

## Pedalcycle and Pedestrian Advisory Committee Meeting Minutes

Meeting Date: September 12, 2023, 1:00 pm  
In Person Keystone Building, Forest Room Plaza Level, Harrisburg, PA  
and Virtual via Teams

---

### Call to Order and Roll Call

The meeting was called to order at 1:00 pm by Sarah Stuart. 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 Chairman of the Senate Transportation Commission
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
Julie Fitzpatrick	Statewide Constituencies
Clifford Kitner	Trail Constituencies
Ben Guthrie	Pedestrian Constituencies
Sarah Stuart	Metropolitan Philadelphia
Eric Boerer	Alternate for Metropolitan Pittsburgh
Yocasta Lora	Senior Citizen and Disabled Constituencies
Joseph Capers	Children and Education Constituencies
Fred Richter	Recreational Cycling Club
William Hoffman	Public Member

### Others Present:

Justin Lehman, Wayne Mears, Joe Stafford, Dick Norford, Roy Gothie, Mavis Rainey, Jacob Zerby, Tom Glass, Leann Chaney, Joshua Theakston, Laura Heilman, Lucas Oshman, Kristin McLaughlin, Charles Richards, Tracey Barusevicius, Anne Messner, Janet Flynn, Sam Pearson, Steven Fisher, Sarah McHugh, Ben Dinkel, Chris Metka, Chris King, Nidhi Mehra, Jason Bewley, Brandon Linton, Brian Hite, Bryce Buck, Daniel Linton, Lyndsie DeVito, Evan Gardi, April Hannon, Jason Hershock, Keith Johnson, Jon Fitzkee, Megan Lysowski, Robert Diehl, James Saylor, Douglas Schmeelk, Michelle Tarquino, Leann Chaney, and Tim Phelps

### Approval of Minutes

A motion to approve the minutes of the June 13, 2023, PPAC meeting was made by Julie Fitzpatrick and a second was made by Cliff Kitner. The motion passed by unanimous voice vote.

### PPAC Strategic Initiatives

#### Safe Systems Approach: Vulnerable Road Use Safety Assessment Update (Attachment 1)

Jason Hershock the PennDOT Safety Engineering and Risk Management Program Manager provided an update on Vulnerable Road User activities to the committee. He reviewed the VRU 15% Rule and VRU Safety Assessment Report activities. He stated that VRU is defined by federal regulation and the Federal

Highway Administration (FHWA) definition is a non-motorist, pedestrian, pedalcyclist, and person on personal conveyance and includes people walking, biking, and rolling. It also includes highway worker on foot in a work zone and does not include a motorcyclist or e-bike. He added that VRUs are more susceptible to fatal and suspected serious injuries in a crash and account for a growing share of fatalities in Pennsylvania and across the US.

The Infrastructure Investment and Jobs Act (IIJA) implemented a couple special rules including the Vulnerable Road User Rule. If a state's vulnerable road user fatalities account for 15% or more of the total highway fatalities, the state must obligate at least 15% of their Highway Safety Improvement Program (HSIP) funds the next fiscal year toward vulnerable road user type projects. In 2023 Pennsylvania was required to commit funds and it will also be required in 2024. The IIJA also required that every state must complete a VRU Safety Assessment Report by November 15, 2023.

In Federal Fiscal Year (FFY) 2023 Pennsylvania was required to commit \$19.3 million of HSIP funds towards VRU projects. There was a need to focus on projects that could be implemented quickly, and pedestrian countdown timer signal projects were identified in all eleven PennDOT Engineering Districts. There were also some systemic VRU safety projects that were funded, and some Districts identified eligible spot location improvements. In FFY 2024 \$19.8 million of HSIP funds will be dedicated to VRU projects. Currently \$13.4 million is already apportioned. An additional \$6 million will be needed to comply with the obligation requirement.

To meet the 2023 VRU Special Rule Pedestrian Countdown Signals were selected as a proven safety countermeasure to improve pedestrian accessibility and safety. The countdown signals expedite project delivery and avoid potential delays related to utility conflicts, right of way acquisition, environmental permits, and legal agreements. This ensured a timely obligation of federal funds.

PennDOT examined over 9,000 signalized intersections and identified 5 different tiers. Tiers are related to the level of improvements needed at each location. Some Districts will continue with installation of countdown signals in the future, and this could continue to be a statewide systemic improvement. There is almost a 9% reduction in crashes associated with this countermeasure.

Mr. Hershock stated that the VRU Safety Assessment is a data driven data analysis and will become part of the Strategic Highway Safety Plan (SHSP). Crash data; characteristics of roadway; and demographics as well as race ethnicity and age were evaluated to identify High Risk Areas. Thirteen regional meetings were held across the state to receive input. As part of the consultation process the state was required to involve local governments, planning organizations and representatives of High Risk areas. FHWA also encouraged institutional advocacy and community groups specific to the population be included. The project consultation focused on High Risk areas. There were more than 500 invitees and PPAC assisted with development of the interested parties list. The meetings had almost 600 attendees. All High Risk Areas were entered into a VRU safety assessment survey and individuals were able to provide input on online and over 700 responses were received. The input was incorporated into the assessment which is an appendix in the part of the SHSP and will be included in all future updates.

Alex MacDonald asked how far PA is out of compliance. Mr. Hershock replied we are at 15.4% and the threshold is 14.5%. Ms. Stuart added that the number of fatalities is slightly going up and this effort will be helpful to drive it down.

Fred Richter stated that by using data the highest risk areas are often missed because the highest risk areas are where bikes and peds don't go because it is so dangerous. A road that is not used for this location is totally missed. Second shouldn't we be proactive rather than reactive. Mr. Hershock replied that the Jason systemic

approach is proactive and explained that risk factors can be evaluated to develop projects to address issues that present a high risk.

Bill Hoffman stated the trend line related to bicyclists and pedestrians has been going up the past 10 years and asked about the relation to the amount of usage and hours of activity. Ms. Stuart pointed out that at the statewide and national levels there is action to drive down the rates no matter the number. She stated that the percentage of motorists is going down cars because they are safer, have air bags and are more protected in vehicle. Bike and pedestrians and not so they are growing as a percentage as amount being killed. Mr. Hershock provided clarification that vehicular crashes are also going up not down along with the number of fatalities and added that crashes in general are trending up.

Ben Guthrie asked if there are any other state examples of systemic improvements that are improving safety at the same level as countdown timers. He asked to determine if the countdown timers are completed statewide is there an equivalent project that can be implemented. Mr. Hershock replied yes MassDOT is doing the same types of signal improvements and noted other states started implementing VRU projects before they were mandated. He added Washington, Florida and Oregon have aggressive VRU approaches.

Ms. Stuart asked how many countdown signals have been deployed. Mr. Hershock replied he does not have an exact number as the projects are currently being advertised to meet the obligation requirement by the end of September. PennDOT evaluated 9,000 signals and stated once all the projects are advertised, we will have final number.

Eric Boerer asked if we are successful what happens if we go below 15% and if there is a mechanism to continue committing funding in the future. Mr. Hershock replied that it takes years to get projects developed and there will be projects in the queue to move forward in the future. Even before the requirement was in place pedestrians were one of the Department's three focus areas.

Sam Pearson reinforced the comment about latent demand. Anywhere people live should automatically have systemic applied on every project. Also in terms of spending money pedestrian countdown timers are a way to spend money fast because they are expensive. Another way to think about more bang for the buck to rapidly reduce is the use of lead pedestrian intervals (LPI). Mr. Hershock clarified that countdown signals were not selected because they are expensive as they are low cost. Ms. Pearson asked if the funds can be used for LPI and studies. Mr. Hershock replied that signal phasing, LPI, or exclusive pedestrian phases are eligible. HE added that the FHWA proven countermeasure list includes LPI as a preferred countermeasure. They are eligible but an assessment is needed related to signal operations.

Ms. Pearson stated that the HAWK is a top-rated countermeasure. Other states are using the HAWK but it is not permitted in Pennsylvania. Mr. Hershock responded legislation would need to be changed to permit use of HAWK signals.

Joe Stafford stated the assessment is data driven. Assuming VRUs are only at intersections can data be included for other crashes like dooring for example. He asked how things like that are analyzed in the crash data. Mr. Hershock replied that PennDOT utilized data from police reports which provide a large database and factors can be analyzed. Mr. Hershock said that given the three-month timeframe to identify projects countdown signals were a proven countermeasure that did not require legal agreements or ROW and did not have environmental impacts. A Florida study showed a 9% reduction with countdown signals and it was a way to meet the requirement in FFY 2023.

