

Pedalcycle and Pedestrian Advisory Committee Meeting Minutes

**Meeting Date: December 13, 2022, 1:00 pm – 3:00 pm
In Person Rachel Carson Building, Harrisburg, PA
and Virtual via Teams**

Member Roll Call

Meeting was called to order at 1:05 pm by Sarah Stuart. Roll was taken and a quorum was declared.

Committee members in attendance: Nolan Ritchie (alternate for Senator Langerholc), Caleb Sisak (alternate for Senator Flynn), James Bowes (alternate for Representative Hennessey), Blade Kline (alternate for Representative Carroll), Trish Meek (alternate for Secretary Yassmin Gramian), Alex MacDonald (alternate for Secretary Cindy Dunn), Julie Fitzpatrick, Clifford Kitner, Ben Guthrie, Sarah Stuart, Scott Bricker, Amy Kessler, Joseph Capers, Fred Richter, William Hoffman, and Chandra Kannan

Others in attendance: Michelle Tarquino (PennDOT Multimodal Deputate), Andy Batson (PennDOT Multimodal Deputate), Gavin Gray, (PennDOT Highway Administration), April Hannon (PennDOT District 4-0), Samantha Pearson (PA Downtown Center, Inc), Charles Richards (PennDOT District 5-0), Justin Lehman (Department of Health), Fran Hanney (PennDOT District 6-0), Nidhi Mehra (PennDOT District 6-0), Ruth McClelland (PennDOT District 11-0), Lyndsie DeVito (PennDOT District(1-0), Justin Ruggles (PennDOT District 10-0), Vanessa Koenigkramer (PennDOT District 5-0), Quentin Clapper (Franklin MPO), Andrew Bomberger (HATS MPO), Ben Dinkel (York County Planning Commission), Courtney Plocinski (PennDOT Multimodal Deputate), Bob Pento (PennDOT Bureau of Operations), Jason Bewley (PennDOT Bureau of Operations), Justin Cambric (PennDOT Center for Program Development and Management), Janet Flynn (PennDOT Center for Program Development and Management), Chris Metka (PennDOT Bureau of Planning and Research), Nate Walker (PennDOT Policy Office), Matt Bjorkman, Dylan Casper, Travis Siegel, Alan Baranski, Andrew Merkel, Kate McMahon, Zachary Lee, Asley Sulon, Kristin McLaughlin, Brian Hite, Patrick Osei, Sean Connelly, Steve Fisher, Maureen Farrell, Jon Fitzkee, Chris Chapman, Wayne Mears, Tom Glass, Leann Chaney, Mike Golembiewski, Richard Norford, Laura Heilman, Lucas Oshman, Lynn Manion, Joe Stafford, Natasha Manbeck, Keith Chase, Robert Kenney, Jonathan Shaw, John Meisel, Christian Martinez, Allison Davis, and Ashley Sulon.

Approval of Minutes

A motion to approve the minutes of the September 13, 2022, PPAC meeting was made by William Hoffman and a second was made by Scott Bricker. The motion passed by unanimous voice vote.

Approval of 2023 PPAC Meeting Schedule

A motion to approve the 2023 PPAC Meeting Schedule was made by Bill Hoffman, seconded by Ben Guthrie. The motion passed by unanimous voice vote. The 2023 PPAC meetings will be held as follows: March 14, June 13, September 12, and December 12, 2023, from 1:00 – 3:00 PM. Locations to be determined.

Legislative and Agency Updates

A Legislative Update (Attachment 1) and Department of Health Update (Attachment 2) were provided with the agenda for review prior to the meeting. Trish Meek reported that PennDOT is preparing an AAHTO application for US Bike Route 11 and additional information will be provided at an upcoming meeting.

Work Session - PPAC Assessment and Direction-Setting

Trish Meek introduced Natasha Manbeck and Keith Chase who will facilitate the PPAC Assessment and Direction Setting Work Session.

Mr. Chase thanked everyone who participated in the initial assessment phase which included interviews, focus groups, and an online survey. He presented using a PowerPoint (Attachment 3) and reviewed the agenda workshop format emphasizing that involvement by members is critical. The consultant team facilitated an exercise to identify priority strategic actions and reviewed the PPAC Assessment Results and Powers and Duties. Ms. Manbeck also provided information on similar advisory bodies and potential applicability to PPAC and potential areas for improvement.

