

Pedestrian and Pedalcycle Advisory Committee Minutes

Subject: Minutes for Summer Quarterly Meeting
Date and time: June 7, 2018 12:30 PM to 3:30 PM
Location: Conference Room 8N1 – Keystone Building, Harrisburg, PA

The meeting was called to order at 12:35 PM by Roy Gothie (PennDOT Bicycle – Pedestrian Coordinator). Roll was taken and a quorum was declared.

PPAC members in attendance were: Jason Gerard (alternate for Senator Sabatina), Kyle Wagonseller (alternate for Representative Keller), Roy Gothie (alternate for Secretary Leslie Richards), Diane Kripas (alternate for Secretary Cindy Dunn), Julie Fitzpatrick, Benn Guthrie, Sarah Stuart, Scott Bricker (by phone), Lauri Ahlskog, Fred Richter, and William Hoffman and Chandra Kannan.

Additional Attendees included Justin Lehman (Department of Health), Laura Heilman (Pa Commuter Services), Michael Castellano (FHWA), Dave Holcombe (D8-0), Roger Cohen (PennDOT Policy Director), Kara Templeton (DVM), Jackie Koons-Felion (PennDOT staff), and Samantha Pearson (Elm Street Commission).

The minutes from the March 15, 2018 meeting were approved.

Roger Cohen and Kara Templeton discussed PennDOT's developing policy on the testing of Autonomous Vehicles and the related topics of federal and state legislation (Attachment #1).

Kyle Wagonseller provided a brief update on several relevant bills and elaborated on the written update provided by Nolan Richie (Attachment #2). He mentioned SB 564 requiring PennDOT to provide protective fencing on state-owned bridges as something not on Nolan's list (the bill is now law).

Diane Kripas noted that the Pennsylvania Trail Advisory Committee won a national award for Outstanding Use of Program Funds from FHWA and the Coalition for Recreational Trail Program. The trails program is managed by DCNR and PennDOT jointly with funding from FHWA.

Justin Lehman presented an update on the Walkworks Program (attachment #3)

Roy Gothie presented an update on other PennDOT activities (Attachment #4)

Under New Business, a general discussion was held with Kara Templeton proposed on changes to the Driver's Manual (Attachment #5). Of note the addition of language regarding the Dutch Reach, the R4-11 sign (Bicycles May Use Full Lane), graphics related to the 4-foot overtaking law and motor vehicle making right-turns across bike lanes,

For proposed legislation, the Idaho Stop was extensively discussed. PennDOT was requested to examine the language in Delaware where the law recently passed and draft some similar language for treating a stop sign as yield sign.

Meeting adjourned at 3:05 PM.

Next Meeting

Date and time: September 6 12:30 PM to 3:30 PM
Location: Conference Room 8N1 – Keystone Building, Harrisburg, PA

Fred Richter _____ Secretary

_____ Date of Approval

ATTACHMENT #1

PennDOT is developing a revised Policy for the testing of autonomous vehicles within the commonwealth and the goal of this policy is to balance safety while allowing and supporting the testing of innovative technologies. PennDOT has been closely coordinating with our Stakeholder Task Force and this group now includes PennDOT's Statewide Bicycle and Pedestrian Coordinator.

Currently, legislation at the Federal and State level limits the ability of the DOT to require significant concessions from the vendors and testers and absent that, this policy will guide all parties moving forward. We expect the full policy to be released in mid-July.

ATTACHMENT # 2

Bills under consideration by General Assembly of interest to PPAC

Updates in red are as of 6/5/2018

Painted Curbs/Protected Bike Lanes – SB788 (Farnese)

Current Vehicle Code language prevents the construction of certain types of Parking Protected Bike lanes as in this design, vehicles are not able to meet the requirements of the law being five or more feet from the curb. “[e]very vehicle standing or parked upon a two-way highway shall be positioned parallel to and with the right-hand wheels within 12 inches of the right-hand curb or, in the absence of a curb, as close as practicable to the right edge of the right-hand shoulder.” As a solution to this problem, legislation was drafted to require parked vehicles to be within 12 inches of the outside line of the buffer area between the pedalcycle lane.

Status: House passed HB1657 unanimously on October 2, 2017, and was referred to the Senate Transportation Committee on October 5, 2017. SB 788 awaits passage out of Senate Transportation Committee, a full Senate vote and House concurrence. SB 788 and HB 1657 are still awaiting action by the Senate Transportation Committee.

Speed cameras pilot in work zones and speed cameras pilot on Roosevelt Boulevard- SB 172 (Argall)

Earlier this year, the National Transportation Safety Board recommended that states and localities take stronger action to address speeding, which is responsible for the same number of traffic deaths as drunk driving nationwide. Among those recommendations: all states without auto enforcement programs, such as Pennsylvania, should pass authorizing legislation. The place to start is on Roosevelt Boulevard. This 15-mile stretch of roadway makes up only 0.6 percent of Philadelphia's streets, but is where 13 percent of the City's traffic deaths occur annually.

