

Pedalcycle and Pedestrian Advisory Committee Meeting Minutes

Meeting Date: July 15, 2024, 12:00 pm
Virtual via Teams

Call to Order and Roll Call

Meeting was called to order at 12:13 pm by Scott Bricker. Roll was taken and a quorum was declared.

Committee Members Present:

Nolan Ritchie	Alternate for Majority Chair of the Senate Transportation Committee
Justin Gensimore	Alternate for Minority Chair of Senate Transportation Committee
Kyle Wagonseller	Alternate for Majority Chair of House Transportation Committee
Kyle Shaeffer	Alternate for Minority Chair of House Transportation Committee
Trish Meek	Alternate for Secretary of Transportation
Alex MacDonald	Alternate for Secretary of Conservation and Natural Resources
Nicole Brunet	Metropolitan Philadelphia
Amy Kessler	Metropolitan Planning Organization/Rural Planning Organization
Julie Fitzpatrick	Statewide Constituencies 12:00 – 1:05 pm
Sam Pearson	Alternate Statewide Constituencies 1:05 – 2:11 pm
Ben Guthrie	Pedestrian Constituencies
Scott Bricker	Metropolitan Pittsburgh
Jim Buckheit	Alternate Recreational Cycling Club
Joe Capers	Children & Education Constituencies
William Hoffman	Public Member
Chandra Kannan	Public Member

Others Present: Brandon Hoover, Dick Norford, Jeff Young, Leann Chaney, Connor Vecellio, Robert Manzella, Kristin McLaughlin, Michael Golembiewski, Joshua Theakston, Anthony Hennen, Mavis Rainey, Paula Devore, Anne Messner, Bethani Cameron, Jeff Iseman, Tosh Chambers, Nidhi Mehra, Sadie Trout, Roy Gothie, Pat Krebs, Wayne Mears, Randy Waltermeyer, Keith Chase, Chris Metka, Jonathan Shaw, Emerson Bannon, Hank Beaver, Mateo Lariviere, Blade Kline, Evan Gardi, Laura Heilman, Emily Osilka, Jacob Zerby, Chris Allison, Josh Theakston, John Schubert, Laura Lastoskie, Ross Willard, April Hannon, Devon Kelly, Eric Middleton, Joe Stafford, Louis Searles, Stacie Reidenbaugh, and Lyndsie DeVito

Approval of Minutes

A motion to approve the minutes of the July 11, 2024, PPAC meeting was made by Amy Kessler and a second was made by Alex MacDonald. The motion passed by unanimous voice vote.

Legislative Updates

Nolan Ritchie reviewed materials that were distributed with the meeting agenda related to distracted driving and e-scooters (Attachment 1).

Pennsylvania's Statewide Comprehensive Outdoor Recreation Plan (SCORP) 2025-2029

Brandon Hoover, DCNR provided an update about the SCORP (Attachment 2). He reviewed the public survey data and the project schedule.

Vulnerable Road User (VRU) Safety Education Project – Introduction and Input

Ms. Meek introduced the Vulnerable Road User Safety Education Initiative (Attachment 3) consultant team Randy Waltermyer and Keith Chase and reviewed the topics to be covered as part of the presentation. She also clarified for the purposes of this initiative a Vulnerable Road User (VRU) is a bicyclist, pedestrian, user of mobility device (e.g. wheelchair), or other non-motorized mode and reviewed the definition of VRU crash. She stated that this is a 3-year education and awareness initiative focused on VRU safety. It will include both VRU and motorist education and focus on the following: importance of speed management, applicable traffic laws, nonmotorized safety equipment (helmet, mirrors, lights, etc.), and infrastructure designed to improve nonmotorized road user safety (green bike lanes, bike boxes, etc.).

Mr. Waltermyer reviewed crash data from the PA VRU Safety Assessment Report which was completed in 2023. His review included the number of VRU crashes between 2015 and 2021, the percent increase of VRU crashes over the same period of time, and the mode of VRU crash. He also provided information on the location of crashes, time of day, and time of year; and spoke about national research related to distracted driving. Mr. Waltermyer provided information on research related to state and national VRU safety education resources and added that as part of stakeholder interviews partner resources were also identified.

Nicole Brunet questioned why the 2020 crash data was excluded. Mr. Waltermyer stated that is consistent with the VRU Safety Assessment. Mr. MacDonald asked for clarification if crashes that midblock are at midblock crosswalks or someone crossing midblock. Mavis Rainey asked if the pedestrian crashes were higher at signalized or non-signalized intersections. Sam Pearson asked about roadway characteristics where crashes are happening. State roads, speed, number of lanes, width, distance between lights. Jeff Iseman asked about the percentage of VRU crashes involved someone using a mobility device. Mr. Waltermyer replied that the crash data has not been reviewed at that level and additional analysis is required to answers these questions.

Stacie Riedenbaugh asked how VRU info is being pushed out to consumers beyond state websites and if there are any statistics available to know how much information is being seen. Ms. Meek responded that there is not currently a way to track how information is being distributed as PennDOT has many safety partners that also distribute information.

Mr. Chase presented information on the stakeholder interviews and stated that the interviews were used to identify the following emerging themes:

- VRU Education for all
- Ongoing driver education needed
- Distracted driving demands attention
- Micromobility education is needed
- Comprehension resource platform opportunity
- Focus on policy makers and other leaders

PPAC was provided an opportunity to provide input via mentimeter. The question was asked who the VRU Safety Education Initiative should focus on. Mr. Guthrie stated that motorists are critical, and Mr. MacDonald agreed. Mr. Buckheit added that targeting motorists is critical. Speed management and traffic laws for motorist infrastructure were also ranked high related to number of votes.

In response to the question, What content should the VRU Initiative include. Ms. Brunet stated driver education should consider people outside the vehicle not just drivers. Mr. Iseman said this shows the need for doing trainings with different stakeholder groups. Mr. Waltermyer responded there is a need for education of all users of the system.

In response to the question, What partners will be most critical to the success of the is initiative. Bethani Cameron stated that there is a need for responsible driving and there is a lack of ongoing driver education. Mr. Waltermyer

stated that driver education is also done at some public schools and private driving schools and once licensed there is not a requirement for continued education. He added the need for required training was raised as an issue by numerous people.

In response to the question, How would you describe success for the VRU initiative? Mr. Iseman mentioned some of the benefits of following better VRU practices related to auto insurance rates and health care costs. Mr. Brunet added that she liked the idea of more traffic gardens as they are a great resource.

Mr. Bricker thanked everyone for their input.

Manual on Uniform Traffic Control Devices (MUTCD) Update – PPAC Subcommittee Recommendation

Ms. Meek introduced the topic and stated that Nicole Brunet and Fred Richter volunteered to serve on a PPAC Subcommittee to prepare recommendations on the MUTCD Update for PPAC consideration. Ms. Brunet shared the document and stated the subcommittee review focused on the MUTCD Bicycle Chapter. The spreadsheet, that was distributed with the agenda, compared the differences between the MUTCD and the updated MUTCD, made recommendations, and included comments. Overall, the subcommittee accepted all the recommendations with the exception of one and the subcommittee added several. She noted there are many small changes but there are some things like changing “may” to “should” on signage. Only recommendation that was not recommended for acceptance was changing use of the term roundabout to traffic circle. There is also a comment about the use of the 85th percentile speed.

Mr. Hoffman asked if PPAC will receive a copy to review before the deadline. Ms. Meek stated that the information was distributed with the PPAC agenda and the original intent was for PPAC to vote on a recommendation at the meeting but based on the amount of information additional time could be provided.

Mr. Bricker asked if the request is to comment on the subcommittee comments. Ms. Meek replied that the subcommittee reviewed the MUTCD Update and made recommendations about what PennDOT should consider.

Mr. Bricker asked for a motion to approve the subcommittee comments. Mr. Buckheit made a motion to approve the subcommittee recommendation and Mr. Hoffman made a second.

Mr. Guthrie asked for clarification if we should vote now or take 2 weeks to review and confirm at that point and asked if members felt comfortable to take a vote. Sam Pearson stated this is just bike related chapters and asked about the pedestrian related chapters. Ms. Brunet stated that the subcommittee reviewed the 45 pages in the bike chapter. Mr. Bricker asked if we could do this in two parts and make recommendations on the bike chapter first.

Ms. Pearson stated that it would be helpful to know if there is anything the subcommittee is not recommending. Ms. Brunet said the subcommittee is not recommending the change to no longer use the word roundabout and the subcommittee does not agree with the consistent use of the 85th percentile.

Ms. Meek stated that the subcommittee recommendation was attached to the PPAC agenda and a vote could be delayed to give members an opportunity to review the information and that could allow for a review of the pedestrian components.

Ms. Pearson stated she reviewed the MUTCD to use as a reference and wanted a sense of the process and added she did not see PPAC making a huge impact in this arena. She added that she is ok recommending adoption and continuing to push for other changes.

Mr. Hoffman stated that more time was needed for the review. The question was raised if a could vote could be conducted via email. Ms. Meek stated she was not sure if an email vote was permitted and could confirm with legal counsel.

Mr. Hoffman suggested moving this item to the next PPAC meeting. Mr. Buckheit withdrew his motion and Mr. Hoffman withdrew his second.

PPAC Membership – At-Large Member Recommendation

Ms. Meek shared information contained in the PPAC Bylaws that at-large members reappointment should be reviewed with a recommendation for reappointment made by a vote of PPAC member to ensure that a cross-section of relevant stakeholders is being represented (Attachment 4). She reviewed current PPAC membership qualifications and stated that 6 positions are appointments by position. She added that 2 members are at-large and according to the bylaws PPAC needs to make a recommendation to ensure at-large members provide adequate representation. Currently the at-large members are a cycling safety instructor and a member of the public and PPAC should consider if this representation provides adequate representative or if a different organization or constituency should be represented.

Mr. Hoffman asked if the names of PPAC candidates are known. Ms. Meek clarified the recommendation is not a recommendation about an individual it is about representation of an organization or group to ensure there is an adequate cross section of relevant stakeholders or if another group should be considered for an at-large appointment. Mr. Hoffman asked how many vacancies there will be on PPAC. Ms. Meek replied that two current members are not seeking reappointment which represent senior citizen/disabled and children/education constituencies.

Mr. Buckheit stated that PPAC has a strong cycling presence but there is not a strong pedestrian presence. Ms. Meek clarified that one member represents Pedestrian Constituencies. Ms. Kessler asked if an analysis has been done to determine if there is both industry and geographic representation. Ms. Meek responded that there has not been an analysis performed however the legislation requires representatives from Metropolitan Philadelphia and Pittsburgh and noted that because a member resides in one area of the state does not mean they do not represent the entire Commonwealth.

Ms. Pearson stated that currently there is not a member representing health or disabilities. She noted that AARP is currently represented on PPAC but they are not necessarily a voice for disabilities.

Ms. Kessler and Ms. Pearson made suggestions of groups that could represent disabilities on PPAC. Ms. Kessler stated she would support a motion to recommend an at-large member should represent disabilities.

Ms. Pearson moved that PPAC recommend that at-large membership in the reappointment list include someone who represents disabilities. Mr. Guthrie seconded the motion. The motion passed with Mr. Hoffman voting no.

Agency Updates and Questions and Answers

Mr. MacDonald stated a written update was provided ahead of the meeting and asked if there were any questions (Attachment 5).

Laura Lastoskie introduced herself and provided the DOH update (Attachment 6). She stated the WalkWorks program selected 9 communities to receive funds and she reviewed the application schedule for the Community Capacity-Building Pre-Planning Assistance Program. She also referenced that Tactical Urbanism resources can be found on the PA Downtown Center website. She provided information on the June Statewide Active Transportation Summit which took place in York, Pa and encouraged people to take part in the Week Without Driving Initiative September 30 through October 6. Ms. Pearson noted that she can provide additional information on the Week Without Driving and a webinar is planned to provide more information to individuals.

Mr. Bricker left the meeting and Ms. Kessler, PPAC Secretary, took over the meeting.

Ms. Meek provided a PennDOT update. She stated that the Department will be moving forward with an Active Transportation Plan (ATP) Update and is currently in the consultant selection process. Once a consultant is under

contract work will start on the update. Ms. Meek stated that following the meeting she will inquire to determine if an email vote is permitted on the draft MUTCD Subcommittee comments outside of a formal meeting and she will work with Ms. Brunet to package the comments and distribute to PPAC for review.

Public Comment

Ms. Kessler asked for public comments.

Mr. Hoffman stated that he reviewed Brendon Linton's attorney statement for a case that will be heard by the PA Supreme Court. The date of the case to be heard is not known at this time.

Adjournment

A motion to adjourn the meeting was made by Mr. Hoffman and a second by Mr. Buckheit. The motion passed by unanimous voice vote. The meeting was adjourned at 2:11 pm.

Next Meeting

The next Pedalcycle and Pedestrian Advisory Committee Meeting is scheduled for Tuesday, September 10, 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

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

**7/15/24 PPAC Meeting
(Revised 7/8/24)**

(Additions and updates since the 2/12/24 PPAC meeting are noted in red.)

Distracted Driving

Act 18 of 2024 (Brown):

- **Overview:** This legislation creates a primary offense for drivers who violate the hand-held interactive mobile device ban while the vehicle is in motion. ~~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.~~ Following 12 months to implement the measure, a driver is issued a written warning for the subsequent 12 months, then **a police officer may impose a fine of \$50 for violating the hand-held ban (2026)**. A driver may not be charged concurrently for violating the texting ban and handheld ban. Incorporates key changes to be eligible for Federal distracted driving grants, such as codifying a mandatory question in the driver's exam. The penalties involved in homicide by vehicle and aggravated assault by vehicle were added to violating the hand-held ban. **PSP and certain local police are required to collect and report data from every self-initiated traffic stop.**
 - **Status:** Senator Brown convened a [press conference](#) on 2/28/23. Referred to Senate Transportation on 4/10/23. 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. **Passed House Transportation, as amended, (19-6) on 3/26/24. Passed the House, as amended, (124-77) on 4/9/24. Referred to Senate Rules for concurrence on House amendments. Passed Senate Rules, as amended, then passed the full Senate (37-13) on 5/7/24. Referred to House Rules for concurrence on Senate amendments. Passed House Rules, then passed the full House (126-74) on 5/8/24. Signed into law as Act 18 on 6/5/24.**
-

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.)

Act 34 of 2023 (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. Senate Rules amended the bill and **removed** the e-scooter program, among other changes. The omnibus fiscal code (without the e-scooter program) passed the Senate (45-5) and the House (154-49) on 12/13/23. Signed into law as Act 34 on the same day.

HB 2218 (Kinkead):

- **Overview:** Establishes a shared electric low-speed scooter program, which can be operated in a city of the second class, a city of the second class A and city of the third class. Private ownership, regardless of location, is also provided.
- **Status:** Referred to House Transportation on 4/16/24.

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.

Act 38 of 2023 (Neilson):

- **Overview:** 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) Created a permanent program for ASE in active work zones and added a few improvements, such as new signage requirements, 3) Created a permanent program for ASE on Roosevelt Boulevard, and 4) Directed the Local Government Commission to study ASE expansion on local roads and streets. Senate Transportation met on 12/12/23 to consider Amendment No. 3319 that included all of the provisions from Amendment No. 2956 plus ASE expansion on up to five new corridors in Philadelphia as well as ASE expansion on up to five school zones in Philadelphia. Passed Senate Transportation unanimously on 12/12/23. Passed the full Senate (47-3) on 12/13/23. Passed the House on concurrence (121-82) on 12/13/23. Signed into law as Act 38 on 12/14/23.



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.