PPAC members provided feedback to the consultant team on ways to advise on improving biking and walking in PA and there was also a discussion about the work of PPAC related to the state Active Transportation Plan, the need for more information about PennDOT activities, and identifying the agencies PPAC should advise.

As part of the presentation the consultant team reviewed potential priority tracks including: Education and Outreach; Policy, Planning and Programs; Infrastructure Design and Maintenance; Safety; Recreation and Economic Benefit; Partnerships and Collaboration; Capacity Building; and Committee Organization and Effectiveness. PPAC was polled related to prioritizing the tracks and asked for input of improving each track. Each member was also asked to identify their top three strategic actions and identify additional actions. There was also a discussion about sub-committees and/or ad hoc committees. The consulting team will review the input provided at the meeting and provide additional information at the March 2023 meeting.

Public Comments and Open Discussion

Joe Stafford provided background on the history of bicycling in PA and recommended that the history be recorded.

The Chair adjourned the meeting at 3:02 pm.

Next Meeting

The next Pedalcycle and Pedestrian Advisory Committee Meeting is scheduled for Tuesday, March 14, 2023, from 1:00 pm to 3:00 pm. The location is to be determined.

Respectfully submitted,

Fred Richter
PPAC Secretary

ATTACHMENT 1

**2021-22 Legislation of Interest to the
Pedalcycle and Pedestrian Advisory Committee (PPAC)**

Updates since the last PPAC meeting dated September 13, 2022, are in red.

Distracted Driving

HB 37 (Brown):

- **Overview:** Prohibits drivers from physically holding or supporting with their body an interactive wireless communications device while operating a motor vehicle on a highway or trafficway in this Commonwealth, unless the motor vehicle is parked on the side or shoulder of a highway or trafficway where the motor vehicle is safely able to remain stationary.
 - **Status:** Reported as amended by House Transportation on 3/23/2021. Placed on 2nd Consideration, then laid on the table.
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e-Scooters

SB 783 (Langerholc and Costa) – Enacted:

- **Overview:** Establishes a two-year e-scooter pilot program in the City of Pittsburgh following the adoption of a local ordinance. Authorizes e-scooters to operate on bike lanes, roadways and bike paths since e-scooters are being regulated as as pedalcycles. Empowers the City of Pittsburgh to create additional rules for the safe operation of e-scooters.
- **Status:** Reported as amended by Senate Transportation on 6/22/2021. Amended into the [2021 Fiscal Code](#) (Act 24) and effective immediately.
- Senator Langerholc and Senator Costa issued a [joint press release](#). E-scooters will be included as part of [Move PGH](#).
- Update from 2/7/2022: There have been approximately 350,000 e-scooter trips provided to date by individuals 18 years of age or older, even though Act 24 set the age limit at 16-year-old. According to a recent survey (with approximately 250,000 e-scooter trips), fewer than 1 percent resulted in any parking-related feedback, and Spin has employees who respond to feedback received. Spin also earned permission from the City of Pittsburgh to scale-up the fleet size since they met all of the deployment and responsiveness requirements. Last, one-third of riders surveyed (with approximately 250,000 e-scooter trips) reported an income of less than \$35,000 per year.

SB 892 (Laughlin):

- **Overview:** Establishes a two-year e-scooter pilot program in a city of the second-class A (i.e., Scranton) and third class following the adoption of a local ordinance. Authorizes e-scooters to operate on bike lanes, roadways and bike paths since e-scooters are being regulated as pedalcycles. Empowers a city to create additional rules for the safe operation of e-scooters. A key difference in SB 892 compared to Act 24/SB 783 is the age requirement was raised from 16 years old to 18 years old (current practice in Pittsburgh).
 - **Status:** Reported as amended by Senate Transportation on 2/7/2022. Amended on 2nd Consideration, then passed the Senate (47-2) on 6/22/2022. Referred to House Transportation on 6/24/2022.
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Protected Bike Lanes

[HB 140](#) (Maloney):