## **Legislative Update**

Nolan Ritchie, Executive Director, Senate Transportation Committee, provided an update on legislation of interest to PPAC (Attachment 2). His review included updates on distracted driving, e-scooters, protected bike lanes, automated speed enforcement, school bus arm cameras, vulnerable highway/road users and stopping for pedestrians.

Ms. Fitzpatrick brought forward the idea of additions to the composition of PPAC; including other state agencies or organizations Mr. Ritchie stated an example of an advisory committee that added members is the Motor Carrier Safety Advisory Committee. He stated that a subcommittee was formed and a collaborative approach was used to bring the idea forward. He stated that PPAC should make a recommendation about who should be added and if other responsibilities should be under the PPAC umbrella. The recommendation could then be considered by a legislative member. He added that PennDOT support would be helpful and adding state agencies is an easier lift.

Mr. Richter stated he liked seeing that vulnerable road user types of legislation are moving forward.

## **PennDOT Design Manual Part 2 (DM2) Chapter 13 Pedestrian Facilities**

Ms. Meek introduced Keith Johnson from Gannet-Fleming who provided a presentation (Attachment 3). She noted that Mr. Johnson worked on the DM2 Bicycle Chapter. He noted that PPAC will be provided a copy of the draft pedestrian chapter to review following the meeting. Mr. Johnson stated the purpose of the presentation is to provide an overview of DM-2 and an overview of draft Chapter 13 Pedestrian Facilities. The new DM2 version is called [Contextual Roadway Design](#) and he reviewed the chapter outline. He noted that the Bicycle Chapter has already been published and the new Pedestrian Chapter will be Chapter 13. He reviewed the main chapter sections and displayed the chapter outline and spoke about designing for people. He added there will be graphics to provide clarity in the new chapter for items such as curb ramps, high visibility crosswalks and curb extensions. For review purposes the chapter will be distributed as a pdf with a spreadsheet to collect comments. It was discussed and the deadline for PPAC comments will be October 10. Ms. Stuart noted that using a spreadsheet to collect comments is antiquated and asked PennDOT to do better and figure out a more online way. She mentioned Google forms is an option and this is not a good way to ask for public comment.

Ms. Meek asked if PPAC had any comments or questions for Mr. Johnson.

Cliff Kitner stated there is a need to be proactive. He described a location where a trail is near a road and people feel unsafe and he would like to see options to provide more protection to users. Mr. Johnson stated that he will look at the guiderail chapter in relation to this issue to see if there is a way to provide guidance for that particular situation. Ms. Meek emphasized these types of comments are helpful early in the development of the chapter.

Ms. Stuart asked for a timeframe for completion of the chapter. Mr. Johnson estimated that six months is reasonable. It is in draft form now and it will go to the statewide committee for review then it will go through the clearance transmittal process.

Mr. Stafford stated that 20 years ago there was a bicycle and pedestrian checklist is it still included. Mr. Johnson said it is not in this manual, but it still exists.

Mr. Boerer looking forward to looking at the chapter. Once published he asked how it is edited in the future for example if parking protected bike lanes are approved. Mr. Johnson said the chapters can be updated at any time. Updates have already been made to some of the chapters.

Ms. Stuart asked if legislation is approved to permit HAWK signals are they immediately permitted or does the pedestrian chapter need to be revised. Legislation would permit use, but PennDOT would write procedures and the Department may issue a strike off letter to direct what the change is while detailed information is developed, and manuals or policies are revised.

Ms. Pearson asked how road design issues are handled because there are road design changes like turning radii that could make roads safer for pedestrians and she mentioned bulb outs and tight turning radii. Mr. Johnson stated that in general if we talk about bulb outs in the Traffic Calming chapter discusses the pedestrian chapter will refer to the traffic calming chapter so that a particular design concept is only mentioned once. She asked again about turning radii and if it is only in the road design chapter. Mr. Johnson believes that it is in Chapter 3 New Construction and Reconstruction and there is a draft intersection and driveway chapter, and it will be in one of those two chapters.

Mr. Guthrie asked if it would be possible to comments on the driveways and intersection chapter. Mr. Johnson stated that it already went through the second Clearance Transmittal (CT). Mr. Johnson added that the Traffic Calming chapter can be offered for comment to PPAC. Mr. Johnson then provided clarification on the clearance transmittal process and will ensure PPAC is provided the Traffic Calming Chapter for review during the CT process.

### **Agency Update**

Alex MacDonald asked if there were any questions about the written DCNR update (Attachment 4). Ms. Fitzpatrick asked if the DCNR Office of Outdoor Recreation has staff yet. Mr. MacDonald stated he believes two staff will be hired this year and clarified the role of the office and noted other states have also established similar offices. Ms. Fitzgerald added that it is a connection to the economy.

Mr. Lehman provided an DOH update (Attachment 5). He noted WalkWorks is a collaboration with the PA Downtown Center. The attachment included the seven communities that currently have funding and there is a new group of nine communities that were selected recently. He also talked about pre-planning to identify and work with communities that have an interest in developing an active transportation plan. He also talked about the CDC whole school whole community and whole child grant that started July 1. It has ten components and two relate to physical education and the DOH will be working with the Department of Education and convening statewide school health coalition and statewide trainings.

Ms. Stuart asked about the communities that have adopted active transportation plans and what role does PennDOT have to help those communities. Mr. Lehman stated that they are tracking those communities but have not shown the information externally but know that a number of communities have moved forward with improvements

Ms. Stuart asked for information on the percentage of communities have applied and the percentage that have received funding. Mr. Lehman stated that information can be provided at a future meeting.

Ms. Pearson provided information about the State Health Improvement Plan and noted there are a number of active transportation related strategies and opportunities for state agencies to work on active transportation.

Ms. Meek stated that the Midblock Crosswalk and Trail Crossing Policy was provided to PPAC for review. An internal work group will review the comments and the policy will be sent to FHWA for review. She added PPAC member terms do not expire and the VRU Safety Assessment process has provided a list of interested parties to can be used to solicit individuals that are interested in serving on PPAC. She added PPAC may want

to consider meetings longer than 2 hours in length and the 2024 PPAC meeting schedule will be discussed at the December meeting.

Ms. Stuart asked for volunteers to discuss the expansion of PPAC membership. Ms. Fitzpatrick and Mr. Hoffman volunteered to work on a proposal and bring it to the next meeting.

### **Public Comment**

Brendon Linton and John Linton provided a presentation to the committee Mr. Linton clarified that he is speaking as a private citizen. They are both Butler County residents and presented information on rights of cyclists per PA law and their experience related to law enforcement while riding and recent hearings in the courts since 2021. He stated that Section 3364 of the Pennsylvania Vehicle Code needs to be repealed or substantially amended and state police and municipal police officer training programs should include instruction about the 4-foot pass and other laws. He added state agencies need to make sure when there is material about where cyclists should be riding it should show bikes on the roadway not the shoulder.

Mr. Hoffman thanked Mr. Linton for taking the time to attend the meeting. He suggested there should be education of officers and the courts in Butler County. Ms. Stuart asked that the court ruling he mentioned be provided after the meeting.

Jack Linton provided information about his experience riding in Cranberry Township, Butler County. He stated that he is surprised by the lack of knowledge by law enforcement about the rights of cyclists and the 4-foot law. He thanked the committee for their time. Mr. Guthrie added that there is an opportunity to do driver education. Ms. Pearson stated there are opportunities to do future trainings and there is a gap between what the law says and how it is being interpreted. Ms. Stuart added that changing the Vehicle Code is hard and thanked him for attending the meeting.

### **Adjournment**

A motion to adjourn the meeting was made by Bill Hoffman and a second by Julie Fitzpatrick. The motion passed by unanimous voice. The chair adjourned the meeting at 3:23 pm.

