

Pedestrian and Pedalcycle Advisory Committee Minutes

Subject: Minutes for Fall Quarterly Meeting
Date and time: October 09, 2019 12:30 PM to 3:00 PM
Location: Desert Room – 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 Josiah Shelly (alternate for Representative Tim Hennessey), Kyle Wagonseller (alternate for Representative Carroll), Nolan Ritchie (alternate for Senator Kim Ward), Jason Gerard – by phone - (alternate for Senator Sabatina), Roy Gothie (alternate for Secretary Leslie Richards), Alex MacDonald (alternate for Secretary Cindy Dunn), Benn Guthrie (by phone), Sarah Stuart, Bradley Flamm, Julie Fitzpatrick, William Hoffman, Lauri Ahlskog, and Chandra Kannan (by phone).

Additional attendees included Justin Lehman (Department of Health), Jeff Engle (FHWA), Wayne Mears (PennDOT Press Office), Bob Diehl (Bike Friendly Camphill), Sarah Speed, Laura Heilman (Pa Commuter Services), Ross Willard (Recycle Bicycle), Ngani Ndimbie (PennDOT Policy Office), Chris Metka (PennDOT Program Center), and Samantha Pearson – by phone - (Elm Street Commission).

The minutes from the October 10th, 2019 meeting were unanimously approved.

Sarah Stuart (Chairperson) provided the committee with a recap of the meeting with Secretary Richards on September 26th. The attending PPAC members discussed for issues: improvements to the process for including bicycle facilities as part of resurfacing project; the need for additional professional staff at District Offices to support active transportation planning and design; challenges with the PennDOT Connects process between scoping and design; and DOT maintenance for bicycle facilities.

The members were able to meet with Brian Hare afterwards to discuss the issues with PennDOT Connects. Additional follow-up meeting would be needed to discuss adding 409 projects to the process as well as steps to improve opportunities for public input.

Sarah next brought up the issue of e-bikes and the need for a policy at DCNR and DOT to address trail (forests and parks) and on-road usage. PPAC and the Trails Advisory Committee (TAC) are both interested in developing clear and consistent legislation and policies to support the use of these vehicles (email from Frank Maguire attached). A joint committee will be formed to address these issues and report back at the December 11th meeting.

Roy Gothie then reminded the appointed members that their terms would be expiring at the end of December and he would be initiating the process re-appointment for those members who desired to fill spots that would become vacant. Additional materials supporting that process would be provided via email to the members.

Alex MacDonald, Department of Conservation and Natural Resources presented an update on the DCNR's current activities (Attachment # 1)

Justin Lehman, Department of Health, provided an update on the status of the State Physical Activity and Nutrition 5-year grant from CDC for funds from the Walkable Communities initiative and other projects by the DOH (Attachment #2)

Roy Gothie, Pennsylvania Department of Transportation, provided a brief update on the progress of the new Statewide Bicycle and Pedestrian Master Plan and other DOT activities (Attachment #3).

Legislative Updates were provided by Nolan Richie who expanded upon a one-page listing of current and proposed bills (Attachment #4).

The meeting was adjourned at 3:00pm

Next Meeting

Date and time: December 11, 2019 – 12:30pm

Location: 8N1 – Keystone Building, Harrisburg, PA

Fred Richter _____ Secretary

Attachment #1

DCNR Update

Continuing to update the new statewide trail plan recommendations with a draft in January for public comment.

DCNR noted that a version of the new federal transportation bill - passed by the Senate in July - affects the Recreational Trails. The proposed changes require the US DOT to generate an 'assessment report' for the Recreational Trails program funding from the nonhighway recreational fuel taxes and reconcile incoming and outgoing flows. This may add a significant sum to the existing funding stream PA receives – relevant bill text is below – Full language is here:

<https://www.govtrack.us/congress/bills/116/s2302/text>

1514.

Nonhighway recreational fuel study

(a) Definitions In this section:

(1) Highway Trust Fund - The term Highway Trust Fund means the Highway Trust Fund established by section 9503(a) of the Internal Revenue Code of 1986.

(2) Nonhighway recreational fuel taxes - The term nonhighway recreational fuel taxes means taxes under section 4041 and 4081 of the Internal Revenue Code of 1986 with respect to fuel used in vehicles on recreational trails or back country terrain (including vehicles registered for highway use when used on recreational trails, trail access roads not eligible for funding under title 23, United States Code, or back country terrain).

(3) Recreational trails program - The term recreational trails program means the recreational trails program under [section 206 of title 23](#), United States Code.