Status: House Transportation committee passed HB1187 on May 24, 2017, and remains on the table calendar in the House. Language of HB1187 was amended into SB172, which passed out of the Senate on July 10, 2017. Awaits final House passage and Senate concurrence. Additionally, the Senate Transportation Committee passed HB 1647 on May 23, 2018, with amendments including the provisions in SB 172 (as passed by the Senate with moderate updates). As a result, there is now a proposal in each Chamber on how to enact this type of legislation.

Cell phone ban for novice drivers – SB 786 (Rafferty and Sabatina)

This bill creates a cell phone ban for novice drivers (under 18 years of age or a person with a learner's permit) from using a cell phone.

Status: Passed the Senate Transportation Committee on June 21, 2017. Laid on the table in the Senate on July 17, 2017. SB 786 is still laid on the table in the Senate.

Cell phone ban – HB 1684 (Brown)

This bill, introduced by Representative Rosemary Brown prohibits those older than 18 to talk on cell phones without hands-free accessories, prohibits those under 18 from using a cell phone at all, and adds three points to the \$50 penalty for violating the law.

Status: Pending consideration by the House Transportation Committee. The House Transportation Committee held a hearing on April 3, 2018, regarding HB 1684. On April 30, 2018, the House Transportation Committee reported out HB 1684 with amendments. HB 1684, as amended, was laid on the table in the House on June 5, 2018.

Prioritize Vulnerable Users – HB 1646

Earlier this year, Reps. Brett R. Miller and John Taylor introduced HB1646, the "Vulnerable Highway User Protections" bill, to increase the penalties for careless drivers who inflict bodily injury, or worse, death, upon others. Today, a careless driver who kills a pedestrian is fined \$500; who causes serious bodily injury - \$250. Vulnerable users, according to the bill's language, are defined as pedestrians, bicyclists, people in wheelchairs, motorcyclists, skateboarders, horseback riders, horse and carriages and farm equipment. Introduced in July, the bill raises fines for people whose careless driving results in death or bodily harm.

Status: The House passed HB1146 on October 16, 2017. Awaits Senate Transportation Committee and full Senate vote. The Senate Transportation Committee reported out HB 1646 on May 23, 2018, with amendments including SB 172 (as passed by the Senate with moderate updates). HB 1646 remains on Second Consideration in the Senate. (This bill is awaiting another Floor amendment. This bill may also be re-referred to the Senate Appropriations Committee.)

A summary of the proposed Floor amendment (susceptible to change) includes:

- *A new definition for “vulnerable highway users” as:*
 - (a) A PEDESTRIAN, INCLUDING NATURAL PERSONS ENGAGED IN WORK UPON A HIGHWAY, IN WORK UPON UTILITY FACILITIES ALONG A HIGHWAY, AND EMERGENCY SERVICE RESPONDERS WITHIN THE RIGHT-OF-WAY; AND
 - (b) A NATURAL PERSON RIDING OR LEADING AN ANIMAL, IN AN ANIMAL-DRAWN VEHICLE, OR RIDING IN OR OPERATING A FARM VEHICLE; AND
 - (c) A NATURAL PERSON LAWFULLY OPERATING OR RIDING A MOTORCYCLE, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE, OR VEHICLE THAT IS NOT A MOTOR VEHICLE, ON A PUBLIC RIGHT-OF-WAY, CROSSWALK, OR HIGHWAY SHOULDER.

- *New fine amounts as:*
 - *From \$10,000 to \$5,000 for death involving a vulnerable highway user.*
 - *From \$5,000 to \$1,000 for serious bodily injury to a vulnerable highway user.*
 - *From \$1,000 to \$500 for bodily injury to a vulnerable highway user.*

Radar for Local Law Enforcement – SB 251

Bill introduced by Senator Randy Vulakovich. It would allow municipalities (after adopting an ordinance) to use radar technology to monitor traffic speed. The bill caps the amount of revenue a municipality can retain and sets calibration standards for RADAR guns. It is supported the Coalition to Eliminate the Prohibition Against Municipal Police Using Radar.

Status: ~~Awaits House Transportation Committee and full House vote.~~ Passed the Senate (46-3) on November 14, 2017. The House Transportation Committee held a hearing on SB 251 on April 4, 2018. The House Transportation Committee reported out SB 251 on May 24, 2018, with amendments, including a “gut-and-replace” to mirror HB 2148 (an alternative radar proposal).

ATTACHMENT #3

Since October 2017, WalkWorks has been working with four local governmental entities to assist with the development of transportation plans, emphasizing walking and biking. The funding was provided by the PA Department of Health and awarded through the University of Pittsburgh Graduate School of Public Health. The four communities include:

- Elizabethtown Borough, Lancaster County
- Jersey Shore Borough, Lycoming County
- Borough of Oakmont, Allegheny County
- West Earl Township, Lancaster County

A second Funding Opportunity Announcement will be released later this year.

