

Pedestrian and Pedalcycle Advisory Committee Minutes

Subject: Minutes for Winter Quarterly Meeting
Date and time: December 05, 2018 12:30 PM to 3:00 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: Nolan Richie (alternate for Senator Rafferty), Kyle Wagonseller (alternate for Representative Keller), Roy Gothie (alternate for Secretary Leslie Richards), Alex MacDonald (alternate for Secretary Cindy Dunn), Julie Fitzpatrick, Frank Maguire, Benn Guthrie, Sarah Stuart, Lauri Ahlskog (by phone), Bradley Flamm (by phone), Fred Richter, and William Hoffman, and Chandra Kannan (phone).

Additional attendees included Justin Lehman (Department of Health), Laura Heilman (Pa Commuter Services), Ross Willard (Recycle Bicycle), Wayne Mears (PennDOT Press Office), Samantha Pearson (Elm Street Commission), Ngani Ndimbie (PennDOT Policy Office), Tom Barron (Capitol Inter-Agency Bicyclist Group)

The minutes from the September 6th, 2018 meeting were approved (Frank Maguire motion, Bill Hoffman second) with two corrections on attendance.

Sarah Stuart noted that she had submitted a letter to PennDOT regarding legislative priorities and would be circulating a second letter requesting PennDOT districts developing and sharing 5-year resurfacing plans to coordinate bicycle-related improvements (Attachment #1).

Alex MacDonald, Department of Conservation and Natural Resources, provided an update on the recent grant announcements. He noted 39 trails received \$6.5 million in funding and about 25% of these projects also received PennDOT funding.

Additionally, DCNR is continuing to advance their trail gap identification project by redefining a ‘gap’ to reflect project level issues and not larger, less refined projects. The project group is currently collecting data to create a revised priority list. This project is anticipated to be completed in early 2019.

Roy Gothie, Pennsylvania Department of Transportation, provided a brief update on the progress of the new Statewide Bicycle and Pedestrian Master Plan. He noted a new consultant brought on board and progress would resume early in January.

Highlighting the Department’s ongoing education and outreach efforts on bicycle safety, new retro-reflective stickers were provided to the group, which highlighted the 4-foot overtaking law.

Additionally, Mr. Gothie stated that the Bicycle Design Chapter for PennDOT's Design Manual 2 had been shared with Philadelphia and Pittsburgh for review and comment. Work addressing those comments is ongoing.

Finally, the Department is reviewing this Committee's legislative priorities and discussing which of them will be shared with the Governor's office.

Bill Hoffman, representing the BicyclePA Route Sub-Committee, which also includes Joe Stafford, Tom Hill, and John Stafford, announced he had been developing a potential new state bike route, BicyclePA Route C and that this route had already been field viewed and accepted. The route would begin at BicyclePA Route S in Somerset County and head north to the New York border in McKean County. Significant discussion on the process for initiating and confirming new BicyclePA Routes was then had.

Roy Gothie stated that PennDOT was indirectly aware of the proposed route and had undertaken a district-by-district review. A list of changes and suggestions had been developed and would be shared with Mr. Hoffman. Roy Gothie also shared information on the Department's new rumble strip guidelines to address concerns about non-conforming shoulder rumble strips along portions of the proposed route.

To close the discussion on the topic and address the concerns of PPAC members, Frank Maguire proposed a motion that the Pedestrian and Pedalcycle Committee undertake a programmatic reassessment of BicyclePA Route System. The motion was seconded by Nolan Richie. This programmatic review would include: the goals for the BicyclePA route system; and the process for route selection and designation of BicyclePA routes. A discussion on the motion was had with the DOT noting that there were mapping layers with relevant information already available and a Bicycle Level of Service had been calculated for the entire existing on-road system. The motion carried with nine in favor, three abstentions, and zero opposed.

Sarah Stuart then requested that PennDOT provide an update on the proposed changes to the PA Drivers Manual (Pub 95) at the next PPAC meeting, which Mr. Gothie agreed to do.

David Saunders, Director of the Office of Health Equity, at the Department of Health provided a brief presentation on one of the priorities of the Pennsylvania Interagency Health Equity Team – Addressing Obesity Intersectorally - (PDF was shared with the group by email after the meeting). He highlighted some of the interagency coordination and some of the related goals which include improving health outcomes in vulnerable communities by increasing physical activity by supporting those who want to walk and bike to school.

Justin Lehman, Department of Health, provided an update on status of the State Physical Activity and Nutrition 5-year grant from CDC grant that funds the Walkable Communities initiative and other projects by the DOH. Priority counties have been identified for deployment of these resources. He also stated that the application period for the Active Transportation Planning funds

had closed and that there would be 11 awards made but final decisions had not been made yet. (Attachment #3)

Nolan Richie offered a recap of the 2017-2018 legislative session. He noted 41 acts that were transportation-related with 15 being enacted over the last three months. The top item was speed enforcement cameras in work zones and Roosevelt Blvd (Act 86). Act 153 was also passed, creating the first ever felony DUI. Finally, Act 91 an omnibus legislation with 8 new license plates as well as fixing language in Act 89 to remove the loophole about funding collection every year or every two years was passed.

The vulnerable roadway user bill and the parking separated bike lane bills did not make it through the legislative process this session.

