

Pedalcycle and Pedestrian Advisory Committee Meeting Minutes

Meeting Date: June 13, 2023, 1:00 pm
In Person Keystone Building, Forest Room Plaza Level, Harrisburg, PA
and Virtual via Teams

Member Roll Call

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

Committee Members Present:

Justin Gensimore	Alternate for Minority Chairman of the Senate Transportation Commission
Blade Kline	Alternate for Majority Chairman of the House Transportation Committee
James Bowes	Alternate for Minority Chairman of the House Transportation Committee
Trish Meek	Alternate for Secretary of Transportation
Alex MacDonald	Alternate for Secretary of Conservation and Natural Resources
Sarah Stuart	Metropolitan Philadelphia
Julie Fitzpatrick	Statewide Constituencies
Clifford Kitner	Trail Constituencies
Sarah Stuart	Metropolitan Philadelphia
Scott Bricker	Metropolitan Pittsburgh
Amy Kessler	Metropolitan Planning Organization/Rural Planning Organization
Yocasta Lora	Senior Citizen and Disabled Constituencies
Joseph Capers	Children and Education Constituencies
Fred Richter	Recreational Cycling Club
William Hoffman	Public Member
Chandra Kannan	Public Member

Others Present: Jeff Riegner, Justin Lehman, Wayne Mears, Jennifer Kuntch, Cori Ritter, Joe Stafford, Jamie Biblehimer, Dillan Bujak, Dick Norford, Roy Gothie, Mike Golembiewski, Mavis Rainey, Jacob Zerby, Michael Rimer, Louis Searles, Jonathan Shaw, Connor Vecellio, Justin Ruggles, Travis Siegel, Tom Glass, Leann Chaney, Joshua Theakston, Anthony Hennen, Bruce Chan, Laura Heilman, Angela Saunders, David Lapadat, Chris Chapman, Chris Conti, Lucas Oshman, Kristin McLaughlin, Charles Richards, Ashley Sulon, Kenana Zejcirovic, Tracey Barusevicius, Anne Messner, Janet Flynn, Christopher Mulroy, Vanessa Koenigkramer, Justin Cambic, Michael Bethune, Sam Pearson, Brian Barnhizer, Steven Fisher, Sarah McHugh, Ben Dinkel, Chris Metka, Kristiana Barr, Scott Williams, Amy Bernknopf, Chris King, Nidhi Mehra, Marisa Baland, Tony Dellafiora, and Quentin Clapper

Election of Officers

A motion was made by Julie Fitzpatrick with a second by Fred Richter to nominate Sarah Stuart as Chair, Scott Bricker as Vice Chair and Amy Kessler as Secretary. After discussion by the committee the motion passed unanimously.

Approval of Minutes

A motion to approve the minutes of the March 14, 2023, PPAC meeting with two typographical amendments was made by Amy Kessler and a second was made by Clifford Kitner. The motion passed by unanimous voice vote.

Legislative and Agency Updates

Trish Meek provided an update on the PPAC membership appointment process stating that PennDOT staff met with a member of the Governors policy team. PPAC appointments are three-year terms however the current members will remain on PPAC until they step down or appointments are made by the Governor. Outreach materials will be developed to solicit individuals interested in serving on PPAC and the information will be distributed to PPAC when the solicitation process begins. She emphasized that appointments are made by the governor and a timeframe for appointments has not yet been finalized.

Ms. Meek asked if there were any questions related to legislative updates (Attachment 1) or the Department of Health update (Attachment 2). Ms. Stuart asked about the status of parking protected bike lanes on the Senate side. Mr. Gensimore said that he would defer to Nolan Ritchie, he mentioned on the House side the Transportation Committee considered the bill. Ms. Stuart also noted that HB1284, automated speed enforcement, passed out of the House Transportation Committee and is moving forward. Mr. Gensimore added that the bill was originally written to include automated speed enforcement for work zones, school bus arms and Roosevelt Boulevard speed cameras. All three programs are set to expire within the next 8 months. The bill was amended in committee and there are ongoing negotiations.

Joe Stafford asked about the status of HB 37 as it indirectly affects bikes and pedestrians because of distracted driving. Mr. Gensimore replied that the Senate bill passed out of Senate Transportation Committee about a month ago. Similar efforts are being made in the House.

Mr. Stafford asked about the e-scooter bill status. Ms. Stuart responded that it passed out of House Transportation Committee May 10 and is up for second consideration in the Senate. When asked Mr. Bricker stated that BikePGH is on the record in support continuation of the pilot and has stated that they have seen tremendous improvement in scooter sidewalk parking over time and the City and partners at MovePGH have added parking corrals, daylight intersections and touted it is an affordable program. Data shows that about a third of all rides were care replacement rides. He noted e-scooters are part of the modal choice and are using bike lanes which creates demand for safer infrastructure.

Mavis Rainey asked if PPAC could provide the comments they provided on the draft e-scooter legislation. Ms. Stuart replied that individual PPAC members provided comments on the draft legislation but there is not a unified PPAC response.

Ms. Stuart stated that the Bicycle Coalition of Philadelphia has concern that the bill addresses only a commercial e-scooter program but does not make e-scooters legal under the Vehicle Code. Mr. Gensimore stated some changes may be forthcoming. Ms. Stuart stated Philadelphia does not want shared scooter programs just the regulation of scooters. Ms. Rainey added that constituents have provided comments about sidewalk conflicts and expressed concern about e-scooter use of roadways over 25 mph.

Committee Effectiveness Efforts Update

Ms. Meek stated one of the PPAC Direction Setting and Assessment Report recommendations was to set up working groups to discuss five topics areas. Four working groups have met and information needs to be compiled and sent to PPAC for review for discussion at a future meeting. A PPAC member event is being planned for September and additional details will be provided to members and alternates.

PPAC Strategic Initiatives

Ms. Meek stated that the PPAC Assessment and Direction Setting exercise recommended that PPAC focus on four strategic initiatives: Legislation and Policy; Performance Measures and Asset Management; PennDOT Design Manual 2 (DM-2) and Other Statewide Plans; and Safe Systems Approach. As part of discussions on committee effectiveness it was recommended that future PPAC agendas be organized by Strategic Initiative and PPAC should identify a limited number of items and focus on those to be effective.

Vulnerable Road User Safety Assessment Report

Ms. Stuart introduced Jeff Riegner from Kittelson & Associates, Inc who provided a presentation on the VRU Safety Assessment (Attachment 3). Mr. Riegner reviewed why the assessment is being prepared; what it consists of; the steps in the process; how PPAC can be involved; and the proposed safety assessment schedule.

Mr. Riegner stated the purpose of the assessment is to advance the goal of reducing fatal and serious injury crashes for people who are walking and biking. The FHWA published guidance last fall and requires each state create a VRU Safety Assessment no later than November 15, 2023.

The purpose of the assessment is to see how each state is doing with respect to people who are walking and biking and to develop a plan to improve safety specific to “high risk” areas. He also reviewed the VRU definition as someone who is walking, cycling, or rolling while using an assistive device. He added this is a data driven safety analysis and six years of crash data and supplemental information was reviewed. High risk areas were evaluated in two ways geographically and at a system level. An emphasis was also put on equity as crashes disproportionately affect people of color, teenagers, and low-income people.

Ms. Stuart recommended they consider the Philadelphia Vision Zero plan. Ms. Kessler voiced concern over how consensus is built on what screening tool to use. Ms. Pearson noted that there are several agencies that have vulnerability mapping tools.

Mr. Riegner noted another key element is the Safe System Approach which is now a USDOT initiative. He reviewed the steps in the assessment process: identify “high-risk” areas based on crash history, equity factors, and land use factors; perform a systematic safety analysis to identify system-wide opportunities to improve VRU safety; consult with interested parties through a series of regional in-person and virtual meetings; and recommend projects, programs, and strategies in all areas of the state.