(b) Assessment; report

(1) Assessment - Not later than 1 year after the date of enactment of this Act and not less frequently than once every 5 years thereafter, as determined by the Secretary, the Secretary shall carry out an assessment of the best available estimate of the total amount of nonhighway recreational fuel taxes received by the Secretary of the Treasury and transferred to the Highway Trust Fund for the period covered by the assessment.

(2) Report - After carrying out each assessment under paragraph (1), the Secretary shall submit to the Committees on Finance and Environment and Public Works of the Senate and the Committees on Ways and Means and Transportation and Infrastructure of the House of Representatives a report that includes—

(A) to assist Congress in determining an appropriate funding level for the recreational trails program—

(i) a description of the results of the assessment; and

(ii) an evaluation of whether the current recreational trails program funding level reflects the amount of nonhighway recreational fuel taxes collected and transferred to the Highway Trust Fund; and

(B) in the case of the first report submitted under this paragraph, an estimate of the frequency with which the Secretary anticipates carrying out the assessment under paragraph (1), subject to the condition that such an assessment shall be carried out not less frequently than once every 5 years.

Attachment #2

Pennsylvania Department of Health, Division of Nutrition and Physical Activity

WalkWorks is currently working with 8 communities to develop an active transportation plan and 2 communities to adopt a Complete Streets policy. Several plans or policies have already been adopted and the remaining will be submitted to their respective Boards or Commissions in October for adoption.

Through WalkWorks, a 3rd Funding Opportunity Announcement (FOA) was released in late July inviting local government entities to receive funding to assist with:

- a. The development of a transportation plan, which will identify and prioritize projects related to modes of active transportation with an emphasis on walking and biking; and/or
 - b. The development of policies – such as Complete Streets or Vision Zero – that include language in support of environmental changes for enhancing places for physical activity with an emphasis on walking.
- Intend to select a minimum of 8 new communities. Selected communities will be notified soon.

WalkWorks will host a webinar on Thursday, October 17 from 12:00-1:00 called *Implementing Active Transportation Policy*. Speakers will be sharing about implementation projects in Harrisburg, Lancaster and Pittsburgh. To register, go to www.pawalkworks.com. If you would like to receive the email invitation, please email Justin.

The 3 Complete Streets webinars held in March and April are still available to listen to at any time on the WalkWorks website. Each is one hour. The PowerPoint presentation for each webinar is also available.

WalkWorks is currently accepting applications for communities to apply to develop a community-based walking route that connects different community destinations. Applications are due Friday, November 1. The application is available on the WalkWorks website. If you would like to receive an email version of the flyer which has additional details along with the application, please email Justin.

Creating a Walkable Community in Pennsylvania rack cards are available. Please share with partners. Also available at <https://www.health.pa.gov/topics/programs/WalkWorks/Pages/PA-Walkable-Communities.aspx>.

Health Equity Summit – Friday, November 1 from 9:00 – 5:00 at Thomas Jefferson University in Philadelphia. To learn more or register, go to: <https://www.health.pa.gov/topics/Health-Equity/Pages/Summit.aspx>.

Attachment #3

Full Draft Active Transportation Plan is ready for public comment – Website will be updated shortly, and the public will have 30 days to comment once the final draft is placed on the site. PennDOT now has multiple bicycle and pedestrian safety information in Spanish:

Pub 380s PA Bicycle Driver's Manual (Spanish Version)

<http://www.dot.state.pa.us/public/pubsforms/Publications/PUB%20380S.pdf>

Pub 734 PA Bicycle Tips Card (Spanish Version)

http://www.dot.state.pa.us/public/pubsforms/Publications/PUB_734S.pdf

Pub 692 PA Pedestrian Safety Tip Card (Spanish Version)

<http://www.dot.state.pa.us/public/pubsforms/Publications/PUB%20380S.pdf>

PennDOT hosted FHWA's training on their new Bikeway Selection Guide on August 12th. Approximately 25 staff attended the day long training, including staff from the City of Harrisburg and most of the District Bicycle and Pedestrian Coordinators.

