

Pedalcycle and Pedestrian Advisory Committee Meeting Minutes

Meeting Date: March 12, 2024, 12:00 pm
In Person Keystone Building, Forest Room Plaza Level, Harrisburg, PA
and Virtual via Teams

Member Roll Call

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

Committee Members Present:

Nolan Ritchie	Alternate for Majority Chair of the Senate Transportation Committee
Kyle Wagon seller	Alternate for Majority Chair of House Transportation Committee
Trish Meek	Alternate for Secretary of Transportation
Alex MacDonald	Alternate for Secretary of Conservation and Natural Resources
Nicole Brunet	Metropolitan Philadelphia
Connor Vecellio	Metropolitan Planning Organization/Rural Planning Organization
Julie Fitzpatrick	Statewide Constituencies
Clifford Kitner	Trail Constituencies
Ben Guthrie	Pedestrian Constituencies
Scott Bricker	Metropolitan Pittsburgh
Fred Richter	Recreational Cycling Club
William Hoffman	Public Member

Others Present: Brandon Hoover, Dave Melville, Nathan Lampenfeld, Dick Norford, Jeff Young, Travis Siegel, Leann Chaney, Connor Vecellio, Robert Manzella, Bryce buck, Jason Bewley, Jim Buckheit, Kristin McLaughlin, Kenana Kejcirovic, Michael Golembiewski, Joshua Theakston, Jon Fitzkee, Kyle Wagon seller, Scott Slingerland, Anthony Hennen, Mavis Rainey, Paula Devore, David McFarland, Laura Heilman, Anne Messner, Sam Pearson, Bethani Cameron, Cassidy Boulan, Mike Pritchard, Jaclyn Himmelwright, Ruth McClelland, Jeff Iseman, Janet Flynn, Ngani Ndimbie, Tosh Chambers, Douglas Schmeelk, Mark Cassel, Nidhi Mehra, Heather Bitner, Daniel Pachall, Sadie Trout, David Lapadat, Scott Slingerland, Roy Gothie, Charles Richards, Pat Krebs, Wayne Mears, Payton Takoch, Chris Conti, Brian Hite, Jennifer Kuntch, Randy Waltermeyer, April Hannon, Chris Metka, Will Cowan, Mateo Lariviere, Tiffany Strickler, and Jonathan Shaw

Approval of Minutes

A motion to approve the minutes of the December 12, 2023, PPAC meeting was made by William Hoffman and a second was made by Fred Richter. The motion passed by unanimous voice vote.

Announcement

Sam Pearson, WalkWorks, shared news on behalf of the Department of Health that Justin Lehman who attended PPAC for many years passed away unexpectedly at the end of February. Justin was the founder of the PA WalkWorks program and promoted active transportation around the state. Ms. Pearson added that an effort is under way for the Walk Works Capacity Building Program to be named in his honor. Trish Meek and Julie Fitzpatrick also acknowledged Justin's contributions to active transportation at the Commonwealth level with Ms. Fitzpatrick stated that Justin was the epitome of "walking the talk." Dick Norford also acknowledged his contributions and his big smile which will be missed. Scott Bricker thanked everyone for their comments.

Legislative Updates

Nolan Ritchie reviewed materials that were distributed with the meeting agenda (Attachment 1) and noted changes since the last PPAC meeting are highlighted in red. He said that Kyle Wagonseller was also on the call and offered that he and Kyle are available for questions after the meeting. Mr. Ritchie stated that there was an attempt to revamp the e-scooter program in Pittsburgh as part of the Fiscal Code. He said that while the Fiscal Code passed both Chambers and was signed into law by the Governor it Code did not reauthorize the e-scooter program. He continued with information on the Enactment of Act 38 of 2023 a comprehensive proposal program that reauthorized automated enforcement in active work zones under PennDOT and the Turnpike as a permanent program. He added that it also reauthorized the use of speed cameras on Roosevelt Boulevard as well as five new corridors in the City of Philadelphia. Act 38 also created a new program for facilitating automated speed enforcement in no more than 5 school zones in the City of Philadelphia and directed the Local Government Commission to study automated speed enforcement expansion to more municipalities for their local roads and streets in addition more technical changes related to overtaking a school bus. He provided Mr. Kyle Wagonseller from Chairman Neilson's office an opportunity to provide feedback. Mr. Wagonseller had nothing additional to add but wanted to thank Chairman Langerholc and Nolan as well as Justin Gensimore and Chairman Flynn and Josiah Shelly and Chairman Benninghoff for working in a bipartisan fashion to get this done. He said they are hopeful to see the announcement of the corridors and school zones later this year.