Ms. Stuart asked how granular the high-risk areas will be and Mr. Riegner stated it is to be determined. He stated that four factors will be used to define the high-risk areas: fatal and serious injury VRU crashes; other crashes; equity factors; and land use density to look at population density and destinations where there is a demand for walking and biking. Dick Norford asked if crashes are midblock or at an intersection is being taken into consideration. Mr. Riegner replied that a high-risk area does not get down to an individual intersection or individual road segment for a statewide analysis it could be a corridor or census tract. He added as part of the detailed data crashes were evaluated related to presence at an intersection.

Mr. Riegner stated that systematic safety goes beyond crash data. It involves identifying risk factors that are associated with particular crash types and addressing those throughout the system. He provided an example that suburban arterials tend to have a fairly high crash frequency for people that are walking. Systemic improvements, like lighting or signage, would occur on all suburban arterials of that type not just one where crashes occur and those types of improvements might pull out some of the latent demand for walking and biking that does not occur now because it is not perceived as safe. This systematic safety approach gives

PennDOT and the planning partners another tool to identify locations where federal funding can have the greatest benefit.

Mr. Riegner stated that states are required to consult with local governments, MPOs and regional transportation planning organizations that represent a high-risk area. FHWA also encourages States to consult with institutional, advocacy and community groups particularly those that represent populations that may be underrepresented based on the demographics of the locations of fatalities and serious injuries. The consultation process will not be focused on every road in the state it will focus on the identified high-risk areas and regional meetings will be held across the state with a mix of virtual and in person meetings. Types of recommendations may be some individual projects, programs, and strategies. Recommendations will address issues in both urban and rural areas.

Mr. Riegner reviewed the following ways PPAC members can be involved: help identify interested parties to participate in the consultation process; participate in the consultation process; suggest priority topics to be considered in the study's recommendations; and attend the September PPAC meeting for an update on the VRU Safety Assessment. He noted that VRU consultation meetings are anticipated in July and August and the final draft will be ready for PennDOT senior level and FHWA review by October 19.

Ms. Stuart asked if the analysis is different than the VRU Special Rule. Mr. Riegner stated that it is different, but it informs the other. The process will identify specific recommendations that the funding could be spent on. Ms. Stuart asked for more information on what the funding was spent on related to the VRU Special Rule.

Mr. Riegner asked PPAC members to help identify interested parties and suggest priority topics.

Mr. Richter suggested that the process should include people including cyclists, walkers, and runners that use the roads and can speak to the problems from personal experience.

Mr. Kitner stated he is the trail constituent for his MPO and the MPOs have knowledge of the groups and can invite interested parties.

Ms. Stuart recommended the inclusion of local governments and said she will provide a list of 30-40 biking and walking organizations. She added Philadelphia has Vision Zero Ambassadors and Amish and plain people should be consulted. The interested parties list will be provided to PPAC for review.

Julie Fitzpatrick suggested social service organizations such as shelters and other agencies not just in urban but rural areas; large employers; and delivery drivers. Additional suggestions included Coordinated Public Transit Human Service Plans, Community Health Organizers, and Centers for Independent Living (CIL).

Samantha Pearson stated the guidelines from FHWA talk about reaching out to communities with existing safety action plans and suggested including those communities that have Active Transportation Plans. Ms. Stuart added PennDOT conducted an HSIP Implementation Analysis, and that information should be incorporated into the analysis.

Ms. Fitzpatrick asked about data collection and stated there are differences in rural and urban areas. Mr. Kitner stated his organization is in a rural area and they are developing more off-road routes and wondered if this is helping move the VRUs away from the roadway. Mr. Riegner noted that crash data that was reviewed included information on the presence of crosswalks, trails, and shoulders so there is some physical data.

Mr. Riegner asked what strategies should be considered and what are the biggest issues that should be addressed.

Ms. Stuart stated ways to lower speed limits and countermeasures to force motorists to go slower or allow localities to lower speed limits should be considered.

Mr. Kitner agreed that lowering speed limits is an issue.

Alex MacDonald stated road design dictates speed not the posted speed limit. He added that a large percentage of people do not know how to cross the road properly and education is needed.

Mr. Richter stated right turn on red and work zone accommodation should be considered.

Amy Kessler stated that establishing a safety-oriented culture it is crucial for the safe systems approach. This involves a shared understanding of the importance of safety; encouraging reporting of near misses and incidents without fear of reprisal; and fostering a continuous learning environment.

Ms. Fitzpatrick agrees with speed and education as well as the need for shoulder and sidewalk infrastructure in both urban and rural areas.

Mr. Bricker stated that safe roads and safe speeds are within the control of PennDOT and the focus should be on safe roads and safe speeds. There is the problem of municipalities that do not want to take on more maintenance of things like sidewalks. There are so many municipalities that border Pittsburgh that have many examples of worn goat paths from walking and biking next to busy roads because the municipality will not accept a sidewalk. This is a major issue and there have been many fatalities. Maybe laws need to be passed requiring sidewalks and bus stops must be served by a safe pedestrian facility.

Ms. Stuart added that there are PennDOT policies that they will not put in infrastructure unless a municipality accepts the legal responsibility and that is a real barrier. She suggested that there is a need for an audit of PennDOT policies that are preventing the implementation and execution of better infrastructure. She noted that it took 10 years to remove the Bicycle Occupancy Permit requirement, but a municipality still needs to sign a maintenance agreement for the paint. An internal PennDOT review is needed to increase installation of better infrastructure. Ms. Fitzpatrick added it needs to be done proactively before somebody dies. Ms. Stuart noted that a TAC report recommended automated speed enforcement statewide, and it is limited to one road in Philadelphia. She added the whole state needs it not just Philadelphia.

Ms. Kessler noted that there is a lot of passing of responsibilities. PennDOT needs to lower speed limits or install sidewalks. PennDOT will install the sidewalks but the municipality must take on responsibility for maintenance or pass it on to the property owner. She stated that funding is needed to support these priorities as it requires money to maintain sidewalks. Lowering speed limits is a great idea but enforcing the speed limit is an issue. If municipalities are unwilling to fund sidewalks and PennDOT funds them that is less money for trails and road paving. She suggested the committee needs to determine where they have leverage.

Ms. Pearson suggested mapping all municipalities in the state that have fewer than 50 employees as almost none of them have developed an ADA transition plan. She stated that three decades after ADA no progress has been made in vast territory of the state toward making our communities and sidewalks accessible.

Mr. Kitner stated maybe PPAC should consider the funding issue at some point for bike and pedestrian infrastructure. Mr. Riegner stated a recommendation could be to explore additional funding sources.

Justin Ruggles stated grant match requirements can be an issue for some municipalities and for some projects right of way can be a stumbling block.

Wayne Mears added education is needed to change behaviors and the mindset of people especially related to infrastructure changes.

Mr. Stafford noted changes could also be made to the PA Drivers Manual and driver testing.

Public Comment

Mr. Norford announced that Susquehanna Township is preparing a bike/ped greenway plan and encouraged people to visit their website to complete the survey.

Adjournment

A motion to adjourn the meeting was made by Fred Richter and a second by Clifford Kitner. The motion passed by unanimous voice vote. The chair adjourned the meeting at 2:44 pm.

Next Meeting

The next Pedalcycle and Pedestrian Advisory Committee Meeting is scheduled for Tuesday, September 13, 2023, from 1:00 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)
Updated: 6/6/23**

Distracted Driving

SB 37, as amended (Brown):

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

e-Scooters

SB 692, as amended (Laughlin):

- **Overview:** Establishes a permanent 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. Currently on 2nd Consideration in the Senate.
-

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. Currently laid on the table in the House.
-

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

SB 748 (Argall and Schwank):

- **Overview:** Removes the sunset dates related to the five-year pilot program involving automated speed enforcement in active work zones under PennDOT and the Turnpike Commission as well as the Roosevelt Boulevard in Philadelphia.
- **Status:** Referred to Senate Transportation on 5/31/23.