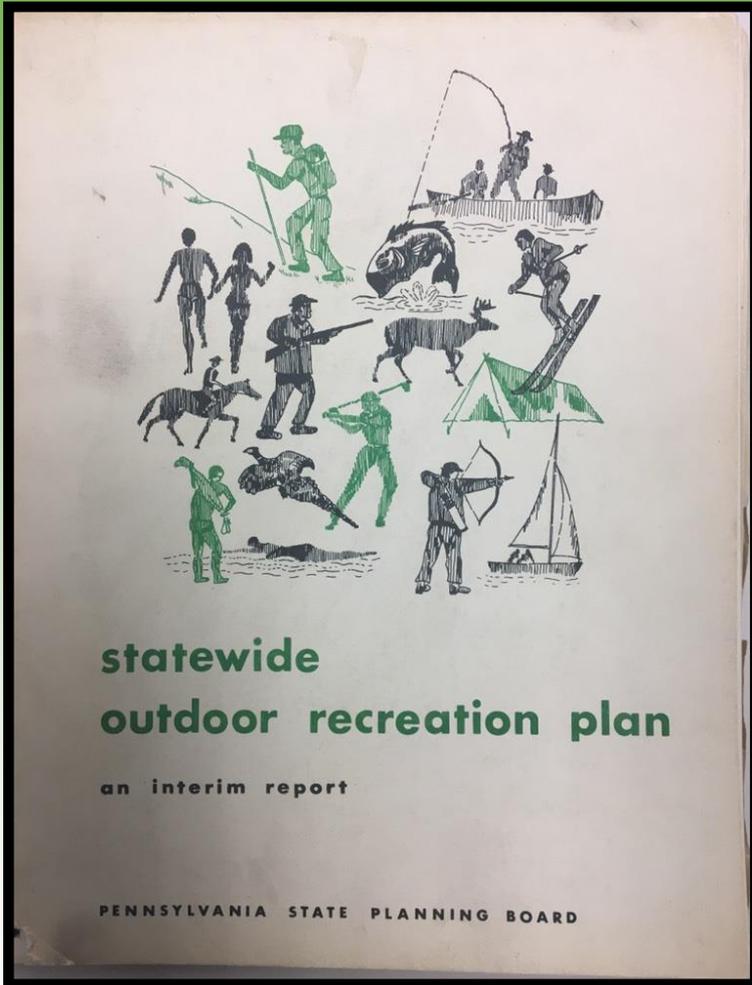
ATTACHMENT 2

What is a SCORP?

- Established in the 1960s as a tool to guide the development and management of outdoor recreation resources
 - Required to receive funding under the Land and Water Conservation Fund Act (LWCF)
 - Must be updated every five years
- LWCF (1964); Dingell Act (2019); Great American Outdoors Act (2020)
- For PA this means approximately \$11M annually
- 5 priorities; 20 recommendations; 70 actions



Pennsylvania State Comprehensive Outdoor Recreation Plan



1965 – PA's first plan

The Pennsylvania "Statewide Outdoor Recreation Plan" was prepared both as a guide for the Commonwealth and to qualify the Commonwealth to receive funds from the Land and Water Conservation Fund Act (1964)

www.dcnr.state.pa.us

TAC Representation

AARP	Next Gen Council	PA Parks & Forests Foundation	Schuylkill River Greenway Association
Allegheny National Forest	Kennett Outdoors	PA Recreation & Park Society	SEDA-COG
Allegheny Outfitters	PA Department of Aging	Pennsylvania Environmental Council	The Common Wheel
Bedford County Development Alliance	PA Department of Community & Economic Development	Pennsylvania Statewide Independent Living Council	The Outdoor Inclusion Coalition
Cycle Forward	PA Department of Education	Pennsylvania Wilds Center for Entrepreneurship	US Department of Agriculture - Rural Development Office
Friends of the Riverfront	PA Department of Environmental Protection	Philadelphia Parks & Recreation	US Fish & Wildlife Service
Gov. Advisory Council for Hunting, Fishing and Conservation	PA Department of Health	Pittsburgh Parks Conservancy	Venture Outdoors
Heritage PA	PA Department of Transportation	Pocono Mountains Visitor's Bureau	WeConservePA
IM ABLE Foundation	PA Dept. Conservation and Natural Resource	Richard King Mellon Foundation	Western Pennsylvania Conservancy
Lancaster County Conservancy	PA Fish & Boat Commission	Schuylkill County's VISION	Women & Girls Foundation of Pennsylvania
Let's Go Outdoors	PA Game Commission		
National Park Service	PA Hist. & Museum Commission		
Natural Lands			

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pennsylvania
DEPARTMENT OF CONSERVATION
AND NATURAL RESOURCES

40+ member Technical Advisory Committee Established the 2025 Priorities

1. Community & Economic Development
2. Supporting Equity & Demographic Shifts
3. Infrastructure & Maintenance
4. Health & Wellness
5. Sustainability & Climate

Outdoor Recreation Trends

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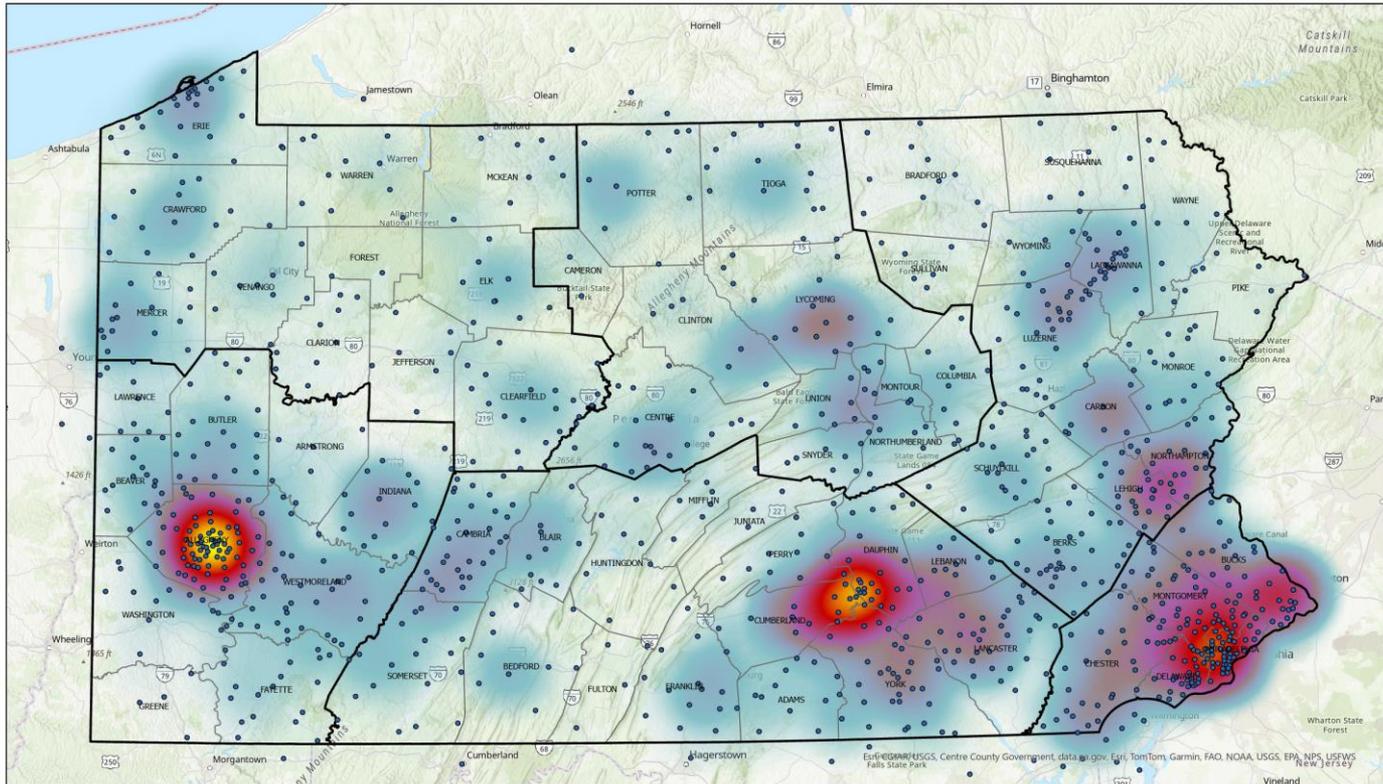




2025 - 2029 SCORP Timeline

- February 2024 – First Technical Advisory Committee
- March 2024 – Begin data collection (three surveys)
- Spring 2024 – Data collection & analysis;
- Summer 2024 – Stakeholder groups & Draft goals and action items
- Fall 2024 – Draft plan and recommendations
- Winter 2024 - Draft to National Park Service
- Spring 2025 – Draft review, revisions, and approval
- Summer 2025 – Public release of approved SCORP

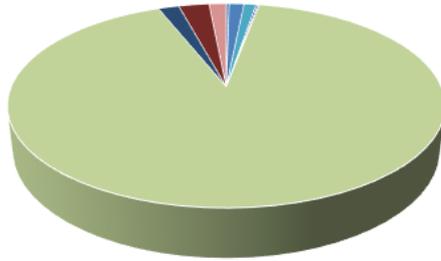
Outdoor Rec Trends



SCORP Public Survey 2024

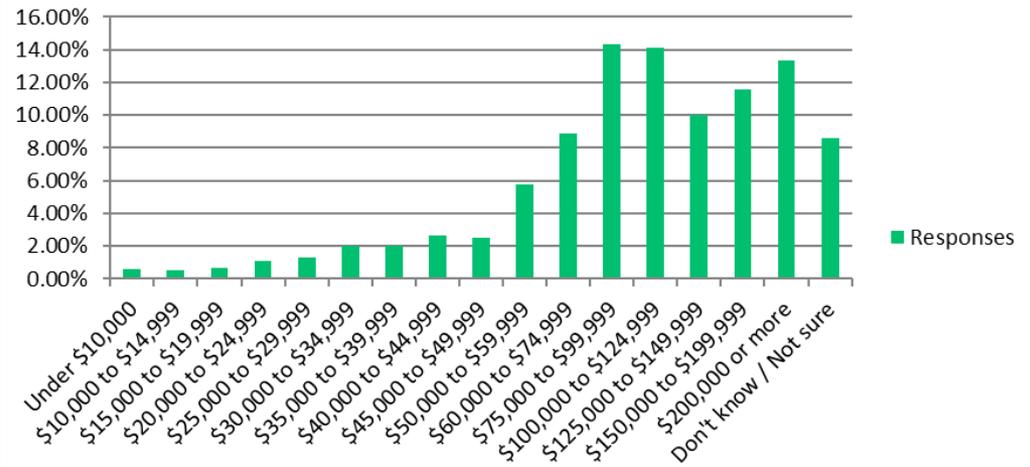


Race/Ethnicity of Respondents

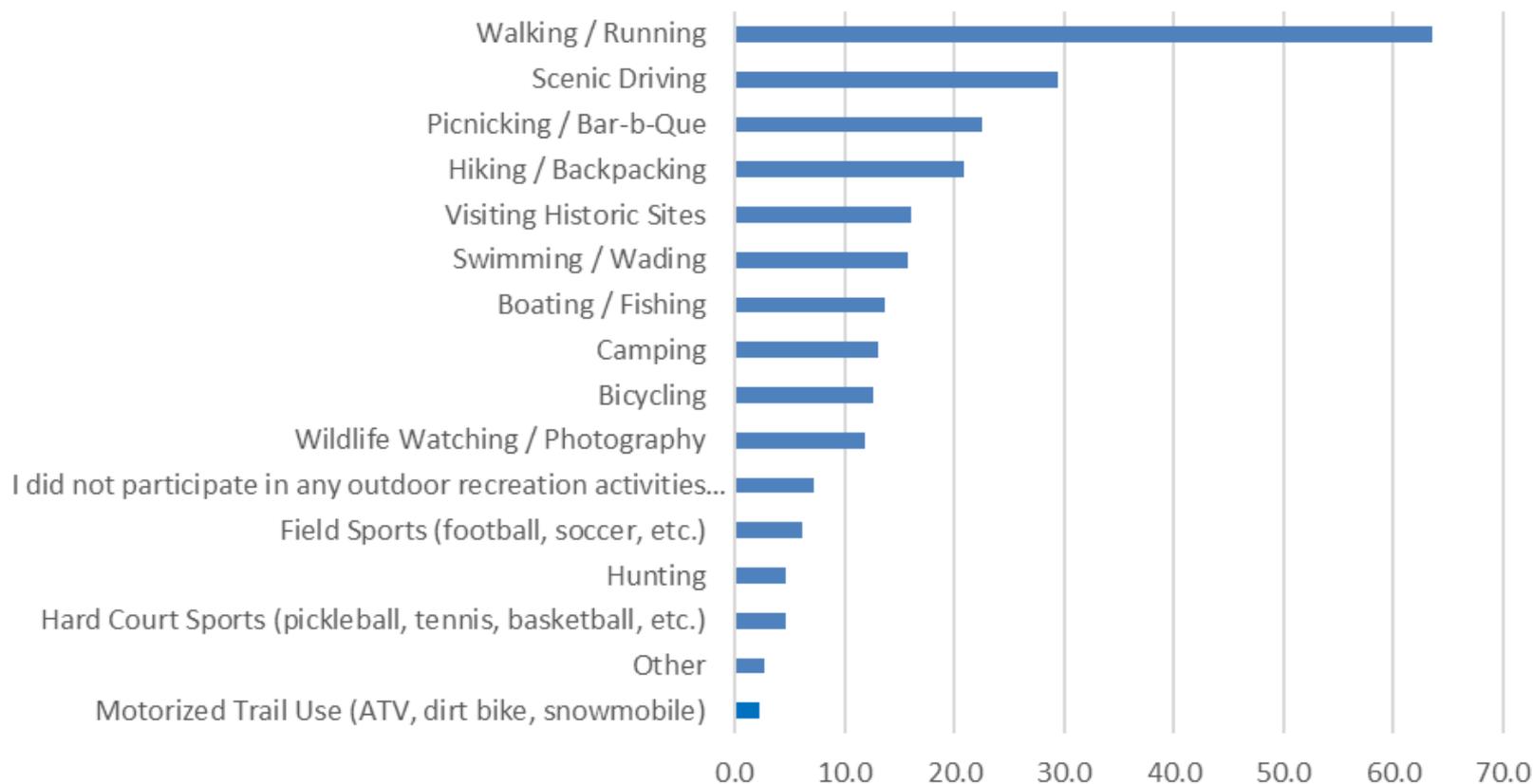


- American Indian or Alaska Native
- Black or African American
- Native Hawaiian or Pacific Islander
- Don't know / Not sure
- Hispanic
- Asian
- Middle Eastern/North African
- White
- Other (please specify)

What is your total annual household income, before taxes?