Mr. Richter said there are several bills in the House of Transportation right now and asked what the chances VRU are and stopping for pedestrians will move. Mr. Wagonseller said there are a number of bills in House Transportation Committee at this time and they are in the process of reviewing them and working with a number of third parties to address concerns that were raised. There is not a known timeline when they will move but they are actively being reviewed. Mr. Richter reminded everyone that Pennsylvania is falling behind other states in protecting road users.

A question was asked about the status of legalizing Parking Separated Bike Lanes and Pedestrian Plazas. Mr. Ritchie responded that there has not been any movement since passed by the House. Mr. Ritchie acknowledged that this is a priority for the bicycle coalition and other entities.

Mr. Hoffman asked about the status of the bill to allow cars to park more than a foot from the curb. Mr. Wagonseller provided an update on the Bills and David Lapadat, PennDOT Legislative Affairs Office stated PennDOT has been supportive of HB 1283. Mr. Hoffman stated that this is disappointing news as he believes that Bill introduces dangers into the traffic mix. Mr. Ritchie stated that last session the Bill was advanced to the Governor's desk in a way that was not supported by others and the Governor vetoed it. Previously a hearing was held, and concerns were raised about access to school bus stops and electric vehicle charging stations and those issues are being considered.

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

Brandon Hoover, DCNR provided a presentation on the SCORP which is a Plan for all of Pennsylvania not just DCNR. (Attachment 2) Mr. Hoover is responsible for advancing the plan that outlines the direction for outdoor recreation across the state. He added that Alex MacDonald PPAC member is also involved in the planning process. The SCORP was established in 1960 and is required to receive Land and Water Conservation Funds (LWCF). The SCORP must be updated every 5 years and the Plan drives funding priorities throughout the state. Mr. Hoover and Mr. MacDonald reviewed the five major priority areas and accomplishments for each priority and provided an overview on Sustainable Systems and plan recommendations to help with climate resiliency and resilient infrastructure. They also spoke about the PA Office of Outdoor Recreation which was an outcome of the current SCORP. First Technical Advisory Committee (TAC) was held in February and staff is in the process of data collection to establish priority areas. They added that three surveys will be performed: Lion Poll (statistically representative); Public Survey (distributed to general public); and Provider Survey (provide programs or infrastructure). Public release of the SCORP is anticipated in Summer 2025.

Mr. Bricker asked about data collection and analysis and looking at the marketplace for bike tourism and mountain bike development on public or private lands compared to other states who are investing in bike tourism or recreation. Mr. Hoover stated that it is to some extent part of the provider data collection effort as they include recreation outfitters and guided tours. He continued that related to big data DCNR is working with Centre and York County to do a geo location analysis to understand usage trends based on geo location to get an idea of how many people are going from a trail to this particular establishment to determine if this type of analysis can be done statewide. Mr. Bricker stated he thinks this could be helpful for entrepreneurs that don't know this market exists.

Jeff Iseman asked if there is anything regarding accessibility issues being considered as part of the SCORP. Mr. MacDonald stated that the Plan emphasizes Recreation for All and accessibility is a priority. He added that DCNR ensures accessibility is addressed in funded projects and has started a fund for universal access trails and help fund the Trails for All People Manual. In state parks and forests governor budget proposal to emphasize trails and accessibility. Mr. Hoover stated there is an accessibility advocate on the TAC.

Pat Krebs noted the Game Commission could be a potential partner because of current activity on Game Commission land. She also stated that there is an issue with graffiti, and she hopes can be a statewide effort to deal with this issue. Mr. Hoover stated they are working with the Game Commission and will continue to do so.

Sam Pearson asked about big data and analysis and if PennDOT can contribute a different dimension in light of INRIX data. The data provides travel trip length and could identify if they there is a trail how they are getting there.

Mr. Ritchie asked if the survey asks what mode people use to get to a recreation area. Mr. Hoover stated there are a question or two to try to measure how infrastructure impacts the ability to access recreation.