HB 1284 (Neilson):

- **Overview:** Removes the sunset dates related to the five-year pilot program involving automated speed enforcement in active work zones under PennDOT and the Turnpike Commission as well as the Roosevelt Boulevard in Philadelphia. This bill provides updates to the current program involving active work zones, expands speed cameras on roads and streets throughout Philadelphia’s jurisdiction, incorporates critical changes related to automated enforcement on school bus stop arm cameras and creates a new pilot program in Philadelphia regarding speed cameras in school zones.
 - **Status:** Referred to House Transportation on 5/31/23. House Transportation went over the bill on 6/5/23.
-

Other:

- **Vulnerable Highway Users**
- **e-Bikes**

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 Vision Zero Action Plans. The aim of the plans 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, 41 communities have developed and adopted a plan or policy.

1. 7 communities are in the process of developing 7 Active Transportation Plans.
 - Bethlehem Township, Northampton County
 - Delmont Borough, Westmoreland County
 - Huntingdon County
 - Borough of Mechanicsburg, Cumberland County
 - City of Monongahela, Washington County
 - Borough of Oxford, Chester County
 - Susquehanna Township, Dauphin County
2. WalkWorks received 12 applications for a new round of funding that closed 5/26. Applications are for funding and technical assistance to assist with the development of an Active Transportation Plan to guide the establishment of activity-friendly routes that connect to everyday destinations. Applicants will be notified of selection by 9/1/23.
3. WalkWorks co-hosted Walk, Bike & Roll: Activating Your Community on Friday, May 19 in Kane, McKean County. Approximately 30 attendees from a variety of different sectors were in attendance and received examples of bike/ped infrastructure found in other small communities in the U.S., information about available funding at all different levels, information on the bicycle friendly business program, and learned of different programs, community-wide, and regional networks that can support biking and walking.
4. WalkWorks will soon release a Funding Opportunity Announcement for Community Capacity-Building Pre-Planning Assistance Preparing for the Development of Active Transportation Plans. The aim of this funding opportunity is to assist low-capacity, high interest municipalities with the pre-planning steps they must undertake in order to prepare to apply for funding to develop Active Transportation Plans. The long-term goal of the pre-planning program is to facilitate the development of land use plans and policies at the local and regional levels that allow for the development of activity-friendly routes connecting to everyday destinations. Eligible applicants are municipalities located in one of the 10 PA DOH State Physical Activity and Nutrition (SPAN) grant target counties, or the Pennsylvania Department of Environmental Protection's (DEP) Environmental Justice (EJ) Areas. SPAN target counties include: Clearfield, Erie, Fayette, Greene, Lawrence, Luzerne, Lycoming, Mercer, Northumberland, and Philadelphia. These communities most often have well-documented health disparities and/or are located in counties that have documented health disparities.

ATTACHMENT 3

PennDOT Vulnerable Road User Safety Assessment

June 13, 2023

What we'll discuss today

- Brief presentation
 - Why prepare a vulnerable road user (VRU) safety assessment?
 - What will the VRU safety assessment consist of?
 - What are the steps in the process?
 - How can PPAC members be involved?
 - When will all of this occur?
- Interactive session
 - Who should be involved in the consultation process?
 - What topics should be prioritized in the study recommendations?
 - Q&A

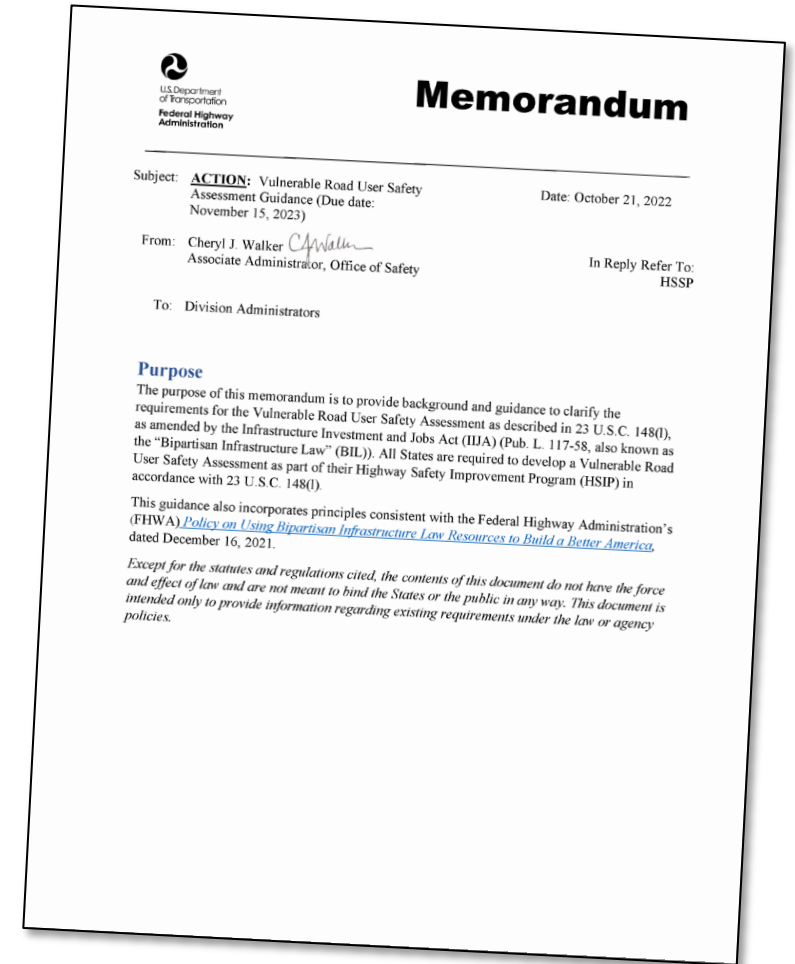
Why prepare a vulnerable road user safety assessment?

To advance our goal of reducing fatal and serious injury crashes involving people walking and bicycling.

What will the VRU safety assessment consist of?

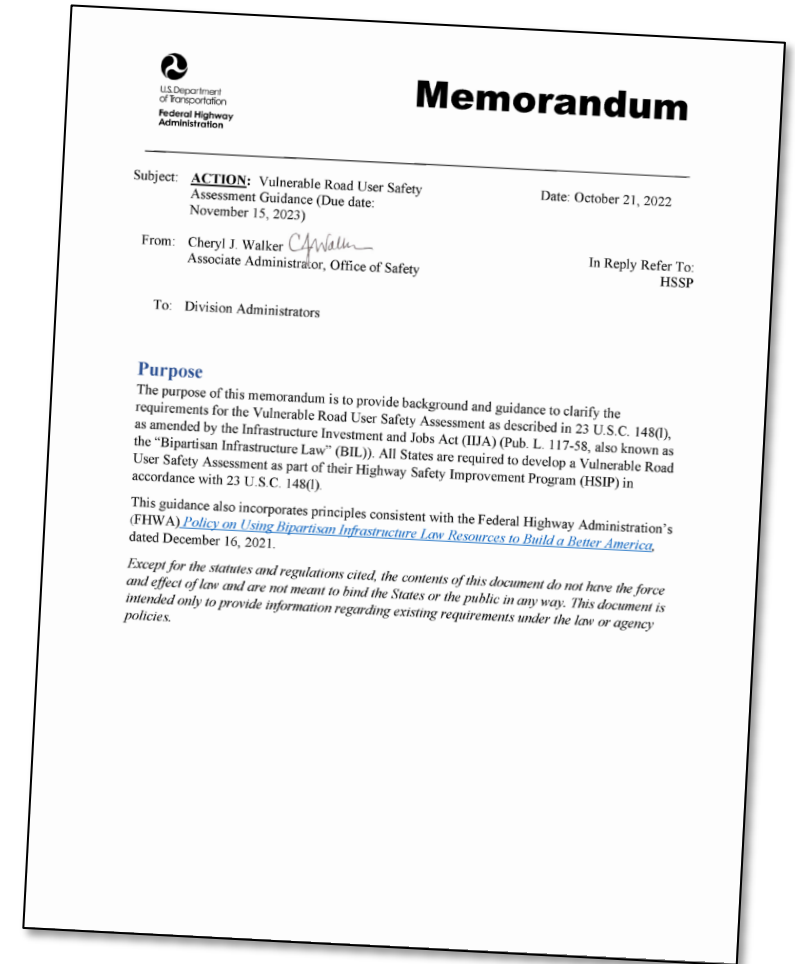
What will the VRU safety assessment consist of?