### **Next Meeting**

The next Pedalcycle and Pedestrian Advisory Committee Meeting is scheduled for Tuesday, December 12, 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

# PennDOT Vulnerable Road User Safety Assessment

PPAC meeting  
September 12, 2023



# Summary of consultation

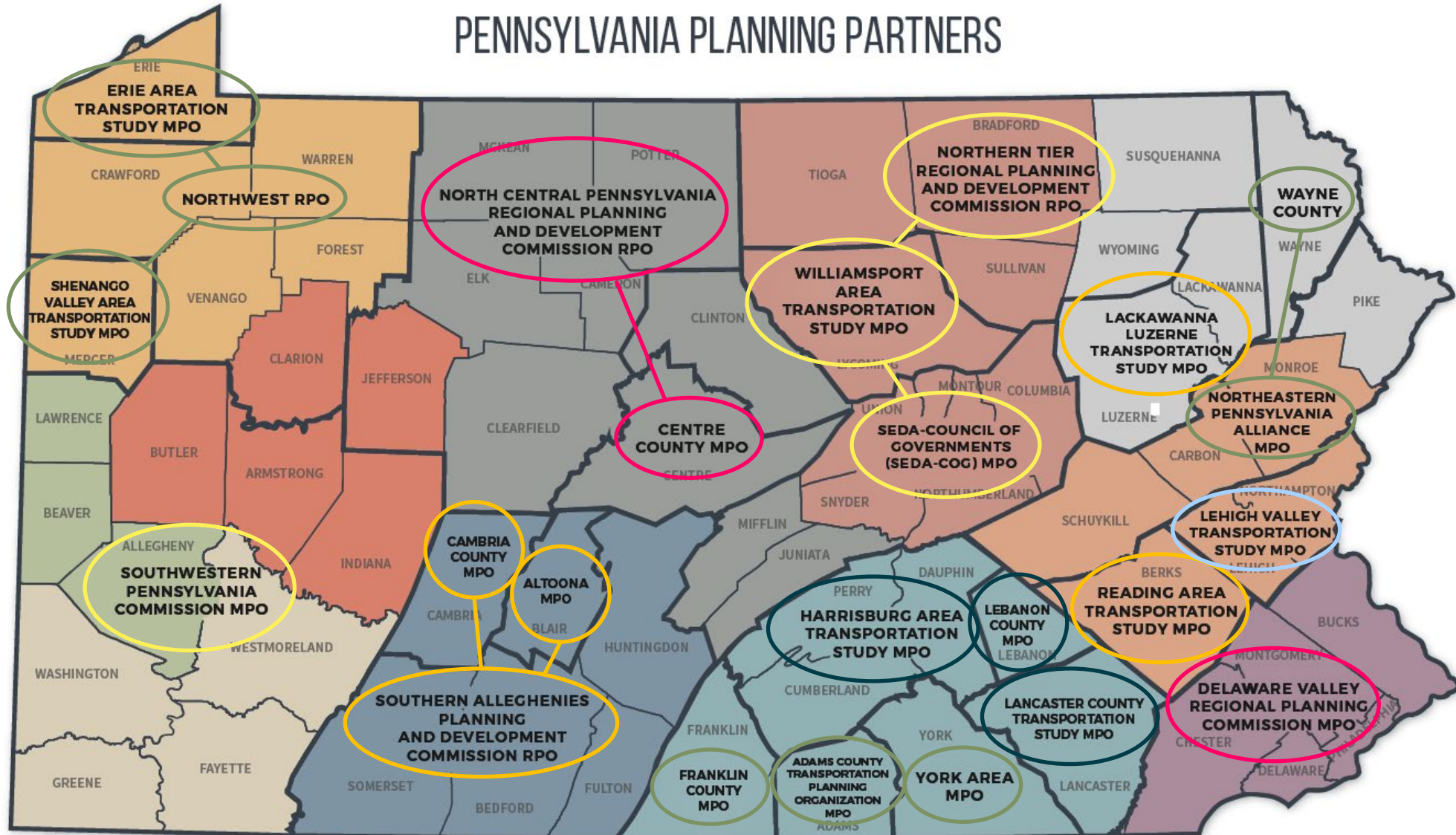
# Consultation Process

- “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 was focused on identified high-risk areas, with meetings grouped by Planning Partner.

# 13 Consultation Meetings

- August 8: HATS/Lebanon/Lancaster
- August 9: York/Adams/Franklin
- August 18: Blair/Cambria/Southern Alleghenies
- August 21: Berks
- August 21: NEPA/Wayne
- August 22: DVRPC (2 meetings, one focused on Philadelphia)
- August 23: North Central/Centre
- August 24: SPC
- August 28: Lehigh Valley
- August 29: Erie/Mercer/Northwest
- August 30: SEDA-COG/Northern Tier/Lycoming
- August 31: Lackawanna Luzerne

# 13 Consultation Meetings



# 13 Consultation Meetings

- More than 500 total invitees, informed by input from PPAC in June
  - PPAC members
  - Planning Partners
  - Municipalities that contain high-risk areas
  - Transit agencies
  - Transportation management associations
  - Statewide advisory commissions for traditionally underserved groups
  - Other agencies with statewide responsibilities: FHWA, DCNR, AARP, etc.
  - Community health organizers
  - Centers for independent living
  - 60+ advocacy groups and clubs
  - PennDOT: Central Office and Districts
  - Others invited by Planning Partners

# 13 Consultation Meetings

- Summary:
  - Almost 600 total attendees (including people who attended more than one)
  - 198 high-risk areas discussed
  - Hundreds of comments received
- Frequent questions/comments:
  - Can the limits of a high-risk area be adjusted?
  - Is more information available about systemic VRU safety?
  - How can I make comments that don't related to identified high-risk areas?



# Online Survey

**pennsylvania**  
DEPARTMENT OF TRANSPORTATION

## Vulnerable Road User Safety Assessment Corridors

Address Search

**Overview**

**pennsylvania**  
DEPARTMENT OF TRANSPORTATION

August 2023

The purpose of the Pennsylvania Department of Transportation's Vulnerable Road User Safety Assessment is to evaluate the state's safety performance for pedestrians and cyclists, and to develop a plan to improve safety for these travelers.

This survey is part of a broader consultation process being used by PennDOT to identify existing safety concerns for people walking and cycling and to recommend improvements that may alleviate those concerns. This process is focused on what the Federal Highway Administration calls "high-risk areas," or areas with a high level of walking and cycling crashes. Equity measures and latent demand for walking and cycling were also taken into account in the identification of high-risk areas.

Please use the map to navigate to the high-risk area(s) where you would like to provide comments. Click on the area and a dialog box will pop up where you can enter your answers. Alternatively, you can use the two widgets/tools in the top right corner of this application:

**PA 3055, Franklin St, from Washington St to Somerset St**

[Submit Corridor Feedback](#)


**pennsylvania**  
DEPARTMENT OF TRANSPORTATION

[Zoom to](#)


# Online Survey

Please provide your answers for your corridor of interest below.


In your experience, what are the primary PEDESTRIAN safety concerns in this area?\*

1000 

In your experience, what are the primary CYCLIST safety concerns in this area?\*

1000 

What types of improvements would you like to see in the area to enhance the safety of pedestrians and cyclists?\*

1000 



# Online Survey

- Survey closed at 5 pm last Friday
- Summary:
  - 689 responses
    - Approximately half were from DVRPC
    - Approximately one-third were from SPC
    - The remainder were spread across the state
  - Respondents included a cross section of the organizations who participated in the consultation meetings

# Next Steps

- Incorporate summary of the consultation process in the VRU Safety Assessment
- Include more detailed comments in the appendix so they can be referenced if/when a project proceeds in each high-risk area

# Questions?

## **Jason Hershock**

PennDOT Project Manager  
jhershock@pa.gov

## **Jeff Riegner**

VRU Consultant  
jriegner@kittelsohn.com

## ATTACHMENT 2

**2023-24 Legislation of Interest to the  
Pedalcycle and Pedestrian Advisory Committee (PPAC)  
Updated: 9/12/23**

*(Additions and updates since the 6/13/23 PPAC meeting are noted in red.)*

## **Distracted Driving**

### **SB 37 (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. **Passed the full Senate (37-11) on 6/22/23. Referred to House Transportation on 6/23/23.**
- .....

## **e-Scooters**

### **SB 692 (Laughlin):**

- **Overview:** Establishes a permanent e-scooter program in Pittsburgh and provides the option for Scranton and 3<sup>rd</sup> 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 3<sup>rd</sup> 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.)**
- .....

## **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

**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:** **Unanimously passed Senate Transportation on 6/27/23. Referred to Senate Appropriations on 6/30/23.**

**HB 1284 (Neilson):**

- **Overview:** Removes the sunset date related to the five-year pilot program involving automated speed enforcement on the Roosevelt Boulevard in Philadelphia. This bill also 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:** **House Transportation unanimously passed the bill on 6/12/23. (Note, The bill was amended to remove provisions related to active work zone pilot program.) Passed the full House (141-62) on 6/26/23. Referred to Senate Transportation on 6/30/23.**
- .....