Cliff Kitner stated he travels in Maryland and there are signs at highway exits with information about trails and you do not see that in Pennsylvania. Three national recreation trails in his area and he said these types of signs would be a way to get more people to come to the area and to come back to the area. He stated that a recent study conducted by Indiana University of Pennsylvania states that 86% felt that trails were vitally important to their mental wellness.

Nicole Burnet asked if the survey asks how close a person is to a trail. Mr. Hoover stated DCNR has those maps, and they are on the website

Manual on Uniform Traffic Control Devices Version 11 Adoption

Jason Bewley, PennDOT, Highway Safety and Traffic Operations Division, provided background on the MUTCD Update. (Attachment 3) The MUTCD provides information about the type, size, and location of traffic control devices. There has not been an update since 2009. The Final Rule was published in late 2023. States have two years to come into substantial conformance with the new national manual and have to comply with standard statements that must be consistent throughout all the states. Each state has three options: adopt in totality, publish their own; or adopt a supplement to the national manual with specific choices which is what Pennsylvania does.

He also reviewed specific compliance dates for subject areas such as maintaining minimum retro reflectivity of pavement markings. There is a PA Steering Committee and Technical Work Groups which will focus on the latest changes, identify policies that are in non-conformance and collaborate with the policy owner to recommend changes. The Final Rule called out Vulnerable Road Users and is adopting to improve VRU safety and mobility through new standards, guidance and options for type, size, and locations of traffic control devices, such as signs, pavement markings and signals. He provided examples of provisions for bike safety including intersection bicycle boxes, two-stage turn boxes, bicycle traffic signal faces and the new design for U.S. Bicycle route sign. Mr. Bewley asked if PPAC would like to comment on the MUTCD and stated that collective comments can be sent to the appropriate work groups for consideration.

Mr. Bricker read a comment from the chat asking if the change to bike signal faces include smaller signal heads. Mr. Bewley said he needed to follow up with the answer.

Ms. Meek asked PPAC if they would like to form a subcommittee to provide a recommendation to PPAC. It was decided that Ms. Meek would email PPAC members requesting subcommittee volunteers to prepare recommendations for consideration by PPAC at the June meeting.

PPAC took a 10-minute break and reconvened at 1:52 pm.

Aging Our Way, PA: A Plan for Lifelong Independence

Nathan Lampenfeld, Department of Aging, provided an update on the PA Master Plan for Older Adults. (Attachment 4) It is a 10-year strategic plan to help transform the infrastructure and coordination of services for Pennsylvania's older adults. Development occurred through stakeholder engagement including direct engagement with the area Agencies on Aging and a needs assessment survey was also conducted. The Data Collection framework was based on the 8 Domains of Livability which he reviewed with PPAC.

Ms. Fitzpatrick asked if DOA has socioeconomic and demographic data on the individuals who took the survey. Mr. Lampenfeld confirmed it is available for those that took the random sample survey. She asked if housing data is available. Mr. Lampenfeld stated that the data was analyzed and provided to the Steering Committee and crafted into Policy Initiatives and coordinated with Interagency Partners related to implementation. He then reviewed the schedule to finalize the Plan and the Priorities, Strategies and Tactics. He also reviewed some of the quotes from stakeholders related to active transportation and reviewed the plan impact over a 10-year plan horizon. He stated the plan is open for a 30-day public comment period.

Ms. Fitzpatrick asked what types of nonprofits have been involved. Mr. Lampenfeld replied primarily Area Agencies on Aging and Centers for Independent Living and the United Way was part of the conversation. In addition, the Long-Term Care Council pulled in subject matter experts including housing experts. Mr. Hoover asked about zoning considerations related to housing. Mr. Lampenfeld said housing was an identified issue.

Ben Guthrie asked about year one active transportation actions. Mr. Lampenfeld said active transportation actions are proposed in years 2 to 5 of the plan. Ms. Pearson noted that the active transportation actions should be planned for early on to get them started.

Mr. Bricker asked about the Active Transportation Tactics. Mr. Lampenfeld acknowledged that there needs to be planning and more thoughtful work related to Active Transportation and that is why they are in years 2 to 5. Mr. Bricker asked if DOA is asking municipalities to share their zoning codes to evaluate walkability and transit related to active transportation as there may be a way to incentivize making changes to zoning to be more walkable and bikeable. Mr. Lampenfeld replied that the Age Friendly Designation has requirements related to zoning, transportation, and walkability.

