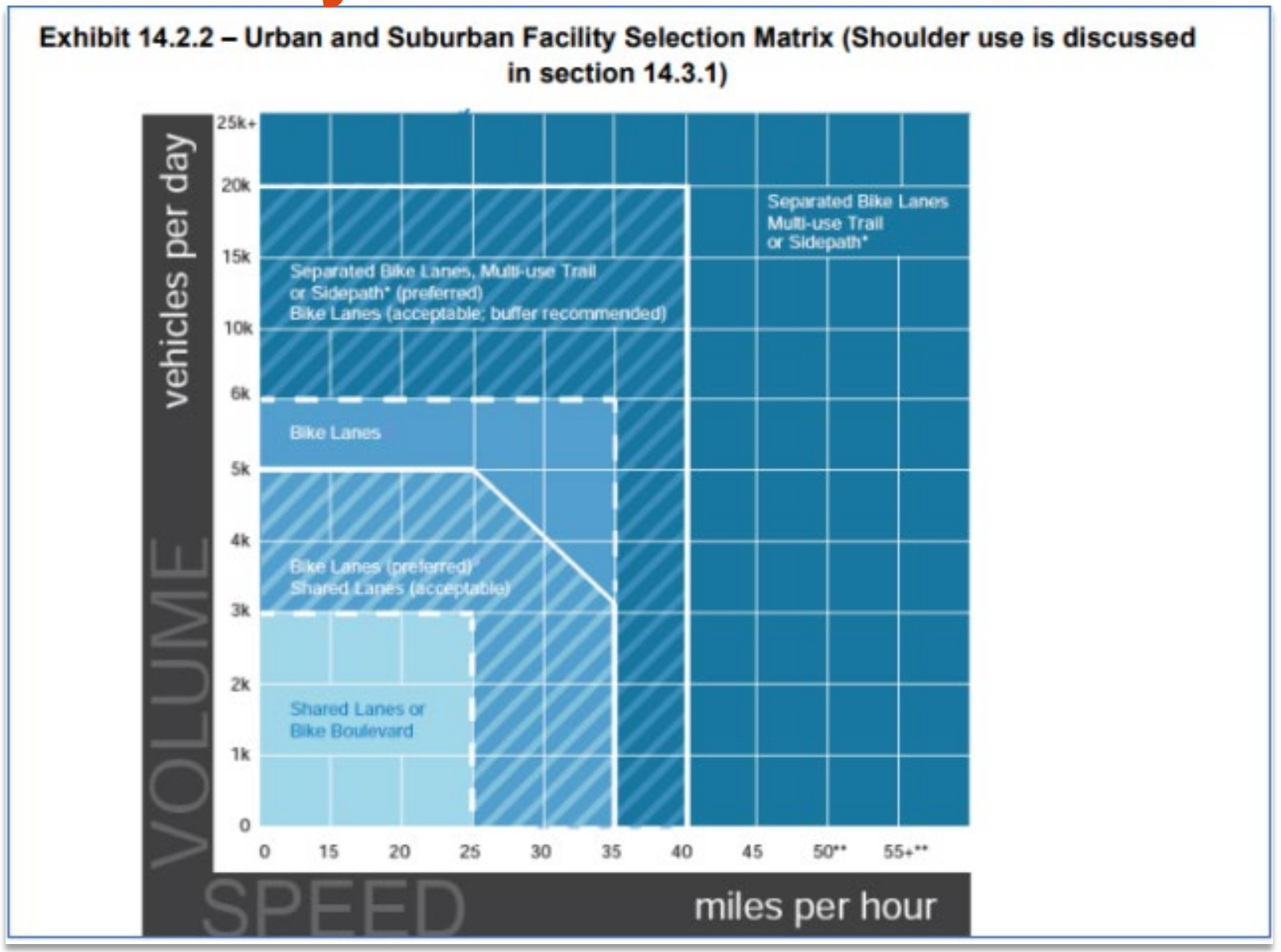
Standards for bicycle facilities



Source: FHWA

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PA MICROMOBILITY FACT SHEET

pennsylvania
DEPARTMENT OF TRANSPORTATION

DESCRIPTION	MIN AGE	LICENSE	REGISTRATION	INSURANCE	HELMET	PASSENGER	LIGHTS	MAX CAPABLE SPEED	RIDE ON SIDEWALK	RIDE ON BIKE LANE	POSSIBLE DUI	PA VEHICLE CODE
ELECTRIC SCOOTER	-	-	-	-	-	-	-	-	-	-	Yes	§ 102
Can operate only on private property. Electric scooters, like electric skateboards and electric unicycles, cannot be legally operated on public roadways.												
MOTORIZED PEDALCYCLE	16	C	Yes	Yes	Yes, under 21	Yes	Yes	25	No	No	Yes	§ 102, § 3523(e), § 1714
Has operable pedals. Design speed of no more than 25 mph. Gas - motor rated 1.5 brake horsepower or less, has an automatic transmission. Electric - powered by an electric battery.												
MOTOR SCOOTER	16	Class M/Class if >50 cc, Class C if <50cc	Yes	Yes	Yes, under 21	Yes	Yes	Up to 5 brake horsepower	No	No	Yes	§ 102, § 3525
Is a motor-driven cycle. Motor shall not exceed five brake horsepower.												
SEGWAY	-	No	No	No	Yes, under 12	No	Yes	-	Yes	No	Yes	§ 102, § 3581-3583, § 3703 (c)
Is an electric personal assistive mobility device. An electric, self-balancing, two-nontandem-wheeled device. Lighting must be used when operating between sunset and sunrise. A Segway is allowed on sidewalks unless a municipality prohibits it.												
E-BIKE	16	No	No	No	No	Yes	Yes	20	Yes, not in business district	Yes	Yes	§ 102, § 3514
Is a pedalcycle with electric assist. Weighs less than 100 pounds. Motor not more than 750 watts. Has operable pedals. Not capable going faster than 20 mph on a level surface when powered by the motor source only. Lighting must be used when operating between sunset and sunrise.												
BICYCLE	-	No	No	No	Yes, under 12	Yes	Yes	-	Yes, not in business district	Yes	Yes	§ 102, § 3501 et seq., § 3802, § 1547
Is a pedalcycle. Is moved solely by human-powered pedals. Lighting must be used when operating between sunset and sunrise.												