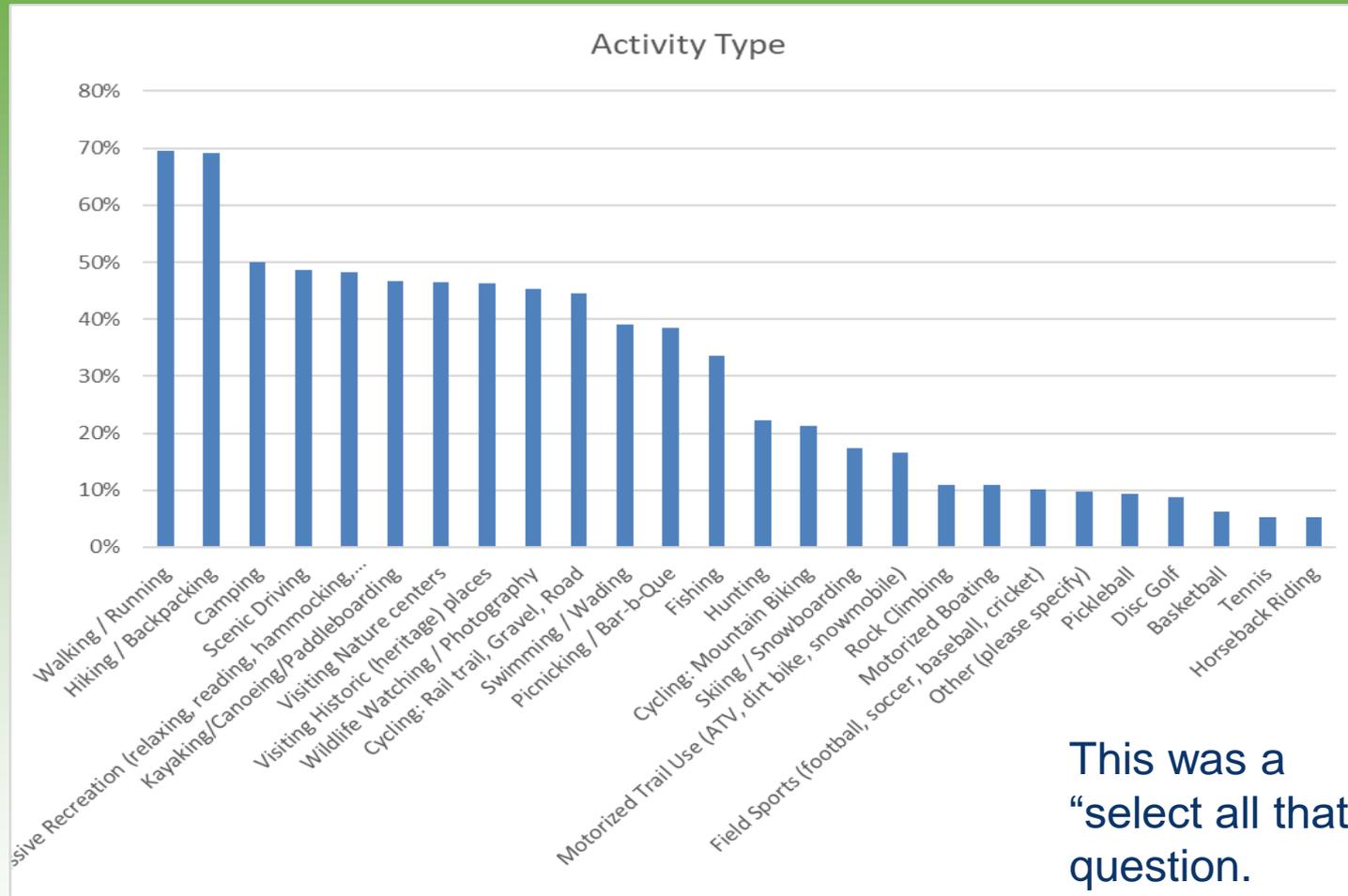


Activity Type (Lion Poll SP24)



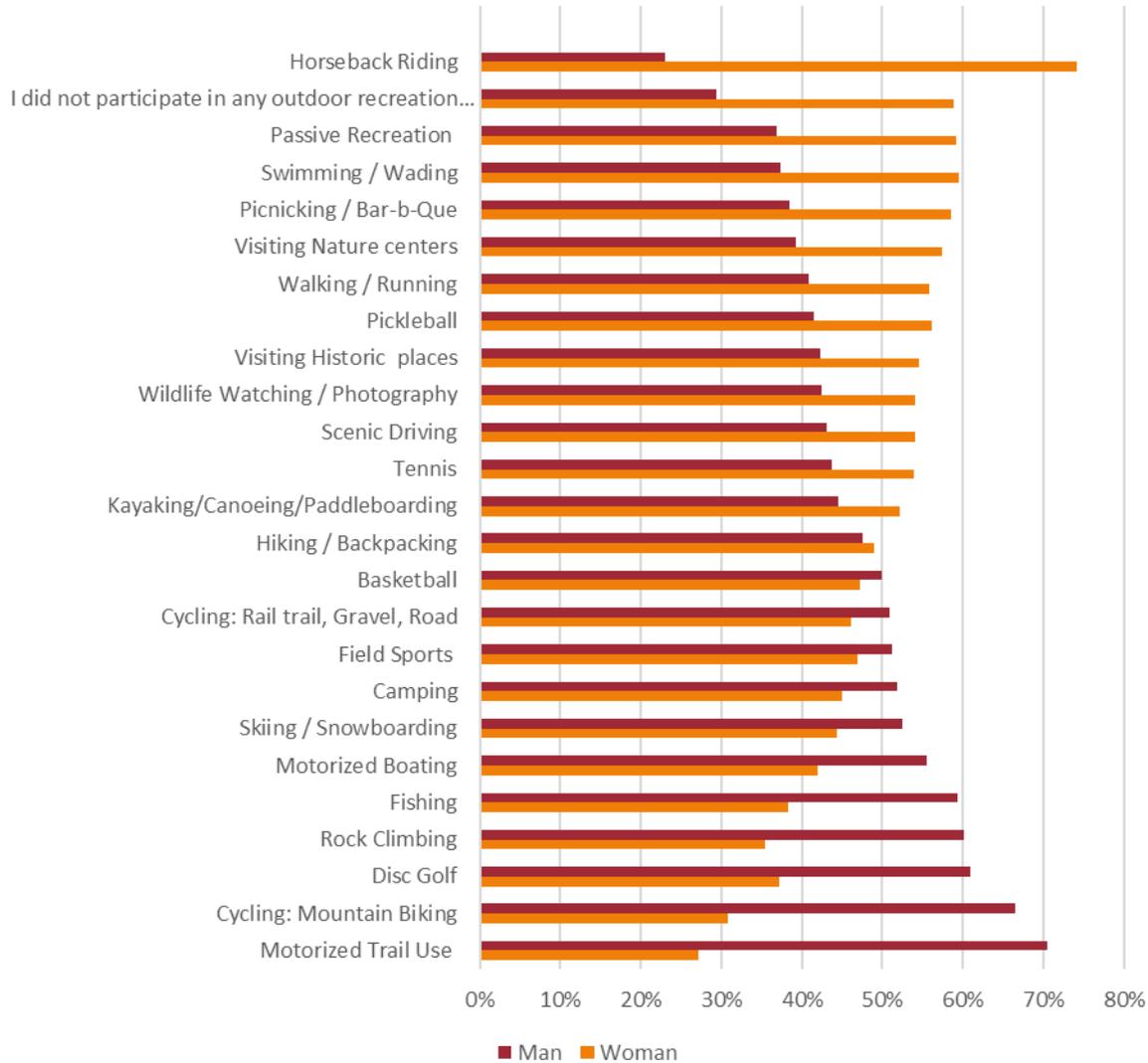
When recreating, most enthusiasts spend at least 1hr on their typical activity, with a large portion spending well over 2 hrs.

Outdoor Rec Trends



White	Black/African-American	Latino	Asian
Walking/Running	Walking/Running	Walking/Running	Walking/Running
Hiking/Backpacking	Hiking/Backpacking	Hiking/Backpacking	Hiking/Backpacking
Camping	Visiting Historic Sites	Passive Recreation	Passive Recreation
Scenic Driving	Picnicking/BBQ	Visiting Nature Centers	Scenic Driving
Passive Recreation	Visiting Nature Centers	Cycling: Rail Trail, Gravel, Road	Visiting Nature Centers
Visiting Nature Centers	Wildlife Watching/Photography	Wildlife Viewing/Photography	Camping
Kayak/Canoe/Paddleboard	Camping	Kayak/Canoe/Paddleboard	Visiting Historic Sites
Visiting Historic Sites	Cycling: Rail Trail	Scenic Driving	Cycling: Rail trail, gravel, road
Wildlife watching/Photography	Swimming/Wading	Visiting Historic Sites	Picnicking/BBQ
Cycling: Rail trail, gravel, road	Fishing	Picnicking/BBQ	Rock Climbing

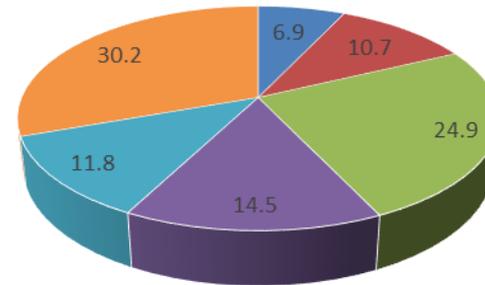
Gender participation by activity type



Outdoor Rec Trends

- 42% participated at least once per week
- 30% participated at least twice per week (~10% increase from 5 years ago)
- 92% participated in outdoor recreation at least once per year

During the past year, how often did you participate in any outdoor recreation activities in Pennsylvania?

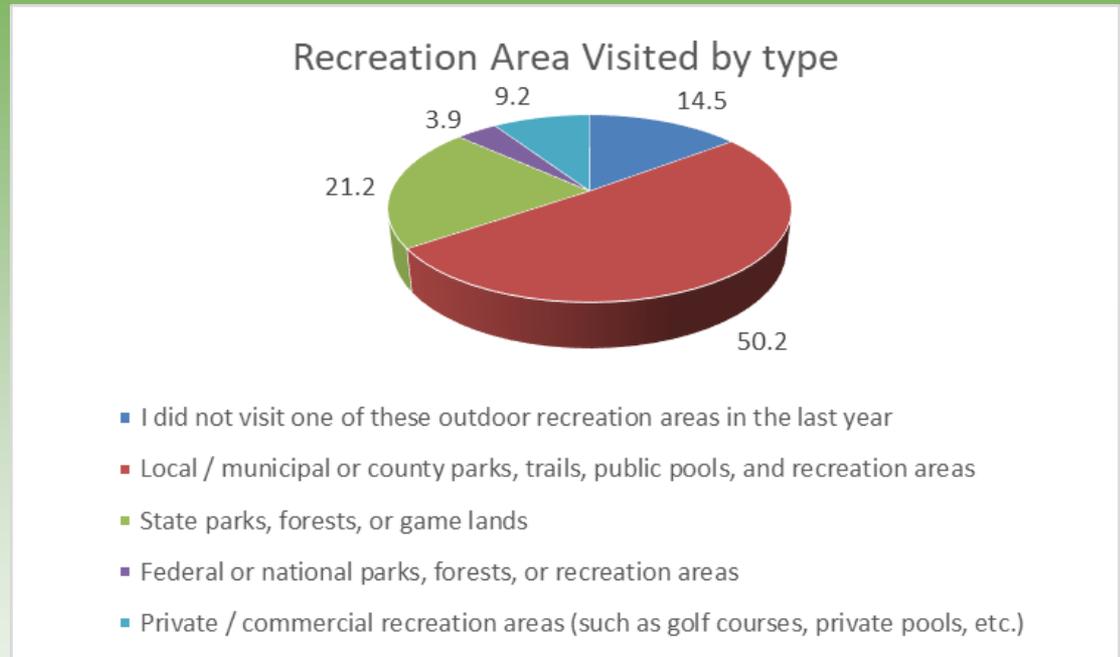


■ I never participate in outdoor recreation ■ Once or twice during the year
■ Several times during the year ■ Once or twice per month
■ Once a week ■ Two or more times per week

2024 Lion Poll

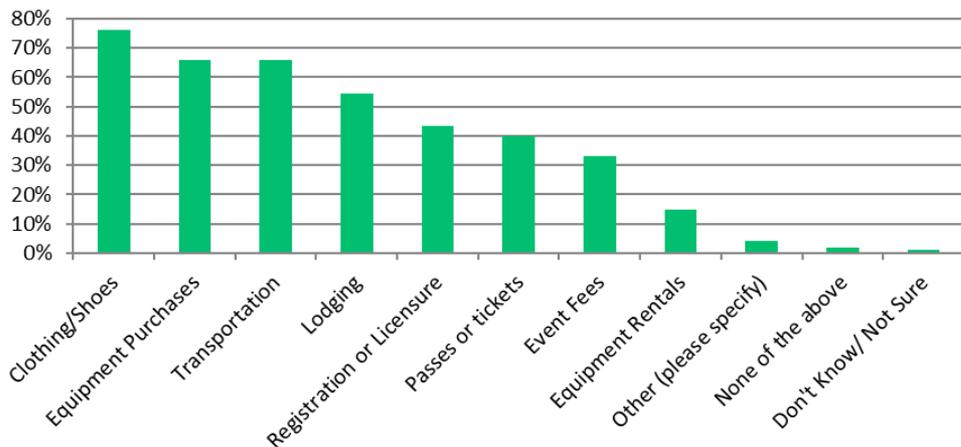
Outdoor Rec Trends

- Local parks are essential with state forests, game lands, and parks coming in second.
- 85% visited a public or private recreation area in the last year



2024 Lion Poll

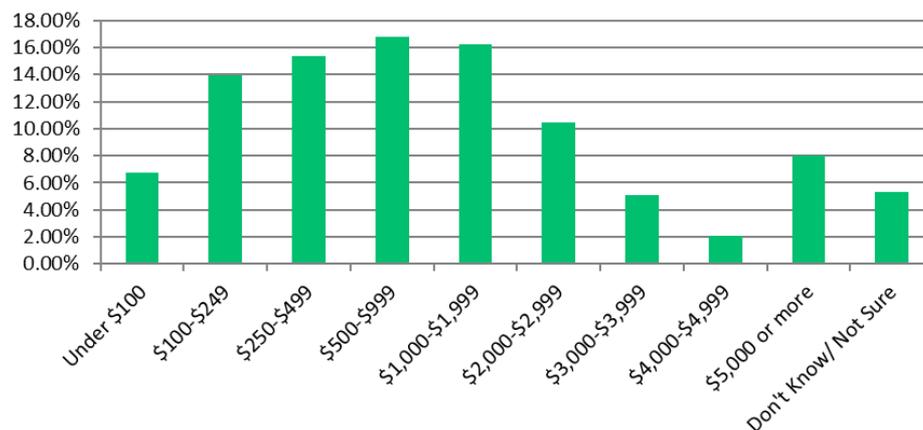
What do you spend money on related to outdoor recreation in a typical year?



- 36% spend less than \$500
- 33% spend between \$500 and \$2,000
- 26% spend more than \$2,000

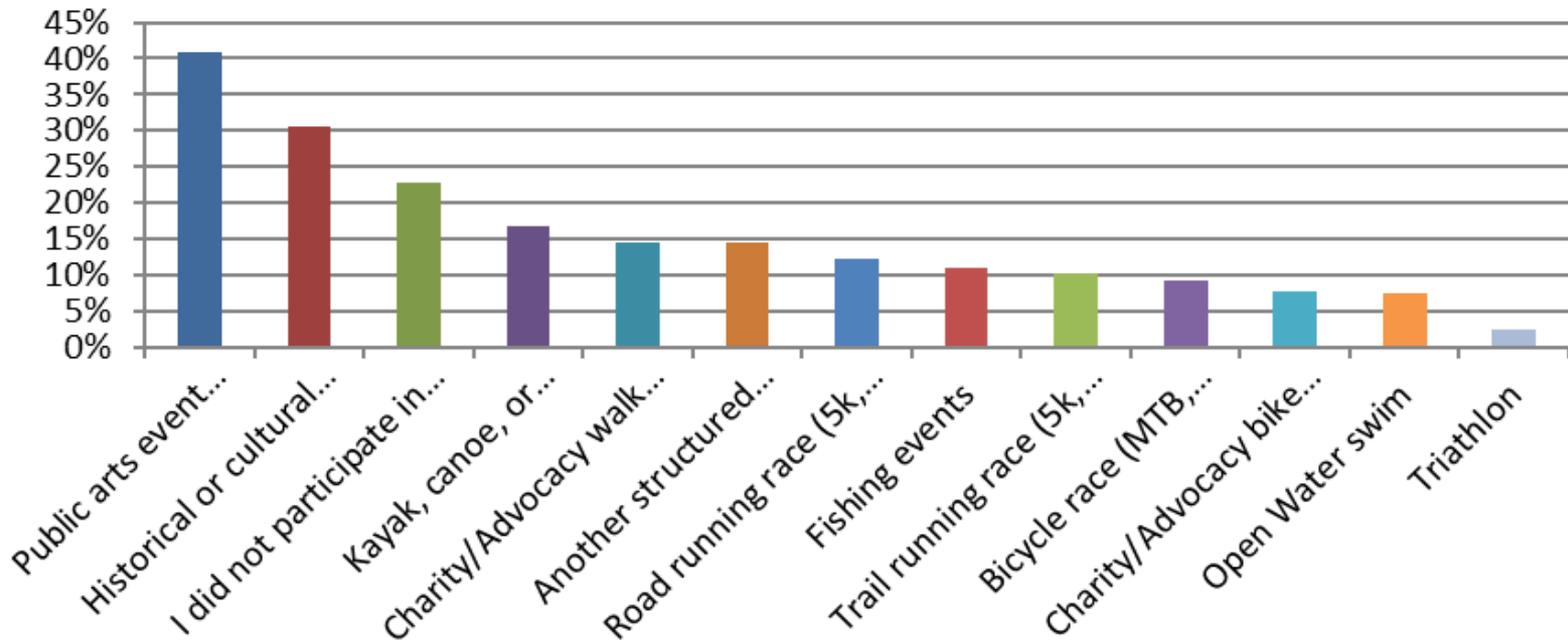
Median Household Income for Pennsylvania is \$74,000; Majority of survey respondents HH Income was between \$75k and \$125K

How much do you spend on outdoor recreation in a typical year?



