

Pedestrian and Pedalcycle Advisory Committee Minutes

Subject: Minutes for Fall Quarterly Meeting
Date and time: September 08, 2020 12:30 PM to 3:00 PM
Location: Virtual Meeting

The meeting was called to order at 12:40 PM by Roy Gothie, Statewide Bicycle and Pedestrian Coordinator. Roll was taken, and a quorum was declared.

PPAC members in attendance were Josiah Shelly (alternate for Representative Tim Hennessey), Kyle Wagonseller (alternate for Representative Carroll), Jason Gerard (alternate for Senator Sabatina), Angela Watson (alternate for Secretary Yassmin Gramian), Diane Kripas (alternate for Secretary Cindy Dunn), Ben Guthrie, Sarah Stuart, Frank Maguire, Yocasta Lora, Julie Fitzpatrick, William Hoffman, Lauri Ahlskog, and Chandra Kannan, Fred Richter, and Joseph Capers.

Additional attendees included Deputy Secretary Jenn Granger (PennDOT), Justin Lehman (Department of Health), Emma Lowe (DOT Legislative Affairs), Natasha Fackler (PennDOT Policy Office), Ngani Ndimbi (PennDOT Policy Office), Wayne Mears (PennDOT Press Office), and Samantha Pearson (Elm Street Commission).

The minutes from the December 11th, 2019 meeting were unanimously approved.

Deputy Secretary for Multimodal Transportation, Jenn Granger was welcomed by Sarah Stuart and then spoke about the recent successes with Amtrak related to bicycle access, the District 8 pilot project for trail crossings, and the ongoing funding issues related to Covid-19 (Attachment #1)

The group choose to defer an election for new officers until it could be held in person. Existing officers would retain their positions until that time.

Diane Kripas, Department of Conservation and Natural Resources presented an update on the DCNR's current activities (Attachment # 2)

Justin Lehman, Department of Health, provided an update on the status of the State Physical Activity and Nutrition 5-year grant from CDC for funds from the Walkable Communities initiative and other projects by the DOH (Attachment #3)

Roy Gothie, Pennsylvania Department of Transportation, provided a brief update on the Statewide Bicycle and Pedestrian Master Plan and other DOT activities (Attachment #4).

Sarah Stuart asked that PennDOT consider issuing a statement supporting the group's resolution related to e-bikes and PennDOT will discuss internally and report back in December.

Legislative Updates were discussed based upon the one-page listing of current and proposed bills provided by Nolan Richie. New to this discussion was the topic of Personal Delivery Devices (SB 1199-Aument and HB 2699-Schroeder (Attachment #5).

The meeting was adjourned at 2:00pm

Next Meeting

Date and time: December 7th, 2020 – 12:30pm

Location: Virtual Meeting (Skype)

Fred Richter _____ Secretary

_____ Date of Approval

Attachment #1

PennDOT: Amtrak Expands Carry-On Bike Program with PennDOT on Keystone Service Trains

Customers can bring their bikes for their off-train adventures for only \$20

HARRISBURG – The Pennsylvania Department of Transportation (PennDOT) announced today that Amtrak has worked with PennDOT to expand its [Carry-on bike program](#) for most [Keystone Service](#) departures, beginning Tuesday, Sept. 15, allowing customers to store their bike inside of the passenger coach in a designated space. In addition, Amtrak has launched this on its [Northeast Regional](#) trains, and worked with other various Northeast state partners to offer the program on its State-Supported trains in Connecticut and Northern New England.

“Allowing riders the versatility to bring their bikes on the train is very important to PennDOT,” said Deputy Secretary for Multimodal Transportation Jennie Granger. “Increased transit options will change the way people get around their cities while creating cost savings, improved health and wellness benefits and more environmentally conscious choices.”

“Bringing your bicycle onboard a train is part of the journey, as it allows our customers to explore the cities they are visiting,” said Amtrak Executive Vice President, Chief Marketing and Commercial Officer Roger Harris. “To coincide with the increased popularity of biking in this country, we also wanted to provide our customers with the option of bringing their bike on more trains.”