- **Overview:** Clarifies motor vehicles shall be parked within 12 inches of the outside lane of the buffer area between a pedalcycle lane or pedestrian plaza.
- **Status:** Reported as amended by House Transportation on 2/4/2021. Passed the House (201-0) on 3/17/2021. Referred to Senate Transportation on 3/18/2021. Public hearing held on [4/4/2022](#). Reported as amended (A05253) by Senate Transportation on 6/30/2022. **Passed the Senate (28-21) on 10/25/2022. Passed the House (108-89) on 11/15/2022 with the Senate's amendment. Governor Wolf vetoed the bill as [Veto No. 12](#).**
- **Amendment No. 5253 – Adopted:**
 - Before a municipality can design or construct protected bicycle lanes and on-street pedestrian plazas, the following eligibility criteria must be met: Elimination of any local traffic ordinance that prohibits enforcement of the Vehicle Code by police officers. (The Vehicle Code, specifically [Section 103](#) and [Section 6101](#), directs uniformity in all political subdivisions across the Commonwealth.)
 - Another eligibility criteria in a County of the First Class is the Attorney General must appoint a special prosecutor to ensure crimes occurring on SEPTA's property are enforced and prosecuted.
 - Requires consideration of goods delivery and Electric Vehicle charging stations before designing or constructing protected bicycle lanes, which were raised as concerns at Senate Transportation's hearing on HB 140.

Radar/LIDAR for Local Police

[SB 419](#) (Scavello):

- **Overview:** Authorizes radar or lidar for any local police officer. Contains various driver protections such as requiring a local ordinance, training before use, capping the local budget to 10 percent, etc.
- **Status:** Reported as committed by Senate Transportation on 5/25/2021. Passed the Senate, as amended on 3rd Consideration, (49-1) on 6/22/2021. Referred to House Transportation on 6/23/2021.

[HB 606](#) (Rothman):

- **Overview:** Authorizes radar or lidar for full-time or part-time local law enforcement officers, as defined in the bill. Contains various driver protections such as requiring a local ordinance, training before use, capping the local budget to 10 percent, etc. Authorizes moving radar for the State Police as well.
- **Status:** Reported as amended by House Transportation on 3/16/2021. Amended on 2nd Consideration. Referred to House Appropriations on 3/23/2021.

Vulnerable Highway Users

[HB 2100](#) (B. Miller):

- **Overview:** Defines a “vulnerable highway user” as a pedestrian, excluding personal delivery devices; a pedalcyclist; a motorized pedalcyclist; an individual on an animal; an individual on an animal-drawn vehicle; an individual on an electric personal assistive

mobility device; an individual on a nonmotorized self-propelled transportation device; and an individual on a motor-driven cycle.

- **Status:** Referred to House Transportation on 11/23/2021. Passed House Transportation (19-6) on 5/24/2022. Laid on the table on 7/6/2022.

e-Bikes

- No sponsor.
- **Note:** [Act 92/SB 1183](#) (Browne): Prohibits dirt bikes and All-Terrain Vehicles on roadways, bicycle lanes and sidewalks in cities. This legislation creates Title 75, Section 3721, renumbered as Section 3722 (relating to off-road vehicles in urban municipalities), and includes a new definition for “electric pedalcycle” as follows:
 - A vehicle that: 1) Weighs not more than 100 pounds with 2 wheels more than 11 inches in diameter, 2) Is manufactured or assembled with an electric motor system rated at not more than 750 watt and that ceases to provide assistance when the vehicle reaches speeds of 28 miles per hour, and 3) Is equipped with operable pedals and a set or saddle for the rider.

Automated Speed Enforcement

- No sponsor.
- **Note:** [Act 86 of 2018/SB 172](#) (Argall and Schwank) authorized a 5-year speed enforcement camera program in: 1) [Active work zones](#) for construction and maintenance projects on the Federal-aid highway system, which expires on 2/16/2024, and 2) [U.S. Route 1 \(Roosevelt Boulevard\)](#) between 9th Street and the Philadelphia County line shared with Bucks County, which expires on 10/19/2023.

DRIVE SMART Act

On June 2, 2021, Senator Wayne Langerholc, Jr. (R-35), chairman of the Senate Transportation Committee, unveiled the [DRIVE SMART Act](#), *Delivering Reforms and Investments for Vehicle Efficiency and Supporting Motor carriers, Airports, Rails & trails and Transit agencies*. (“Rails” in this context refers to intercity passenger rail.)