- FHWA published guidance last October requiring each state to create a Vulnerable Road User Safety Assessment for final publication no later than November 15, 2023.
- The purpose of the assessment is to:
 - Evaluate the state’s safety performance for pedestrians and cyclists
 - Develop a plan to improve safety for these travelers, focusing on “high-risk areas”



What will the VRU safety assessment consist of?

- A “vulnerable road user” (VRU) is someone who is walking, cycling, or rolling.
 - The Federal Highway Administration (FHWA) has determined that motorcyclists are NOT considered VRUs for the purposes of this assessment.
- VRUs are particularly susceptible to being killed or injured in a crash, and they account for a growing share of all transportation fatalities, both in Pennsylvania and throughout the US.



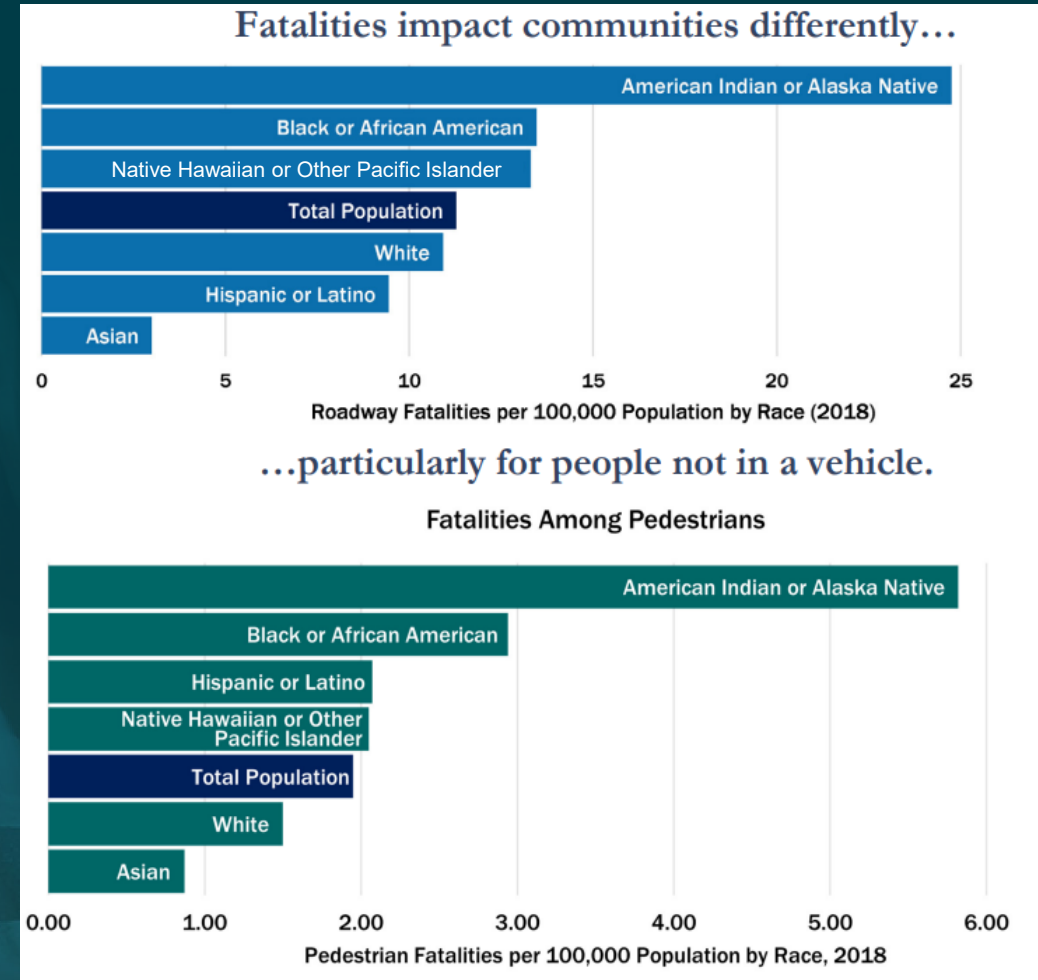
Data-driven safety analysis

- Six years of crash data
 - Crash records from PennDOT's Pennsylvania Crash Information Tool
 - Additional fields manually added from other sources including police reports, online mapping, and video logs
- Crash data is being used to identify "high-risk areas" in two ways:
 - Geographic: Areas where the most VRU crashes are occurring
 - Systemic: Risk factors that tend to lead to VRU crashes

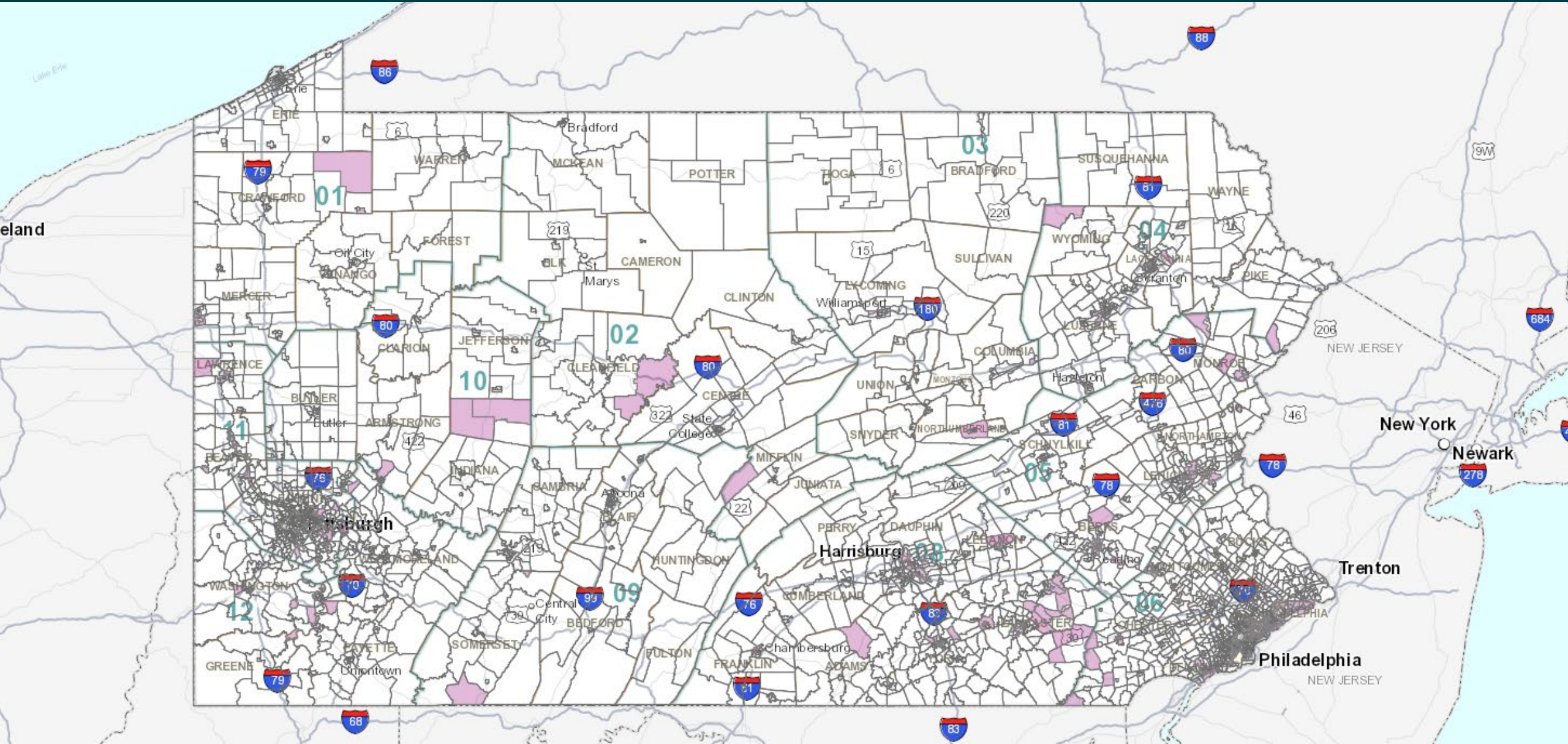
EQUITY

Opportunities to Simultaneously Address Safety, Equity, and Climate
Safety is and will always be the Department's top priority. Roadway safety is also a foundational pre-requisite to our success in addressing two other major priorities: equity and climate.