2024 Public Survey as of 5/7/24

Which of the following types of outdoor recreation events have you participated in or attended in the last year?



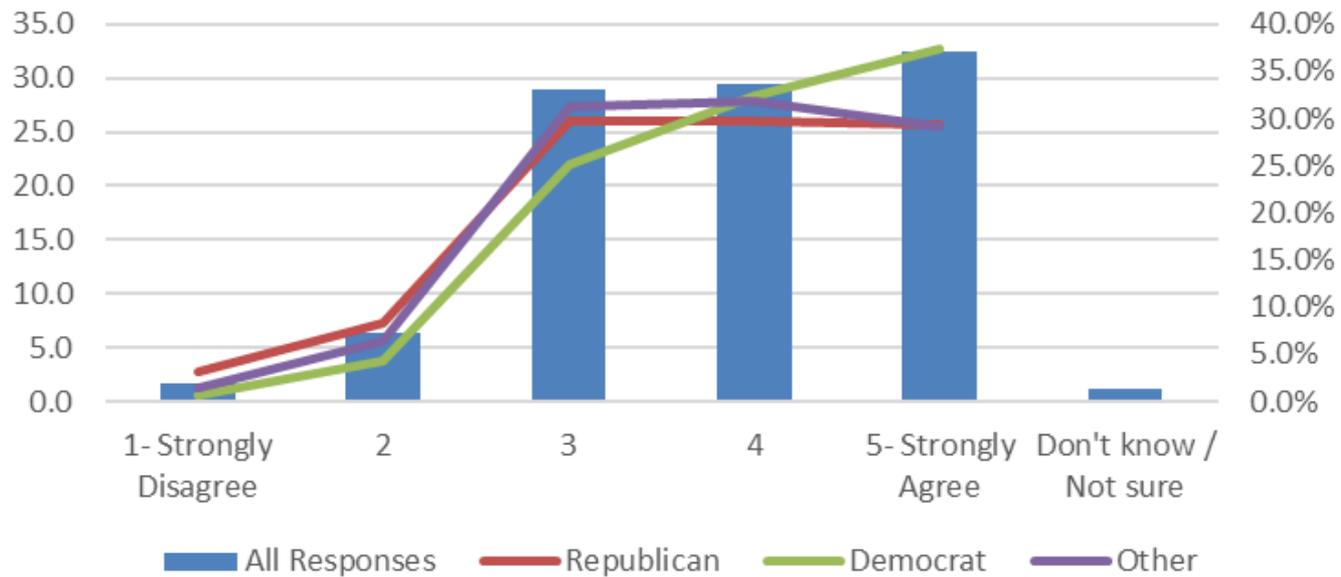
“Another structured event:” ATV events; hiking groups; environmental education programs; golf outings; field sports & hardcourt sports tournaments; volunteering

Value, Priorities, and Opinions

www.dcnr.state.pa.us

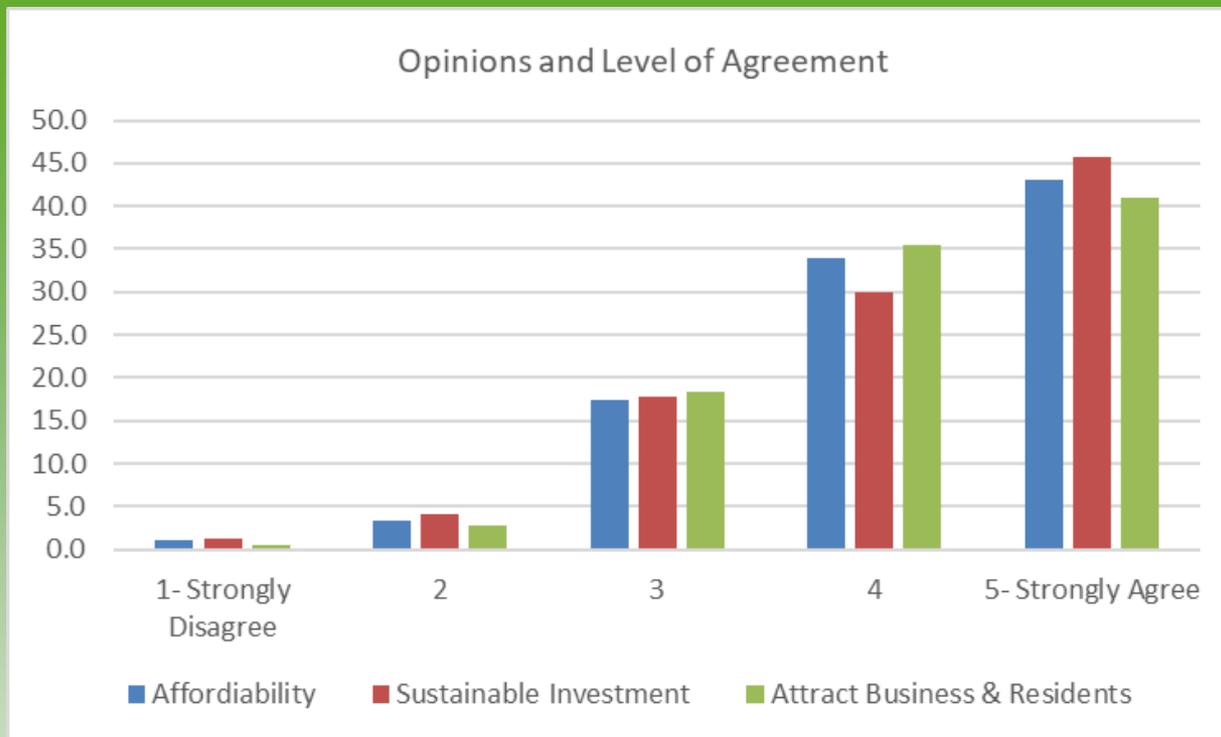


Funding outdoor recreation facilities, such as parks, trails, and open spaces, should be considered a top priority by state and local governments



2024 Lion Poll

Investment in outdoor recreation is mostly bipartisan; showing little variance along political affiliation or ideology. In a world where we need to find agreement, this should be leveraged



2024 Lion Poll

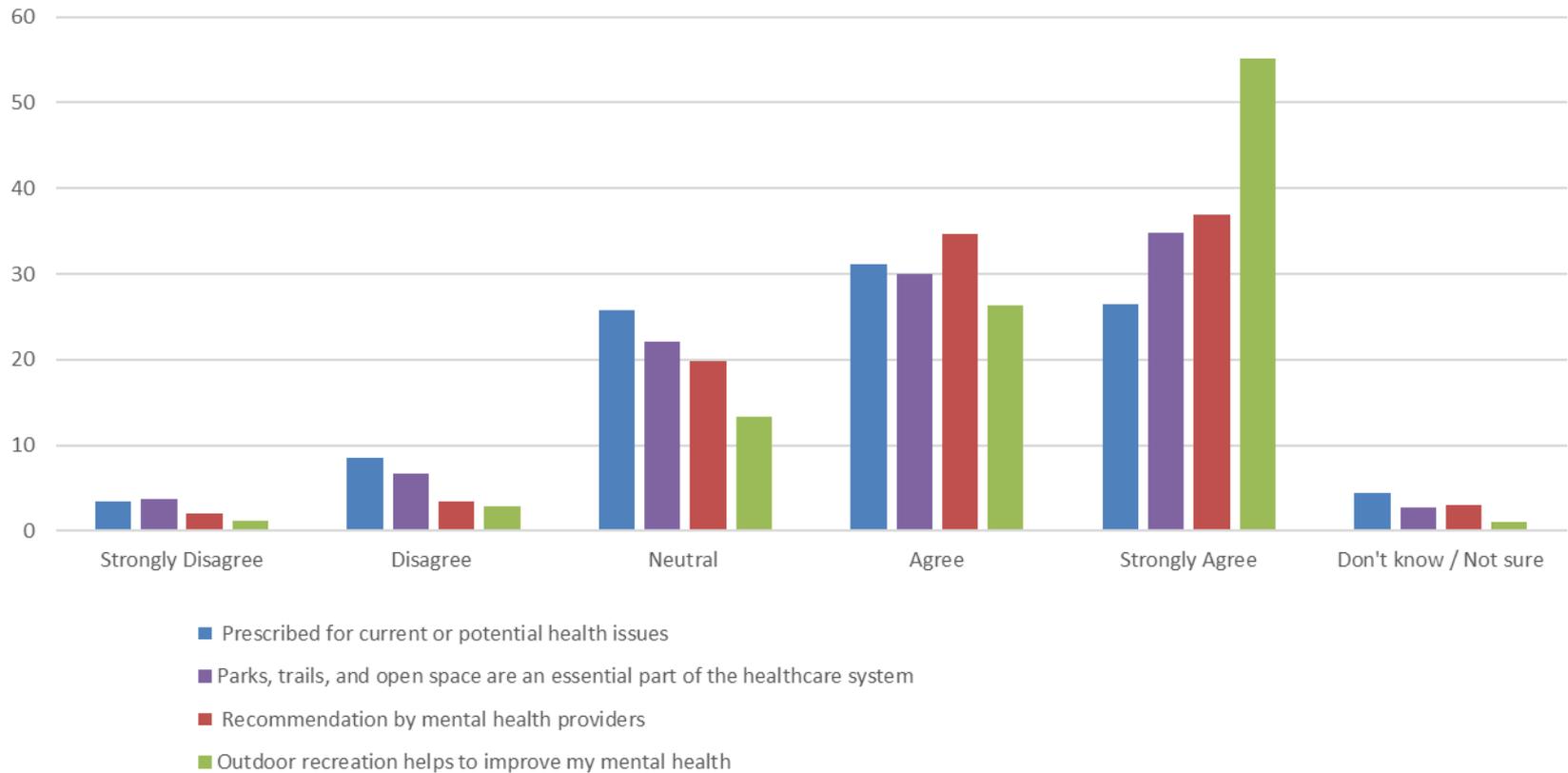
- 77% say affordable access/programs should be a high priority of local government
- Sustainable investment in outdoor spaces should be a very high priority
- Outdoor recreation is a \$17 billion industry in PA (~165k jobs)
- Approximately 2% of Pennsylvanians, and 3.5% of ‘enthusiasts’ have relocated to be closer to outdoor recreation

Navigating Competing Funding Priorities

	Highest Priority	2 nd Highest Priority
Build more greenways and trails	3.10%	5%
Acquire additional land and water areas for developed recreation	3.40%	3.40%
Don't know / Not sure	3.70%	3.70%
Provide recreation programs at parks and recreation areas	5.40%	5.90%
Provide environmental and conservation programs	6.70%	7.60%
Restore damaged rivers and streams	10%	18.70%
Build walking paths and bicycle lanes or trails between places of work, parks, schools, and shopping areas	10%	7.80%
Acquire and protect open spaces (as undeveloped, conserved land)	11.90%	7.80%
Maintain existing park and recreation areas	21.40%	16.90%
Protect wildlife and fish habitat	24.30%	22%

2024 Lion Poll

Health & Outdoor Recreation



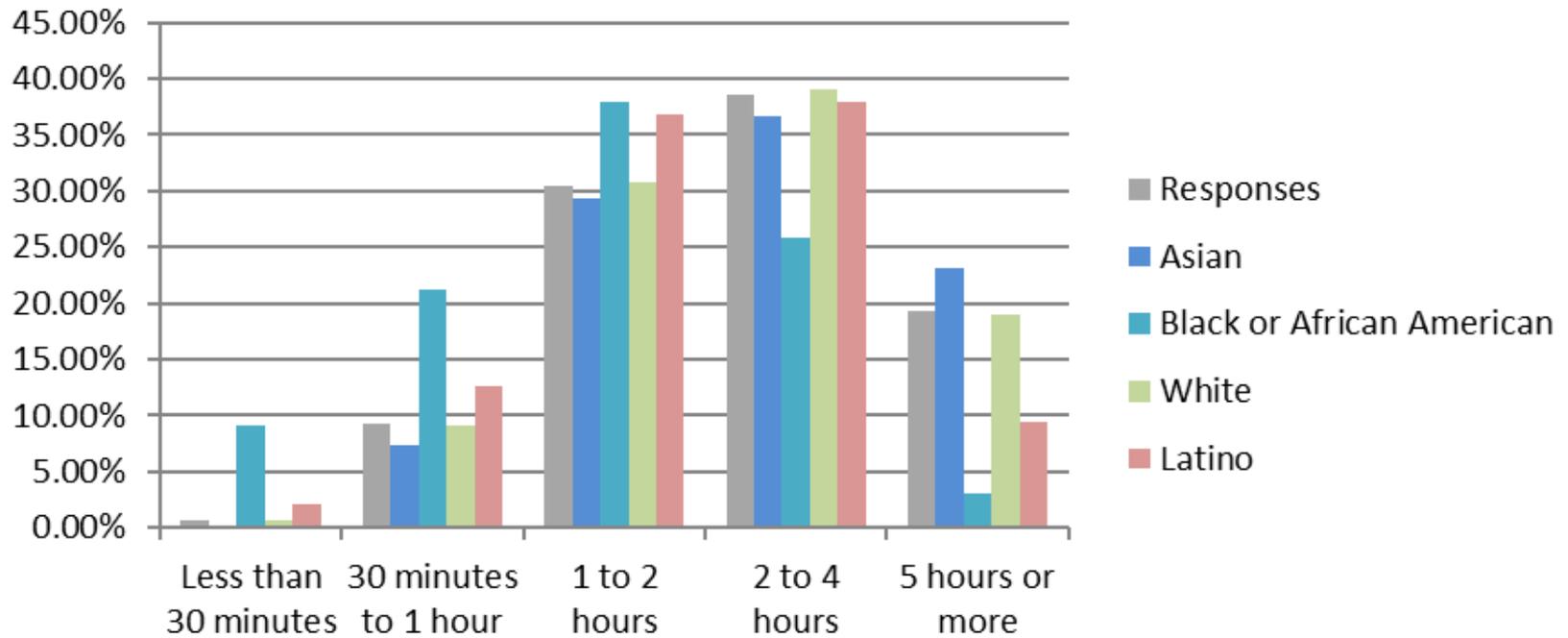
Views on outdoor recreation as an essential part of the health care system has increased compared to five years ago; with the value placed on mental health seen as the greatest benefit.

Access & Diversity

www.dcnr.state.pa.us

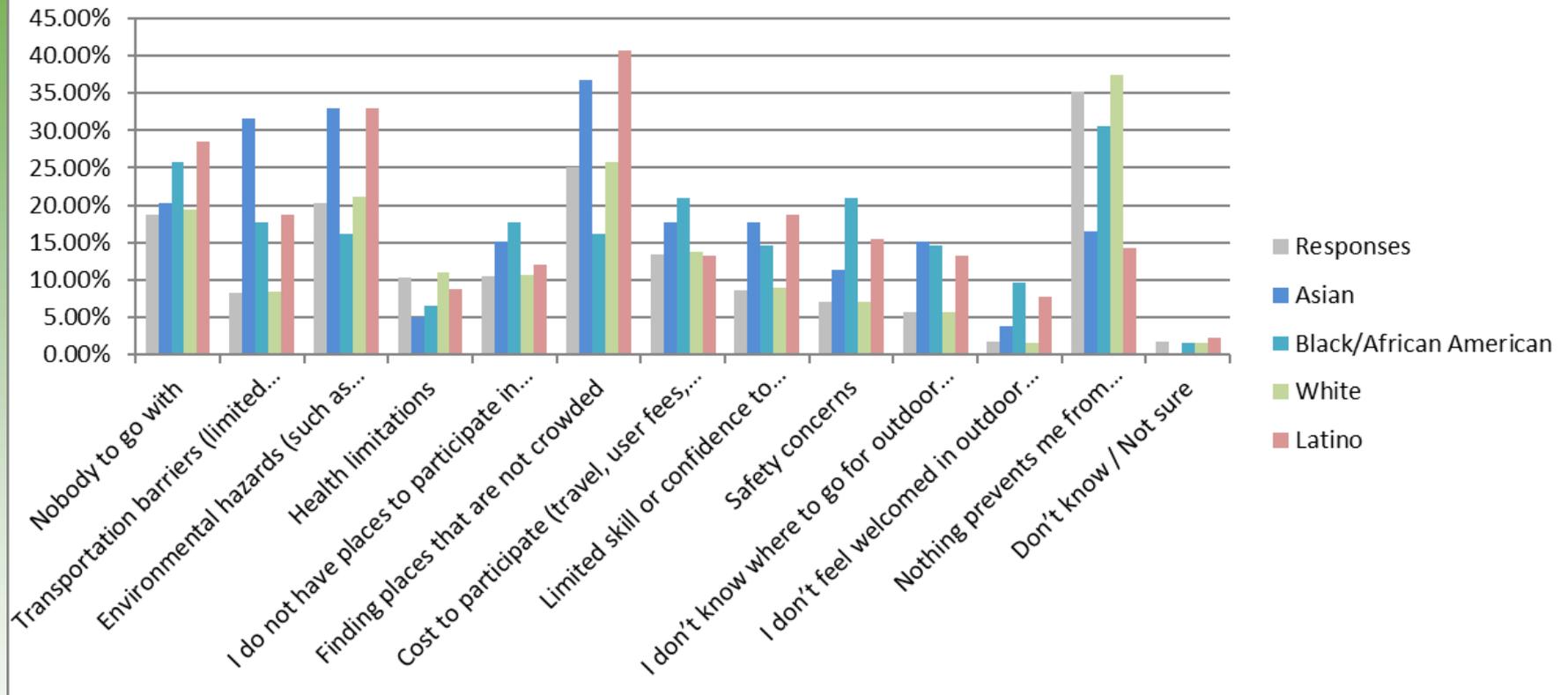


When participating in outdoor recreation, how much time do you typically spend on your activity/visit?