The DRIVE SMART Act was introduced as a comprehensive proposal to reform and invest in the Commonwealth’s multimodal transportation system. Key issues for PPAC are as follows:

- Provide a roadmap towards testing and deploying driverless Highly Automated Vehicles ([SB 965](#) – Langerholc).
 - **Note:** The House companion is [HB 2398](#) (Oberlander), which passed the House (123-77) on 6/20/2022. The bill was referred to Senate Transportation on 6/21/2022. **Reported as amended by Senate Transportation on 10/18/2022. Passed the Senate (29-20) on 10/26/2022. Passed the House (119-79) on 10/26/2022 with the Senate’s amendment. Governor Wolf signed the bill into law as Act 130 of 2022.**
- Authorize an e-scooter pilot program in Pittsburgh ([SB 783](#) – Langerholc and Costa). This was enacted via the 2021 Fiscal Code.
- Reallocate funding over 5 years from the Public Transportation Trust Fund to support intercity passenger rail facility upgrades.

- Dedicate more funding from the Multimodal Transportation Fund for active transportation.

Other

PPAC may want to review the following legislation:

- [Act 92/SB 1183](#) (Browne): Prohibits dirt bikes and All-Terrain Vehicles on roadways, bicycle lanes and sidewalks in cities (and defines an e-bike).
- [SB 1165](#) (Brooks): Authorizes a vehicle's plate to be affixed to the rear of a pedalcycle carrier.
- [HB 1073](#) (Malagari): Requires vehicles to stop for pedestrians in crosswalks.
- [HB 1313](#) (Driscoll): Requires red reflectors on wheelchairs and electrical mobility devices.
- [HB 2154](#) (Boback): Creates a fine of \$25 for distracted pedestrians.

ATTACHMENT 2

Department of Health Updates

WalkWorks is a program, in collaboration with the Pennsylvania Downtown Center, focused on increasing physical activity opportunities through the development of active transportation plans or similar policies, such as Complete Streets and Vision Zero policies. The aim of the plans or similar policies is to guide the establishment of activity-friendly routes that connect to everyday destinations through active transportation and land use plans and policies at the local and regional levels. To date, 34 communities have developed and adopted a plan or policy.

1. 7 of 10 communities recently adopted 5 Active Transportation Plans and 1 Complete Streets Policy. They include:
 - Borough of Akron, Lancaster
 - Borough of Forest Hills, Allegheny (Complete Streets Policy)
 - Borough of Indiana, Indiana
 - Borough of Quarryville, Lancaster
 - Borough of Royersford, Montgomery
 - White Township, Indiana
 - Pending: Indiana County, City of Reading, Verona Borough

2. WalkWorks selected 8 new municipalities or similar entities In September to receive funding and technical assistance to assist with the development of an Active Transportation Plan or Complete Streets Policy to guide the establishment of activity-friendly routes that connect to everyday destinations. Plan or Policies are expected to be adopted by September 30, 2023.
 - Bethlehem Township, Northampton
 - Delmont Borough, Westmoreland
 - Huntingdon County
 - Lineville Borough, Crawford
 - Borough of Mechanicsburg, Cumberland
 - City of Monongahela, Washington
 - Borough of Oxford, Chester
 - Susquehanna Township, Dauphin

3. WalkWorks hosted 3 Safe Routes to School webinars in coordination with the national Safe Routes Partnership organization between September and November. To listen to the webinars, go to [Webinar Recordings Archives - PA Downtown.](#)

4. WalkWorks anticipates releasing a new Funding Opportunity Announcement, open to municipalities or similar entities, by March 2023. The application is for funding and technical assistance to assist with the development of an Active Transportation Plan or Complete Streets Policy to guide the establishment of activity-friendly routes that connect to everyday destinations.