Utilizing newly installed luggage racks that convert to bike racks, the expanded bike program will allow Amtrak to provide storage space for up to two bikes per departure, with additional spaces being added as the rest of the fleet receives these modifications. Standard full-size bicycles may be carried on, as long as the front wheel is removed, and stored onboard in bicycle racks. Specific reservations are required.

For Carry-On bicycle service, customers are encouraged to arrive at the station at least 30 minutes prior to departure. All panniers and bags attached to the bicycle need to be removed and consolidated before boarding. After entering the origin and destination when booking a ticket on [Amtrak.com](#) or via the [Amtrak app](#), an icon with a number of spaces available will display if bike service is available. Customers should proceed with the “Add Ons” step to add bikes to a reservation. Customers can also call 1-800-USA-RAIL to add a bike reservation to an existing reservation.

Amtrak continues its enhanced cleaning protocols at stations and on trains and new measures to deliver a [New Standard of Travel](#), including:

- Requiring face coverings: Amtrak requires that all customers and employees wear a face mask or covering that fully covers the entire mouth and nose while onboard and in stations.
- Limiting bookings: Amtrak is limiting bookings on most trains to allow for more physical distancing in seating areas. Individuals traveling alone may use the seat next to them for personal belongings, while friends and family members will easily find seats together.
- Air Quality: All of our trains are equipped with onboard filtration systems with a fresh air exchange rate every 4-5 minutes.
- Physical distancing: Signage has been displayed at our busiest stations to indicate safe distances in high traffic areas. In addition, protective plastic barriers have been installed at customer counters at our busiest stations.

More than 232,953 bikes have traveled around the country since the program launched in October 2015. The program has also generated more than \$1 million in revenue since its inception. For more information about [Amtrak's Bike policy](#), visit [Amtrak.com](#).

Attachment #2

DCNR Update

- Provided an update on the 2020-2024 PA Outdoor Recreation Plan. Draft recommendations and actions have gone through a public input process. DCNR is writing the plan and will submit a draft to the Governor's Office for approval in **March**.
- DCNR announced Trail of the Year as the Ghost Town Trail
- This trail is celebrating its 25th anniversary and has grown from a 12-mile trail in 1994 to 46 miles in 2020. The trail is cooperatively managed by Cambria and Indiana counties and together they have created a premier trail destination that attracts visitors from across the region and state.

Attachment #3

Pennsylvania Department of Health, Division of Nutrition and Physical Activity

WalkWorks is a program focused on increasing physical activity opportunities through the development of active transportation plans or similar policies, such as Complete Streets policies.

1. WalkWorks is working with 10 communities to develop and adopt active transportation plans or related policies by 9/30/20.
 - 10 communities will develop a total of 12 new plans/policies.
 - 2 of the 10 communities will develop both an active transportation plan and a Complete Streets policy.
 - Plans/policies breakdown:
 - 8 active transportation plans;
 - 3 Complete Street policies; and
 - 1 Vision Zero policy.

Communities started stakeholder engagement meetings or were preparing to meet when the shutdown happened in March. Because of that, stakeholder groups had to meet virtually which was relatively easy for some while extremely difficult for others. Some communities lacked resources, capacity or had technology issues. Because of this, while we originally expected to have all plans in final draft in September and submitted to that communities local governing board in October, there will be a delay for some communities. With that being said, all communities still expect to have their plans and/or policies by the end of the year.

2. WalkWorks released a Funding Opportunity Announcement at the end of April this year for communities to apply for funding and technical assistance for the development an adoption of active transportation plans or similar policies.
 - Applications were due in the beginning of July and have been reviewed and evaluated.
 - By 9/25, we expect to release the names of the new selected communities.
 - Thank you for sharing this funding opportunity within your networks.
3. Walkability Virtual Academy
 - This is a 6-month course, starting in September, hosted by NACDD/CDC that offers 12 online sessions online related to specific discussions around equity considerations, disability inclusion,

social and environmental justice, connection to CDC Active People Healthy Nation strategies, and new realities due to COVID-19.