WalkWorks, www.pawalkworks.com, will release an affiliate application for a limited number of communities to join its network to increase opportunities for physical activity through the development of fun, fact-filled walking routes and sustainable walking groups within the next few months. Selected community-based partners identify a minimum of one walking route, including points of interests; establish a stakeholder group to ensure the route is consistent with resident's interests; organize a kick-off celebration; and support local changes to and/or development of policy and plans pertaining to active transportation. There is no cost to the community outside of personnel time. Once the walking route has been developed, the community receives promotional materials, including signage for the route.

The Pennsylvania Walkable Communities Collaborative, in partnership with the Pennsylvania State Association of Boroughs, hosted three separate workshops called "Understanding Complete Streets Policies and Field Review." These workshops brought together more than 50 local government officials, council members, planners and other interested sectors to promote some of the benefits communities have experienced related to Complete Streets, including improved safety, livability, and economic development. In addition to considering the benefits of complete streets, these sessions reviewed example policies and addressed the unique opportunities and challenges of implementing complete streets in Pennsylvania. The three locations included:

- May 8 – Macungie Institute, Lehigh County
- May 22 – Kovalchick Convention and Athletic Complex, Indiana County
- June 1 – Hummelstown Borough Municipal Building, Dauphin County

The Department of Health is exploring providing additional professional development opportunities, either through webinars or in-person trainings, around Complete Streets and walkable communities.

The Division of Nutrition and Physical Activity within the Pennsylvania Department submitted an application 6/12/18 to receive CDC funds to continue to increase safe and accessibly physical activity that benefits the whole state and can be shared with local governmental entities. Awards will likely be announcement in September.

ATTACHMENT #4

PennDOT's Statewide Bicycle and Pedestrian Master Plan has closed the Community Survey, which received over 13,000 responses. Currently, the final Existing Conditions" report under review and the Vision Statement and Goals/Objectives are being refined. One of the major needs identified in the ongoing work to create goals and performance measures was data collection and funding local planning partners to purchase bicycle and pedestrian counters.

PennDOT expects to advance into a discussion of Bicycle and Pedestrian Priority Areas (BPPA)s as next step with the final work product complete in the fall of 2019.

PennDOT has updated the Bicycle Webpage with range of new materials for planning and design guidance: <http://www.penndot.gov/TravelInPA/RideaBike/Pages/default.aspx>

Work is continuing the new policy on the Rumble Strip Policy and Trails in Limited Access Right-of-Way Policy. PennDOT will continue to work on addressing comments and expects the Rumble Strip Policy to be released in September, 2018.

ATTACHMENT # 5

Proposed Suggestions for New Additions to the PennDOT Driver's Manual from Members of PPAC – April 2, 2018

Chapter 2

Page 9 - Add Bicycle Signal alongside Ped Signal and verbally describe

Page 11 and 12 - Bikes May Use Full Lane (R4-11) If something needs to be removed in order to have room for the R4-11, consider removing the two graphics for the No Turn on Red signs. The "no turn on red" sign has been updated to a sign that uses a circular red ball at the bottom, but many old NTOR signs remain in place. We are not familiar with any graphic NTOR signs with the words "on red" at the bottom in PA. Removing those two graphics would allow room for the R4-11.

Question from Bill Hoffman: PA is now starting to use red arrows for turn signals. Strictly speaking, a circular red is not the same as an arrow. So shouldn't the sign use a red arrow if it's prohibiting a turn on red where the right (or left) turn signal is an arrow? And, this is something that I cannot find in Title 75: are turns on red arrows automatically prohibited in PA, even if there is no NTOR sign? That is the law in New York and Delaware, and maybe other states. I did not check the Uniform Vehicle Code to see if it contains guidance on this.

Page 14 and 16 - Pedestrian, Bicycle and School Crossing signs - Add that these signs may be supplemented by user activated flashing signals (RRFB and/or Perimeter LED Lights)

Chapter 3

Page 43 - the graphic shows motorist passing too close to bicyclist. Have the vehicle cross the dashed yellow line or change the dashed yellow line to a double solid yellow.

Page 47 - Add crosswalks, sidewalks and bike lanes to these diagrams. (Bill Hoffman disagrees; thinks focus should be on proper lane use)

Page 55 - Provide guidance for motor vehicles turning right when next to a bicycle traveling straight. Guidance for motor vehicles turning right when next to a through-bound bicycle is on p. 90, so just add a reference here to that page.

Page 55 - When opening a car door on the street be aware for bicyclists who may be traveling. Opening a drivers side door with your right hand instead of your left will allow you to look behind for an approaching cyclist who could be struck by the door. This technique is known as the "Dutch reach."