“Traffic crashes are a leading cause of death for teenagers in America, and disproportionately impact people who are Black, American Indian, and live in rural communities. We face a crisis on our roadways; it is both unacceptable and solvable.”

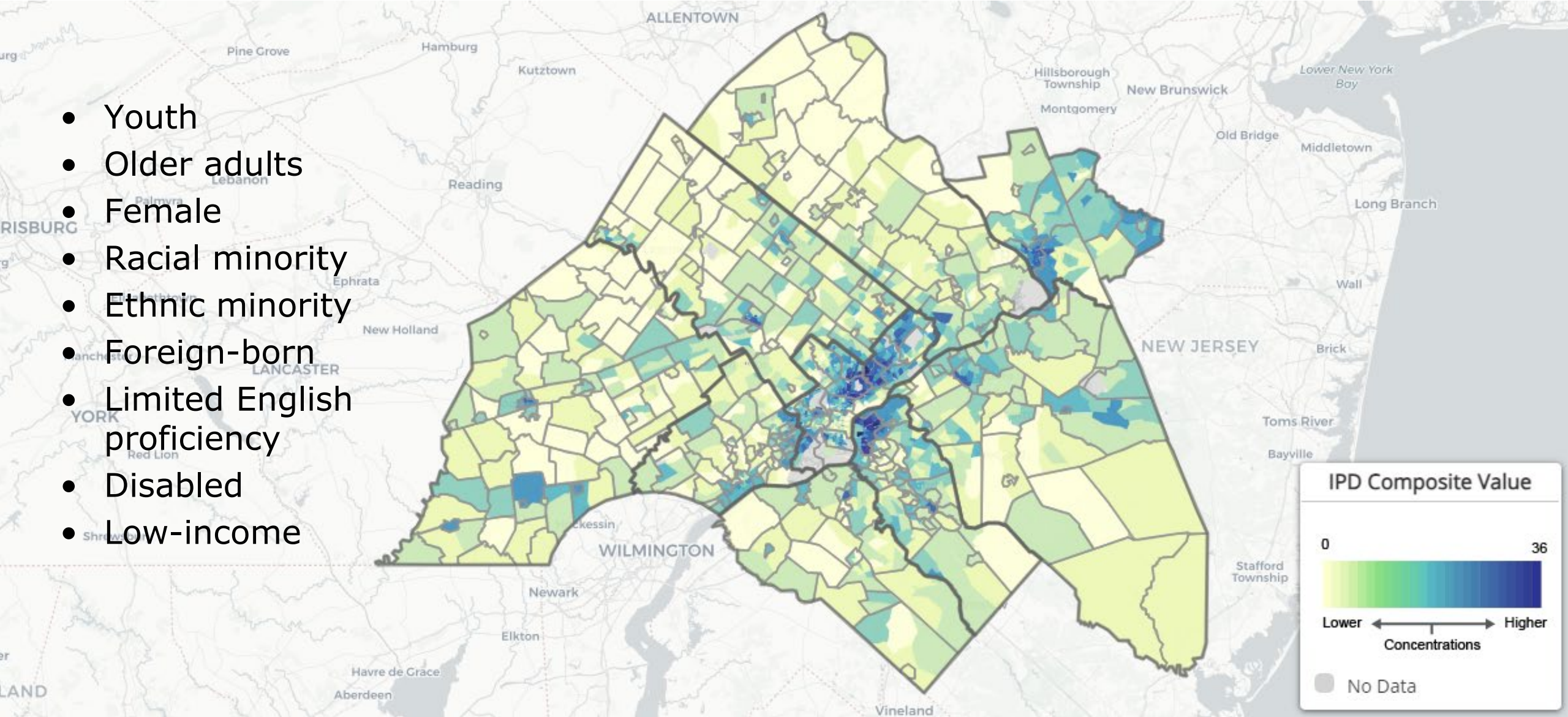


Equity: Transportation disadvantaged census tracts



Equity: DVRPC example

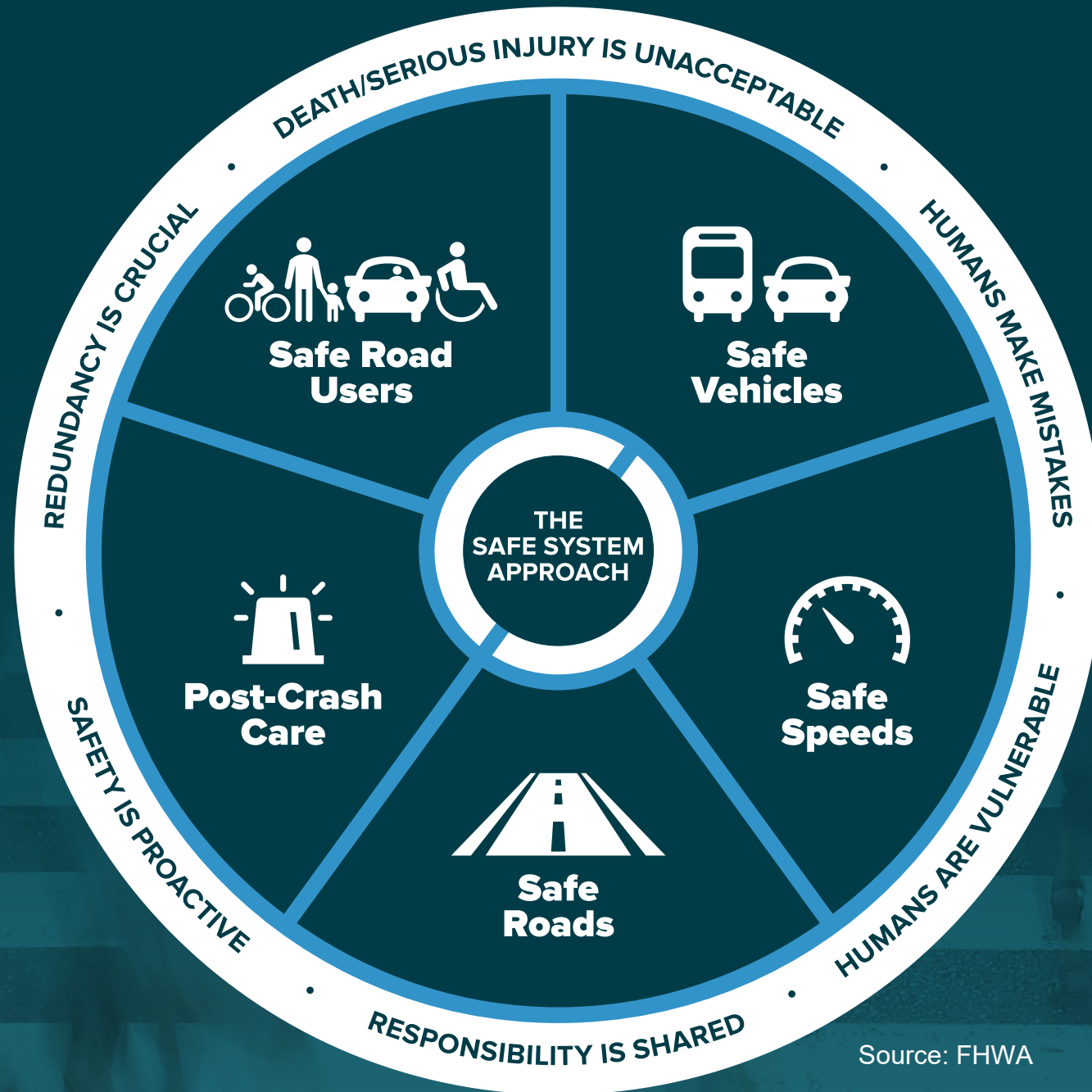
- Youth
- Older adults
- Female
- Racial minority
- Ethnic minority
- Foreign-born
- Limited English proficiency
- Disabled
- Low-income



The Safe System approach

- This assessment is based on the Safe System approach, which aims to eliminate fatal and serious injuries for all road users by:
 - Accommodating human mistakes
 - Keeping impacts on the human body at tolerable levels
- The Safe System approach is an essential element of USDOT's National Roadway Safety Strategy.