## 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 fine of not less than \$200 if the violation occurred in a school zone.
- **Status:** Referred to House Transportation on 4/28/23.

## ATTACHMENT 3





# DESIGN MANUAL 2 REWRITE DRAFT CHAPTER 12: PEDESTRIAN FACILITIES

PRESENTED BY  
KEITH JOHNSON – GANNETT FLEMING

Pedalcycle and Pedestrian Advisory  
Committee (PPAC) September 12, 2023





# PURPOSE OF PRESENTATION

- Overview of DM-2 Rewrite
- Overview of DRAFT Chapter 13 Pedestrian Facilities
- Request for comments from PPAC Members

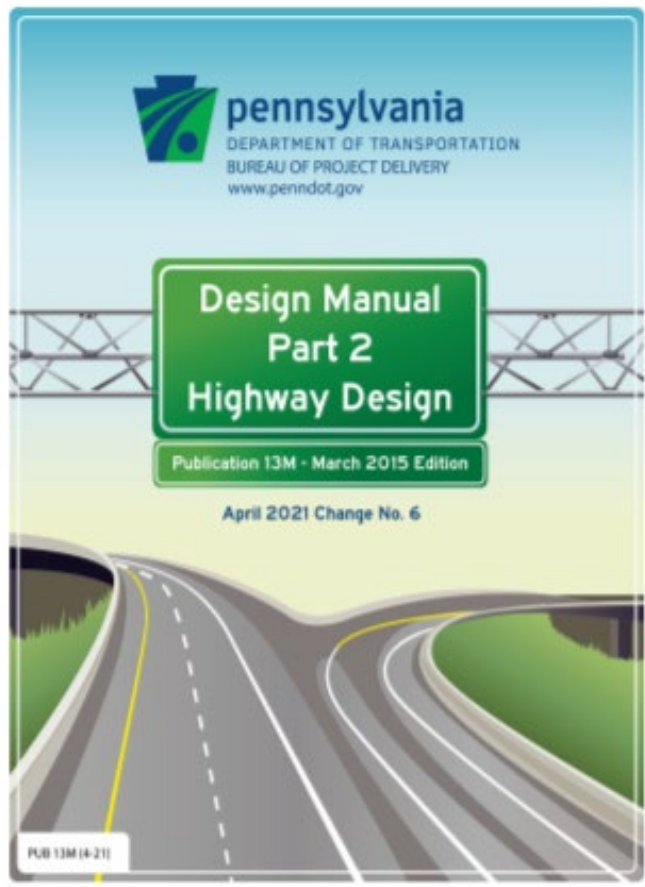


# PURPOSE OF PRESENTATION

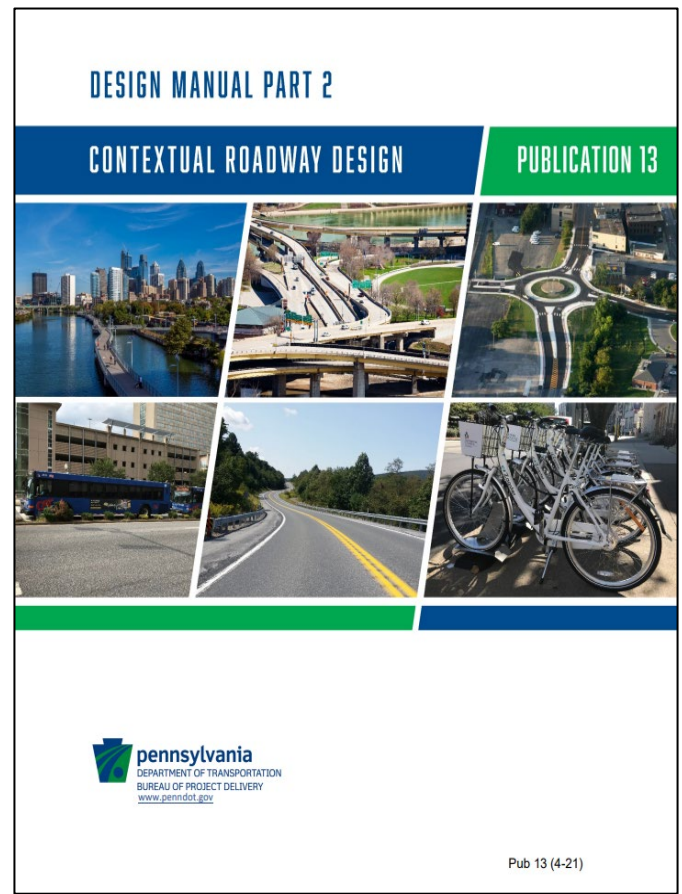
- **Overview of DM-2 Rewrite**
- **Overview of DRAFT Chapter 13 Pedestrian Facilities**
- **Request for comments from PPAC Members**



# Changing the Focus of Design



Transitioning







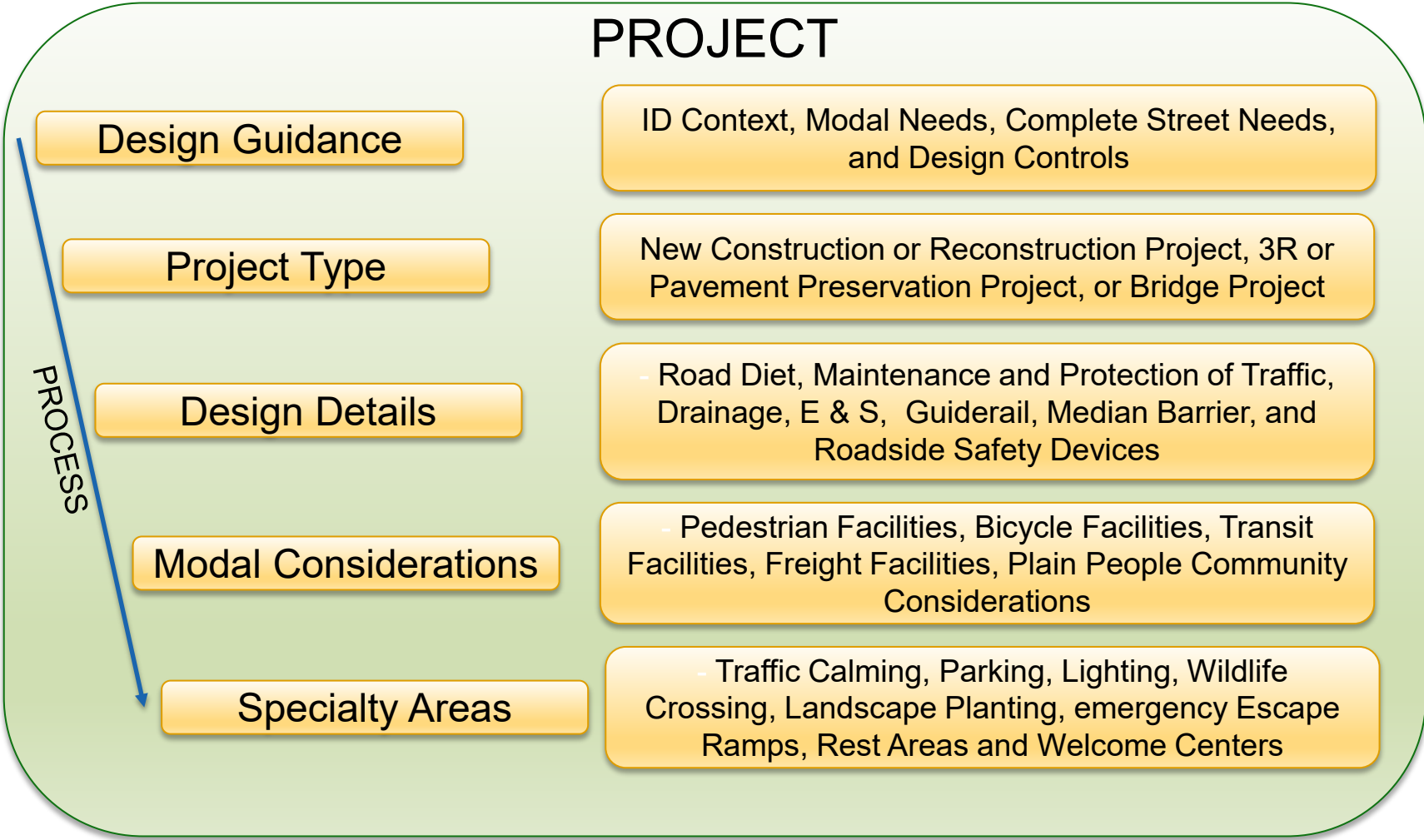
# DM 2 Outline



- **Purpose of Design Manual 2 (DM2):**
  - **Provides basic design guidance for the development of transportation projects in Pennsylvania.**
  - **Target audience: Project managers / engineers working on specific transportation projects.**
- **Not Purpose of DM2:**
  - **Not providing planning direction**
  - **Not providing policy direction**
  - **Not providing maintenance procedures**

