

Pedalcycle and Pedestrian Advisory Committee Meeting Minutes

Meeting Date: December 12, 2023, 1:00 pm
In Person Keystone Building, Forest Room Plaza Level, Harrisburg, PA
and Virtual via Teams

Member Roll Call

Meeting was called to order at 1:00 pm by Sarah Stuart. Roll was taken and a quorum was declared.

Committee Members Present:

Trish Meek	Alternate for Secretary of Transportation
Alex MacDonald	Alternate for Secretary of Conservation and Natural Resources
Amy Kessler	Metropolitan Planning Organization/Rural Planning Organization
Sarah Stuart	Metropolitan Philadelphia
Julie Fitzpatrick	Statewide Constituencies
Clifford Kitner	Trail Constituencies
Ben Guthrie	Pedestrian Constituencies
Fred Richter	Recreational Cycling Club
William Hoffman	Public Member
Chandra Kannon	Public Member

Others Present: Sam Pearson, Wayne Mears, Jennifer Kuntch, Joe Stafford, Jamie Biblehimer, Dick Norford, Roy Gothie, Ngani Ndimbie, Mavis Rainey, Louis Searles, Connor Vecellio, Travis Siegel, Leann Chaney, Anthony Hennen, Chris Conti, Lucas Oshman, Kristin McLaughlin, Charles Richards, Tracey Barusevicius, Anne Messner, Janet Flynn, Sam Pearson, Brian Barnhizer, Chris Metka, Kristiana Barr, Nidhi Mehra, Jim Buckheit, Brendon Linton, Jon Fitzkee, Jason Bewley, April Hannon, Brian Hite, Evan Gardi, Bryce Buck, Jason Hershock, Matt Ludwig, Devon Kelly, Daniel Paschall, Kerriann Riddle, Tiffany Strickler, Peter Messina, and Natasha Fackler

Approval of Minutes

Ms. Stuart noted there were some items in the minutes that required follow up after the December meeting. It was decided that the items will be addressed during the meeting.

A motion to approve the minutes of the September 12, 2023, PPAC meeting with one editorial change was made by Bill Hoffman and a second was made by Fred Richter. The motion passed by unanimous voice vote.

2024 Meeting Schedule

Ms. Stuart stated that the meetings have historically been the second Tuesday of the month which would be March 12, June 11, September 10, and December 10. There was a suggestion that the meetings be scheduled from 12:00 to 3:00 pm in 2024 to allow more time for discussion. Mr. Hoffman supported the recommendation.

Alex MacDonald asked if any consideration has been given to doing some of the meetings all virtually to accommodate those that live further away. Amy Kessler stated that with a 4-hour drive an afternoon meeting is too late. It was decided that a hybrid meeting with an in-person and virtual option meets the needs of the members. Samantha Pearson asked if consideration has been given to meet at different locations. Mr. Hoffman stated that this was done in the past, but he does not recall if there was more participation.

A motion to approve the proposed 2024 PPAC Meeting schedule as presented was made by Mr. Hoffman and a second was made by Mr. Richter. The motion passed by unanimous voice vote.

Vulnerable Road User Safety Assessment Report

Ms. Stuart asked Jason Hershock to provide an update on Fiscal Year 2024 HSIP funding. He stated that there is a meeting occurring concurrently to discuss the issue and he will work with CPDM to get information on projects and provide to PPAC. Ms. Stuart also asked how many countdown signals utilizing HSIP funding have been deployed. He replied that the information is included in the presentation.

Mr. Hershock provided a presentation on the Pedestrian Countdown Timer Projects, VRU Assessment Report, and VRU Next Steps. (Attachment 1)

He stated that the FFY 2023 VRU 15% Rule included \$19.3 million in HSIP funds and was allocated to the following: Districtwide Pedestrian Countdown Timer Signals in all eleven Engineering Districts, Districtwide VRU systemic safety projects and spot location improvements in eight of the Engineering Districts.

The FFY 2024 amount was \$19.8 million. Currently \$13.4 million was apportioned to VRU projects and an additional \$6 million needs to be allocated to comply with the obligation requirement. The candidate projects are being discussed at a meeting that is happening concurrently with PPAC.

The first projects programmed by PennDOT were Pedestrian Countdown Signals (PCS) Upgrades. PCS was chosen to be implemented systemically because they are a proven countermeasure which have an 8.8% reduction in all crashes, and it gets a 5-star rating which is the highest rated Crash Modification Factor (CMF). Mr. Hershock reviewed the signal upgrades by District.

Mr. Hershock provided an overview of the Pennsylvania VRU Safety Assessment Report. It was completed by the November 15 deadline, and it is an Appendix of the Strategic Highway Safety Plan (SHSP). The report can be found on the PennDOT website and contains high-risk area maps and systemic project options for VRUs. PennDOT held consultation meetings throughout the state and PPAC members received invitations to all the regional consultation meetings. The meetings were a mix of hybrid and in-person. They were held in 13 regions with some regions including more than one planning partner area. More than 500 individuals were invited and PPAC provided input on invitees. There were almost 600 attendees (which includes people who attended more than one meeting; 198 high-risk areas were discussed; and hundreds of comments were received. Frequent comments and questions from attendees were:

- Can the limits of a high-risk area be adjusted?
- Is more information available about systemic VRU safety?
- How can I make comments that aren't related to identified high-risk areas?

In response to the questions high-risk area limits were adjusted and information is included in the report about systemic safety. He provided information on the online survey which included four questions. There were 689 responses to the survey which provide a good cross section of the organization and groups that participated.

The VRU Safety Assessment is part of the state's SHSP and was developed using a Data Driven Safety Analysis (DDSA) method which was prescribed by the law. As part of DDSA six years of crash data was used and excluded 2020 crash data because of the pandemic. High-risk areas were identified in two ways: geographically where the most VRU crashes occurred and systemically where risk factors tend to lead to VRU crashes. Mr. Hershock provided an overview of common vehicle-pedestrian and vehicle-bicycle collision scenarios. He also provided an overview of crashed by year, month, hour of day, roadway locations, conditions, lighting conditions, impairment, posted speed limits, land use, and road owner.

Maps were created for the 13 regions that show the high-risk areas. The maps were required by the Infrastructure Investment and Jobs Act and it also required a Safe System Approach. He also reviewed new methods of VRU Analysis and the Systemic Safety options that can be used across the state some urban and rural options.

In the future the Districts and Regional Planning Partners' can use the assessment to start the process of selecting VRU related HSIP projects. Funding for safety is not limited to HSIP funds. The VRU Assessment must be updated with every SHSP cycle which will be February 2027.

Mr. Hoffman asked if a typical intersection has eight ped signals. Mr. Hershock clarified it depends on the intersection configuration and provided the example that if the intersection has a median island it could have more than eight. Mr. Hoffman then asked if the signal permits are amended any time you make a change to the signal. Mr. Hershock referred individuals to the signal permitting staff for signal related questions.

Mr. Richter made a note that there may not be district buy in on improvements. As an example, he stated that countdown signals may be installed but there is not a way for the pedestrian to get to the corner and this may just be meeting the letter of the law. Mr. Hershock responded that HSIP funds are allocated to the Planning Partners (MPOs and RPOs) and improvements are not entirely up to the District Executive. It is important to make sure Planning Partners are involved in the process and the projects are required to be evaluated based on safety.

Ms. Stuart noted that based on the presentation Philadelphia did not get any of the first round of funding as they already had countdown signals. Mr. Hershock clarified that Tier 1 and 2 projects were already completed and Philadelphia focused on bigger projects. He added that Philadelphia County received almost \$40 million in set aside funds. Ms. Stuart asked about the second round of funding. Mr. Hershock clarified that it is a penalty that is assessed each year and that none of the Districts or Planning Partners elected to go with PCDS projects in year 2. Most of the new VRU projects are spot specific locations and some are systemic.

Mr. Kitner asked about moving forward projects in locations near schools and if areas should have discussions with their regional planning partner about improvements. Mr. Hershock clarified the PCDS were selected for the initial funding because they were quick projects and added site specific projects are eligible and added the referenced school zone may be eligible as an identified high-risk area or be good for systemic treatments.

Dick Norford stated that Susquehanna Township has a mix of urban, suburban, and urban roads and asked Mr. Hershock about his statement related to reducing speed limits. Mr. Hershock asked if the Township has incorporated traffic calming into projects or mostly simply signed roads 25 or 35 mph. Mr. Norford replied that most instances are just signing for a lower speed and noted speed enforcement is also a factor. Mr. Hershock replied that a self-enforcing speed limit would be better and putting in chicness, bump outs, or pedestrian refuge areas make a difference related to speed.

Ben Guthrie referenced reporting in the New York Times about darkness and nighttime and asked if there is interest in lighting improvements as an approach to improve safety. Mr. Hershock said there is interest and there are locations where lights would be beneficial. He added that there is work ongoing related to identifying more effective ways to light pedestrian and cyclist crossing areas.

Ms. Pearson stated she asked at a regional VRU meetings if numbers are normalized and added we need to recognize that lower speeds are safer. She also referenced PPAC comments related to predictive latent demand that is suppressed by dangerous conditions. She also noted concern from BikePGH about the crash numbers in their District. Mr. Hershock replied that the PCIT data is correct and there are possible data errors in the report that will be corrected when updated in 2027.

Joe Stafford asked if there is a correlation between the effectiveness of pedestrian and bicycle countermeasures and noted that bulb outs are good for pedestrians but maybe a conflict for bicyclists. He also asked for clarification why e-bikes are not considered VRUs by definition. Mr. Hershock stated that motorcycles not included and FHWA clarified e-bikes are not included. He stated that the countermeasures are also of benefit to e-bikes and emphasized we must follow FHWA rules.

Ms. Meek relayed a question from the chat that stated a large number of crashes occur midblock and asked if anything can be done to encourage pedestrians to cross at an intersection. Mr. Hershock stated yes things can be done and pedestrian compliance is also part of the answer.

Legislative Update

Ms. Stuart reported that information was included in the agenda and pointed out that one of the bills was being deliberated today (Attachment 2). There were no questions from PPAC about the attachment.

DCNR Update

Ms. Meek stated that Alex MacDonald, DCNR, needed to leave the meeting early and she noted that on October 5th DCNR awarded more than \$52 million to over 225 local recreation and conservation projects which included 32 trail projects totaling approximately \$7.1 million. Additional information was attached to the meeting agenda (Attachment 3).

Department of Health Update

Ms. Pearson announced a funding opportunity for the development of Active Transportation Plans (ATP). Applications will be due March 22, 2024. She also announced that a Statewide Active Transportation Summit is scheduled for June 26, 2024 in York, PA (Attachment 4).