Mr. Guthrie asked about implementation related to plan implementation. Mr. Lampenfeld stated DOA wrote and facilitated the plan but will be working through other agencies to uplift their work and ensure awareness of existing programs.

Mr. Richter asked if DOA is aware of the VRU Assessment Report and stated that it contains good information. Mr. Lampenfeld stated he is aware, and the DOA received comments about signal timings and inadequate crossing times. He encouraged PPAC members to provide input on the plan by completing the survey.

U.S. Access Board's Public Right of Way Accessibility Guidelines (PROWAG) Final Rule Review

Dave Melville, PennDOT Consultant, provided a review of changes to the Public Right of Way Accessibility Guidelines. The Final Rule can out in August 2023 and highlighted changes. (Attachment 5) He reviewed changes

related to the following: addition of a definition of alteration; right-of-way is no longer considered physical constraint; accessible pedestrian signals; revised cross slope requirement; curb ramps; proximity actuated audible signs to convey information identifying alternate pedestrian access route signs; pedestrian heads required; landing terminology; blended transitions; separation for pedestrian crossing prohibited areas; edge detection at roundabouts; detectable warning surfaces; requirement for alternate bus stops; accessible on-street parking; and visual contrast on stairs. He also reviewed the process for adoption and PennDOT's approach.

Agency Updates and Questions and Answers

Ms. Meek stated that written updates for DCNR (Attachment 6) and DOH (Attachment 7) were included in the agenda materials and asked members if they had any questions.

Public Comment

Mr. Bricker asked for public comments and none were presented.

Mr. Hoffman asked if PPAC is going to follow up on the presentation from the Linton's at past PPAC meetings and requested if anyone would like to work with him to investigate the concerns. There were no volunteers.

Adjournment

A motion to adjourn the meeting was made by Ms. Brunet and a second by Mr. Guthrie. The motion passed by unanimous voice vote. The chair adjourned the meeting at 2:58 pm.

Next Meeting

The next Pedalcycle and Pedestrian Advisory Committee Meeting is scheduled for Tuesday, June 10, 2024, from 12:00 pm to 3:00 pm in the Keystone Building Forest Room Plaza Level.

Respectfully submitted,



Amy Kessler
PPAC Secretary

ATTACHMENT 1

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

3/12/24 PPAC Meeting
(Revised 2/29/24)

(Additions and updates since the 12/12/23 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 shared e-scooter program in Pittsburgh and provides the option for Scranton and 3rd Class Cities to implement a shared e-scooter program. An "electric low-speed scooter" will be governed under the Vehicle Code similar to pedalcycles. Requires PennDOT to review detailed ordinances for a shared e-scooter program prior to implementation in authorized municipalities, and maintains Pittsburgh may continue to operate under the enabling authorization under Act 24 of 2021.
 - PPAC Members were engaged to provide feedback on the draft legislation. Key questions for further review are: 1) How to deal with new micromobility inventions beyond e-scooters?, 2) How to address private ownership and use of e-scooters?, and 3) How to expand beyond 3rd class cities?
- **Status:** Passed Senate Transportation (9-5) on 5/10/23. Laid on the table in the Senate on 6/28/23. (*Note*, The pilot program in Pittsburgh has expired since the General Assembly did not reauthorize the program prior to the sunset date.)

Act 34 of 2023 (Mehaffie) – 2023 Fiscal Code:

- **Overview:** Reauthorizes the shared e-scooter program in Pittsburgh for one year, which includes the establishment of a citizens' complaint hotline for reporting abandoned e-scooters. (The omnibus bill, known as the Fiscal Code, encompasses a variety of proposals to implement the 2023-24 Budget.)
- **Status:** Senate Appropriations initiated the Fiscal Code amendment, which passed (15-8) on 8/30/23. Passed the Senate (29-18) on 8/30/23 as well. Referred to House Rules and amended further (i.e., shared e-scooter program, etc.), and the House passed the Fiscal Code (121-82) on 10/4/23. Referred to Senate Rules on 10/16/23. **Senate Rules amended the bill and removed the e-scooter program, among other changes. The omnibus fiscal code (without the e-scooter program) passed the Senate (45-5) and the House (154-49) on 12/13/23. Signed into law as Act 34 on the same day.**

Protected Bike Lanes

[SB #####](#) (Langerholc):

- **Overview:** Allows a vehicle to park more than 12 inches from the curb to accommodate protected bike lanes and pedestrian plazas.
- **Status:** Pending introduction.