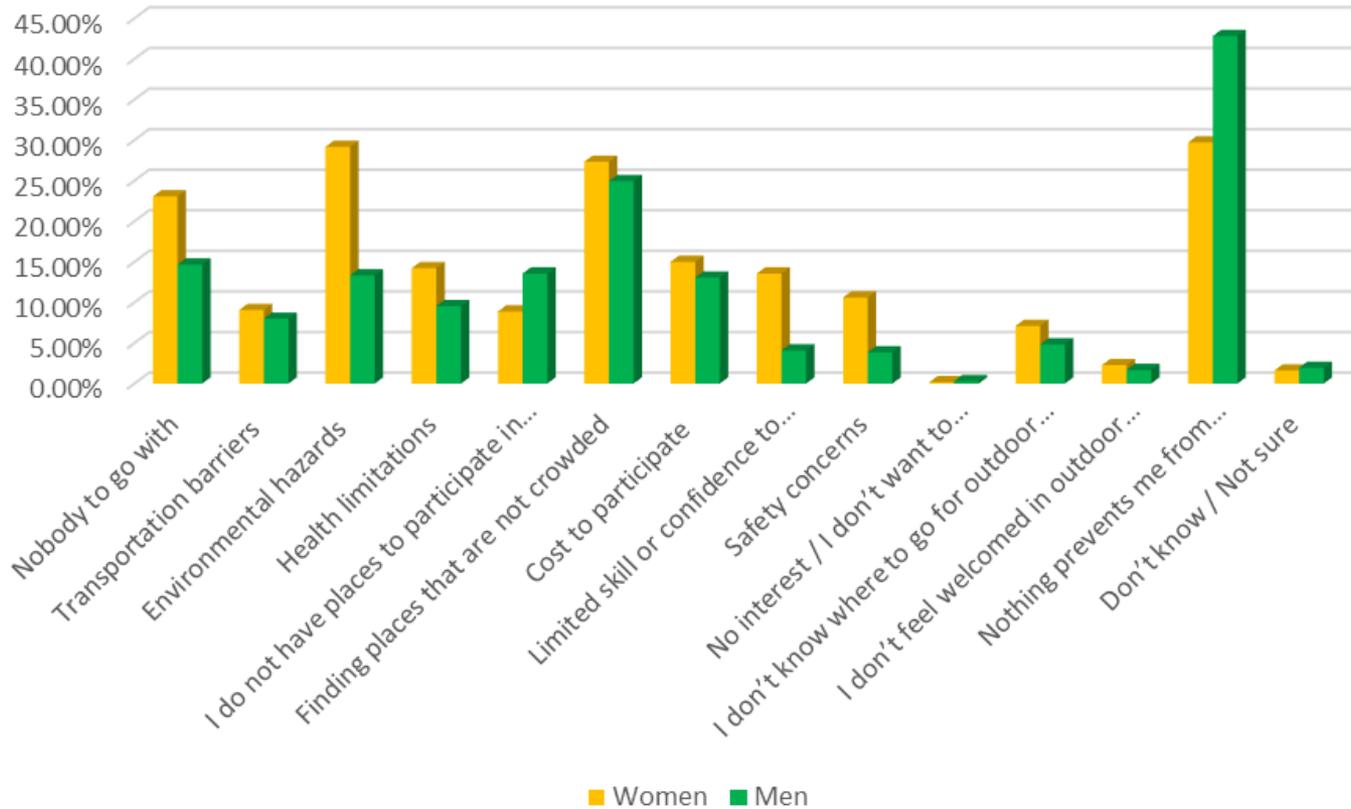


Public Survey, 2024

Other than not having enough time, which of the following prevents you from participating in outdoor recreation? (Select all that apply)

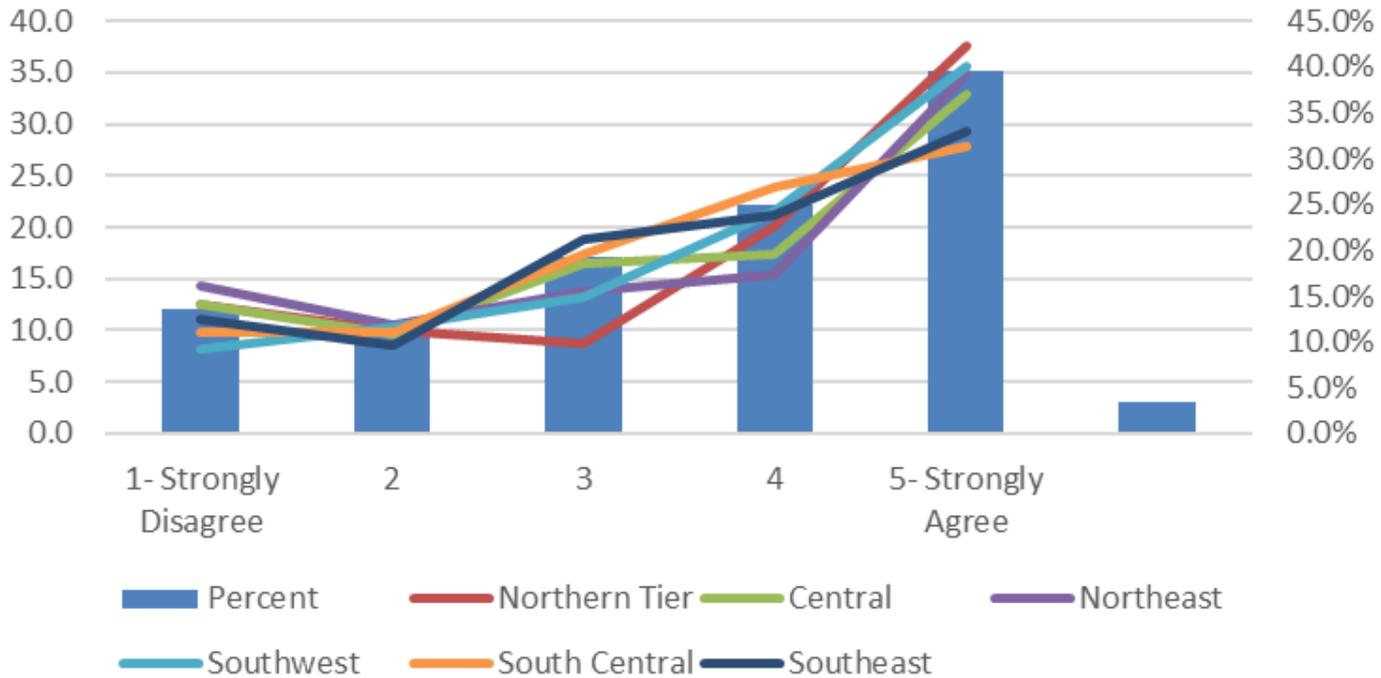


Gender and Barriers



- Nobody to go with (23%/14%)
- Environmental Hazards (29%/13%)
- Skill/Confidence (13%/4%)
- Safety concerns (10%/3%)
- Nothing prevents me (30%/43%)

Access a Trail within 10 mins of where I live

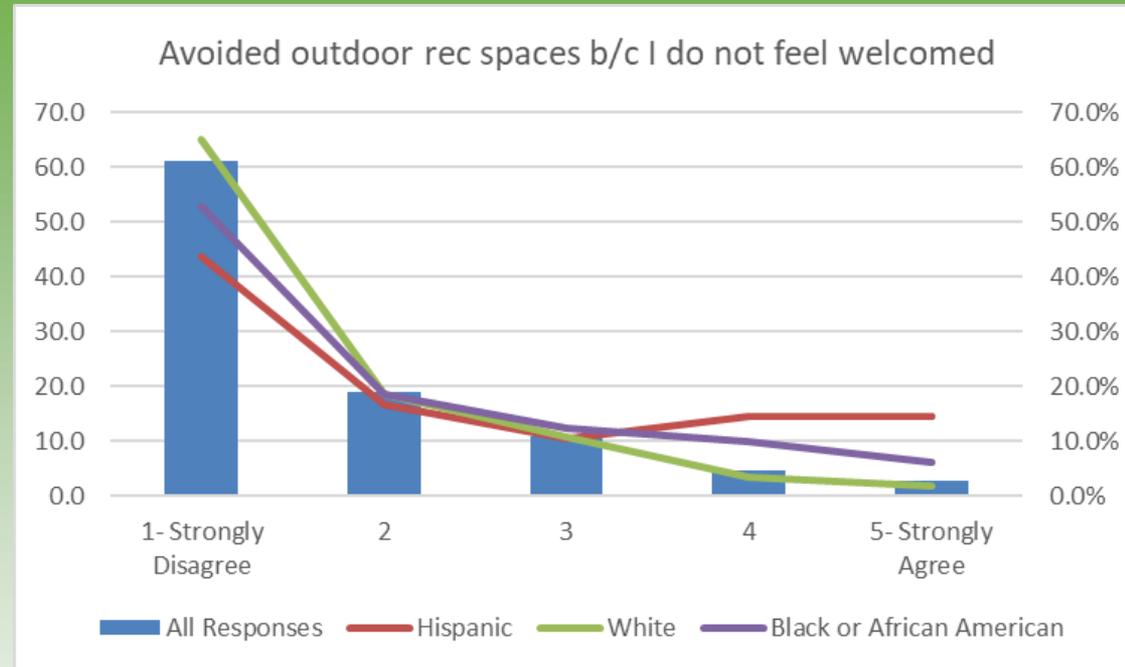


2024 Lion Poll

Governor Shapiro is supporting the outdoor recreation economy by proposing an \$8.5 million investment in our parks and forests that will make Pennsylvania a premier destination for exceptional trail experiences, benefiting the economic competitiveness of communities, tourism, and public health.

Diversify Outdoor Recreation

- 92% of public survey respondents are white which we know does not fully represent the people who recreate on our public lands
- While most Pennsylvanians feel welcomed, there is a significant difference between racial and ethnic respondents who do not
- Relationship to the outdoors is culturally defined
- Public survey: “I don’t feel welcomed in outdoor recreation spaces”
 - 6% of Asians
 - 12% of Black/African Americans
 - 11% of Latinos
 - 1.7% of Whites



2024 Lion Poll

Concluding Thoughts

- Enthusiasts and the general PA population are recreating more than they were five years ago
- Conservation continues to be a high priority for funding
- Recreation and conservation are not politically divisive. This is also seen in national data – the most favorably viewed federal agency is NPS (81%)
- Barriers exist that prevent people from recreation – women and people of color in particular experience higher barriers particularly related to safety, community, and environmental hazards
- People recreate for mental health as much (or more) than for physical health.
- Outdoor recreation events (arts and cultural events particularly) are extremely popular amongst Pennsylvanians

ATTACHMENT 3

Vulnerable Road User (VRU) Safety Education Initiative

Pedalcycle and Pedestrian Advisory Committee

July 15, 2024

Today's Discussion



Overview



Crash Data Review



VRU Education Profile



Stakeholder Engagement & Emerging Themes



PPAC Input

Defining Key Terms

Vulnerable Road User (VRU)

A bicyclist, pedestrian, user of mobility device (e.g. wheelchair), or other non-motorized mode

“VRU Crashes”

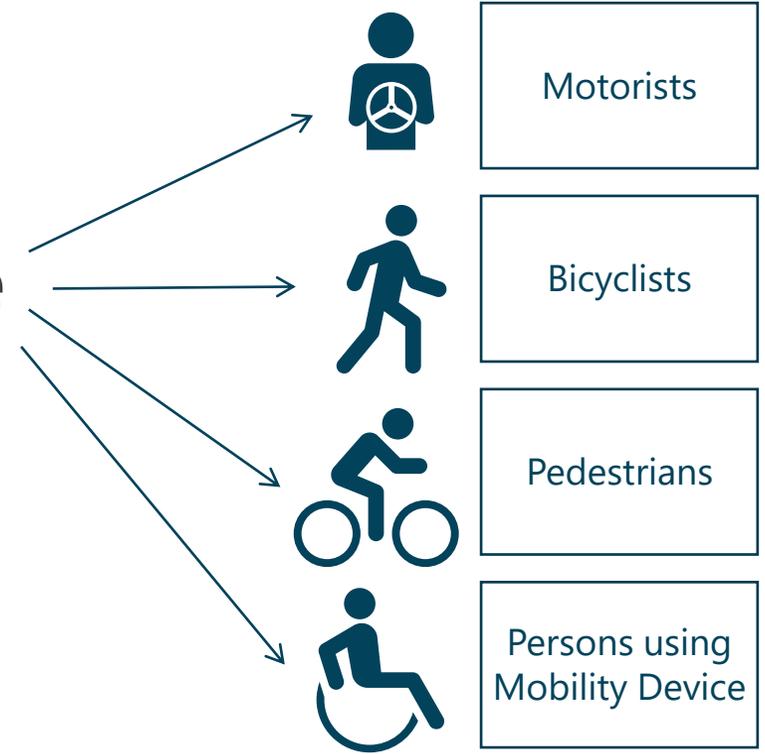
Fatal or suspected serious injury crashes that involved a VRU



Safety Education Initiative

3-year education and awareness initiative
focused on **VRU safety**

- Importance of **speed management**
- Applicable **traffic laws**
- Nonmotorized **safety equipment** (helmet, mirrors, lights, etc.)
- **Infrastructure** designed to improve nonmotorized road user safety (green bike lanes, bike boxes, etc.)



Crash Data Review

What does the data tell us?