THE SAFE SYSTEM APPROACH

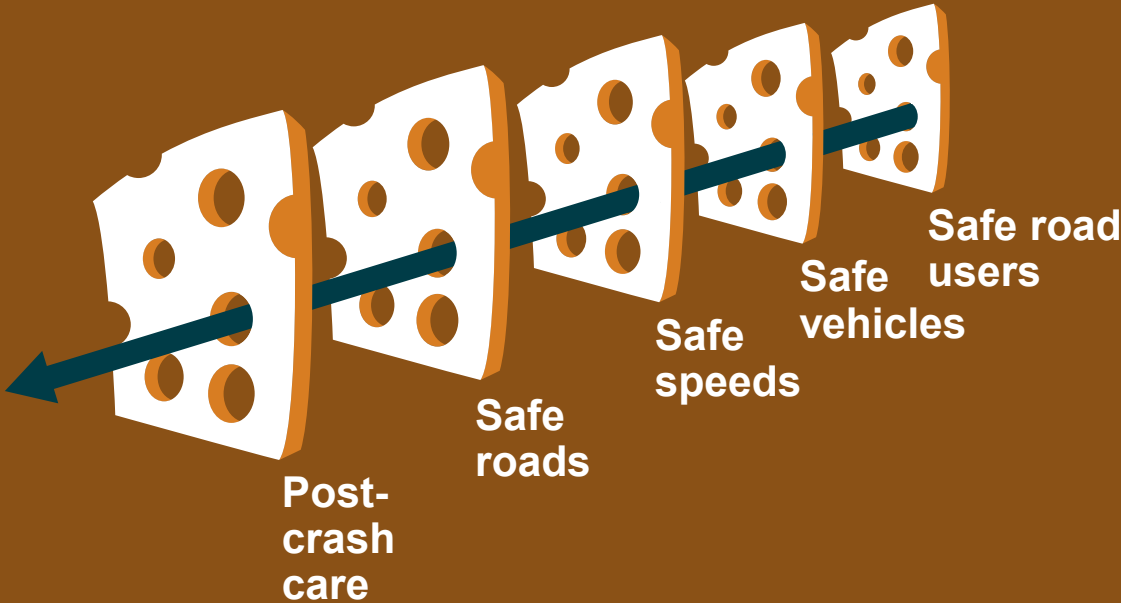
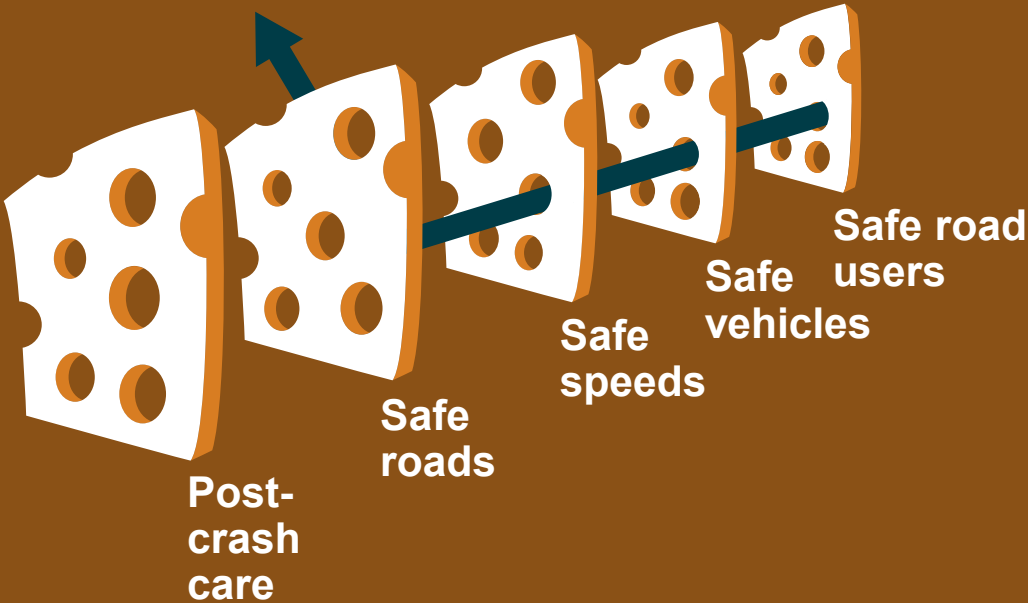


Source: FHWA

THE FIVE SAFE SYSTEM ELEMENTS CREATE REDUNDANCY

The “Swiss Cheese Model” of redundancy creates layers of protection

Death and serious injuries only happen when all layers fail



What are the steps in the process?

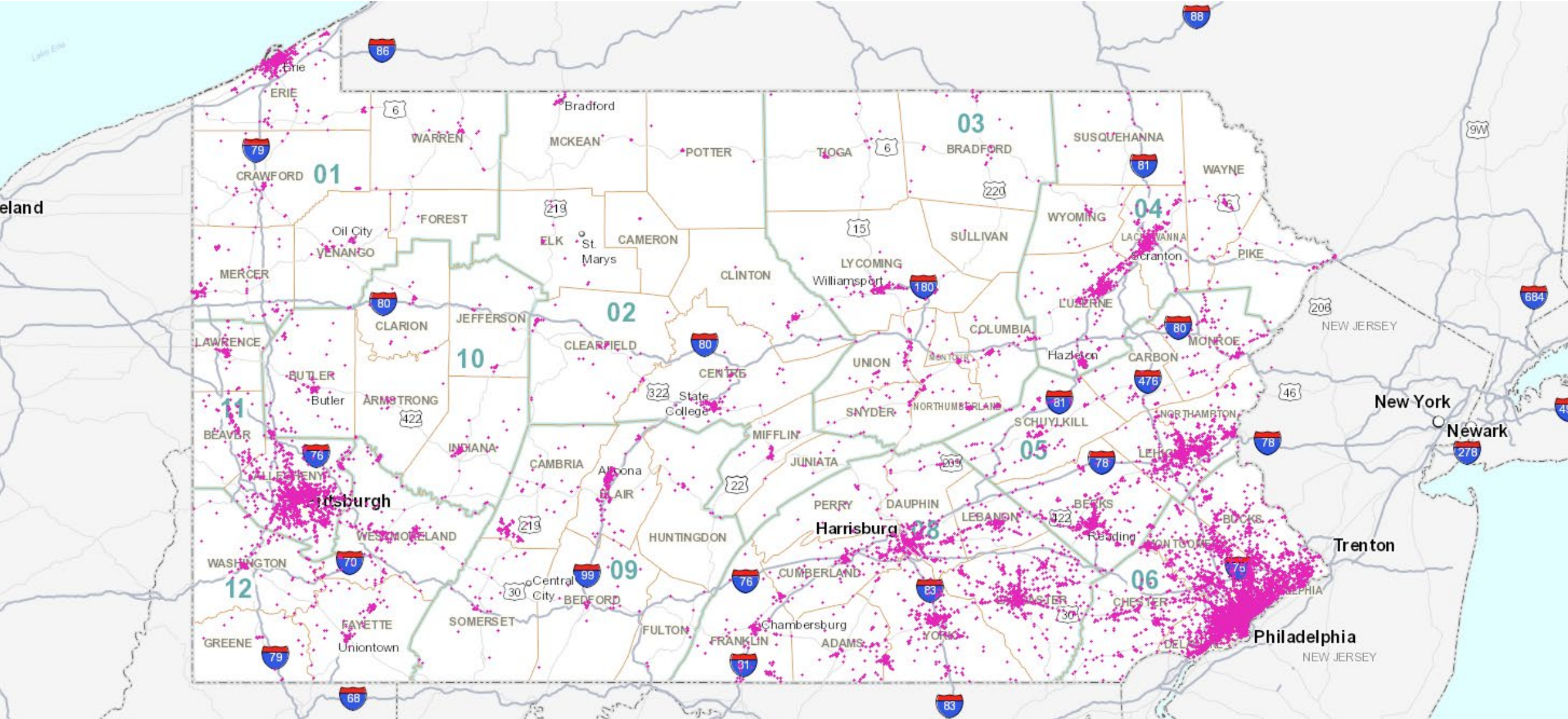
What are the steps in the process?