PennDOT Update

Ms. Meek noted that the Midblock Crosswalk and Trail Crossing Policy needs to be provided to FHWA for review prior to adoption. She thanked PPAC for providing comments on the Draft Pedestrian Facilities chapter and stated the consultant team is reviewing the comments. She also mentioned that the Draft Traffic Calming Chapter will be provided to PPAC for review and comment as part of the Clearance Transmittal when it is issued.

PPAC Expansion

Julie Fitzpatrick introduced the topic of PPAC Expansion to include additional voting members. She stated that a change in the legislation would be needed to add members and it seems reasonable to expand to include the Department of Health and Department of Education as there is crossover from a funding and program perspective. Ms. Stuart also suggested adding DEP given the climate issue. Ms. Fitzpatrick concurred and added DEP could be considered related environmental justice work.

Mr. Hoffman stated that he is concerned about the quality of membership than the number of members and expansion would dilute the message for bicycles. He added everyone is a pedestrian but not everyone is a bicyclist. He felt it would handicap the committee and not provide the level of expertise of users that is needed and stated that PPAC needs people that walk the walk as well as talk the talk and know the subject. His main concern is that we don't seem to be getting the level of participation from the members we already have.

Mr. Kitner stated there could be benefit in having DEP at the table related to trail issues particularly related to permitting related to emergency repairs. Mr. Hoffman asked if there is a better way to get the help needed rather than add DEP to PPAC.

Ms. Stuart stated there are many benefits to bringing together state agencies and provided the example of the state reducing greenhouses gases by building more bike infrastructure. Discussions may improve and accelerate those processes. She added there is utility in having them at the table and DOH and DCNR are currently doing more active transportation planning than PennDOT.

Mr. Ritcher stated it was embarrassing today waiting for a member to sign in to have a quorum. He agreed with Mr. Hoffman that about bicycle representation and noted on a local level people sometimes make poor decisions with good intentions and expanding the group for the sake of expanding the group is a mistake.

Amy Kessler expressed concern that before expanding the group the current members need to understand their role and purpose. Before expanding we need to understand what the PPAC expectations are before bringing in other agencies.

Ms. Meek stated the legislation is clear PPAC has an advisory role. There are many planning efforts moving forward at the state level with other state agencies. Mr. Ritchie has stated that if there is a desire to expand PPAC needs to discuss and move forward with a consensus of the Committee to move legislation forward. Mr. Hoffman added that legislation may or may not pass and it would take time and asked if PPAC can bring in outside expertise when it is needed and suggested there may be a more effective way to do it than through legislation.

Ms. Kessler asked if we have a sense of what other agencies are doing related to connectivity and overlap and who is provided the opportunity to provide input or are things being created then put in front of groups after the fact. Ms. Pearson provided the examples of the State Health Improvement Plan (SHIP) and Climate Action Planning and said this provides an argument for why other bodies should be present at PPAC as it would provide an opportunity for a heads up and to compare notes. She added that PPAC needs to grow to have power and impact. She responded to the concern about diluting the membership that there are different types of cyclists and most people walk but asked how many walk for transportation.

Ms. Meek provided a brief update on PPAC membership appointments and stated the interested parties list that was developed as part of the VRU Safety Assessment Report will provide a starting point for soliciting interest from new members.

Ms. Stuart asked if there is a process to ask someone to step down from PPAC. Ms. Meek stated the bylaws provide for removal based on missing consecutive meetings without good reason and she added there is a difference between attending meetings and participating in meetings. Meeting minutes prior to 2023 were action only minutes and will not provide enough

detail to determine participation. Ms. Meek will work with Mr. Fitzpatrick related to past member attendance and possible membership expansion to be discussed at a future meeting.

Committee Effectiveness Update

Ms. Meek reported that the Long-Range Planning and Annual Report Subcommittee met to discuss preparing a PPAC Annual Report. She stated materials will be drafted and sent to PPAC for review in the future. The intent is to create a two-page document that lists major activities and includes links to meeting minutes.

Public Comment

Ms. Stuart asked for public comment. Jim Buckheit introduced himself as a local cyclist. He noted his colleague Ross Willard and he have been engaged in discussion about bike and pedestrian facilities on the I83 bridge. He noted that FHWA has clarified that 20% of a project cost can be spent on active transportation infrastructure. He voiced concern that bike/pedestrian facilities are not being considered on the I83 bridge and pointed out that these types of facilities have been installed on other interstate facilities nationally. Ms. Stuart stated if bikes and peds are permitted they must be accommodated. Mr. Richter stated there is a disconnect between PennDOT, FHWA, and local decisions. Mr. Hoffman stated he would draft something about the inclusion of bike and pedestrian facilities on interstate bridges to be circulated to PPAC for review and be sent to the Secretary.

Ms. Kessler asked if this is an issue where a policy needs to be changed and asked why PennDOT is not including the facilities. Mr. Buckheit stated it is his understanding it is for the following reasons: other bridges (Market Street and Harvey Taylor) can be used by bikes and peds; the connection and transition to the bridge from the roadway; the need for a tunnel that would need to be lit and maintained and possible safety concerns; and the money can be spent on something else. Ms. Kessler stated that it sounds like these are related to PennDOT policy.

Ms. Meek clarified that bikes and pedestrians are not permitted on limited access facilities by default. Ms. Stuart stated that bike and pedestrian facilities are permitted on other limited access facilities. Ms. Meek clarified there is an adopted process to evaluate access. Ms. Pearson stated this is not related to policy it is about the need to see things through a different lens.

Brendon Linton introduced himself as a cyclist and a member of the public. He stated that he is attending the meeting to provide a follow up to his presentation at a previous meeting related to a court ruling and he added that since the last meeting two cyclists were killed in Beaver County. He asked PPAC to consider a recommendation to expand PPAC to include the Pennsylvania State Police as a member. He also encouraged the committee to meet in different locations across the Commonwealth to allow members of the public to attend the meetings. He added that areas of the Commonwealth are very different and having meetings across the state would provide an opportunity to see what is happening outside of Pittsburgh, Philadelphia, and Harrisburg.

Mr. Richter acknowledged Ms. Stuart and thanked her for her years of service on PPAC.

Adjournment

A motion to adjourn the meeting was made by Mr. Hoffman and a second by Mr. Kittner. The motion passed by unanimous voice. The chair adjourned the meeting at 3:10 pm.

Next Meeting

The next Pedalcycle and Pedestrian Advisory Committee Meeting is scheduled for Tuesday, March 12, 2024, from 12:00 pm to 3:00 pm in the Keystone Building Forest Room Plaza Level.

Respectfully submitted,


Amy Kessler
PPAC Secretary

ATTACHMENT 1

PPAC VULNERABLE ROAD USER UPDATES

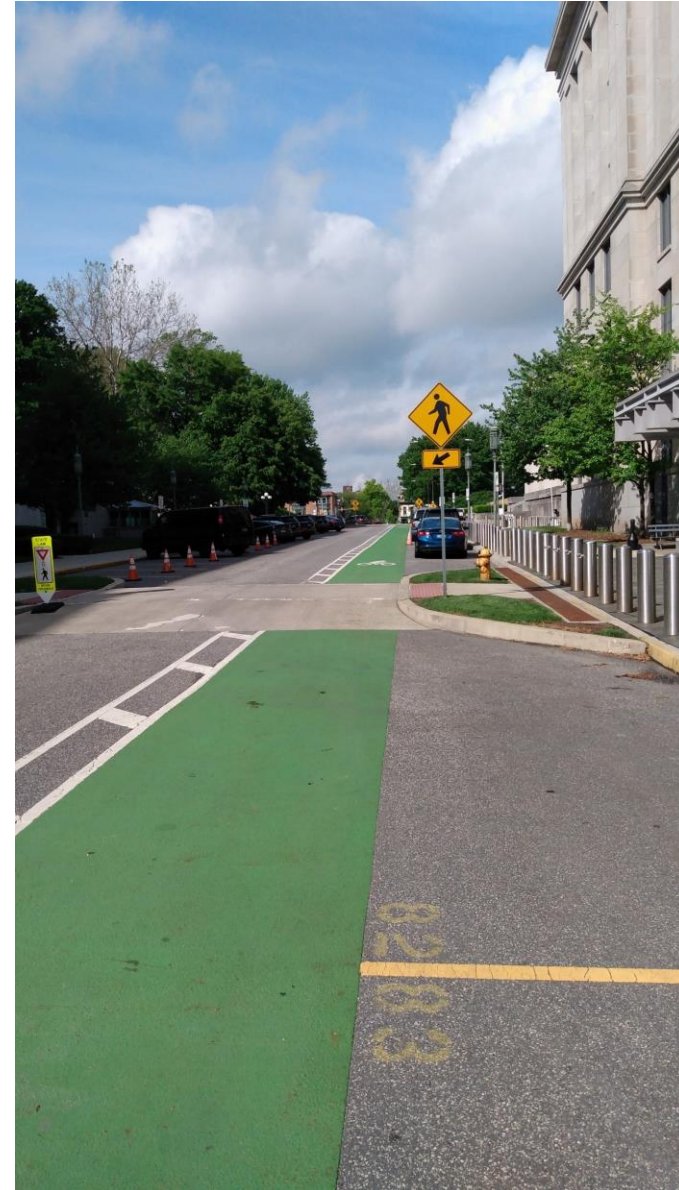


JASON HERSHOCK DECEMBER 12, 2023

HSIP VRU UPDATES

Today's objectives

- Pedestrian Countdown Timer Projects
- VRU Assessment Report
- Next Steps
 - VRU Updates



HSIP VULNERABLE ROAD USER RULE

VRU 15% Rule HSIP Projects

- FFY 2023 this is \$19.3 million of HSIP funds
 - Projects include:
 - Districtwide Pedestrian Countdown Timer Signals in all 11 Districts
 - Several Districts have Districtwide VRU systemic safety projects
 - Numerous spot location improvements in multiple Districts
 - D-1 Erie Co. Central Bayfront Parkway Multimodal
 - D-6 Chester Co. High Street
 - D-8 Dauphin Co. Eisenhower Blvd. VRU improvements
 - D-8 Dauphin Co. Capital Gateway
 - D-8 Dauphin Co. Sycamore/Paxton Intersection
 - D-11 Allegheny Co. Forbes Ave/Fern Hallow
- FFY 2024 the amount is \$19.8 Million of HSIP funds
 - Currently have \$13.4 million apportioned already for VRU projects
 - Need about \$6 million to comply with obligation requirement



HSIP VRU RULE

Systemic Pedestrian Countdown Signal (PCS) Upgrades

- Proven Countermeasure
 - CMF ID: 8790 “Install Pedestrian Countdown Timer”
 - 8.8% reduction in all crashes
 - 5 Star Rated CMF
- Cost Efficient
 - Low cost upgrades to existing signals
- Quickest option to implement
 - No major ROW impacts
 - No major utility impacts
 - No major environmental permits
 - No special legal agreements
 - Uses standard signal permitting process
 - Completed by Sept. 2025 or earlier