Attachment #4

PennDOT Report for 09.08.2020 PPAC Meeting

1. PennDOT has completed its Active Transportation Plan and the accompanying Executive Summary, and How To Plan Guide. The new plan replaces the 2007 Statewide Bicycle and Pedestrian Plan and expands upon it in number of ways, including the addition of sections on the interplay of equity and health in the realm of non-motorized transportation. All of the materials are available online -

<https://www.penndot.gov/TravelInPA/RideaBike/Pages/default.aspx>

The department will be sharing the documents with our planning partners via conferences and other sister agencies in the coming months, as well as working to advance priority items identified in the plan.

2. Policy on Trails in Limited Access ROW has been developed and reviewed internally. Final comments are being addressed and we expect this to be released this fall. The policy would allow trails to be constructed within limited access ROW – parallel to the existing roadway – subject to certain restrictions, including but not limited to MPO and municipal support. PennDOT plans to place this language in Design Manual 1.
3. PennDOT has approved NY State DOT’s request to terminate their portion of US Bike Route 11 at the Pa border. This will directly connect to BicyclePA Route G at in Lawrenceville Pa. The Department is working internally to prepare a submittal to AASHTO for our portion of the US 11 Bicycle Route.
4. Chapter 14 of Design Manual 2 has been developed and reviewed internally. Final comments are being addressed and we expect this to be released this fall.
5. PennDOT’s Local Technical Assistance Program has been conducting virtual sessions on bicycle and pedestrian issues, including a session on creating an active transportation plan and second session on designing trail crossings. These were recorded and can be found - <https://gis.penndot.gov/ltap/> on the resources tab.
6. More generally, the Department notes that bicycle sales and e-bike sales in particular have been up by as much as 190% nationally. Bike share usage is rebounding in larger cities and trail usage

is up 100% to 200% across the state due to the Covid-19 pandemic. These trends indicate a potential for long-term increases in non-motorized transportation and concurrent need for additional network improvements in communities.

7. NCHRP 15-73 Design Options to Reduce Turning Motor Vehicle–Bicycle Conflicts at Intersections (ref# 73844) – contract came out in July – next step to meeting with contractor - <https://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=4762>

One of the most common locations for fatal motor vehicle-bicyclist crashes is at intersections, which inherently have a large number of turning conflicts. Reducing these conflicts is a key objective in improving intersection safety across all modes. Of particular concern for bicyclists' safety at intersections are the conflicts between straight-through bicyclists and motor vehicle right-turns and opposing left-turns. Despite the widespread acknowledgement of this problem, transportation engineers and planners still lack definitive guidance on how to safely and effectively design for bicyclists at intersections in the United States.

Attachment #5

Bills under Consideration by the General Assembly of Interest to PPAC

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

- **SB 131:** Creates a cell-phone ban for novice drivers (defined as a driver under 18 years of age) and provides additional measures to mitigate distracted driving such as requiring a question on the driver's license exam and increasing the fine from \$50 to \$100 for 1st offense and \$200 for 2nd and subsequent offense. ○ **Status:** Reported as committed by Senate Transportation on 4/10/19, and currently on 2nd Consideration on the Senate Calendar.

- **HB 37:** Prohibits the use of a hand-held cell phone by any driver. There is a provision excluding a minor (a person under 18 years of age) from using a hands-free accessory or device while operating a vehicle. This bill also increases the fine from \$50 to \$200 for any offense and establishes the Distracted Driver Awareness Fund. ○ **Status:** Reported as amended by House Transportation on 6/10/19, reported as committed by House Rules on 9/17/19, amended on the House Floor (117-79) on 2nd Consideration on 1/14/20, passed the House (120-74) on 1/15/20 and referred to Senate Transportation on 1/23/20. ▪ *Note: The House Floor amendment adopted a secondary offense (117-79).*

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

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

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

- **SB 565:** Authorizes a vehicle to be parked within 12 inches of the outside line of the buffer area between a pedestrian plaza or pedalcycle lane and parking. ○ **Status:** Referred to Senate Transportation on 4/18/19, reported as amended by Senate Transportation on 2/5/20, reported as committed by Senate Appropriations on 6/30/20 and currently on 3rd Consideration. ▪ *Note: The Senate Transportation amendment provided technical changes in alignment with the House-passed version.*