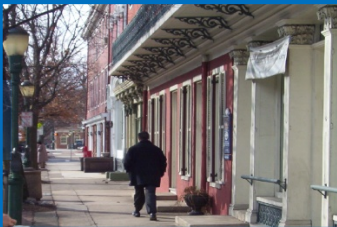


# PROJECT





# DM 2 Outline



Chapter			Chapter		
	Preface/About DM2	Design Guidance	13	Pedestrian Facilities	Modal Considerations
1	Context-Based Design		14	Bicycle Facilities	
2	Design Controls		15	Transit Facilities	
3	New Construction and Reconstruction Projects	16	Freight		
4	3R and Pavement Preservation Projects	17	Plain People Community Considerations		
5	Bridge Projects	Project Type Specifics	18	Traffic Calming	Specialty Topics
6	Intersections and Driveways		19	Parking	
7	Interchanges	Design Details	20	Lighting	
8	Road Diet		21	Wildlife Crossings	
9	Maintenance and Protection of Traffic		22	Landscape Planting	
10	Drainage		23	Emergency Escape Ramps	
11	Erosion and Sedimentation Control		24	Rest Areas and Welcome Centers	
12	Guide Rail, Median Barrier, and Roadside Safety Devices				



# CURRENTLY PUBLISHED PUB 13

- Google “PennDOT Publications”

DM2 UPDATE

PUB 12	<a href="#">Sales Store Price List</a>	Publication	Office Services
PUB 13	<a href="#">Design Manual Part 2 - Contextual Roadway Design</a>	Publication	Project Delivery
PUB 13M	<a href="#">Design Manual Part 2 - Highway Design</a>	Publication	Project Delivery
PUB 14M	<a href="#">Design Manual Part 3 - Plans Presentation (Dual Unit)</a>	Publication	Project Delivery
PUB 15M	<a href="#">Design Manual Part 4 - Structures</a>	Publication	Project Delivery

Current DM2



## Table of Contents

About Design Manual 2 .....	A-1
Preface .....	P-1
Chapter 1 – Context-Based Design (To Be Added Later).....	1-1
Chapter 2 – Design Controls (To Be Added Later).....	2-1
Chapter 3 – New Construction and Reconstruction Projects (To Be Added Later) .....	3-1
Chapter 4 – 3R and Pavement Preservation Projects (To Be Added Later).....	4-1
Chapter 5 – Bridge Projects (To Be Added Later) .....	5-1
Chapter 6 – Intersections and Driveways (To Be Added Later) .....	6-1
Chapter 7 – Interchanges (To Be Added Later).....	7-1
Chapter 8 – Road Diet (To Be Added Later).....	8-1
Chapter 9 – Maintenance and Protection of Traffic (To Be Added Later) .....	9-1
Chapter 10 - Drainage (To Be Added Later).....	10-2
Chapter 11 – Erosion and Sedimentation Control (To Be Added Later) .....	11-1
Chapter 12 – Guiderail, Median Barrier, and Roadside Safety Devices (To Be Added Later).....	12-1
Chapter 13 – Pedestrian Facilities (To Be Added Later) .....	13-1
<b>Chapter 14 – Bicycle Facilities .....</b>	<b>14-1</b>
14.0 – Introduction .....	14-2
14.0.1 Resources and References.....	14-4
14.1 – The Bicycle as a Design Vehicle .....	14-5
14.2 – Selecting the Appropriate Bicycle Facility .....	14-8
14.2.1 – Facility Classification.....	14-9
14.2.2 – Bikeway Treatments for Various Roadway Environments .....	14-10
14.2.3 – Urbanized Area Contextual Guidance .....	14-11
14.2.4 – Performance Measurement .....	14-12
14.2.5 – Bike Routes.....	14-13
14.3 – On-Road Bicycle Facility Design Considerations .....	14-15
14.3.1 – Shared Roads .....	14-16
14.3.2 – Bicycle Boulevards.....	14-22
14.3.3 – Visually Separated Bike Lanes.....	14-32
14.3.4 – Physically Separated Bike Lanes .....	14-41
14.4 – Intersection Treatment Considerations .....	14-49



# PURPOSE OF PRESENTATION

- Overview of DM-2 Rewrite
- **Overview of DRAFT Chapter 13 Pedestrian Facilities**
- Request for comments from PPAC Members



- Chapter 13 – Pedestrian Facilities **DRAFT 1<sup>ST</sup> ROUND**

## Main Chapter Sections

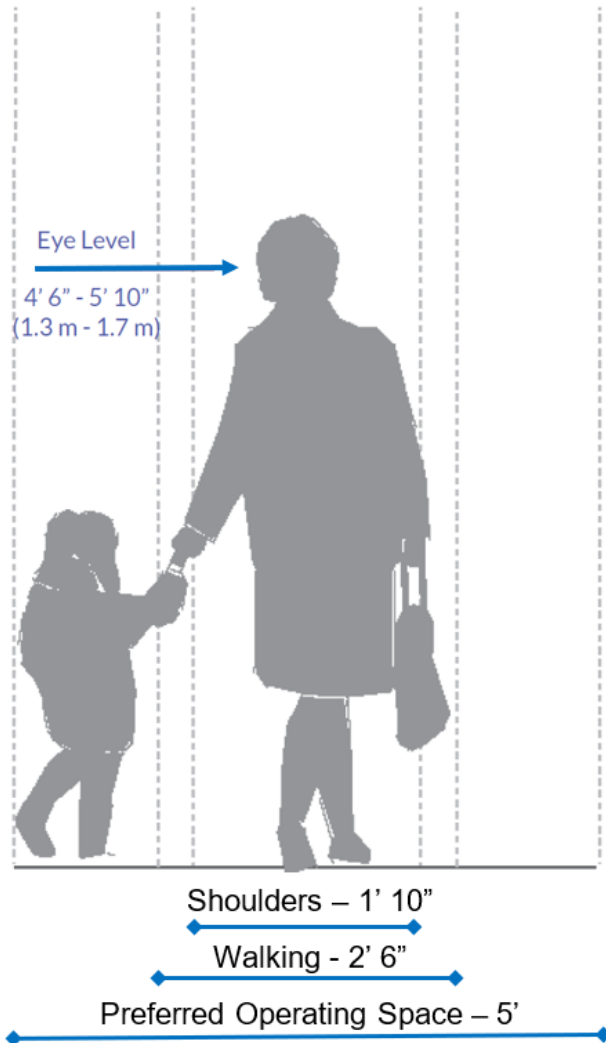
- 13.1 - Designing for People
- 13.2 - Land Use
- 13.3 - Project Types for ADA Compliance
- 13.4 - Pedestrian Facility Design
- 13.5 - Pedestrian Crossing Design
- 13.6 - Shoulders
- 13.7 - Transit Connections

Chapter 13 – Pedestrian Facilities .....	1
13.0 – Introduction .....	1
13.0.1 – Resources and References .....	3
13.1 – Designing for People .....	4
13.1.1 – Pedestrian Attributes.....	5
13.1.2 – The Americans with Disabilities Act (ADA) .....	9
13.1.3 – Universal Design.....	18
13.2 – Land Use .....	19
13.2.1 – Context.....	20
13.2.2 – Plans .....	22
13.3 – Project Types for ADA Compliance .....	23
13.3.1 – PennDOT Requirements for Installing Pedestrian Facilities .....	24
13.3.2 – New Construction Projects.....	27
13.3.3 – Alteration Projects.....	28
13.3.4 – Maintenance Activities .....	33
13.3.5 – Connections to Existing Facilities .....	33
13.3.6 – Technically Infeasible.....	34
13.3.7 – Unaltered Existing Facilities.....	36
13.3.8 – Bridges.....	36
13.4 – Pedestrian Facility Design .....	36
13.4.1 – Selecting the Appropriate Pedestrian Facility .....	37
13.4.2 – Sidewalks.....	38
13.4.3 – Shared-Use Paths.....	43
13.4.4 – Shared Streets .....	43
13.4.5 – Yield Streets and Yield Roadways.....	46