For more information visit penndot.gov

May 2021

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DVRPC's Level of Traffic Stress Data

LTS 1

Relaxing, Suitable for most riders

LTS 2

Comfortable for most adults

LTS 3

Comfortable for confident bicyclists

LTS 4

Uncomfortable for most

Source: DVRPC

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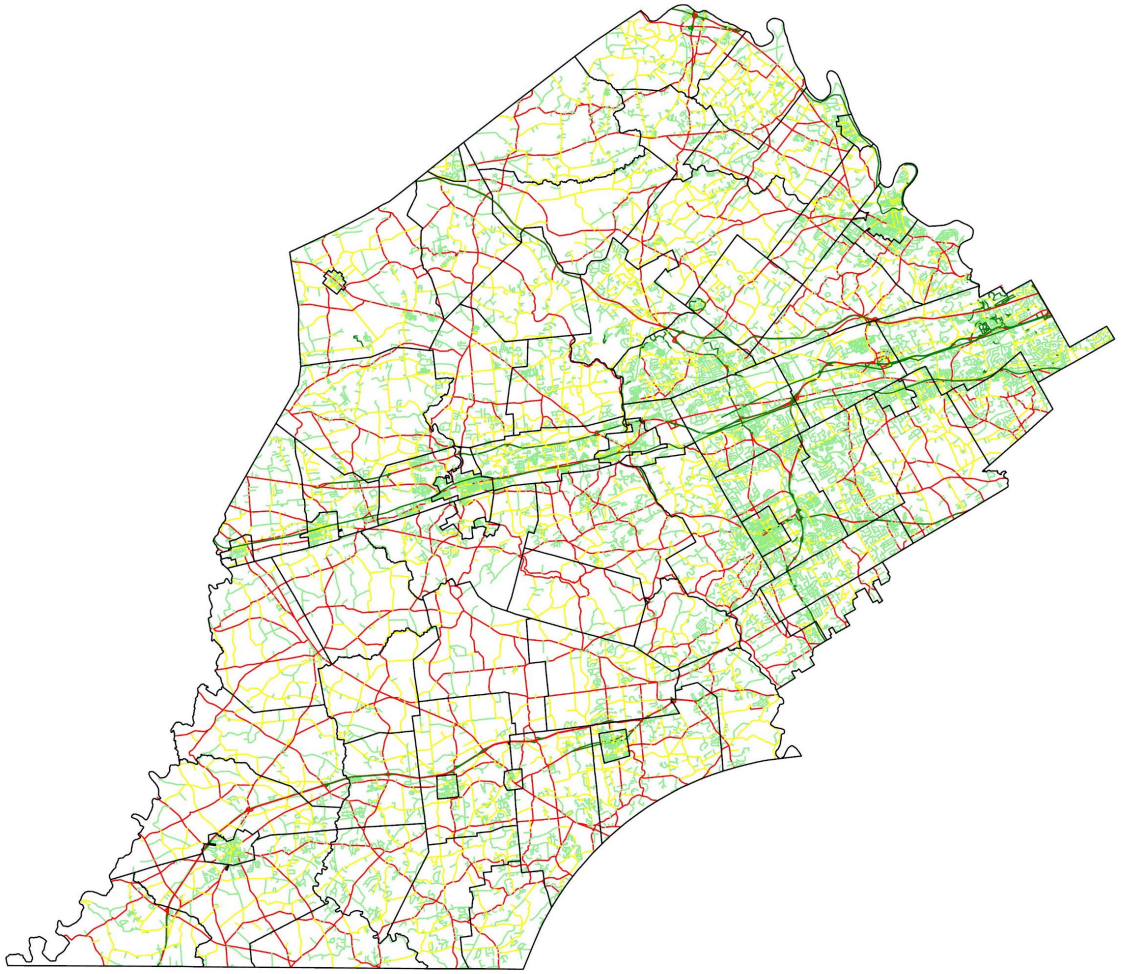
DVRPC's Level of Traffic Stress Data



Level of Traffic Stress (LTS)	Comfortable Enough For	Characteristics
1	Most People	Lowest stress, comfortable for most ages and abilities
2	Interested, but Concerned	Suitable for most adults; presents little traffic stress
3	Enthused and Confident	Moderate traffic stress; comfortable for those already biking in American cities
4	Strong and Fearless	High traffic stress; multilane, fast-moving traffic

DVRPC's LTS assignment is based on the number of lanes, effective vehicle speed, and the presence and type of bicycle facility along the road segment. Surveys have shown that the Interested but Concerned group is the largest; therefore, they are often the target audience for bicycle infrastructure planning.

Source: DVRPC

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Questions & Comments

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Thank You!

Spanish-Language Survey

English-Language Survey

Website

Patty Quinn, AICP
pquinn@chesco.org

Brian Styche, RLA, AICP
bstyche@chesco.org

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