- Identification of “high-risk areas” based on crash history, equity factors, and land use factors.
- Systemic safety analysis to identify system-wide opportunities to improve VRU safety.
- Consultation with interested parties through a series of in-person and virtual meetings in regions throughout Pennsylvania.
- Recommendations for projects, programs, and strategies in both urban and rural areas.

High-risk areas

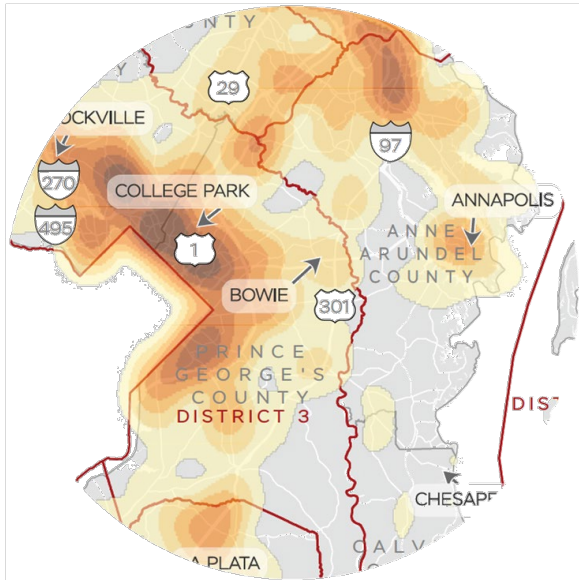
- A rubric will be developed including four factors:
 - Fatal and serious injury VRU crashes
(the primary focus of the Safe System approach)
 - Other crashes
 - Equity factors
 - Land use density
(as a proxy for the demand for walking and bicycling)

High-risk areas: crash data

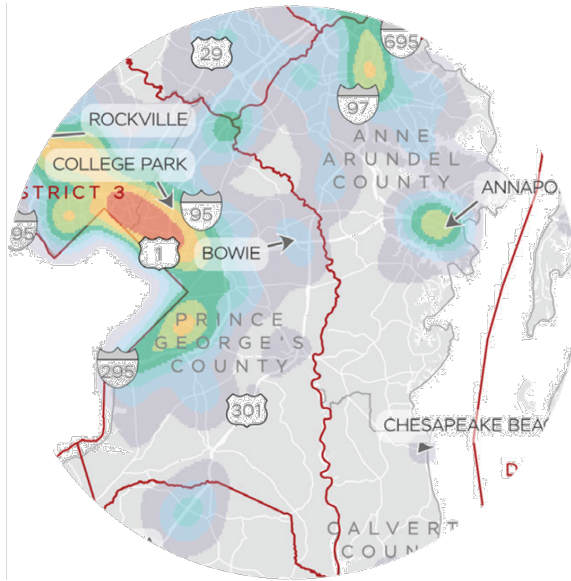


High-risk areas: another state's example

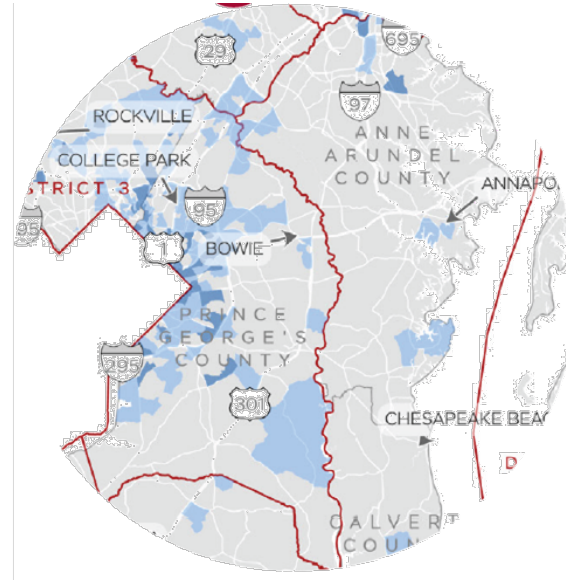
Layered approach



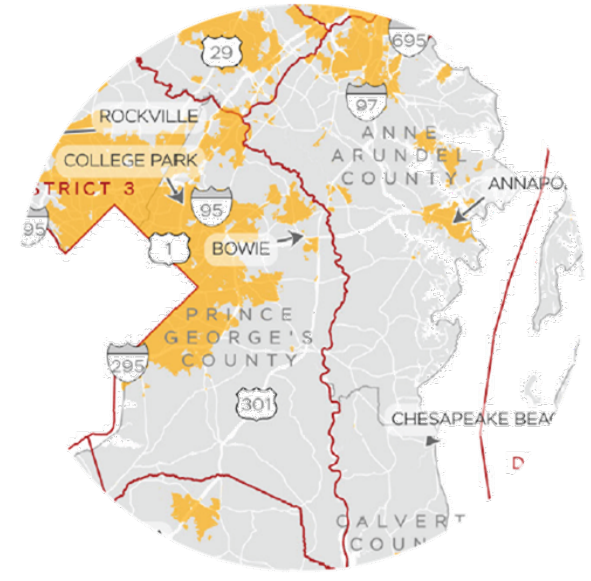
Fatal and serious injury crashes (top priority)



Other crashes



Equity factors



Land use density

Systemic safety analysis

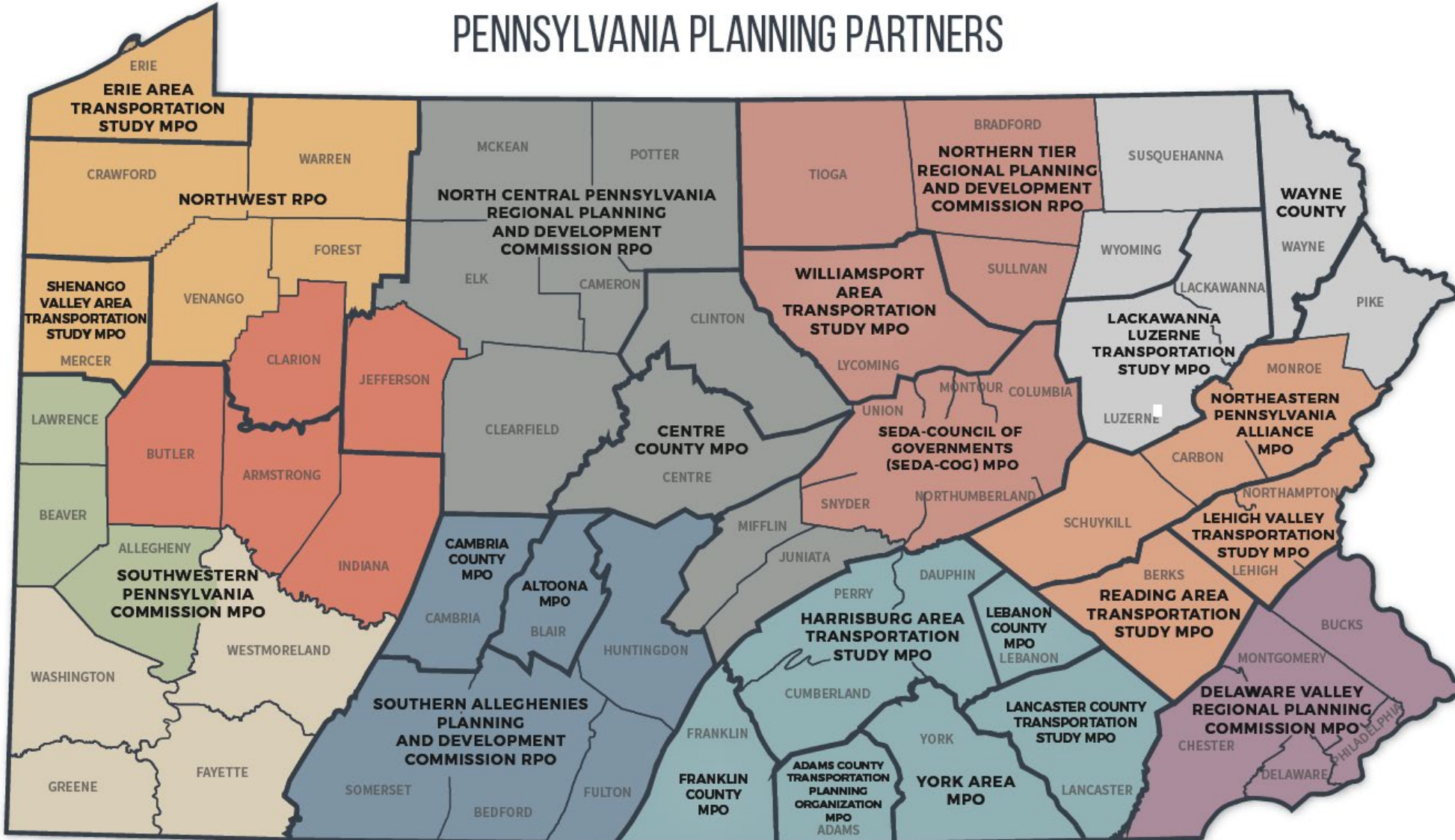
- Systemic safety involves identifying the risk factors that are associated with particular crash types and addressing those risk factors throughout the system.
- This approach gives PennDOT and planning partners another tool in the toolbox to identify locations where HSIP funds can have the greatest benefit.
- Examples:
 - Highway Safety Network Screening
 - Systemic Safety Project Selection Tool