13.5 – Pedestrian Crossing Design .....	49
13.5.1 – Intersections.....	49
13.5.2 – Midblock Crossings.....	70
13.5.3 – Roundabouts.....	75
13.5.4 – Trail Crossings.....	77
13.5.5 – Grade-Separated Crossings .....	77
13.5.6 – Railroad Crossings.....	78
13.5.7 – Driveway Crossings .....	78
13.6 – Shoulders.....	80
13.6.1 – Bridge Shoulders .....	80
13.7 – Transit Connections.....	81



## • 13.1 Designing for People

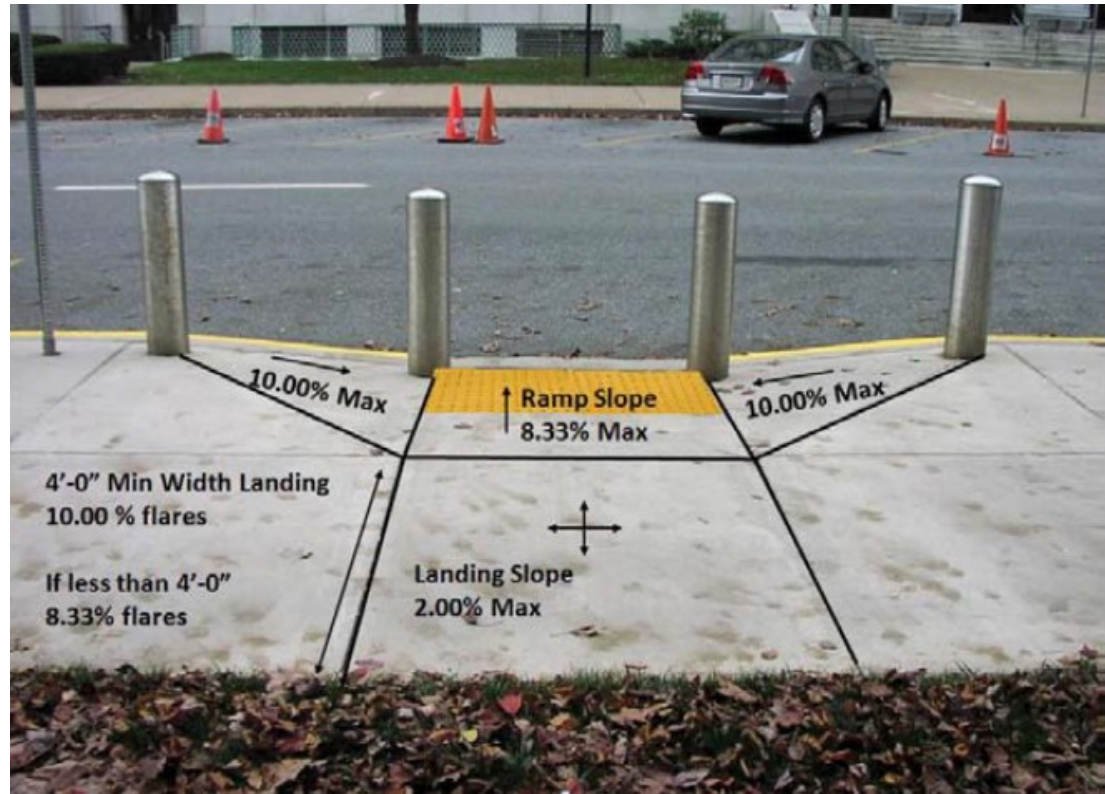


Age	Characteristics
0 - 4	Learning to walk
	Requires constant adult supervision
	Developing peripheral vision and depth perception
5 - 8	Increasing independence, but still requires supervision
	Poor depth perception
9 - 13	Susceptible to "darting out" in roadways
	Insufficient judgment
	Sense of invulnerability
14 - 18	Improved awareness of traffic environment
	Insufficient judgment
19 - 40	Active, aware of traffic environment
41 - 65	Slowing of reflexes
65+	Difficulty crossing street
	Vision loss
	Difficulty hearing vehicles approaching from behind



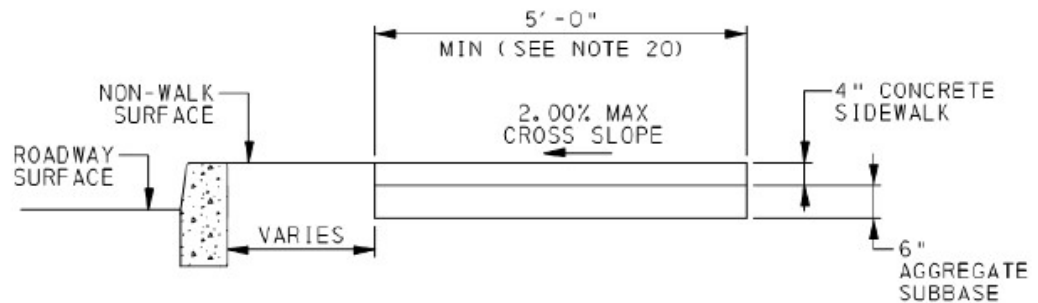


- Curb Ramps





- Pedestrian Access Route



**Minimum Requirements for Pedestrian Access Routes:**

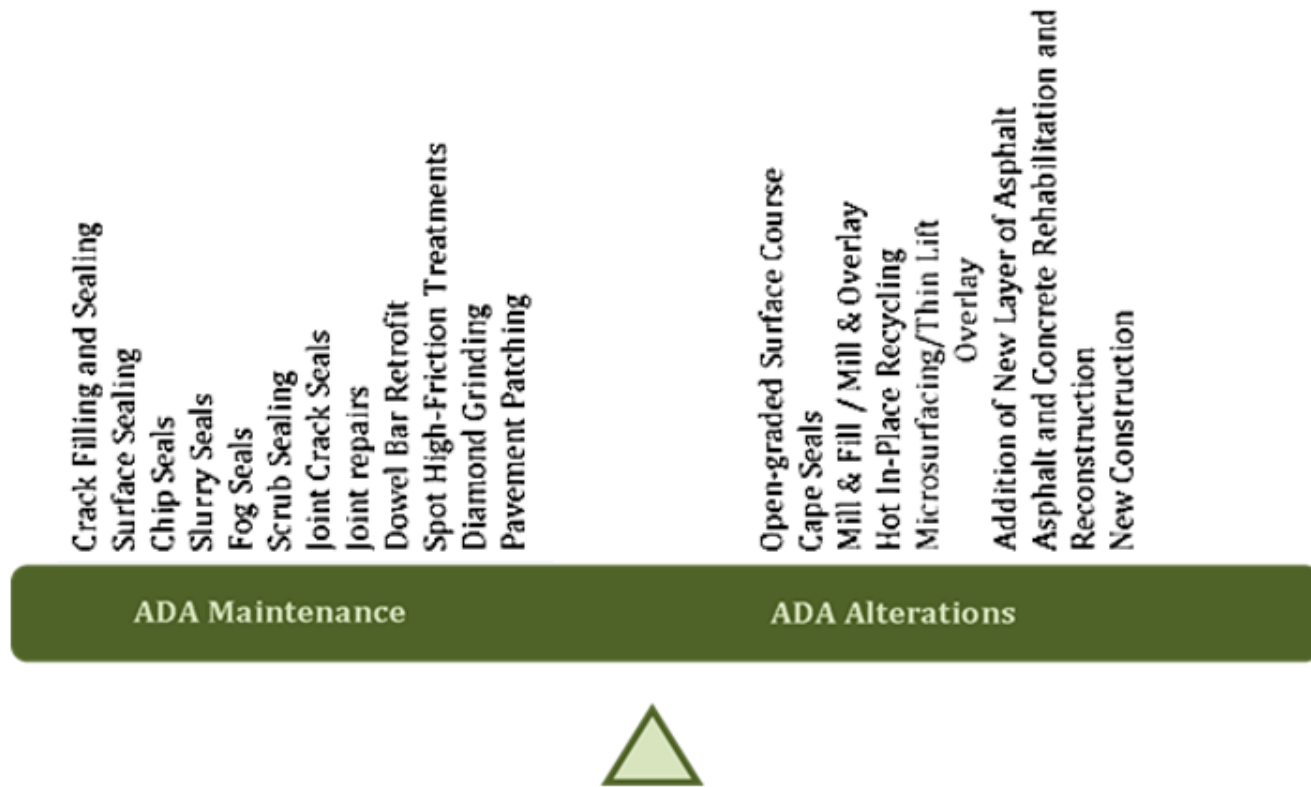
- 2.00% maximum sidewalk cross slope.
  - Note that sidewalk outside of the Pedestrian Access Route may exceed 2.00% cross slope.
- 5.00% maximum sidewalk longitudinal slope or general roadway slope when adjacent to roadway.
- 5-foot minimum sidewalk width (top of curb not included).
  - 4-foot wide sidewalk is permissible if there is a 5-foot wide by 5-foot long passing area every 200 feet minimum.
- 4-foot minimum pedestrian access route width.