The PDF of the slides from the presentation is located here:

http://www.pedbikeinfo.org/pdf/Webinar_PBIC_032619.pdf and the full webinar is here:
http://www.pedbikeinfo.org/webinars/webinar_details.cfm?id=80

PennDOT Safety Messaging – recent FB posts on Dutch Reach, Door Zone, and 4-Foot Overtaking Law

2018 Safety Data is now online.

	2018
Pedestrian Crashes	4,129
Pedestrian Suspected Serious Injuries	488
Pedestrian Fatalities	201

In 2018, Pedestrians were involved in 3% of Pennsylvania crashes but represent 17% of all fatalities

	2018
Bicyclist Crashes	976
Bicyclist Suspected Serious Injuries	96
Bicyclist Fatalities	18

Bicyclists are involved in less than 1% of crashes but represent 2% of all fatalities and injuries

Attachment #4

Bills under Consideration by the General Assembly of Interest to PPAC

Distracted Driving (SB 131-Sabatina and HB 37-Brown):

- **SB 131:** Creates a cell-phone ban for novice drivers (defined as a driver under 18 years of age) and provides additional measures to mitigate distracted driving such as requiring a question on the driver's license exam and increasing the fine from \$50 to \$100 for 1st offense and \$200 for 2nd and subsequent offense.
 - **Status:** Reported as committed by Senate Transportation on 4/10/19, and currently on 2nd Consideration on the Senate Calendar.
- **HB 37:** Prohibits the use of a hand-held cell phone by any driver. There is a provision excluding a minor (a person under 18 years of age) from using a hands-free accessory or device while operating a vehicle. This bill also increases the fine from \$50 to \$200 for any offense and establishes the Distracted Driver Awareness Fund.
 - **Status:** Reported as amended by House Transportation on 6/10/19, reported as committed by House Rules on 9/17/19, and currently on 2nd Consideration on the House Calendar.

e-Scooters (SB 542-Laughlin and HB 631-Rothman):

- Both bills currently contain identical provisions including a definition of an "electric low-speed scooter", adding it to the definition of "motor vehicle", exempting it from titling and registration, granting it the same rights as a pedalcycle, excluding a person under 16 years of age from operating it, setting the maximum speed at 15 MPH, requiring equipment standards such as lights and reflectors, and allowing local authorities to regulate it.
 - **Status:** Both bills were referred to Senate and House Transportation on 4/10/19 and 2/28/19, respectively. House Transportation held a public hearing on 4/18/19 and also an informational meeting on 6/17/19.

Protected Bike Lanes (SB 565-Farnese and HB 792-Maloney):

- **SB 565:** Authorizes a vehicle to be parked within 12 inches of the outside line of the buffer area between a pedestrian plaza or pedalcycle lane and parking.
 - **Status:** Referred to Senate Transportation on 4/18/19. (Senate Transportation is awaiting PennDOT to provide additional information from a request on 8/26/19.)

- **HB 792:** Authorizes a vehicle to be parked within 12 inches of the outside line of the buffer area between a pedestrian plaza or pedalcycle lane and parking. This bill also allows local authorities to adopt alternative parking regulations and imposes a \$15 fine for a violation by a vehicle owner.
 - **Status:** Passed the House (200-1) on 6/26/19 and referred to Senate Transportation on 7/8/19.

Radar for Local Police (SB 607-Scavello and HB 74-Rothman):

- **SB 607:** Allows any police officer to use radar or lidar for speed enforcement after receiving training. This bill includes other measures such as issuing tickets if speed is over 10 MPH, requiring signs to be posted when radar or lidar is in use, directing a municipality to adopt an ordinance prior to using radar or lidar in that municipality, and dedicating excess revenue to the Motor License Fund.
 - **Status:** Passed the Senate (49-1) on 6/25/19 and referred to House Transportation on 6/26/19.

Radar for Local Police (continued):

- **HB 74:** Creates a pilot program through December 31, 2024, for full-time police officers in full-service police departments to use radar for speed enforcement after receiving training. This bill includes other measures such as operating radar from a clearly marked vehicle, issuing tickets if speed is over 10 MPH, directing a municipality to adopt an ordinance prior to using radar, certifying speed limits on roadways, submitting annual reports to the Local Government Commission, and dedicating excess revenue to the Transportation Enhancements Grant Program (or ARLE).
 - **Status:** Referred to House Transportation on 1/28/19.

Vulnerable Highway Users (HB 1536-B. Miller):

- **HB 1536:** Defines a “vulnerable highway user” as a pedestrian or a person on a self-propelled transportation device, on an auxiliary-powered transportation device, on an animal, on an animal-drawn vehicle, or on a farm vehicle and who is lawfully on a highway. This bill essentially increases the penalties for a motorist causing death (1 year license suspension and fine of not more than \$5,000) or serious bodily injury (6 month license suspension and fine of not more than \$2,500) to a vulnerable highway user.
 - **Status:** Referred to House Transportation on 6/3/19.