VRU Safety Assessment



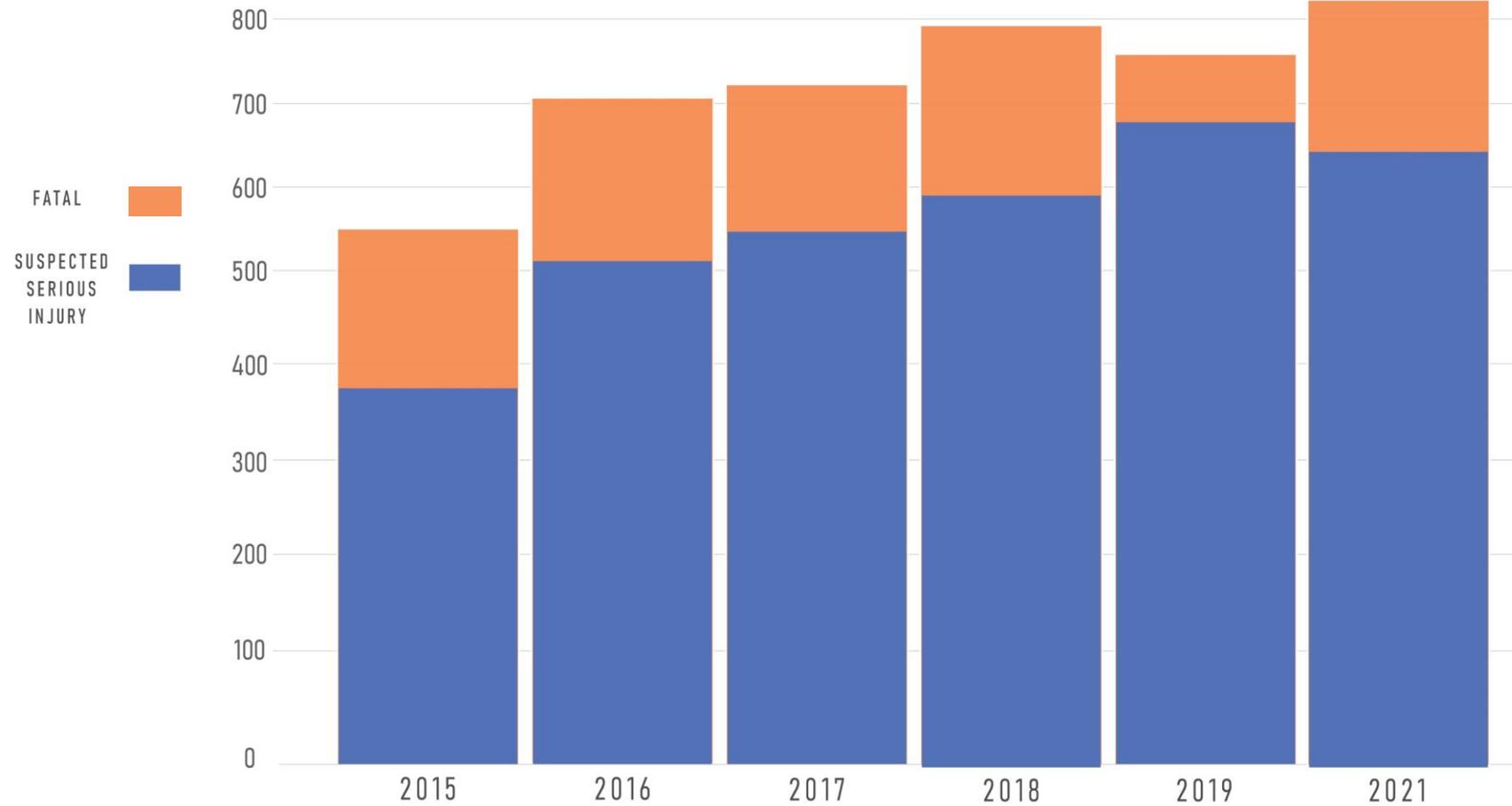
3,393
VRU Crashes in PA: 2015 – 2021*
*2020 omitted

“VRU Crashes”
Fatal or suspected serious injury crashes
that involved a VRU

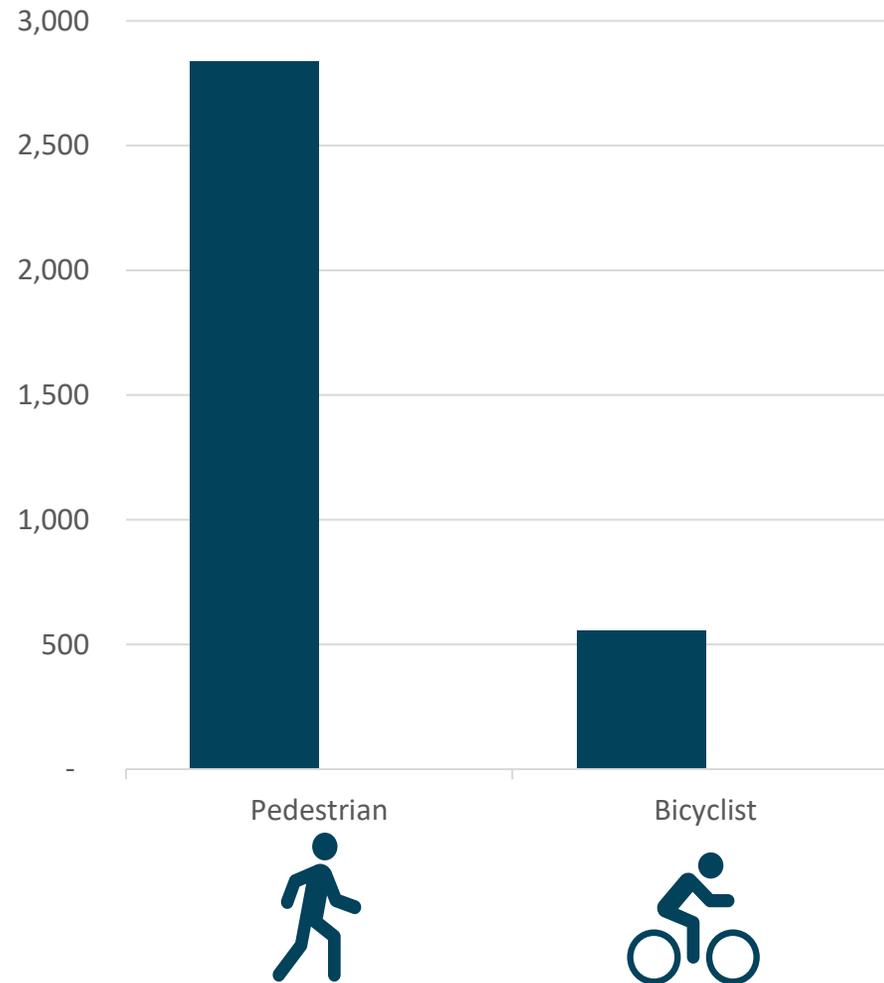
**1.5 fatal or suspected serious injury
crashes involving a VRU per day.**

47% increase from 2015 to 2021

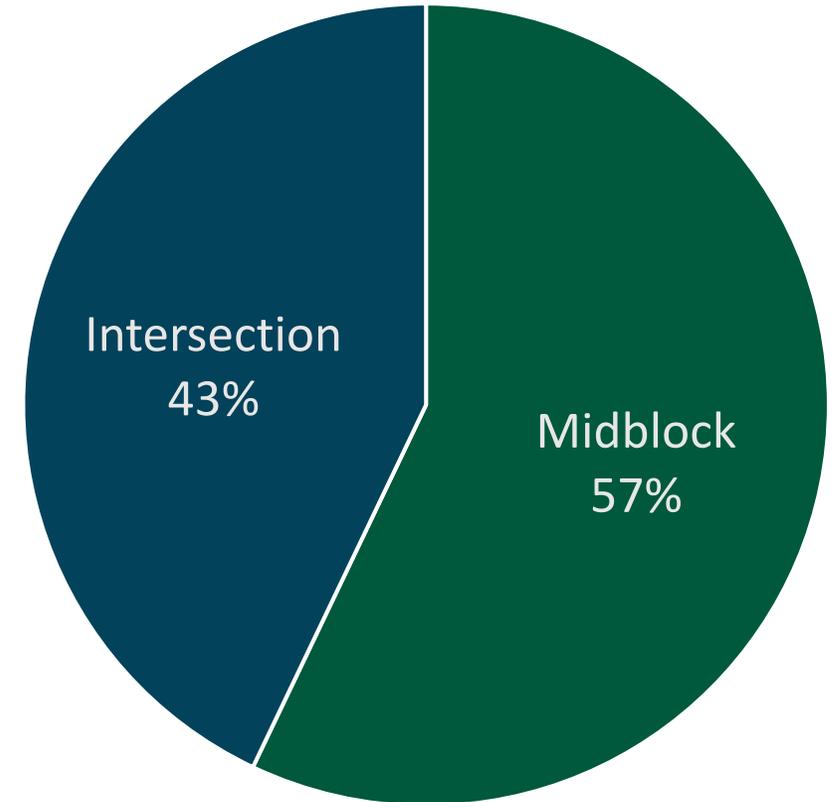
VRU CRASHES BY YEAR (2015-2021)



84% of VRU Crashes involve a pedestrian



57% of VRU Crashes* occur at midblock locations



* - "VRU Crashes"

Fatal or suspected serious injury crashes that involved a VRU

Crashes per Hour

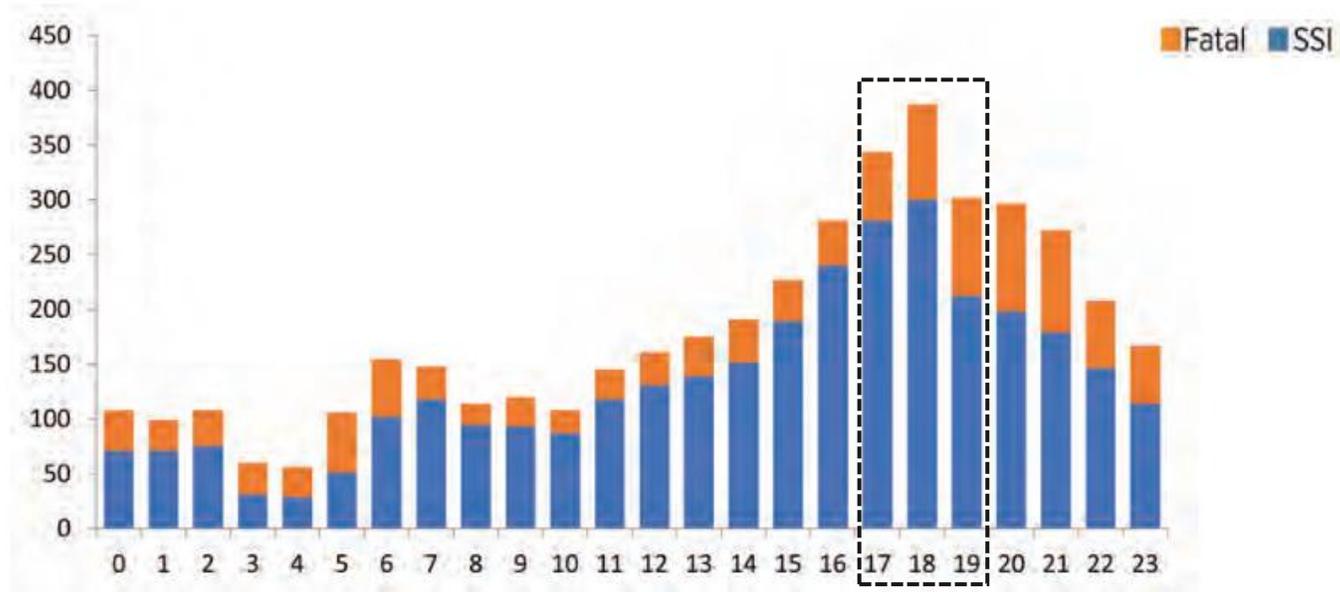


Figure 2-3. VRU Fatality and SSI Crashes per Hour

Crashes per Month

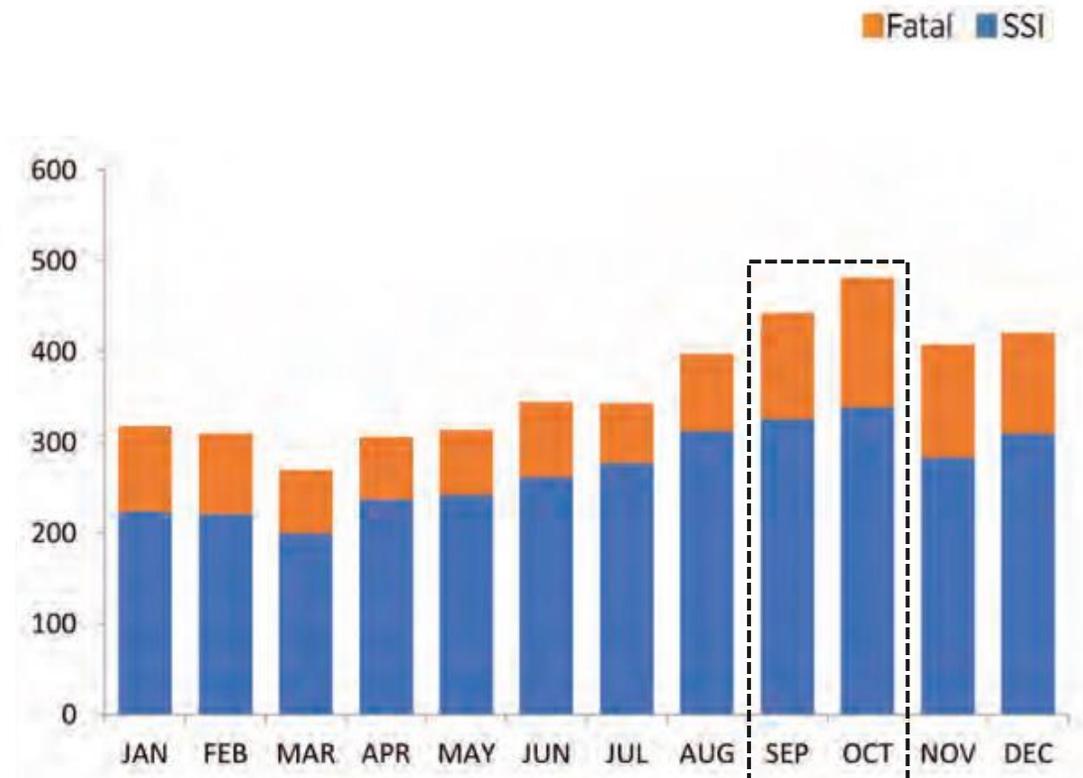
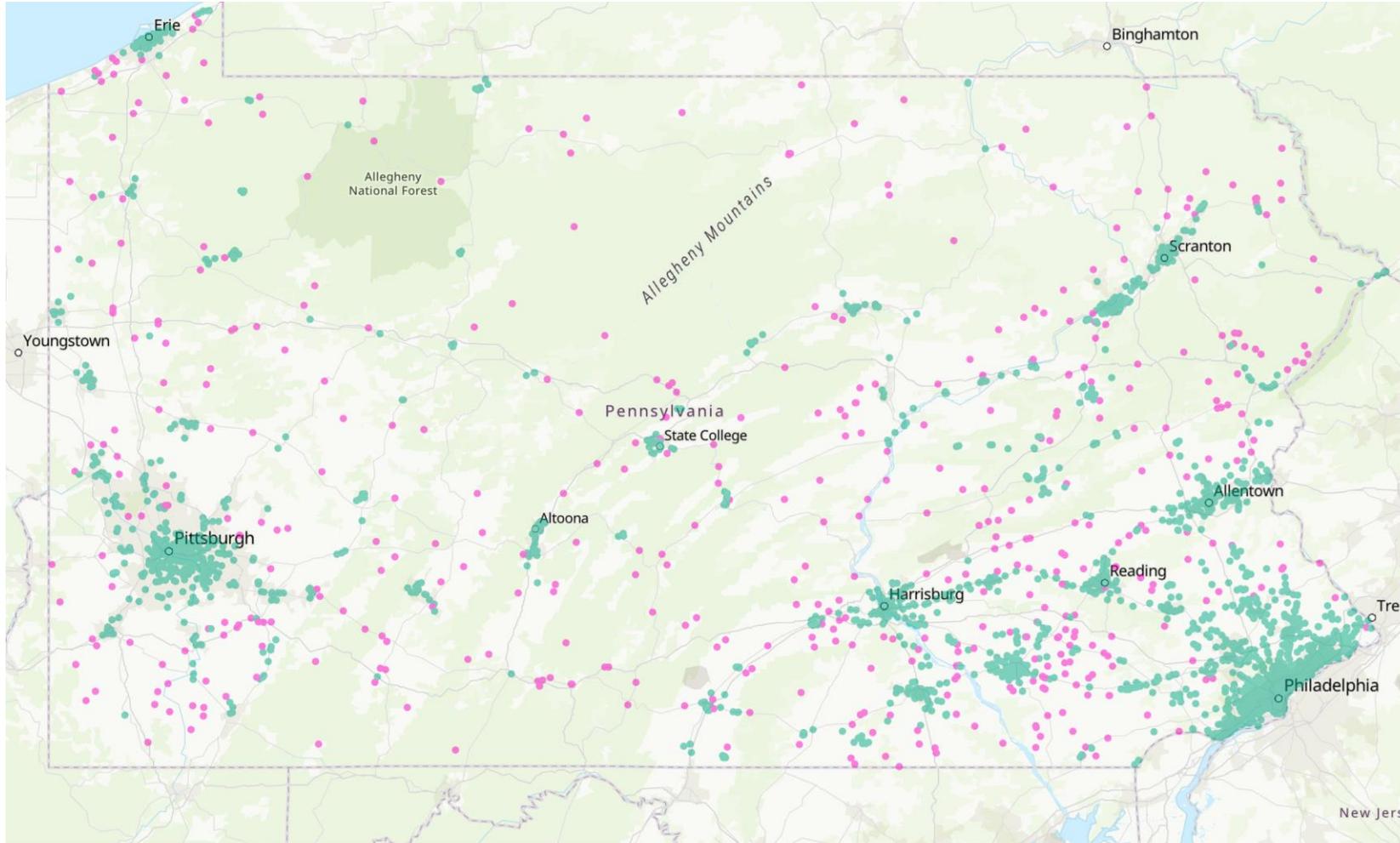