DISTRICT PED COUNTDOWN TIMER PROJECTS



Updates



DISTRICTS 1-0 & 2-0

District 1-0

- 774 PCS in District project
- 109 intersection locations
- Total Costs
 - Design: \$1,114
 - Construction: \$2,217,554.50
- ECMS Number: 119482

District 2-0

- 114 PCS in District project
- 18 intersection locations
- Total Costs
 - Design: \$134,159.45
 - could be more based on final invoices
 - Construction: \$456,892
- ECMS Number: 119190



DISTRICTS 3-0 & 4-0

- District 3-0
- 202 PCS in District project
- 31 intersection locations
- Total Costs
 - Design: \$168,000
 - Construction: \$208,554
- ECMS Number: 119300

- ## District 4-0
- 190 PCS in District project
 - 25 intersection locations
 - Total Costs
 - Design: \$16,675
 - Construction: \$245,171
 - ECMS Number: 119282



DISTRICTS 5-0 AND 6-0

District 5-0

- 950 PCS in District project
- 132 intersection locations
- Total Costs
 - Design: \$492,590
 - Construction: \$1,100,650.52
- ECMS Number: 119413

District 6-0

- TBD PCS in District project
 - Still in design
- 161 intersection locations
 - Bucks Co: 14
 - Chester Co: 49
 - Delaware Co: 27
 - Montgomery Co: 71
- Total Costs
 - Design: \$1.0 million
 - Invoiced to date \$493,000
 - Construction: \$2,500,000
- ECMS Number: 119301



DISTRICTS 8-0 AND 9-0

District 8-0

- 1,165 PCS in District project
- 169 intersection locations
- Total Costs
 - Design: \$481,503.15
 - Construction: \$3,324,032.97
- ECMS Number: 119233

District 9-0

- 124 PCS in District project
- 26 intersection locations
- Total Costs
 - Design: In-house
 - Construction: \$241,152.46
- ECMS Number: 118873



DISTRICTS 10-0 & 11-0

District 10-0

- 44 PCS in District project
- 6 intersection locations
- Total Costs
 - Design: \$0 (In-house)
 - Construction: \$44,618
 - Potential of up to \$46,068
- ECMS Number: 119198

District 11-0

- **XXX** PCS in District project
- **XXX** intersection locations
- Total Costs
 - Design: \$**XXX**
 - Construction: \$**XXXX**
- ECMS Number: **XXXXXX**



DISTRICT 12-0 & STATEWIDE NUMBERS

District 12-0

- 368 PCS in District project
- 51 intersection locations
- Total Costs
 - Design: \$0.00 (HSIP funds)
 - Construction: \$871,481
- ECMS Number: 119192

Statewide Summary

- **XXX** PCS in All PCS projects
- **XXX** intersection locations
- Total Costs
 - Design: \$**XXX**
 - Construction: \$**XXXXX**



THE VRU ASSESSMENT

- Completed Nov. 15, 2023
- Is an Appendix to the 2022 PA SHSP
- Contains Areas of High Risk Maps
- Has systemic project options



VRU ASSESSMENT REPORT

Summary of 13 Regional Consultations

- August 8: HATS/Lebanon/Lancaster
- August 9: York/Adams/Franklin
- August 18: Blair/Cambria/Southern Alleghenies
- August 21: Berks
- August 21: NEPA/Wayne
- August 22: DVRPC (2 meetings, one focused on Philadelphia)
- August 23: North Central/Centre
- August 24: SPC
- August 28: Lehigh Valley
- August 29: Erie/Mercer/Northwest
- August 30: SEDA-COG/Northern Tier/Lycoming
- August 31: Lackawanna Luzerne

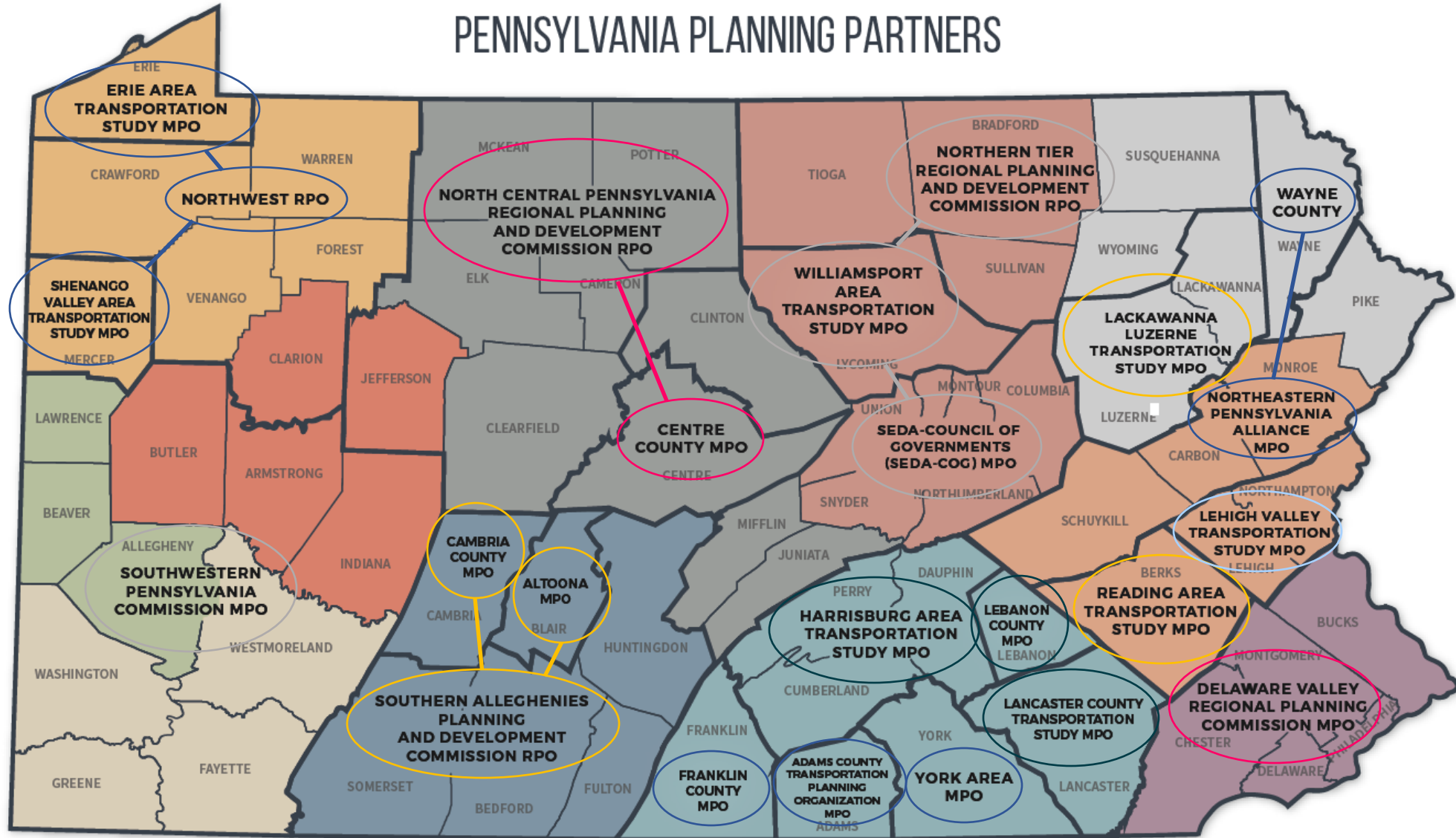
*Blue text indicates in meeting was person and through Teams events



VRU ASSESSMENT REPORT

13 Regions

PENNSYLVANIA PLANNING PARTNERS



VRU ASSESSMENT REPORT

Regional Meetings

- More than 500 total invitees, informed by input from PPAC in June
 - PPAC members
 - Planning Partners
 - Municipalities that contain high-risk areas
 - Transit agencies
 - Transportation management associations
 - Statewide advisory commissions for traditionally underserved groups
 - Other agencies with statewide responsibilities: FHWA, DCNR, AARP, etc.
 - Community health organizers
 - Centers for independent living
 - 60+ advocacy groups and clubs
 - PennDOT: Central Office and Districts
 - Others invited by Planning Partners



VRU ASSESSMENT REPORT

Regional Meetings

- Summary:
 - Almost 600 total attendees (including people who attended more than one)
 - 198 high-risk areas discussed
 - Hundreds of comments received
- Frequent questions/comments:
 - Can the limits of a high-risk area be adjusted?
 - Is more information available about systemic VRU safety?
 - How can I make comments that don't related to identified high-risk areas?



VRU ASSESSMENT REPORT

Online Surveys

Overview

pennsylvania
DEPARTMENT OF TRANSPORTATION

August 2023

The purpose of the Pennsylvania Department of Transportation's Vulnerable Road User Safety Assessment is to evaluate the state's safety performance for pedestrians and cyclists, and to develop a plan to improve safety for these travelers.

This survey is part of a broader consultation process being used by PennDOT to identify existing safety concerns for people walking and cycling and to recommend improvements that may alleviate those concerns. This process is focused on what the Federal Highway Administration calls "high-risk areas," or areas with a high level of walking and cycling crashes. Equity measures and latent demand for walking and cycling were also taken into account in the identification of high-risk areas.

Please use the map to navigate to the high-risk area(s) where you would like to provide comments. Click on the area and a dialog box will pop up where you can enter your answers. Alternatively, you can use the two widgets/tools in the top right corner of this application:



VRU ASSESSMENT REPORT

Online Surveys

PA Vulnerable Road User Safety Assessment Survey

Please provide your answers for your corridor of interest below.