ATTACHMENT 3

Pennsylvania
Pedalcycle and Pedestrian Advisory Committee
PPAC

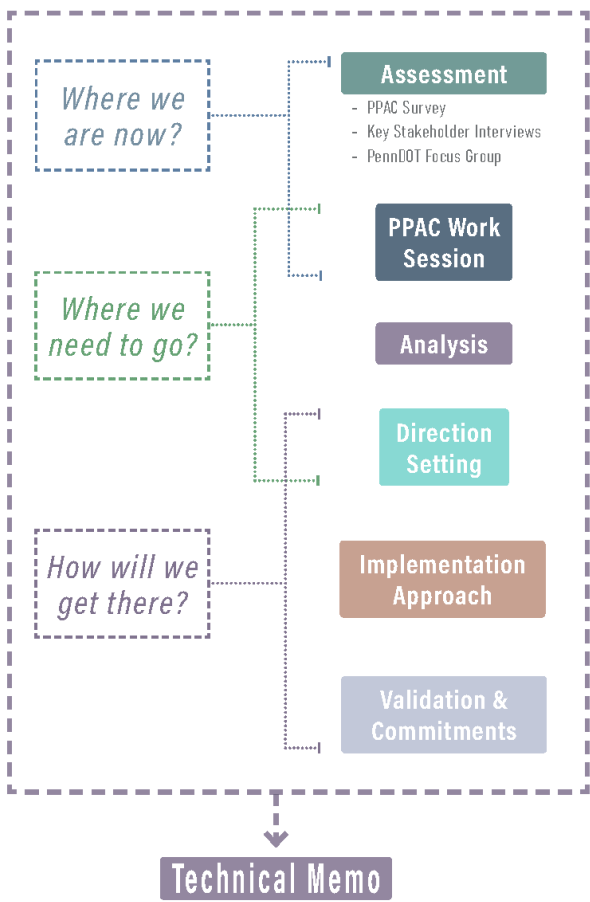
ASSESSMENT AND DIRECTION SETTING

WORK SESSION

December 12, 2022

PPAC ASSESSMENT AND DIRECTION SETTING OVERVIEW

Strategy Development



Strategy Implementation



PPAC
POWERS AND
DUTIES

The powers and duties of the committee shall be to advise and comment on all phases of bicycling and pedestrian program activities being undertaken or financially assisted by the department and agencies of State government.

OTHER SIMILAR ADVISORY BODIES

- Pennsylvania Transportation Advisory Committee (TAC)
 - Motor Carrier Safety Advisory Committee (MCSAC)
 - New Jersey Bicycle and Pedestrian Advisory
 - Maryland Bicycle and Pedestrian Advisory Committee (MBPAC) Council (BPAC)
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- Potential Applicability to PPAC
 - Annual report that summarizes present activities and focus areas for the next year.
 - Handbook for new members.
 - Sub-committee structure or ad-hoc committees formed on an as-needed basis.
 - Provide educational resources for professionals and the public.

ASSESSMENT RESULTS

Potential Areas for Improvement

- + Clarify the committee's mission (consistent with the establishing statute)
- + Educate new members on roles, responsibilities, and the way PPAC functions
- + Increase participation, particularly by state senators, state representatives, and ex officio members
- + Increase overall awareness of PPAC among stakeholders and the public
- + Establish realistic, strategic, and meaningful metrics. This could include measures of success, measures of effectiveness, or various targets to accomplish.
- + Monitor activities and measure progress
- + Document and promote major activities and achievements
- + Facilitate more productive, inclusive, and valuable meetings
- + Form sub-committees or work groups on an assignment basis
- + Increase communication among members, both during and outside of meetings

ASSESSMENT RESULTS

Potential Areas for Improvement

- + Strengthen communication and coordination with PennDOT (Central Office and Districts) and other state departments
- + Distinguish advisory from advocacy activities
- + Establish a basic framework of shared accountability between PPAC and the Commonwealth that is consistent with effective functioning of an advisory body
- + Focus on a few priority areas, key topics, or tasks (possibly reviewed and revisited on an annual basis)
 - Align PPAC's work with the state Active Transportation Plan (ATP)
 - Consider the needs and interests of both bicyclists and pedestrians
 - Consider the varying needs and contexts of urban, rural, and suburban communities across the state
 - Consider new treatments, devices, and technologies that will impact walking and biking
 - Education is a key component of PPAC's advisory role

POTENTIAL PRIORITY TRACKS

Education and Outreach	Recreation and Economic Benefit
Policy, Planning, and Programs	Partnerships and Collaboration
Infrastructure Design and Maintenance	Capacity Building
Safety	Committee Organization and Effectiveness