Figure 2-2. VRU Fatality and SSI Crashes per Month

Crash Distribution



VRU Crashes (FSI)

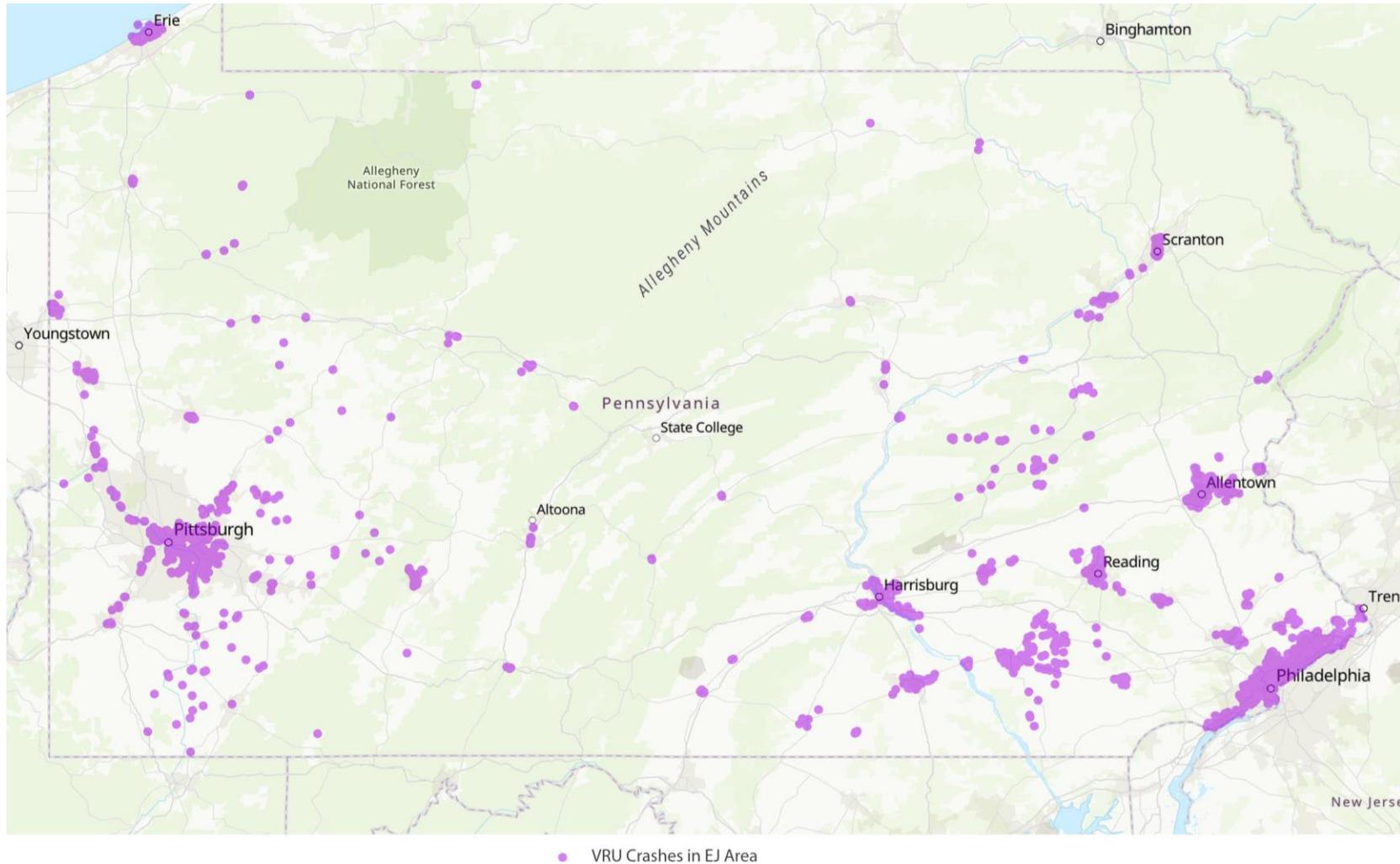
88% of VRU Crashes occurred in Urban areas

12% of VRU Crashes occurred in Rural areas

VRU Crashes (FSI)

- Rural
- Urban

Environmental Justice Areas



***37% of VRU Crashes
in Environmental
Justice tracts***

Source: PA DEP

Distracted Driving

- **68% of crashes involve some form of distraction** in the final 6 seconds preceding a crash.



Source:

T. Dingus, F. Guo, S. Lee, J. Antin, P. Perez, M. Buchanin-King and J. Hankey, "Driver crash risk factors and prevalence evaluation using naturalistic driving data," *Proceedings of the National Academy of Sciences*, vol. 113

Strategic Highway Research Project (SHRP) 2 Naturalistic Driving Study

VRU Education Profile

Pennsylvania, other states, and federal



PennDOT – Educational and Awareness Materials

PENNSYLVANIA BICYCLE DRIVER'S MANUAL

1818 draisine Karl von Drais Germany	1830 two-wheeled velocipede Thomas MacCall Scotland	1860 pneum tire bicycle Pierre Michaux France	1870 high-wheeled bicycle James Starley France
1885 safety bicycle John Kemp Starley England	1960s racing bike USA	Mid 1970s mountain bike USA	

pennsylvania
DEPARTMENT OF TRANSPORTATION

PUB 380 (2-23)

Walk This Way

Starring Guy Walker as himself

Mom! Pay attention to where you're going!

pennsylvania
DEPARTMENT OF TRANSPORTATION

Be Safe PA.

Use crosswalks and obey traffic control devices.
Drive Safe. Walk Safe.

Photo by Jeffery PennDOT

"Kids Explain": Pedestrian Safety f...

I like walking. But I can't wait to get my driver's license. Then I'm gonna be -looklooklooklook! It's Ryan!

Traffic Safety Activity Book

pennsylvania
DEPARTMENT OF TRANSPORTATION

All the Materials are Free to Safety Citizens with PennDOT! Inside this activity book you will learn how to drive and walk safely, whether it's on a school bus, on a bike, or walking. So come on, join me to learn about traffic safety and fun. You can become a Safety Citizen!

Inside Activities:

- Seat Belt Coloring Page
- Distracted Driving Drawing Activity
- Bicycle Safety Helmet Decorating Activity
- Pedestrian Safety Word Search
- School Bus Safety Cross Word Puzzle

pennsylvania
DEPARTMENT OF TRANSPORTATION

PUB 528 (8-22)

PennDOT – Motorist Education

Tips for Motorists

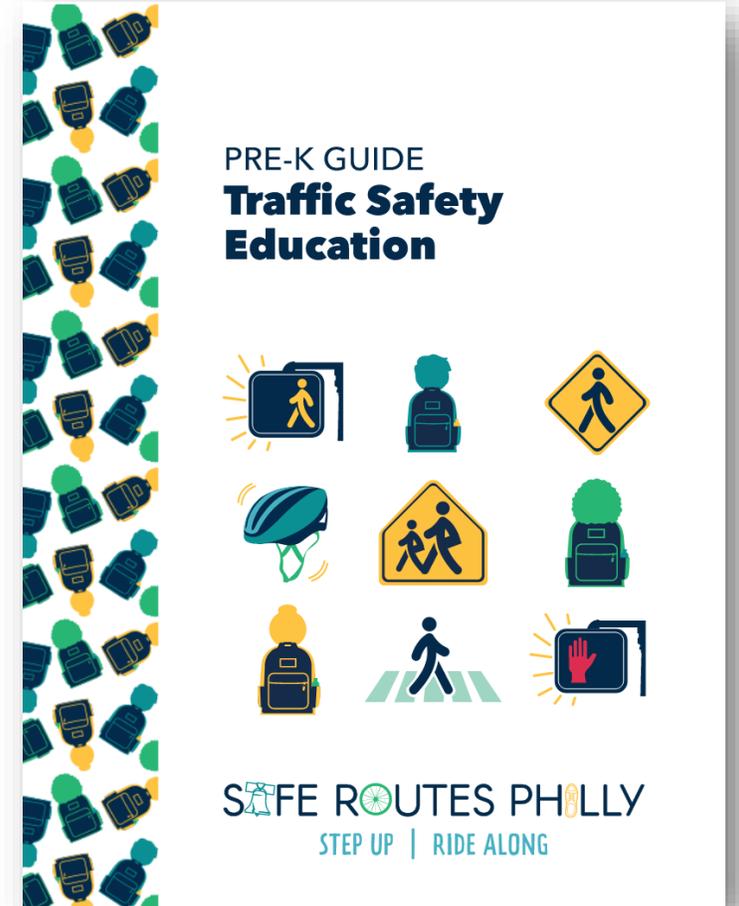
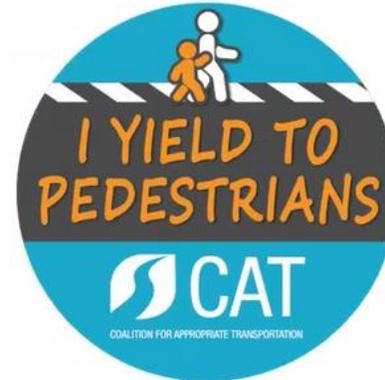
- Slow down when approaching a crosswalk or intersection. Watch for pedestrians and be prepared to yield to them.
- Yield to pedestrians – the law requires motorists to yield to pedestrians in signalized and non-signalized intersections.
- Travel at a prudent speed. Don't try to beat the light.
- Watch for mid-block crosswalks. Pedestrians have the right-of-way in mid-block crosswalks, so yield to them.
- Expect the unexpected – look out for children who may dart out between cars or buses or cross mid-block without a crosswalk.
- Drivers on streets with multiple lanes in each direction should be aware that pedestrians may be crossing all lanes.
- Buckle your seat belt. Seat belts save lives and are the law in Pennsylvania. Click It or Ticket.



PUB 692 (1-14)



Partner Resources



Other States

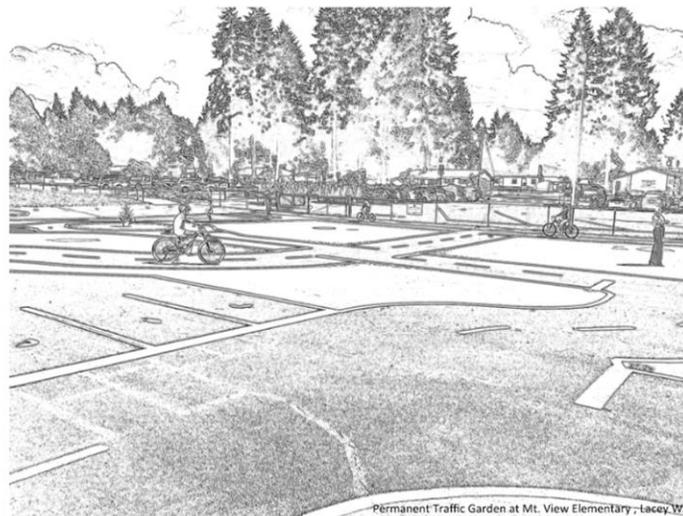
MINNESOTA
WALK! BIKE! FUN!



WALK! BIKE! FUN! is a comprehensive curriculum that teaches safe traffic behavior through classroom activities and on-the-bike skills practice. The goals of the extensive lesson plans are to teach skills to children to walk and bicycle safely, build confidence, and help them stay safe, active, and healthy.

Safe Kids Washington Traffic Garden Toolkit

Permanent and Pop-Up Resources



Permanent Traffic Garden at Mt. View Elementary - Lacey, WA

Sponsored By:



Iowa Kids on the Move

BICYCLE AND PEDESTRIAN SAFETY CURRICULUM



Federal

BICYCLE SAFER JOURNEY

Skills for Safe Bicycling for Ages 5 to 18



Use in the classroom or one-on-one. To start, click on an age group below:



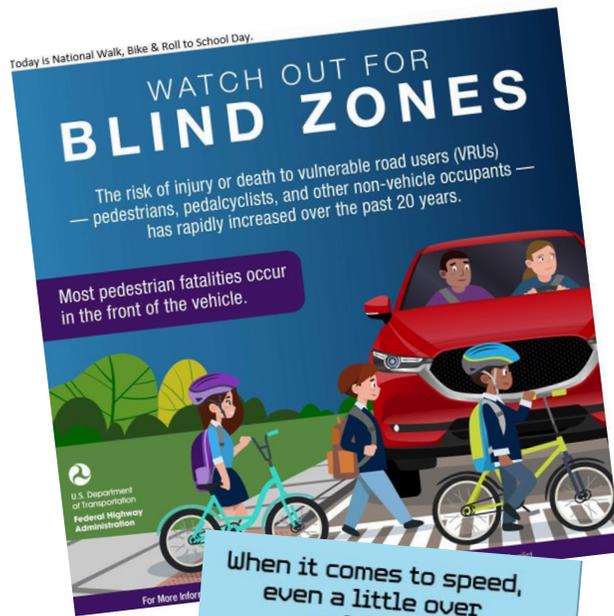
Ages 5-9



Ages 10-14

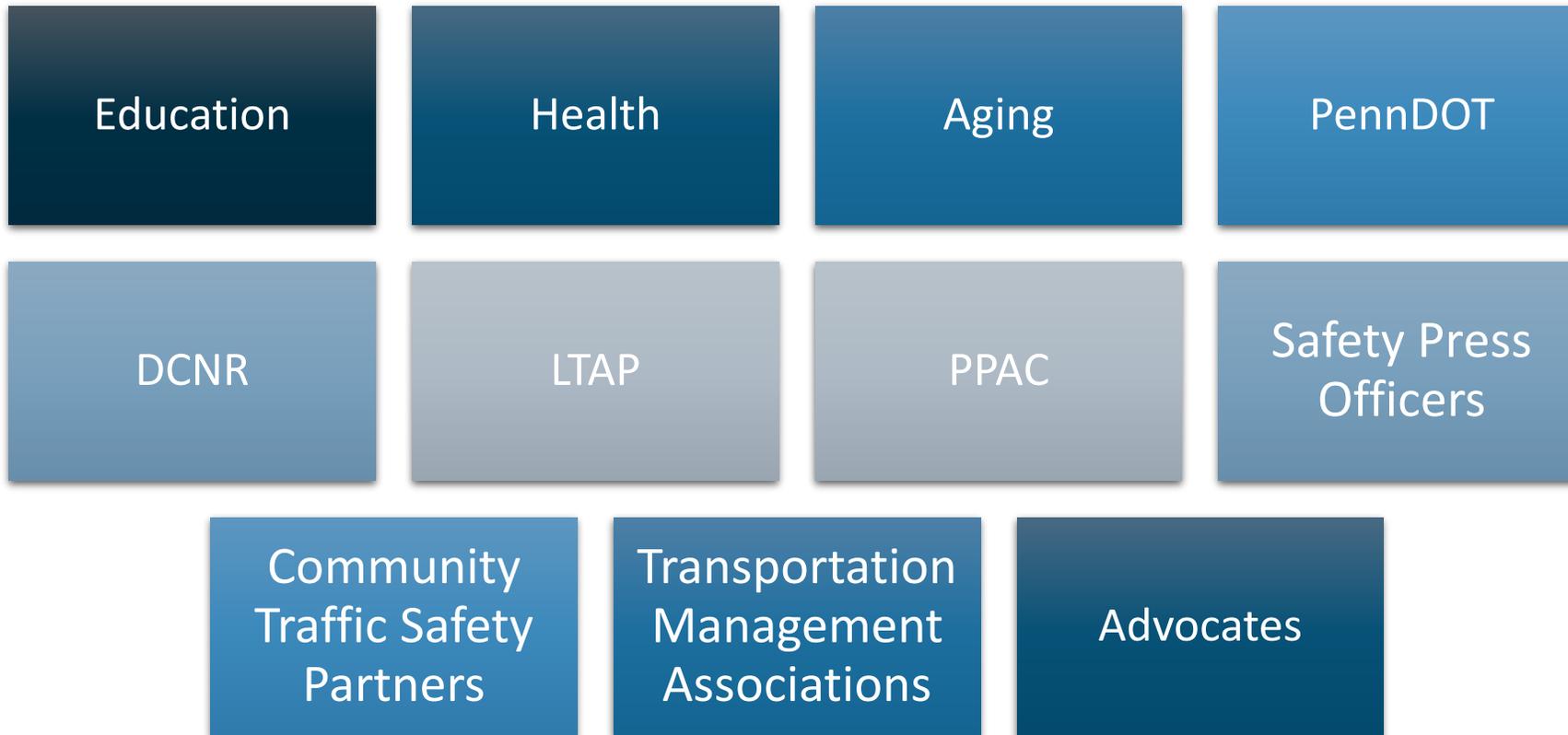


Ages 15-18



Emerging Themes from Stakeholders

Interviews



Some Emerging Themes

- **VRU education for all**

Some Emerging Themes

- VRU education for all
- **Ongoing driver education needed**

Some Emerging Themes

- VRU education for all
- Ongoing driver education needed
- **Distracted driving demands attention**