In your experience, what are the primary PEDESTRIAN safety concerns in this area?*

1000 ↕

In your experience, what are the primary CYCLIST safety concerns in this area?*

1000 ↕

What types of improvements would you like to see in the area to enhance the safety of pedestrians and cyclists?*

1000 ↕



VRU ASSESSMENT REPORT

Online Surveys

- 689 responses
 - Approximately half were from DVRPC
 - Approximately one-third were from SPC
 - The remainder were spread across the state
- Respondents included a cross section of the organizations who participated in the consultation meetings



VRU ASSESSMENT REPORT

- **Part of a State's SHSP**

- **Had to use data driven safety analysis (DDSA)**

State must perform a quantitative analysis of vulnerable road user fatalities and serious injuries that

i) Includes data such as location, roadway functional classification, design speed, speed and time of day;

ii) considers the demographics of the locations of fatalities and serious injuries, including race, ethnicity, income, and age; and

iii) based on the data, identifies areas as “high-risk” to vulnerable road users. 23 U.S.C. 148(1)(2)(A))



VRU SAFETY ASSESSMENT

Data Driven Safety Analysis (DDSA)

- Six years of crash data
 - Traditional PennDOT Crash Records
 - Excluded 2020 crash data
 - Additional crash data characteristics from other sources
- Crash data, demographics maps, and user demand were used to identify “high-risk areas” in two ways:
 - Geographic: Areas where the most VRU crashes are occurring
 - Multiple spot locations across the state
 - Systemic: Risk factors that tend to lead to VRU crashes
 - No specific area, but deploying numerous proven safety countermeasures
- Overall statewide crash information is shown on the following slides

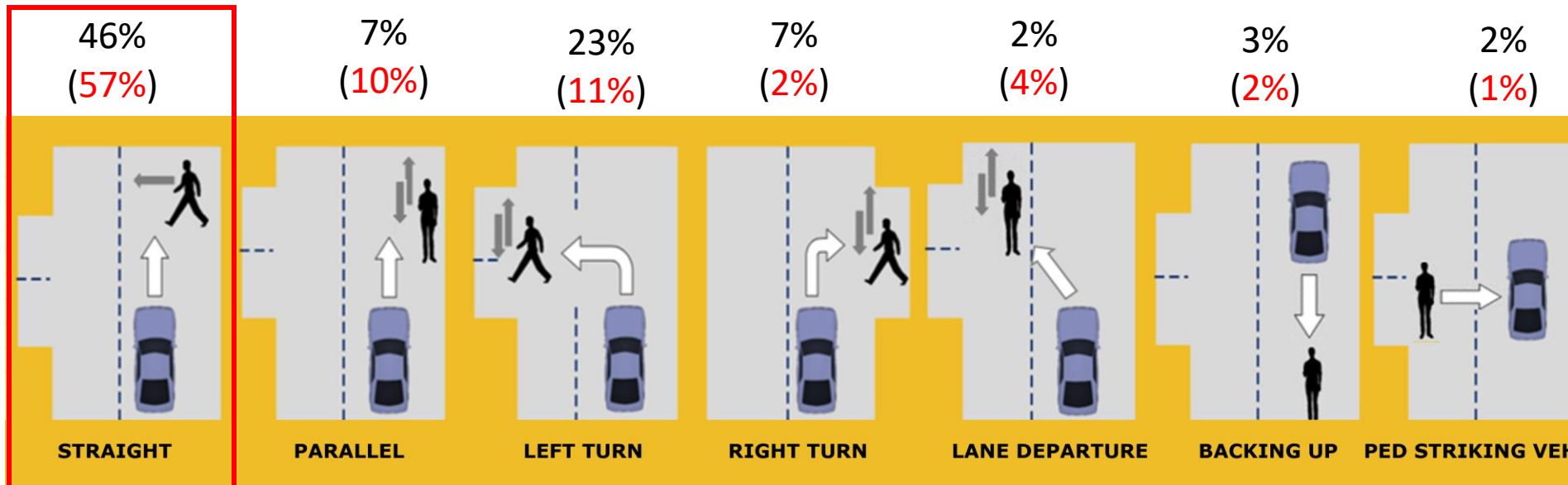


STATEWIDE VRU DATA AND TRENDS

Common vehicle-pedestrian collision scenarios

Statewide

% Crash (% FSSI)



- Criminal Malicious 1% (1%)
- Improper Driver Dismount <1% (1%)
- Improper Passenger Dismount <1% (<1%)
- Other 6% (10%)
- Parking Lot 3% (2%)


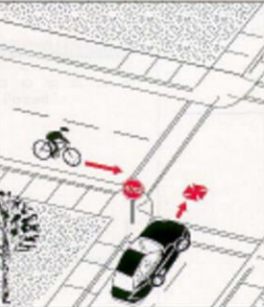
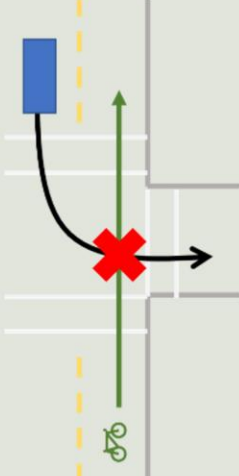
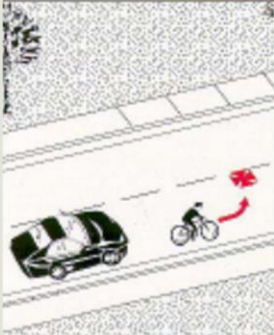
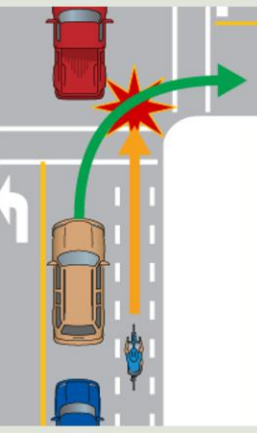




STATEWIDE VRU DATA AND TRENDS

Common vehicle-bicycle collision scenarios

% Crash (% FSSI)

Statewide

9% (7%)	44% (38%)	15% (14%)	7% (14%)	6% (3%)	9% (11%)	1% (0%)
Riding Against Traffic/Wrong-Way Biker	Right Cross Collision	Left Cross Collision	Rear End Collision	Right Hook Collision	Vehicle Overtaking Bicyclist	Dooring
						

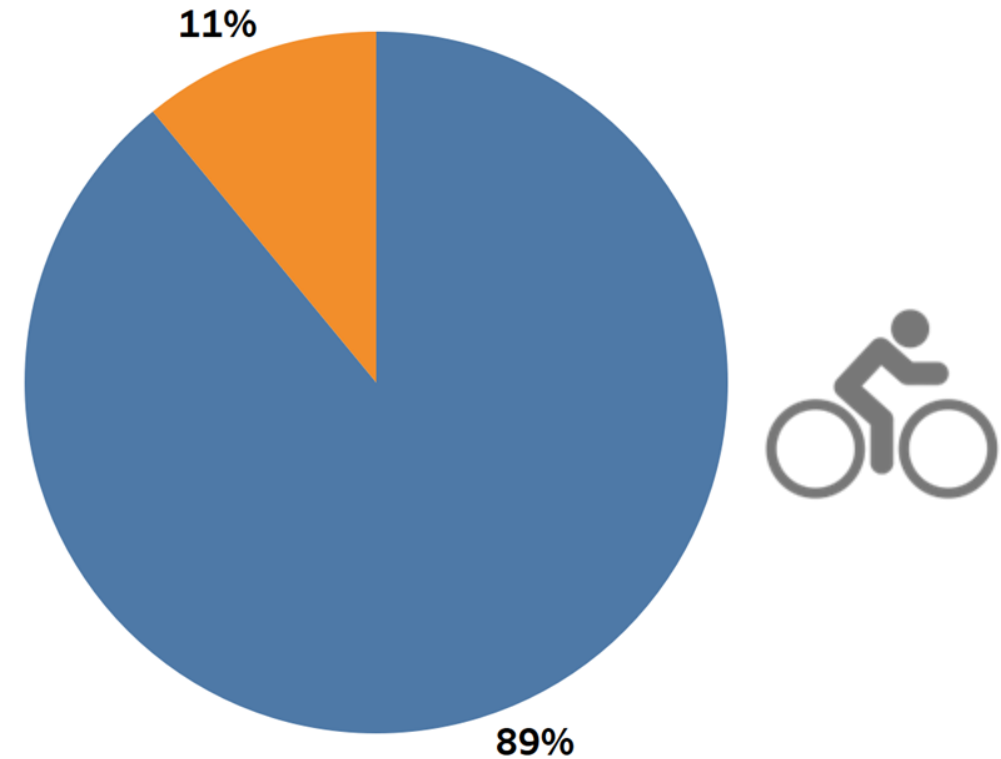
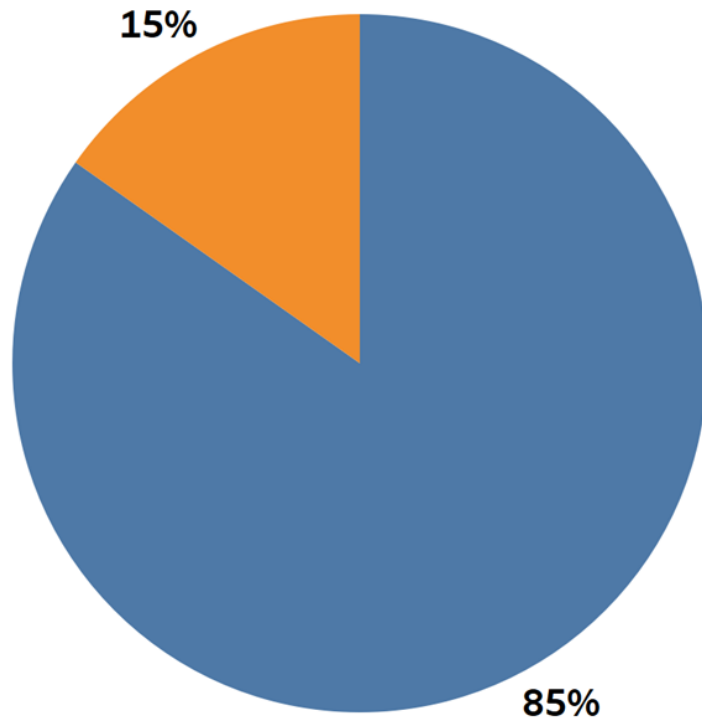


STATEWIDE VRU DATA AND TRENDS

Statewide pedestrian and bicyclist crash severity

In the study period 2015 – 2019, 2021

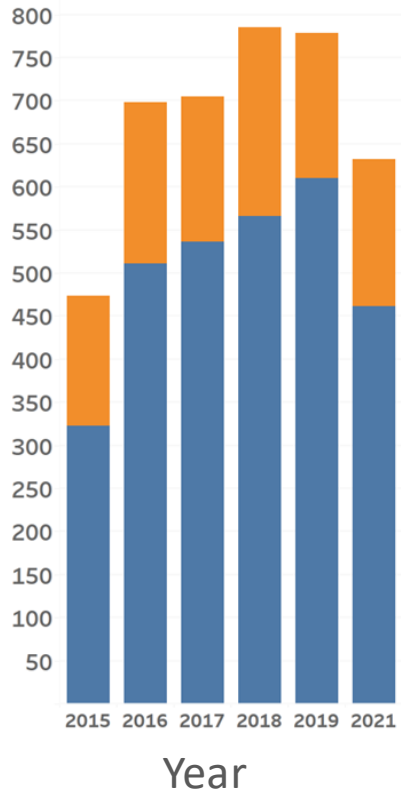
- **VRU crashes represent 3.8% of all traffic crashes**
- Account for 15.4% of all traffic crash fatalities



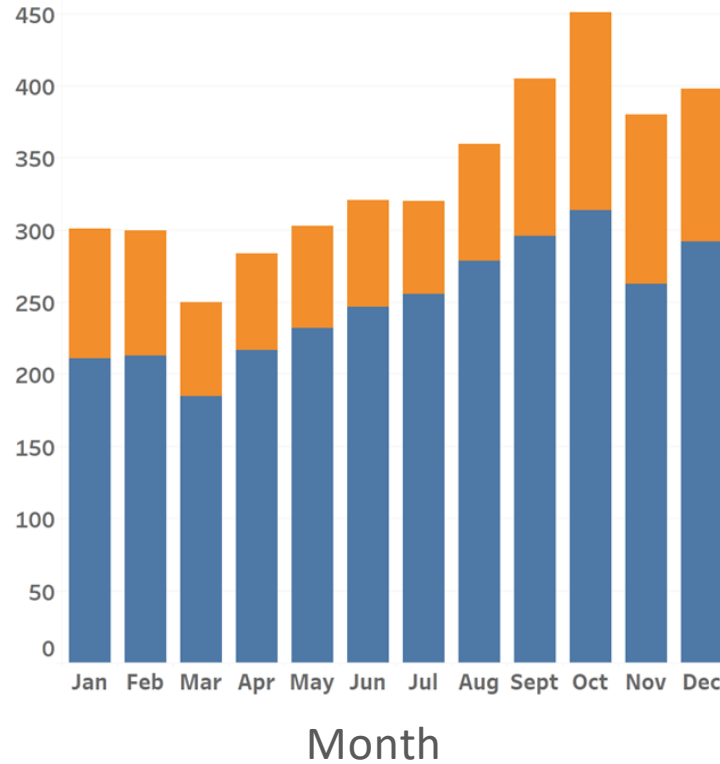
STATEWIDE VRU DATA AND TRENDS

Statewide - When did VRU crashes occur?