- 13.3 Project Types for ADA Compliance

- Maintenance activities generally do not modify pedestrian usability.
- Alteration projects must incorporate accessible pedestrian improvements.



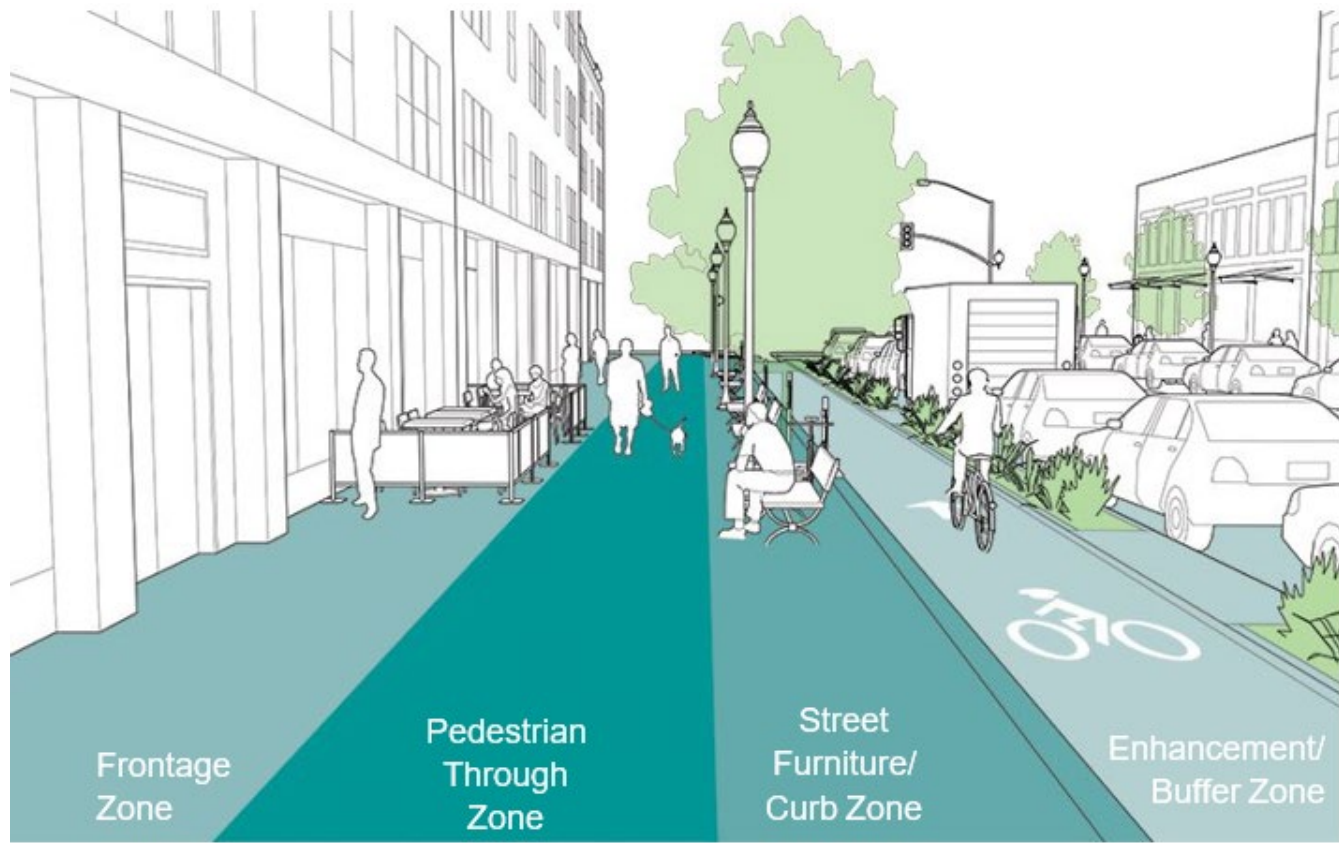


- 13.3 – Project Types for ADA Compliance
- Curb Ramp Cross Slope Transition to Match Roadway Profile Slope





- 13.4 Pedestrian Facility Design
- Sidewalk Zones







- Enhancement/Buffer Zone

## Guidance

- A minimum width of 4 feet is recommended in all contexts.
- When street trees are present, a minimum width of 6.5 feet is recommended.
- If less than 4 feet is provided, there should be no obstructions in the sidewalk, and the pedestrian through zone should be at least 6 feet wide.
- Enhancement/buffer zones are not required or desired on commercial or residential shared streets.
- Cross slopes should not exceed 2% within the pedestrian through zone.
- See Chapter 14 – Bicycle Facilities for minimum widths required for bicycle facilities in the enhancement/buffer zone.
- See Chapter 15 – Transit Facilities when bus or rail facilities need to be integrated into this zone.



- Pedestrian Through Zone / Pedestrian Access Route

### Guidance

- Desired minimum through zone of 6 to 7 feet for residential contexts (top of curb not included).
- Where the sidewalk directly abuts moving traffic and no enhancement/ buffer zone is provided, the minimum recommended width is 8 feet. This provides an additional 2 feet for street furniture, utilities, and snow storage so that they do not encroach on the pedestrian through zone.
- A width of 8 to 12 feet or greater is recommended in urban, urban core, or rural town contexts with a lot of pedestrian activity (top of curb not included).
- For additional discussion of how much space people might require for comfort, see Section 13.1 – Designing for People (especially Section 13.1.1.d – Spatial Needs).
- The designer must always consult the ADA to ensure that the sidewalk through zone meets accessibility requirements for pedestrian access routes. Refer to Section 13.1.2 – The Americans with Disabilities Act for more information and minimum specifications. When in doubt, designers should consult the District ADA Coordinator.
- For more guidance on integrating transit facilities, see Chapter 15 – Transit Facilities.