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

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

- **SB 607:** Allows full-time law enforcement officers employed by full-service police departments to use radar or lidar for speed enforcement. This bill includes other measures such as operating radar or lidar from a clearly marked vehicle, issuing tickets if speed is over 6 MPH, directing a municipality to adopt an ordinance prior to using radar or lidar, erecting warning signs within 500 feet of the border of the municipality that allows radar or lidar, dedicating excess revenue to the Motor License Fund, etc. ○ **Status:** Passed the Senate (49-1) on 6/25/19, referred to House Transportation on 6/26/19, reported as amended by House Transportation on 11/18/19, and currently on 2nd Consideration on the House Calendar.

- **HB 74:** Creates a pilot program through December 31, 2024, for full-time police officers in full-service police departments to use radar for speed enforcement after receiving training. This bill includes other measures such as operating radar from a clearly marked vehicle, issuing tickets if speed is over 10 MPH, directing a municipality to adopt an ordinance prior to using radar, certifying speed limits on roadways, submitting annual reports to the Local Government

Commission, and dedicating excess revenue to the Transportation Enhancements Grant Program (or ARLE). ○ **Status:** Referred to House Transportation on 1/28/19.

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

• **HB 1536:** Defines a “vulnerable highway user” as a pedestrian, an individual on a pedalcycle, an individual on a motorized pedalcycle, 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 non-motorized self-propelled transportation device, and an individual on a motor-driven cycle who is lawfully on a highway. This legislation also updates the definition of a “pedestrian” to include an individual on a wheelchair or electrical mobility device for the exclusive use of an individual with a mobility-related disability. Next, a motorist who unintentionally causes the death or injury to a vulnerable highway user will be subject to a careless driving citation along with a license suspension and an enhanced fine. (Other penalties in the Criminal Code may apply as well, dependent on an intentional cause of the accident.) Updates the “4-foot rule” to include vulnerable highway users. Finally, any person violating the laws for the operation of pedalcycles is increased from \$10 to \$25. ○ **Status:** Referred to House Transportation on 6/3/19, reported as amended by House Transportation on 11/18/19, amended on the House Floor on 2nd Consideration on 1/22/20, passed the House (191-4) on 2/3/20, referred to Senate Transportation on 2/19/20. ▪ *Note: An e-scooter amendment failed on the House Floor.*

NEW: e-Bikes (SB 1240-Street and HB 2646-Wentling):

• **SB 1240: (Similar to HB 2646)** Amends the definition of “motor vehicle” to exclude a “pedalcycle with electric assist” (“e-bike”), and also amends the definition of “motorized pedalcycle” to exclude “electric motor-driven cycle”. Re-defines an e-bike as not weighing more than 100 pounds with 2 or 3 wheels more than 11” in diameter; manufactured with an electric motor system at not more than 750 watts; equipped with operable pedals; and meets a class requirement in Section 3514 (relating to operation of e-bikes). Exempts an e-bike from titling and registration. Creates 3 classes of e-bikes, and the highest maximum speed of a Class 3 e-bike is 28 MPH. (A speedometer is required for a Class 3 under this proposal.) Allows for Classes 1 and 2 on paths where “pedalcycles” are permitted, except a local authority may restrict them. Exempts a Class 3 on paths, except a local authority may permit them. Requires an individual to be 16 years old to operate a Class 3, unless the e-bike is designed for accommodating a passenger.

○ **Status:** Referred to Senate Transportation on 7/27/20.