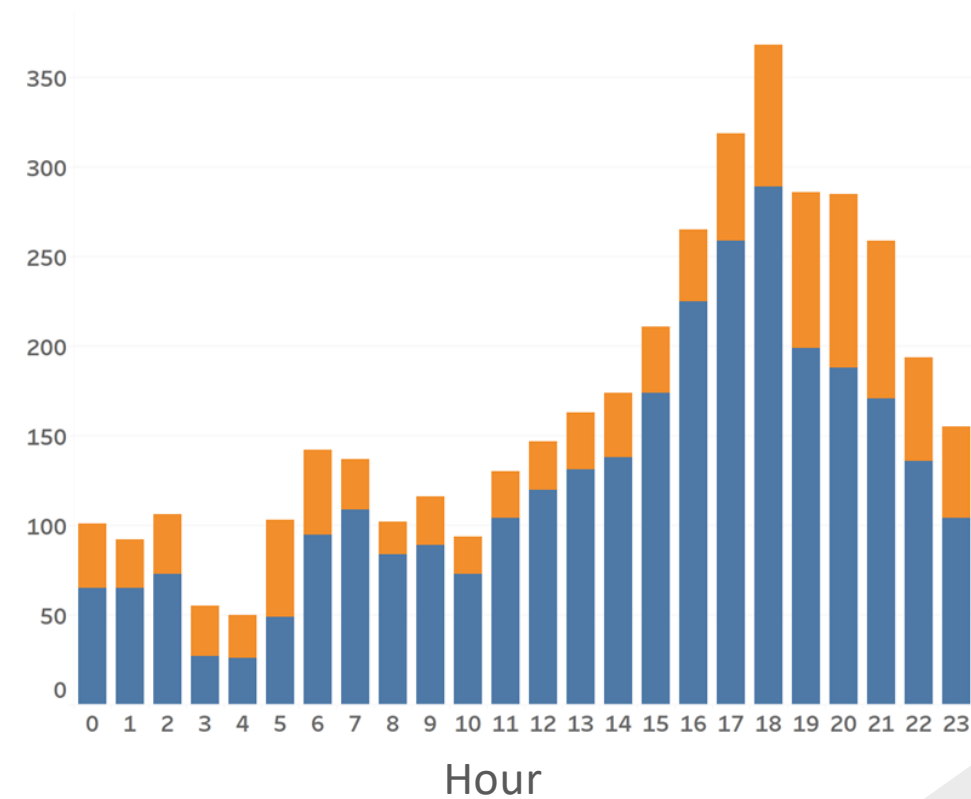
Fatal and SSI crashes by Year



Fatal and SSI crashes by Month



Fatal and SSI crashes by Hour of Day



STATEWIDE VRU DATA AND TRENDS

Statewide Roadway Location and Environment

Roadway Location

Midblock

Pedestrians	Cyclists
46% (65%)	35% (48%)

Intersection

Pedestrians	Cyclists
54% (35%)	65% (52%)



Road Conditions

Dry Roads

Pedestrians	Cyclists
80% (79%)	90% (91%)

Pedestrians	Cyclists
72% (70%)	77% (71%)

Low Light Conditions

Pedestrians	Cyclists
40% (58%)	25% (30%)

Lighting Conditions

Daylight

Pedestrians	60% (42%)
Cyclists	75% (70%)

Dusk/Dawn

Pedestrians	4% (4%)
Cyclists	4% (3%)

Dark

Pedestrians	8% (18%)
Cyclists	4% (11%)

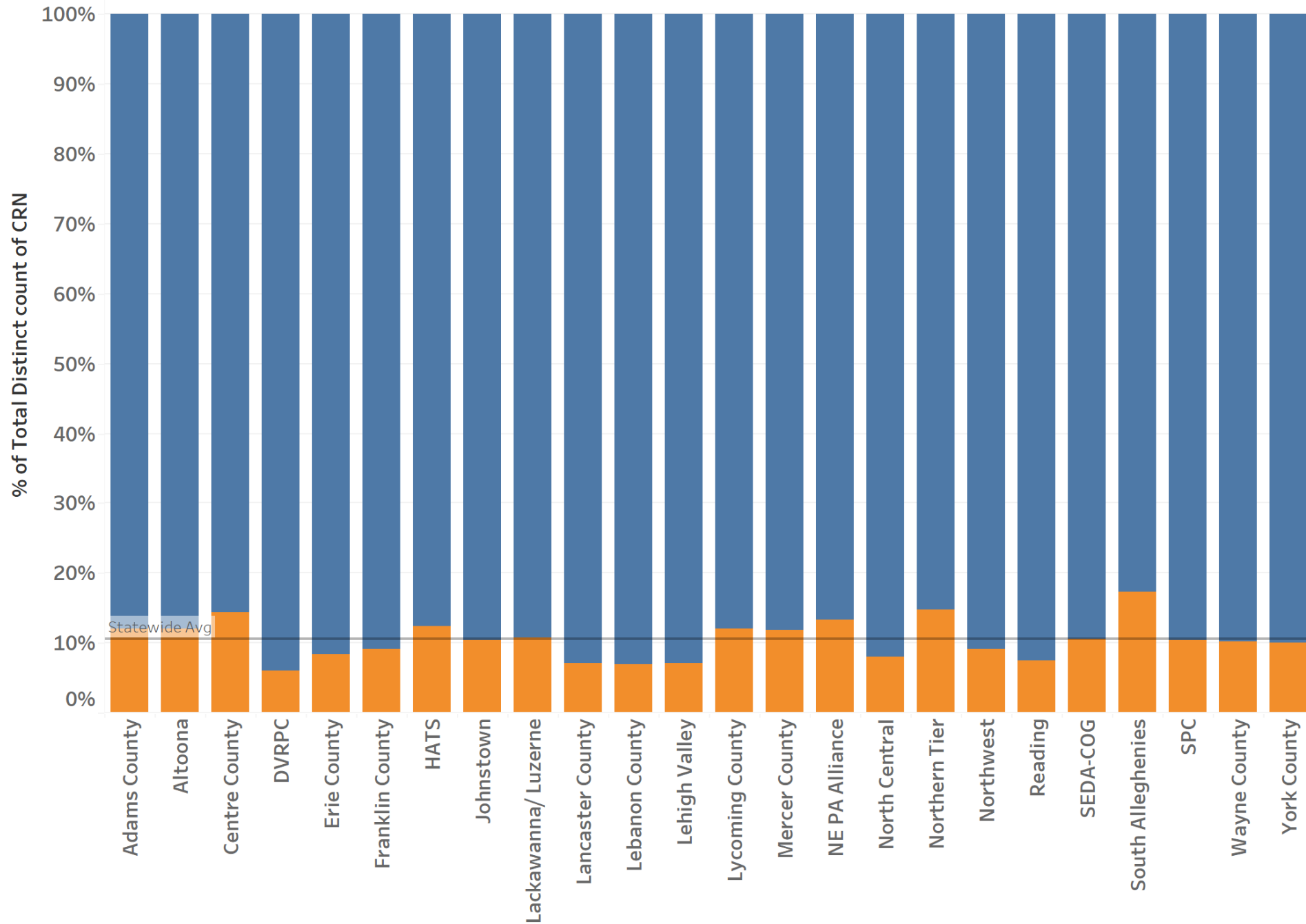
Dark (With Streetlights)

Pedestrians	28% (36%)
Cyclists	17% (16%)

IMPAIRED

VRU crashes where driver or VRU was impaired

No Impaired Unit
Impaired Unit

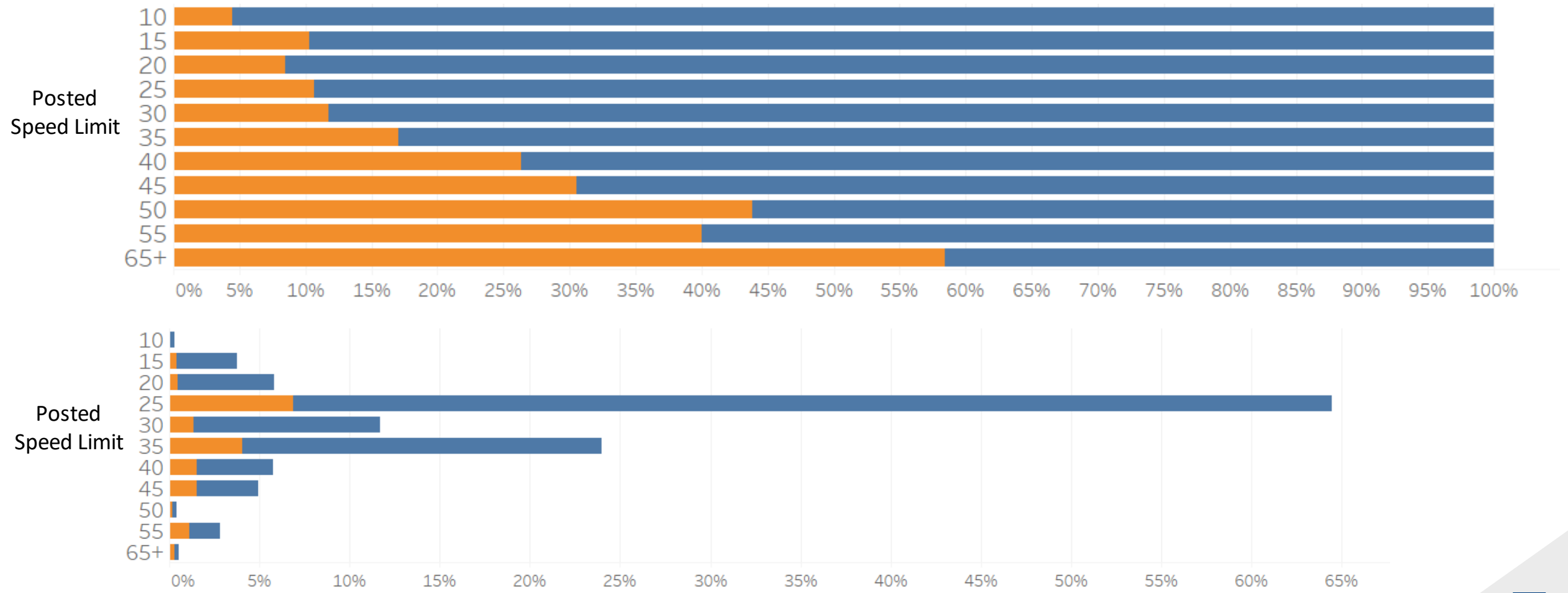


STATEWIDE VRU DATA AND TRENDS

Statewide Posted Speeds: Pedestrian Crashes

Percent of Pedestrian Crashes Resulting in Fatality & SSI per Posted Speed Limit

Fatal Or Susp Serious Inj
■ non FSSI
■ FSSI



Adds up to >100% because more than one roadway (and speed) may be associated with a crash.