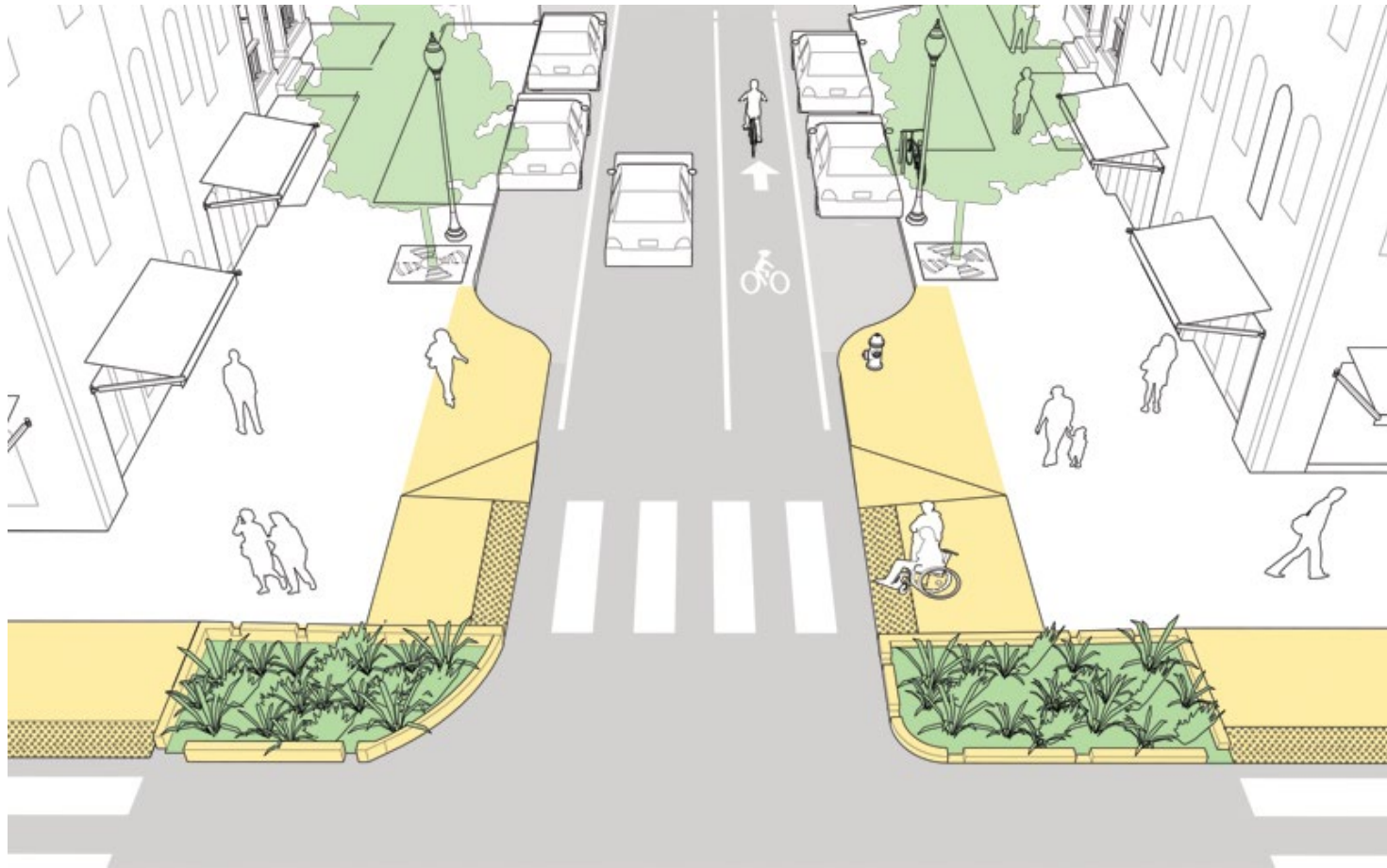
- 13.5 – Pedestrian Crossing Design
- High-Visibility Crosswalks with Pedestrian Gateway Treatment





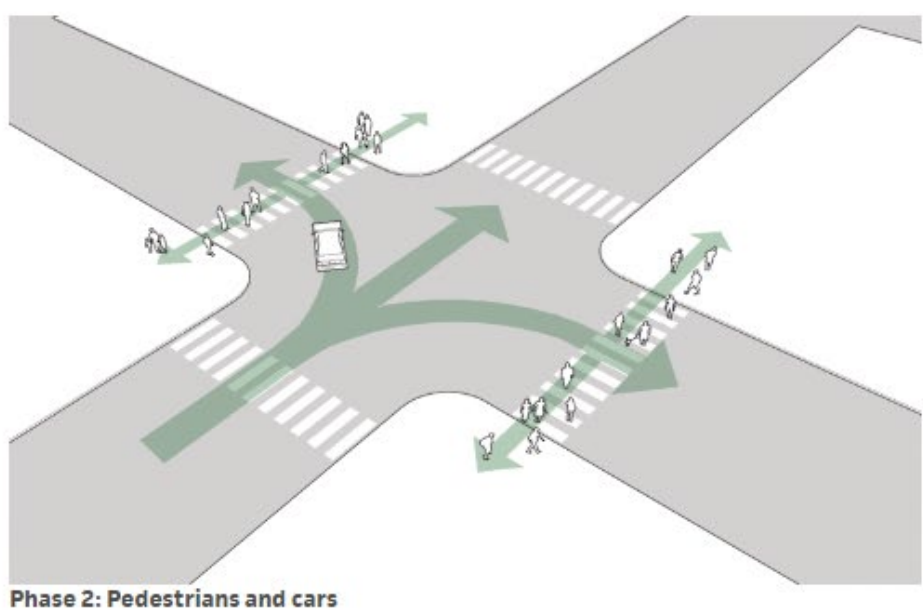
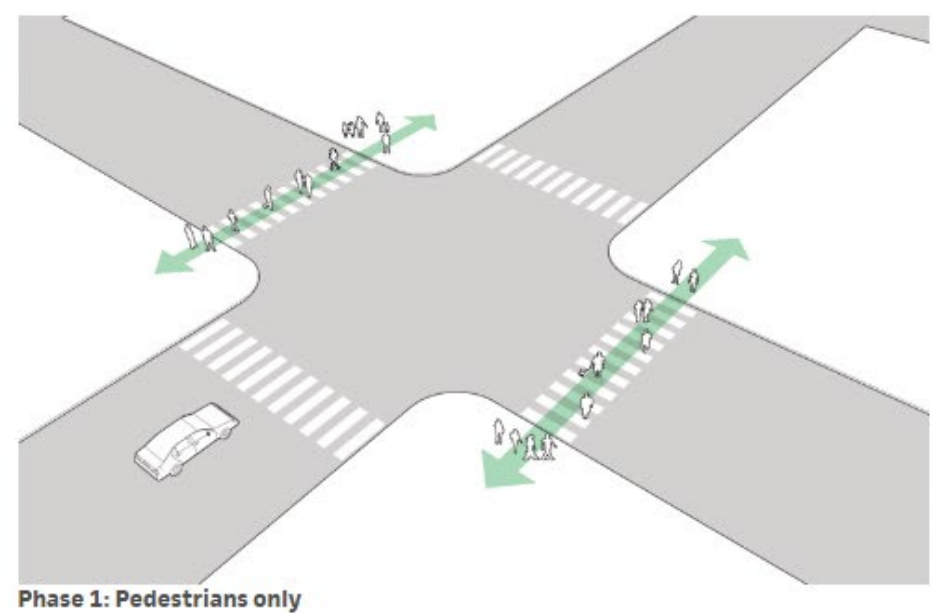


- Curb Extensions





- Leading Pedestrian Interval







- Raised Crossing





- Midblock Pedestrian Signal





# PURPOSE OF PRESENTATION

- Overview of DM-2 Rewrite
- Overview of DRAFT Chapter 13 Pedestrian Facilities
- **Request for comments from PPAC Members**





# Request for Comments



- PDF of Chapter 13
- Comment spreadsheet – please provide comments in spreadsheet, not PDF

**PennDOT Design Manual 2, Chapter 13 Pedestrian Facilities**  
**PPAC Members Comments on DRAFT Version due 9/26/2023**

Comment No.	District/ Organization	Contact	Page	Comments	Follow up by Work Group
Example	7-0	John Doe	7-2	Third Paragraph, second line, "...tht..." should be spelled "...that..."	
1					

- Return spreadsheet comments by **9/26/2023 (two weeks)**



# Contact Information

**Keith Johnson**

Senior Project Manager

Gannett Fleming

Foster Plaza 8, Suite 400;

730 Holiday Drive; Pittsburgh, PA 15220

Phone: 412.503.4845

[kajohnson@gfnet.com](mailto:kajohnson@gfnet.com)



## ATTACHMENT 4



DCNR Report – Pedestrian & Pedalcycle Advisory Committee, September 12, 2023

- The [2023 PA Greenways & Trails Summit](#) will be held in Scranton, Sept. 17-19. Registration is still open.
- DCNR, WeConserve and the PA Trails Advisory Committee recently released the [2022 Annual Trails Report for Pennsylvania](#).
- Pennsylvania launches the [Office of Outdoor Recreation](#)

## ATTACHMENT 5

## 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, 53 communities have developed and adopted a plan or policy.

1. 7 communities are in the process of finalizing and adopting 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 selected and notified 9 municipalities they were selected 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 between September 2023 and September 2024.
  - Bethel Park Township, Allegheny County
  - Churchill Borough, Allegheny County
  - Easton, Northampton County
  - Greensburg, Westmoreland County
  - Palmer Township, Northampton County
  - Pittston, Luzerne County
  - South Fayette Township, Allegheny County
  - South Whitehall Township, Lehigh County
  - Southmont Borough, Cambria County
  
3. WalkWorks selected and notified 3 municipalities they were selected to receive technical assistance and minimal funding 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.
  - Meadville, Crawford County
  - Vandergrift Borough, Westmoreland County
  - Wilkesburg Borough, Allegheny County