Some Emerging Themes

- VRU education for all
- Ongoing driver education needed
- Distracted driving demands attention
- **Micromobility education needed**

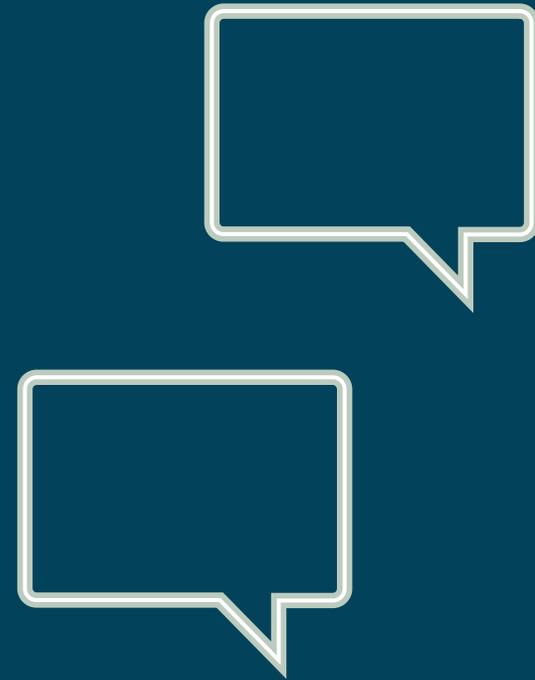
Some Emerging Themes

- VRU education for all
- Ongoing driver education needed
- Distracted driving demands attention
- Micromobility education needed
- **Comprehensive resource platform opportunity**

Some Emerging Themes

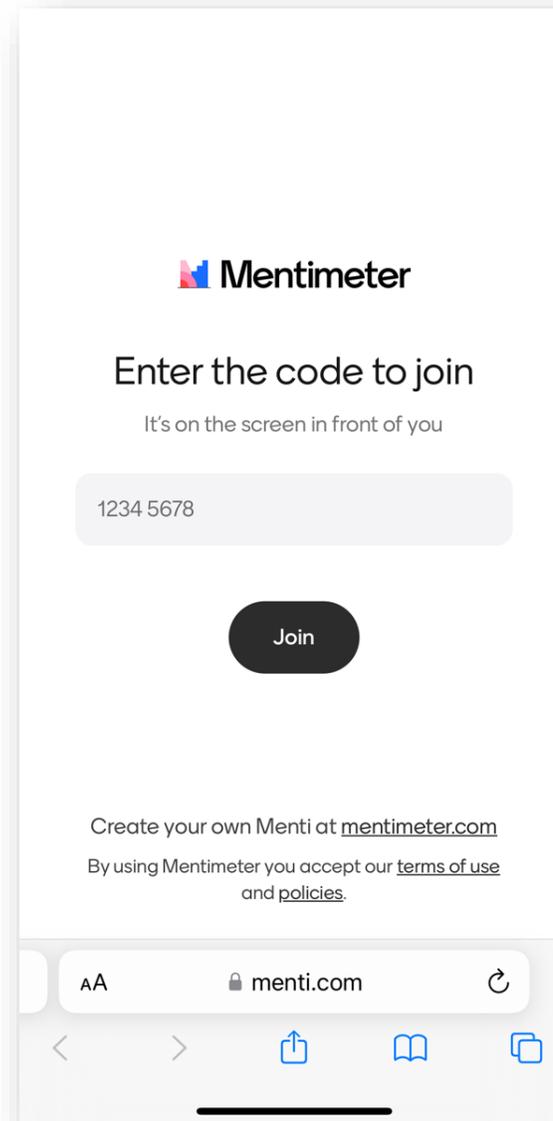
- VRU education for all
- Ongoing driver education needed
- Distracted driving demands attention
- Micromobility education needed
- Comprehensive resource platform opportunity
- **Focus on policy makers and other leaders**

PPAC Speaks



Mentimeter

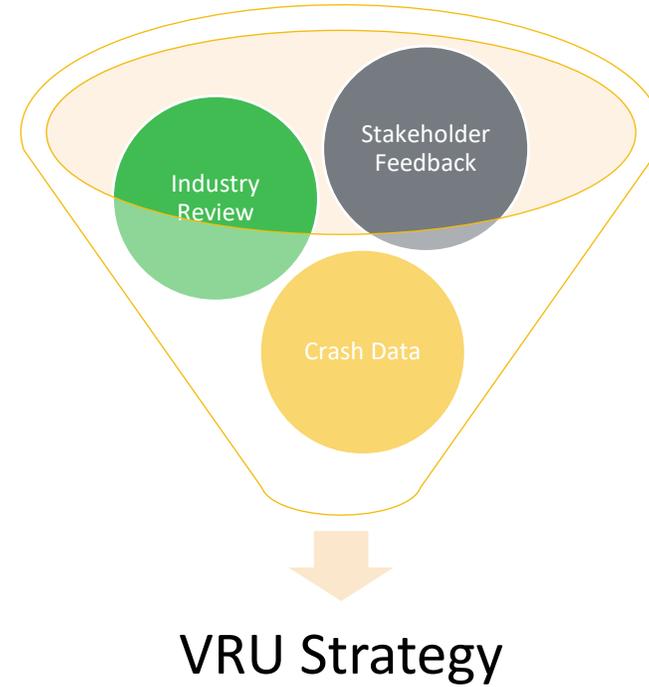
- PPAC Members and Alternates
- Instructions:
 - Use phone browser or PC browser
 - Navigate to **Menti.com**
- Enter Code: 6680 4578



Mentimeter Exercise

Future / Ongoing

- PPAC Updates
- Stakeholder Engagement
- Finalize VRU Strategy



Program
Delivery

Content

Partners

Promotion

Communication
Platforms

Evaluation
Framework

Questions / Perspectives

Mentimeter Questions

VRU Safety Education should primarily focus on:

- Motorists
- Bicyclists
- Pedestrians
- Persons with Disabilities
- All Users

On a 0-10 scale (10 being critically important), please rate the following VRU education topics:

- Speed management
- Traffic laws for motorists
- Traffic laws for nonmotorists
- Nonmotorized safety equipment (helmet, mirrors, lights, etc.)
- Infrastructure designed to improve nonmotorized road user safety (green bike lanes, bike boxes, etc.)

What content should the VRU Initiative include?

What partners will be most critical to the success of this Initiative?

How would you describe success for the VRU Initiative?

ATTACHMENT 4

PPAC Bylaws State: *At-Large members re-appointment should be reviewed with a recommendation for reappointment made by a vote of PPAC members to ensure that a cross-section of relevant stakeholders is being represented.*

Pennsylvania Pedalcycle and Pedestrian Advisory Committee	
Qualification	Organization
Majority Chairman of the Senate Transportation Committee	35th Senatorial District
Minority Chairman of the Senate Transportation Committee	22nd Senatorial District
Majority Chairman of the House Transportation Committee	174th Legislative District
Minority Chairman of the House Transportation Committee	171st Legislative District
Secretary of Transportation	PennDOT
Secretary of Conservation and Natural Resources	DCNR
Statewide Constituencies	PA Downtown Center, Inc.
Trail Constituencies	Cambria County Conservation and Recreation Authority
Pedestrian Constituencies	PA Walk and Bike
Metro Philadelphia	Bicycle Coalition of Greater Philadelphia
Metro Pittsburgh	Bike Pittsburgh, Inc.
Metropolitan Planning Organization (MPO)/Rural Planning Organization (RPO)	North Central Pennsylvania Regional Planning & Development Commission
Senior Citizen or Disabled Constituencies	AARP
Children & Education Constituencies	Camp Hill Borough Police Dept
Recreational Cycling Club	Lebanon Valley Bicycle Club
At-Large Member	Cycling Safety Instructor
At-Large Member	Citizen

ATTACHMENT 5

DCNR Report – Pedestrian & Pedalcycle Advisory Committee, July 15, 2024

- In April 2024, DCNR received 63 trail-related grant applications requesting over \$24M.
- DCNR and the Pennsylvania Trails Advisory Committee released the [2023 Annual Trails Report](#).

ATTACHMENT 6

Pennsylvania Department of Health, Division of Nutrition and Physical Activity Update

WalkWorks is a collaboration between the PA Department of Health and the Pennsylvania Downtown Center aiming to increase physical activity and reduce adverse health outcomes through environmental design. To that end, WalkWorks promotes the creation, enhancement, and use of activity-friendly routes connecting everyday destinations throughout the Commonwealth.

To address the shortcomings within our Active Transportation networks and the barriers to healthy physical activity in daily life, WalkWorks provides Technical Assistance (TA) and funding to communities for the development of Active Transportation Plans.

Updates:

1. FY2024-25 WalkWorks Active Transportation Plan Grants

- 9 communities were selected as WalkWorks grant recipients to develop and adopt Active Transportation Plans during the grant period of 7/1/24-6/30/25.
- Partial funding for 2 communities (totaling \$30,000) is provided by DCNR's Community Conservation Partnerships Program mini-grant program, with funding provided by the Bureau of Recreation and Conservation Environmental Stewardship Fund.
- Press release issued 6/26: [Shapiro Administration Awards \\$255,000 in Grants to Nine Communities to Improve Walking and Biking Networks, Boost Physical Activity, Enhance Road Safety and Public Health \(pa.gov\)](#)

2. FY2024-25 WalkWorks Justin R. Lehman Community Capacity-Building Pre-Planning Assistance Program

- The deadline for application has been extended; applications will be accepted and reviewed on a rolling basis through 7/31/24, while funds remain.
- Municipalities with high interest in developing an Active Transportation Plan but low capacity to undertake the pre-planning steps required to prepare for WalkWorks ATP grant application are encouraged to apply.
- The application is available at: <https://padowntown.org/programs/walkworks/>. Please share with your networks!

3. BRIC Tactical Urbanism Resources

- Tactical Urbanism: "an approach to neighborhood building that uses short-term, low-cost and scalable interventions and policies to catalyze long term change." -- 2016 Tactical Urbanism Guide by Street Plans
- From 2021-2023 as part of the Building Resilient and Inclusive Communities (BRIC) Program, WalkWorks supported the efforts of several communities in the Commonwealth in their efforts to implement Tactical Urbanism (TU) projects.
- Reports and documents related to TU projects in Pennsylvania as well as supplemental resources from around the country were produced by WalkWorks and the Public Health Management Corporation in collaboration with PA DOH.
- A TU Resources page to be hosted on the Pennsylvania Downtown Center's website is currently under DOH review but should be available within the month. The following items have already been approved and posted for public consumption:

- A [video short](#) documenting Tactical Urbanism efforts in Scranton, Oxford, and Hazleton, Pennsylvania in 2023 ([voice-over script](#)).
- A [full article](#) summarizing Tactical Urbanism in Pennsylvania, from which the above video narration was excerpted.
- A Tactical Urbanism Project [Participant Interview Report](#) capturing key findings and recommendations from the 2023 demonstration projects.
- A Tactical Urbanism [Policy Scan](#) illustrating examples of successful demonstration efforts across the country and highlighting resources developed as part of these projects.

4. Statewide Active Transportation Summit

- The Summit took place in York on Tuesday and Wednesday, June 25 and 26, as a concurrent/shoulder event to the PA Downtown Center Annual Conference. A survey is currently circulating to capture feedback from individuals interested in the topic of Active Transportation, whether they attended the Summit or not. The survey can be accessed at <https://forms.gle/RnNtEDxkBGYch1vdA>.
- Some highlight elements for the 84 Summit registrants were:
 - The keynote presentation by Anna Zivarts, the author of “When Driving Is Not an Option: Steering Away from Car Dependency” and co-founder of the Week Without Driving Campaign,
 - Walkshops offered as on-site experiential learning opportunities in car-centric locations east and west of downtown York near key destinations frequented by individuals who do not drive, and
 - A display of adaptive cycles giving people a hands-on understanding of the range of accessible options under this category of bikes.
 - Slides from the presentations are linked on the PDC website: <https://padowntown.org/crossing-the-road/>.
- As a follow-up, PPAC members are encouraged to learn more about the Week Without Driving Initiative and explore opportunities to promote participation by elected officials across PA. For more information about Week Without Driving, please visit the website for the 2024 campaign at <http://www.weekwithoutdriving.org>, which includes an introduction to the concept, a form to sign up to participate, and links to background materials. A flyer has also been attached.



Updated-Week-Without-Driving-Flyer_r



**Monday, September 30, 2024
– Sunday, October 6, 2024**

WEEK WITHOUT DRIVING



#WeekWithoutDriving



HISTORY

In 2021, Disability Rights Washington launched #WeekWithoutDriving to challenge our leaders to better understand the barriers nondrivers experience in accessing our communities. After two successful years in Washington State, in 2023 the challenge went national in partnership with America Walks.

GOAL

The Week Without Driving challenge aims to draw attention to the difficulties faced by nondrivers in accessing our communities across the country and to inspire decision makers to address the barriers and gaps in our transportation system.

PARTICIPATION

You can get around however you want, but the challenge is not to drive yourself. This isn't a disability simulation or a test of how easily you can find alternatives. Having to drive during the challenge **does not** signify failure. The point is to consider how someone without the option to drive have coped, and what choices they might have made.

Anyone can participate in the Week Without Driving – whether you want to participate as an individual, organize your coworkers, or sign up as an elected leader or an advocacy organization.

Find local partners, join trainings and download templates:

weekwithoutdriving.org

2023 WEEK WITHOUT DRIVING HIGHLIGHTS

Advocacy Organizations

142 local organizations across 41 states and Washington D.C. and 10 national organizations organized

Elected and Public Officials

Over 300 elected and public officials from 30 states and Washington D.C. participated

Advocates and Individuals

Over 400 advocates and individuals from 41 states and Washington D.C. partook

Social media and publications

1,000+ social media posts, 500,000+ accounts reached, 12 national articles, and 90+ local publications

"Traveling to Southeast DC required multiple connections across various modes and still took an hour. While that's easy enough to handle for a one-off occasion, that's not ideal for an everyday commute within the city. I'm leaving the challenge with an even deeper appreciation for the transit options available to me, and a renewed sense of commitment to expanding District residents' access to transit."

Charles Allen

Washington D.C. Councilmember



"Imagine what our transportation would look like if it were planned first around pedestrians and non-vehicular traffic, and vehicles second. We'd be healthier, more social, errands would be more convenient, and we'd have less landscapes of parking lots and air pollution!"

Em Friedrichs

Durham Town Councilor



Monday, September 30 –
Sunday, October 6, 2024

WEEK WITHOUT DRIVING

Sign up and learn more at weekwithoutdriving.org