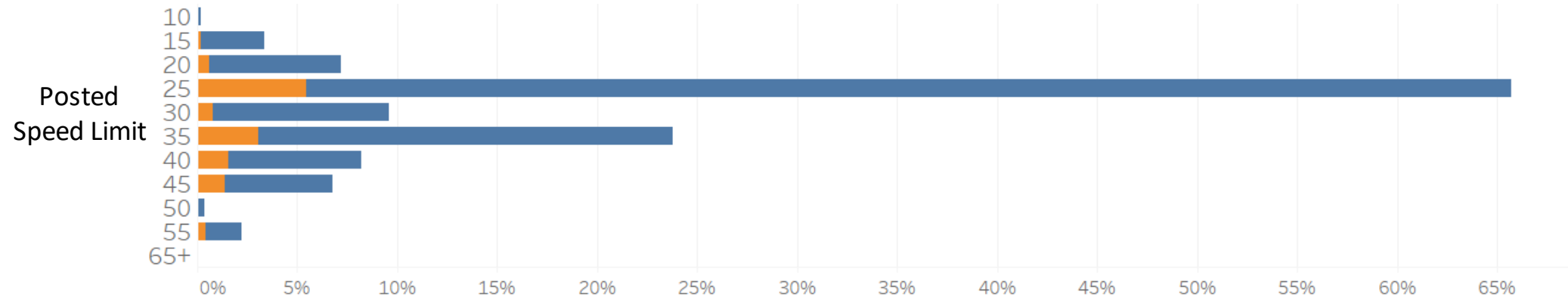
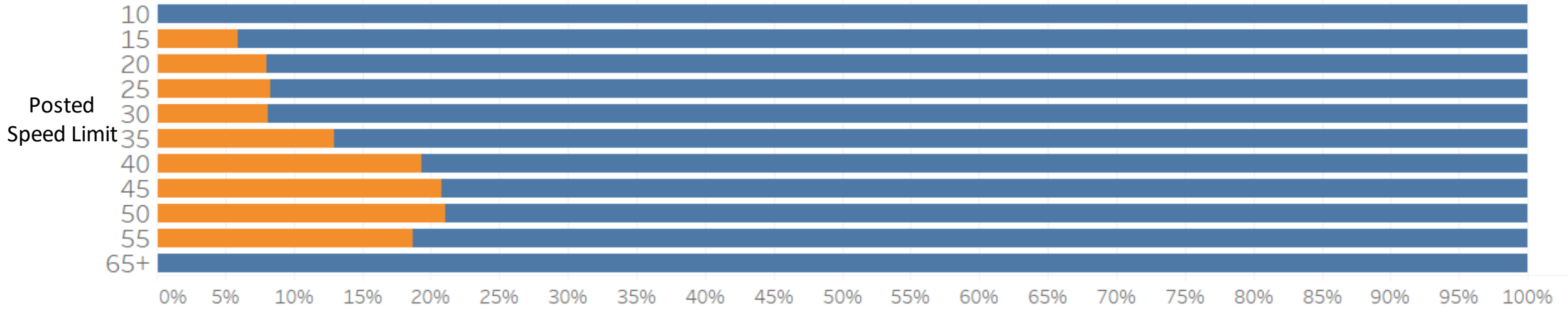


STATEWIDE VRU DATA AND TRENDS

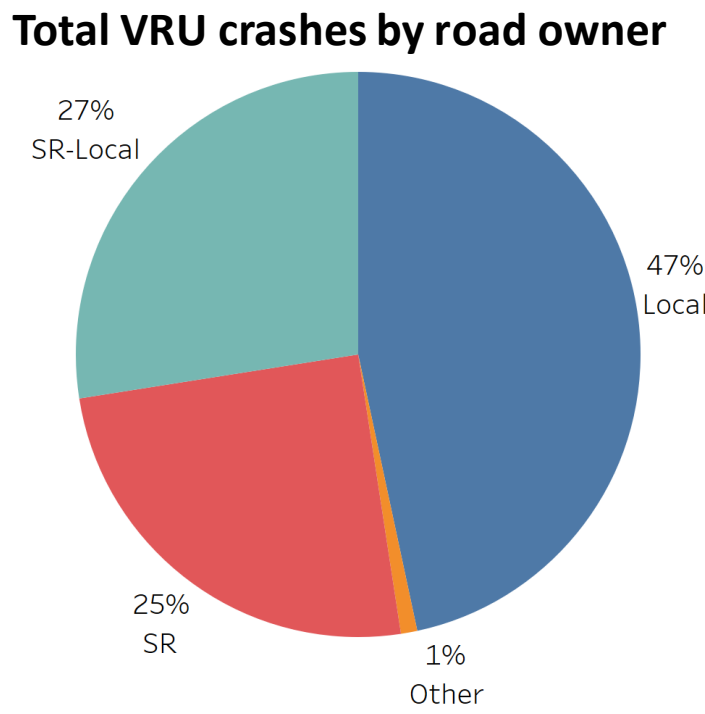
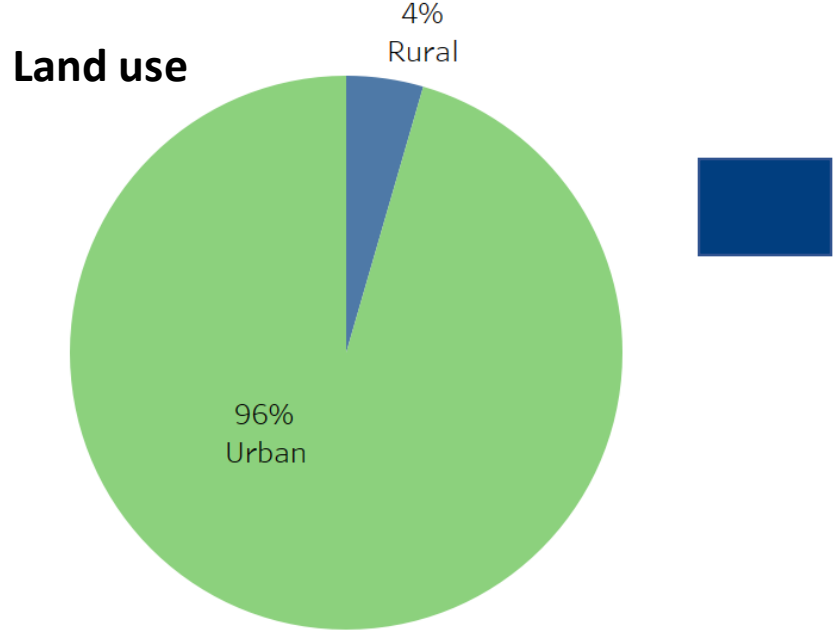
Statewide Posted Speeds: **Bicycle** Crashes

Fatal Or Susp Serious Inj
■ non FSSI
■ FSSI

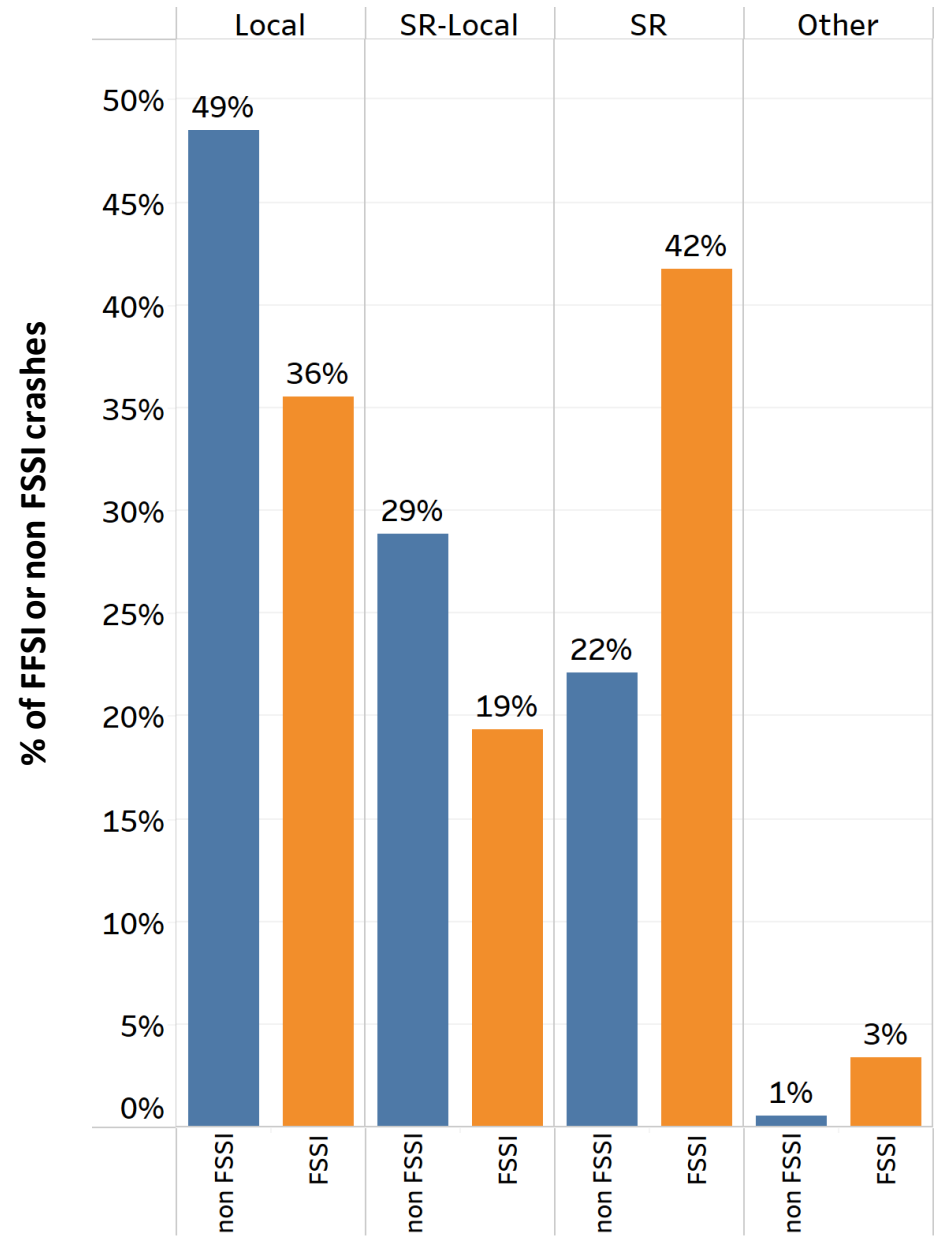
Percent of Bicyclist Crashes Resulting in Fatality & SSI per Posted Speed Limit