Sarah Stuart then moved the Committee to new business beginning with the electric low-speed scooters and potential legislation. And she noted that legislative changes would be needed to allow these devices on the roadway and permit large deployments by mobility service providers. General discussion on the topic followed.

E-bikes were then discussed as it related to the proposed tiers of e-bikes on trails and other facilities. DCNR shared draft policies and the general tenor of internal discussions. Essentially, Class-1 e-bikes would be allowed but other devices would not.

Finally, Ross Willard, Recycle Bicycle, presented his concerns with the Single Point Urban Interchange proposed by District 8 on Derry Street. This design is not bicycle friendly and can't be made to comfortably accommodate inexperienced cyclists. He requested Roy Gothie reach out to the District Office and see if adjustments can be made.

The meeting was adjourned at 3:00pm

Next Meeting

Date and time: December 05, 2018 – 12:30pm

Location: Conference Room 8N1 – Keystone Building, Harrisburg, PA

Fred Richter _____ Secretary

_____ Date of Approval

ATTACHMENT #1

Pedalcycle and Pedestrian Advisory Committee Harrisburg, Pennsylvania

January 9, 2019

Secretary Leslie Richards PennDOT

400 North Street

Harrisburg, PA 17120

Dear Secretary Richards,

On behalf of the Pedalcycle and Pedestrian Advisory Committee, I am bringing two important matters to your attention that we ask you to consider for implementation in the coming fiscal year.

Last year, PennDOT District 6 released its five-year paving plan to the public for the first time. This action has enabled advocates, county and municipal officials to recommend and request which roads should receive bicycle and pedestrian improvements. PennDOT District officials now have enough time to evaluate recommendations prior to the full development of pavement marking plans. This is a welcome development and key to the incorporation of pedestrian, bicycle, and transit accessibility and safety improvements to expand the network of complete streets during the resurfacing process and complements the PennDOT Connects process, which focuses on capital projects.

We recommend that PennDOT Central Office direct District Offices to publicly release and disseminate 5-year paving plans and encourage community and citizen involvement in reviewing opportunities to improve pedestrian, bicycle, and transit safety and accessibility in all roadway resurfacing projects.

Secondly, it is acutely clear that PennDOT needs more than one full time bicycle-pedestrian coordinator and there is a dire need for District-level full-time bicycle pedestrian coordinators.

District-level bicycle pedestrian coordinators would bring multiple benefits to communities and vulnerable road users by facilitating public review and comments, by identifying no-cost and low-cost opportunities to improve bike and ped safety, by coordinating PennDOT-community engagement, by being involved in longer-term planning to promote bicycle and pedestrian safety.

There are many responsibilities that fall upon the overworked staff who currently have Bicycle-Pedestrian portfolios as part of their job description. There are numerous issues with respect to coordinating and advising counties and municipalities on PennDOT Connects, resurfacing plans, capital projects and policies that would be best executed by a full-time District-level coordinator.

A commitment by PennDOT to hiring District-level bike-ped coordinators would support improved safety for all Pennsylvanians, address equity disparities, and reinforce other PennDOT programs, such as PennDOT Connects.

We respectfully request that you prioritize adding three full time bicycle-pedestrian coordinator positions in District 6, 11 and 8 in PennDOT's Fiscal Year budget and commit to add bicycle-pedestrian coordinator positions for the remaining districts by the following Fiscal Year.

A handwritten signature in blue ink that reads "Sarah C. Stuart". The signature is written in a cursive style and is positioned above the typed name.

Sincerely yours,

Sarah Clark Stuart

Chair, Pedalcycle and Pedestrian Advisory Committee Executive Director, Bicycle Coalition of Greater Philadelphia

ATTACHMENT #2

The Pennsylvania Department of Health, Division of Nutrition and Physical Activity, was awarded a Centers for Disease Control and Prevention (CDC) grant, called State Physical Activity and Nutrition (SPAN). The five-year grant covers 10/1/18-9/30/23. This grant will allow WalkWorks to continue to support local communities through funding and technical assistance to develop plans that will, when implemented, enable/enhance pedestrian and bicycle connections to vital local destinations and increase safe and accessible opportunities for residents to be physically active.

Through WalkWorks, a Funding Opportunity Announcement was released 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.

11 applicants were selected:

1	Grantee	County	Project
2	Bristol Borough	Bucks	Active Transportation Plan
3	Hatfield Township	Montgomery	Active Transportation Plan
4	Lehigh Valley Planning Commission (MPO)	Lehigh and Northampton	Active Transportation Plan
5	Lower Allen Township	Cumberland	Active Transportation Plan
6	Montgomery County Planning Commission	Montgomery	Complete Streets Policy
7	Morrisville Borough	Bucks	Active Transportation Plan
8	New Britain	Bucks	Active Transportation Plan
9	Plumstead Township	Bucks	Complete Streets Policy
10	Springettsbury Township	York	Active Transportation Plan
11	Upper Dublin Township	Montgomery	Active Transportation Plan
12	Wilkins Township	Allegheny	Complete Streets Policy

The Pennsylvania State Association of Boroughs is exploring the opportunity to host 2 Complete Streets in-person workshops in the spring and 2 more in the fall. Locations and dates are still being finalized.