• **HB2646:** Amends the definition of “motor vehicle ”to exclude a “pedalcycle with electric assist” (“e-bike”), and also amends the definition of “motorized pedalcycle ”to exclude “electric motor-driven cycle”. Re-defines an e-bike as not weighing more than 100 pounds with 2 or 3 wheels more than 11” in diameter; manufactured with an electric motor system at not more than 750

watts; equipped with operable pedals; and meets a class requirement in Section 3514 (relating to operation of e-bikes). Exempts an e-bike from titling and registration. Creates 3 classes of e-bikes, and the highest maximum speed of a Class 3 e-bike is 28 MPH. (A speedometer is required for a Class 3 under this proposal.) Allows for Classes 1 and 2 on paths where “pedalcycles” are permitted, except a local authority may restrict them. Exempts a Class 3 on paths, except a local authority may permit them. Requires an individual to be 16 years old to operate a Class 3, unless three-bike is designed for accommodating a passenger.

- **Status:** Referred to House Transportation on 6/30/2020 and public hearing held on 7/22/20.

NEW: Personal Delivery Devices(SB 1199-Aument and HB 2699-Schroeder):

•**SB1199:** Defines a “personal delivery device” (“PDD”) as a device that is manufactured to transport cargo and goods in a pedestrian area, trafficway or on the berm or shoulder of a highway; equipped with an automated driving system; not capable of exceeding 12 MPH in a pedestrian area or trafficway nor 25 MPH on the berm or shoulder of a highway; and weighs less than 550 pounds without cargo and goods. Allows a business entity to submit an annual plan for general operation to PennDOT, which is designated as the lead Commonwealth agency. Allows for remote operation after 1/1/22 without a business agent physically present. Regulates a PDD as a pedestrian for purposes of following the “rules of the road” and access to sidewalks, shoulder of a highway, etc. Permits local authorities to prohibit PDDs, after consultation with a business entity, if the PDD constitutes a hazard. Provides certain equipment requirements such as ID markers, certified braking systems and lighting (consistent with a “pedalcycle”). Requires the business entity to maintain insurance coverage of not less than \$100,000. Designates a PDD business entity on the Highly Automated Vehicle Advisory Committee.

- **Status:** Referred to Senate Transportation on 6/15/20, reported as committed by Senate Transportation on 6/22/20, amended on the Senate Floor (42-8) on 3rd Consideration on 6/29/20, passed the Senate (31-19) on 6/30/20, referred to House Transportation on 7/8/20 and public hearing held on 7/21/20.

•**HB2699: (Similar to SB 1199)** Defines a “personal delivery device” (“PDD”) as a device that is manufactured to transport cargo and goods in a pedestrian area, trafficway or on the berm or shoulder of a highway; equipped with an automated driving system; not capable of exceeding 12 MPH in a pedestrian area or trafficway nor 25 MPH on the berm or shoulder of a highway; and weighs less than 550 pounds without cargo and goods. Allows a business entity to submit an annual plan for general operation to PennDOT, which is designated as the lead Commonwealth agency. Allows for remote operation after 1/1/22 without a business agent physically present. Regulates a PDD as a pedestrian for purposes of access to sidewalks, shoulder of a highway, etc. Permits local authorities to prohibit PDDs, after consultation with a business entity, if the PDD constitutes a hazard. Provides certain equipment requirements such as ID markers, certified braking systems and lighting (consistent with a “pedalcycle”). Requires

the business entity to maintain insurance coverage of not less than \$100,000. Designates a PDD business entity on the Highly Automated Vehicle Advisory Committee.

- **Status:** Referred to House Transportation on 7/20/20.

NEW: Notable Hearings:

Senate Transportation Committee: <https://transportation.pasenategop.com/>

- “COVID-19 Impacts to Pennsylvania’s Transportation System”, 5/12/20
- “Nomination of Yassmin Gramian as PennDOT Secretary”, 5/26/20
- “Lay-offs and All-Electronic Tolling at the PA Turnpike Commission”, 6/15/20

House Transportation Committee: <http://www.pahousegop.com/Video/Transportation>

- “PennDOT and PA Turnpike Commission’s Response to the Current COVID-19 Pandemic”, 6/4/20
- “PA Turnpike Toll Collectors”, 7/14/20
- “SB 1199 Personal Delivery Devices”, 7/21/20
- “HB 2646 Bicycles with Electric Pedal Assistance”, 7/22/20
- “Transportation Task Force Bill Package”, 8/18/20 and 8/19/20