Statewide VRU crashes by land use and road owner

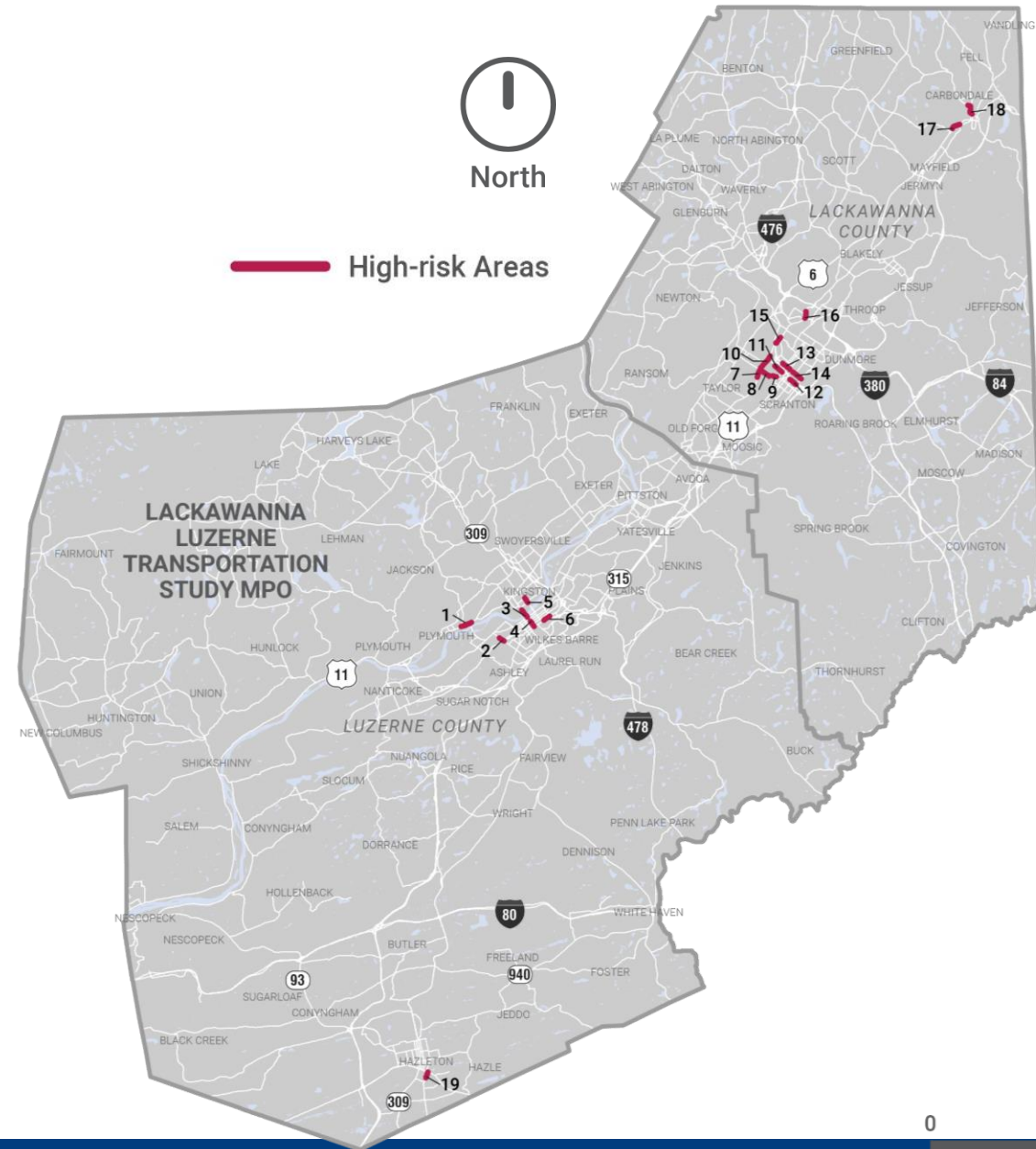


VRU crashes by road owner (% FSSI vs % non FSSI)



HIGH-RISK AREAS

- Maps were created for the 13 regions
- Highlight the Areas of High Risk
- These were required by the Infrastructure Investment and Jobs Act



VRU ANALYSIS METHODS



Principles of a Safe System Approach (Outer Circle)

Death and Serious Injuries are Unacceptable
Humans Make Mistakes
Humans Are Vulnerable
Responsibility is Shared
Safety is Proactive
Redundancy is Crucial

Objectives of a Safe System Approach (Pie Pieces)

Safer People
Safer Roads
Safer Vehicles
Safer Speeds
Post Crash Care



VRU ANALYSIS METHODS

The AASHTO Highway Safety Manual 2nd Edition

- Final review is underway by NCHRP 17-71A Panel & AASHTO HSM2 Steering Committee
 - Should be released in late 2024
- Lots of changes and updates
- New Chapter 4 on Pedestrians and Bicyclists
 - Guiding principles
 - Predictive methods
 - Indirect safety measures for peds and bikes
 - How to integrate peds and bikes into a roadway management system
 - Special considerations



VRU SYSTEMIC SAFETY

- Potential systemic safety improvements
 - Lighting
 - Curb extensions
 - Traffic calming
 - Turn restrictions
 - Warning signage
 - Rectangular rapid flashing beacons
 - High-visibility crosswalks
 - Median islands and pedestrian refuges
 - Road diets
 - Bike lanes
 - School zone enhancements
 - Trail crossing enhancements
- Traffic signal phasing:
 - Leading pedestrian intervals (LPIs)
 - Extended pedestrian phases
 - Exclusive pedestrian phases
 - Pedestrian Countdown Signals (PCS)

There are VRU safety countermeasure options for rural and urban areas



VRU ASSESSMENT REPORT

What's Next?

- **Districts and Regional Planning partners can use the VRU Assessment report to start the process of selecting VRU related HSIP projects**

Find Funding for VRU projects outside of HSIP funds

- **Several systemic and spot location options**

Updates to the VRU Assessment

- **Happens every SHSP cycle**
- **Next SHSP update is due February 2027**
- **PPAC is already involved in the Highway Safety Process**



VULNERABLE ROAD USERS

Thank you



ATTACHMENT 2

**2023-24 Legislation of Interest to the
Pedalcycle and Pedestrian Advisory Committee (PPAC)**

12/12/23 PPAC Meeting
(Revised 12/1/23)

(Additions and updates since the 9/12/23 PPAC meeting are noted in red.)

Distracted Driving

SB 37 (Brown):

- **Overview:** Creates a primary offense for drivers who violate the hand-held interactive mobile device ban while the vehicle is in motion and increases the penalties on distracted driving violations. Creates a tiered system of penalties for both offenses, including 1) A fine of not more than \$150 for a first conviction within a 60-month period, 2) A fine of not more than \$250 for a second conviction within a 60-month period, and 3) A fine of not more than \$500, two points and suspension of the driver's license for 60 days for a third or subsequent offense. A driver is issued a written warning within the first 12 months. Incorporates other key changes (i.e., mandatory question on driver's exam in law, etc.) to comply with and be eligible for additional Federal formula grant programs. The penalties involved in homicide by vehicle and aggravated assault by vehicle were added to violating the hand-held ban.
- **Status:** Senator Brown convened a [press conference](#) on 2/28/23. Passed Senate Transportation, as amended, (13-1) on 5/10/23. Passed the full Senate (37-11) on 6/22/23. Referred to House Transportation on 6/23/23.

e-Scooters

SB 692 (Laughlin):

- **Overview:** Establishes a permanent shared e-scooter program in Pittsburgh and provides the option for Scranton and 3rd Class Cities to implement a shared e-scooter program. An "electric low-speed scooter" will be governed under the Vehicle Code similar to pedalcycles. Requires PennDOT to review detailed ordinances for a shared e-scooter program prior to implementation in authorized municipalities, and maintains Pittsburgh may continue to operate under the enabling authorization under Act 24 of 2021.
 - PPAC Members were engaged to provide feedback on the draft legislation. Key questions for further review are: 1) How to deal with new micromobility inventions beyond e-scooters?, 2) How to address private ownership and use of e-scooters?, and 3) How to expand beyond 3rd class cities?
- **Status:** Passed Senate Transportation (9-5) on 5/10/23. Laid on the table in the Senate on 6/28/23. (Note, The pilot program in Pittsburgh has expired since the General Assembly did not reauthorize the program prior to the sunset date.)

HB 1300 (Mehaffie) – 2023 Fiscal Code:

- **Overview:** Reauthorizes the shared e-scooter program in Pittsburgh for one year, which includes the establishment of a citizens' complaint hotline for reporting abandoned e-scooters. (The omnibus bill, known as the Fiscal Code, encompasses a variety of proposals to implement the 2023-24 Budget.)
- **Status:** Senate Appropriations initiated the Fiscal Code amendment, which passed (15-8) on 8/30/23. Passed the Senate (29-18) on 8/30/23 as well. Referred to House Rules and amended further (i.e., shared e-scooter program, etc.), and the House passed the Fiscal Code (121-82) on 10/4/23. Referred to Senate Rules on 10/16/23.

Protected Bike Lanes

[SB #####](#) (Langerholc):

- **Overview:** Allows a vehicle to park more than 12 inches from the curb to accommodate protected bike lanes and pedestrian plazas.
- **Status:** Pending introduction.

[HB 35](#) (Maloney):

- **Overview:** Creates “Susan’s and Emily’s Law” to allow a vehicle to park more than 12 inches from the curb to accommodate protected bike lanes and pedestrian plazas.
- **Status:** Referred to House Tourism and Economic and Recreational Development and passed unanimously on 5/23/23. Currently laid on the table in the House.