Consultation

- “States are required to consult with local governments, MPOs, and regional transportation planning organizations that represent a high-risk area.”
- “FHWA also encourages States to consult institutional, advocacy, and community groups, particularly those that represent populations that may be underrepresented based on the demographics of the locations of fatalities and serious injuries.”
- This project’s consultation process will be focused on identified high-risk areas.

Consultation: MPO/RPO focus

PENNSYLVANIA PLANNING PARTNERS



Consultation meetings will be held this summer.

Meetings will be organized by MPO/RPO (possibly combining two or more MPOs/RPOs) and will include other interested parties.

A mix of in-person and virtual meetings is anticipated.

Recommendations

- Types of recommendations
 - Projects
 - Programs
 - Strategies
- Recommendations will address issues in both urban and rural areas

How can PPAC members be involved?

How can PPAC members be involved?

- ★ • Help us identify interested parties to participate in the consultation process.
- Participate in the consultation process this summer.
- ★ • Suggest priority topics to be considered in the study's recommendations.
- Attend the September 12 PPAC meeting for an update on the VRU safety assessment.

When will all of this occur?

Schedule

- **Now through July:** analysis
- **July and August:** consultation meetings
- **September 12:** PPAC meeting
- **October 19:** final draft for senior-level review

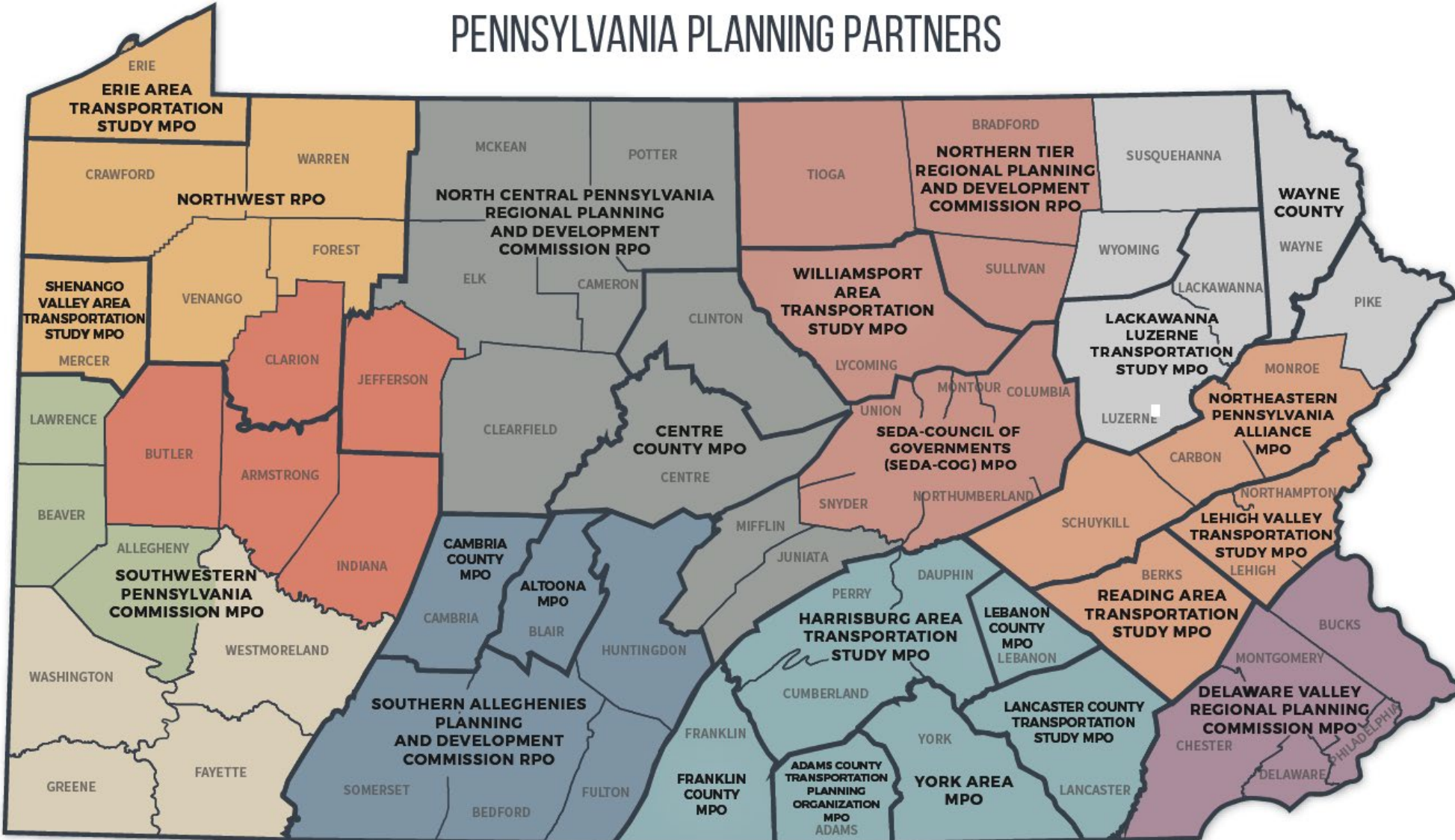
Now it's your turn!

How can PPAC members be involved?

- ★ • Help us identify interested parties to participate in the consultation process.
- Participate in the consultation process this summer.
- ★ • Suggest priority topics to be considered in the study's recommendations.
- Attend the September 12 PPAC meeting for an update on the VRU safety assessment.

Who should be involved?

PENNSYLVANIA PLANNING PARTNERS



Local governments

MPOs/RPOs

Institutional, advocacy, and community groups, particularly those that represent under-represented populations

Potential priority topics to be considered

As a framework for discussion, these are the five elements of the Safe System approach:

- Safe roads
- Safe speeds
- Safe vehicles
- Safe road users
- Post-crash care

**What questions do you have
for the project team?**

Next steps

Next steps

- Analysis to identify high-risk areas will continue.
- Consultation meetings will be held in July and August.
- An update will be provided at the September 12 PPAC meeting.
- A final draft will be completed by October 19.
- The final assessment will be published by November 15.

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