[HB 1283](#) (Daley):

- **Overview:** Creates “Susan’s and Emily’s Law” to allow a vehicle to park more than 12 inches from the curb to accommodate protected bike lanes and pedestrian plazas.
- **Status:** Unanimously passed House Transportation on 6/5/23. Passed the full House (198-5) on 6/20/23. Referred to Senate Transportation on 6/30/23.

Radar for Local Police

[SB 459](#) (Rothman):

- **Overview:** Equips local police with radar for speed enforcement purposes following a local ordinance, police officer training, traffic signs, etc. The State Police are authorized to use moving radar and the Delaware River Port Authority is empowered with radar as well.
- **Status:** Passed Senate Transportation (14-0) on 3/1/23. Referred to Senate Appropriations on 3/8/23.

Automated Speed Enforcement (ASE)

[SB 748](#) (Argall and Schwank):

- **Overview:** Removes the sunset dates related to the five-year pilot program involving ASE in active work zones under PennDOT and the Turnpike Commission (expires 2/16/24) as well as the Roosevelt Boulevard in Philadelphia (expires 12/18/23).
- **Status:** Unanimously passed Senate Transportation on 6/27/23. Referred to Senate Appropriations on 6/30/23.

[HB 1284](#) (Neilson):

- **Overview (as passed by the House):** Removes the sunset date related to the five-year pilot program involving ASE on the Roosevelt Boulevard in Philadelphia. This bill also: 1) Expands ASE on roads and streets throughout Philadelphia’s jurisdiction, 2) Incorporates critical changes related to automated enforcement on school bus stop arm cameras, 3) Creates a new ASE pilot program in Philadelphia’s school zones, and 4) Provides new signage requirements for ASE in active work zones (without removing its sunset date).
- **Status:** House Transportation unanimously passed the bill, as amended, on 6/12/23. This bill was amended further on the House Floor with unanimous support to address signage requirements for ASE in active work zones. Passed the full House (141-62) on 6/26/23. Referred to Senate Transportation on

6/30/23. Passed Senate Transportation (13-1) on 10/24/23 with an amendment to remove all provisions, except the sunset dates to maintain both ASE programs in active work zones and Roosevelt Boulevard. Received First Consideration on 10/24/23 and Second Consideration on 10/25/23. Re-referred to Senate Transportation on 10/25/23. Senate Transportation “went over” HB 1284 and Amendment No. 2956 on 11/14/23, meaning no votes were taken. The proposed amendment would have: 1) Included technical changes to [Act 19 of 2023](#) that addressed comprehensive fixes to Section 3345.1 (automated enforcement on school bus stop arm cameras), 2) Removed the sunset date related to ASE in active work zones and added a few improvements, such as new signage requirements, 3) Removed the sunset date related to ASE on Roosevelt Boulevard, and 4) Directed the Local Government Commission to study ASE expansion on local roads and streets. HB 1284 remains in Senate Transportation and the bill, in its current form, only removes the sunset dates to maintain both ASE programs in active work zones and Roosevelt Boulevard.

Vulnerable Highway/Road User

[HB 1346](#) (B. Miller):

- **Overview:** Defines a vulnerable highway user to include a lawful pedestrian, bicyclist, motorcyclist, an individual riding an animal or in an animal-drawn vehicle and an individual using a wheelchair. The bill increases penalties for motorists who cause the death, serious bodily injury or bodily injury of a vulnerable highway user.
 - **Status:** Referred to House Transportation on 6/7/23.
-

Stopping for Pedestrians

[HB 1056](#) (Malagari):

- **Overview:** Requires a motorist to stop (and remain stopped) for a pedestrian lawfully within an intersection or crosswalk. The bill creates a fine of \$50 as well as a a fine of not less than \$200 if the violation occurred in a school zone.
 - **Status:** Referred to House Transportation on 4/28/23.
-

Incentivizing Pedestrianization

[HB 1185](#) (Siegel):

- **Overview:** Establishes a grant program under the Department of Community and Economic Development to award municipalities up to \$100,000 to implement pedestrianization efforts.
- **Status:** Referred to House Transportation on 5/18/23.

ATTACHMENT 3

DCNR Report – Pedestrian & Pedalcycle Advisory Committee, December 12, 2023

- On October 5th, DCNR awarded more than \$52 million to over 225 local recreation and conservation projects. This includes 23 trail projects totaling approximately \$7.1M in awards.

ATTACHMENT 4



HARRISBURG – 12/5/2023 -- WalkWorks is pleased to announce that its eighth round of assistance to advance active transportation planning in Pennsylvania will open soon. Grants and technical assistance will be offered to a limited number of municipalities and other governmental bodies to assist with the development of Active Transportation Plans during 2024 and 2025. These plans are essential to our efforts to establish activity-friendly routes that connect people to everyday destinations, thereby expanding opportunities for physical activity and improving public health.

In the context of WalkWorks initiatives, active transportation includes walking, biking, using a wheelchair or other mobility device, and accessing public transit.

Eligible applicants will include municipalities, Metropolitan and Rural Planning Organizations (MPOs/RPOs), and other governmental entities, like Counties, with the capacity to complete the proposed project and adopt the resulting plans.

An informational webinar reviewing the Funding Opportunity Announcement (FOA) will take place on Wednesday, February 7, at noon, on zoom. Register at [this link](#) or <https://bit.ly/WWFOAwebinar24>.

WalkWorks seeks broad distribution of this notification and would very much appreciate people sharing it with others, such as elected officials, municipal and county planners, and MPOs/RPOs. Further, we hope that MPOs/RPOs receiving this will inform the municipalities within their respective regions of this opportunity.

The full Funding Opportunity Announcement (FOA), including the application and appendices, will be available on the [PA WalkWorks](#) website after January 10, 2024.

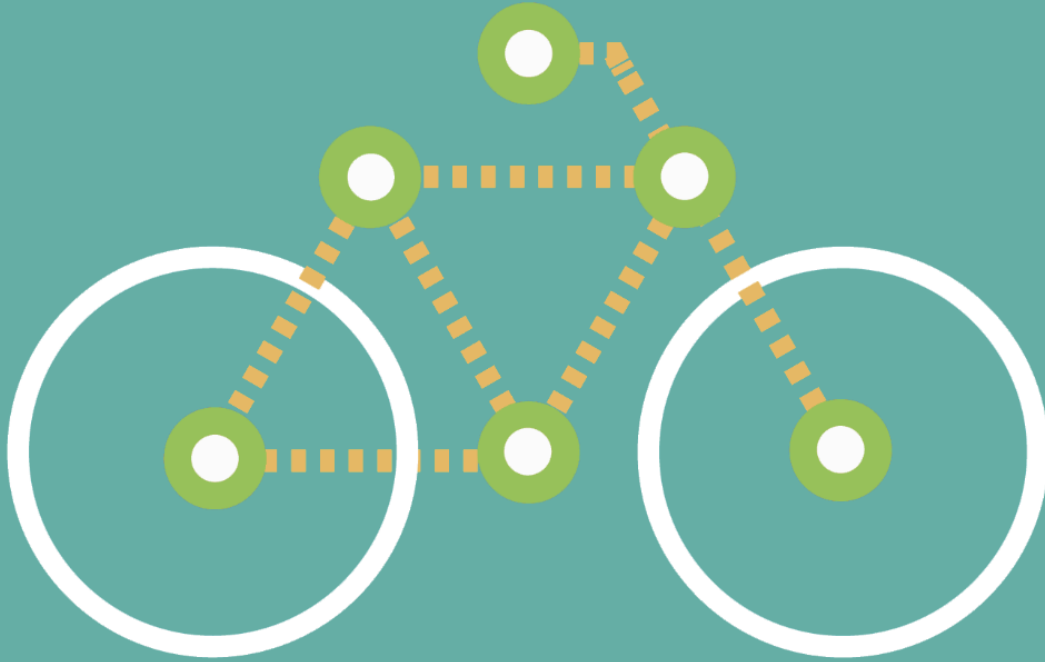
For more information, please contact WalkWorks at pawalkworks@padowntown.org or 717.233.4675x4006. The website can be found at www.pawalkworks.com.

IMPORTANT DATES

WHAT	WHEN
FOA release.	January 10, 2024
FOA Webinar. A non-mandatory webinar will review the FOA and provide an opportunity for questions. Registration is linked above (as well as in the FOA, once released).	February 7, 2024
Deadline for Submitting Questions. Please submit questions to pawalkworks@padowntown.org by the date/time indicated. Questions may also be submitted sooner.	March 8, 2024 by 5:00pm
Answers Distributed. Responses to questions received not answered during the webinar will be emailed by this date to webinar attendees, registrants, and submitters of questions.	March 15, 2024
Application Submission Deadline. Applications must be received by this date/time or they will not be considered.	March 22, 2024 by 5:00pm
Application Review Team Meeting	April 2024
Awardees Notified. Grant recipients will be notified on or close to this date; those not being awarded funding in this cycle will receive notice shortly thereafter.	June 3, 2024
Plans Adopted. Grant recipients will develop and adopt their funded Active Transportation Plans by this date.	June 30, 2025

Funding for the WalkWorks Program is provided by the Pennsylvania Department of Health through the Preventive Health and Health Services Block Grant from the Centers for Disease Control and Prevention.

STATEWIDE ACTIVE TRANSPORTATION SUMMIT CROSSING THE ROAD



WEDNESDAY, JUNE 26 | 8:30 A.M. - 4:30 P.M.

YORKTOWNE HOTEL AND YORK COLLEGE - YORK, PA

Announcing the **2024 Statewide Active Transportation Summit: Crossing the Road** being held in conjunction with the Pennsylvania Downtown Center Annual Conference. This event is suitable for a wide variety of participants, whether people who have formal roles with municipalities, planning organizations, or state agencies, or those who are engaged as activists, advocates, or consultants involved in the field. People involved in climate advocacy and public health from a transportation angle are certainly welcome. Anyone interested in expanding active transportation options in PA should plan to attend to meet people doing this work in various parts of the Commonwealth, see examples of work underway, find out about successes and challenges, and discover key elements to help you bring active transportation improvements home for your area. Let's compare notes on making our communities safer and more inviting for people walking, biking, using wheelchairs, and accessing transit.

For those coming to town the day before, there will be an option to participate in an event or activity Tuesday afternoon/evening (details pending). There will also be optional walk and bike tours at the end of the day on Wednesday after indoor sessions conclude.

The cost is \$75 per registrant for Wednesday's proceedings and goes up to \$90 for those registering after June 2.

For more information, please call 717.233.4675x4006 and watch the Summit landing page: padowntown.org/crossing-the-road/



June 23-26
York, PA

2024 PA'S PREMIERE REVITALIZATION CONFERENCE
Brought to you by Pennsylvania's Downtown Center