[HB 35](#) (Maloney):

- **Overview:** Creates “Susan’s and Emily’s Law” to allow a vehicle to park more than 12 inches from the curb to accommodate protected bike lanes and pedestrian plazas.
- **Status:** Referred to House Tourism and Economic and Recreational Development and passed unanimously on 5/23/23. Currently laid on the table in the House.

[HB 1283](#) (Daley):

- **Overview:** Creates “Susan’s and Emily’s Law” to allow a vehicle to park more than 12 inches from the curb to accommodate protected bike lanes and pedestrian plazas.
- **Status:** Unanimously passed House Transportation on 6/5/23. Passed the full House (198-5) on 6/20/23. Referred to Senate Transportation on 6/30/23.

Radar for Local Police

[SB 459](#) (Rothman):

- **Overview:** Equips local police with radar for speed enforcement purposes following a local ordinance, police officer training, traffic signs, etc. The State Police are authorized to use moving radar and the Delaware River Port Authority is empowered with radar as well.
- **Status:** Passed Senate Transportation (14-0) on 3/1/23. Referred to Senate Appropriations on 3/8/23.

Automated Speed Enforcement (ASE)

[SB 748](#) (Argall and Schwank):

- **Overview:** Removes the sunset dates related to the five-year pilot program involving ASE in active work zones under PennDOT and the Turnpike Commission (expires 2/16/24) as well as the Roosevelt Boulevard in Philadelphia (expires 12/18/23).
- **Status:** Unanimously passed Senate Transportation on 6/27/23. Referred to Senate Appropriations on 6/30/23.

[Act 38 of 2023](#) (Neilson):

- **Overview (as passed by the House):** Removes the sunset date related to the five-year pilot program involving ASE on the Roosevelt Boulevard in Philadelphia. This bill also: 1) Expands ASE on roads and streets throughout Philadelphia’s jurisdiction, 2) Incorporates critical changes related to automated enforcement on school bus stop arm cameras, 3) Creates a new ASE pilot program in Philadelphia’s school zones, and 4) Provides new signage requirements for ASE in active work zones (without removing its sunset date).
- **Status:** House Transportation unanimously passed the bill, as amended, on 6/12/23. This bill was amended further on the House Floor with unanimous support to address signage requirements for ASE in active work zones. Passed the full House (141-62) on 6/26/23. Referred to Senate Transportation on

6/30/23. Passed Senate Transportation (13-1) on 10/24/23 with an amendment to remove all provisions, except the sunset dates to maintain both ASE programs in active work zones and Roosevelt Boulevard. Received First Consideration on 10/24/23 and Second Consideration on 10/25/23. Re-referred to Senate Transportation on 10/25/23. Senate Transportation “went over” HB 1284 and Amendment No. 2956 on 11/14/23, meaning no votes were taken. The proposed amendment would have: 1) Included technical changes to [Act 19 of 2023](#) that addressed comprehensive fixes to Section 3345.1 (automated enforcement on school bus stop arm cameras), 2) Created a permanent program for ASE in active work zones and added a few improvements, such as new signage requirements, 3) Created a permanent program for ASE on Roosevelt Boulevard, and 4) Directed the Local Government Commission to study ASE expansion on local roads and streets. **Senate Transportation met on 12/12/23 to consider Amendment No. 3319 that included all of the provisions from Amendment No. 2956 plus ASE expansion on up to five new corridors in Philadelphia as well as ASE expansion on up to five school zones in Philadelphia. Passed Senate Transportation unanimously on 12/12/23. Passed the full Senate (47-3) on 12/13/23. Passed the House on concurrence (121-82) on 12/13/23. Signed into law as Act 38 on 12/14/23.**

Vulnerable Highway/Road User

[HB 1346](#) (B. Miller):

- **Overview:** Defines a vulnerable highway user to include a lawful pedestrian, bicyclist, motorcyclist, an individual riding an animal or in an animal-drawn vehicle and an individual using a wheelchair. The bill increases penalties for motorists who cause the death, serious bodily injury or bodily injury of a vulnerable highway user.
 - **Status:** Referred to House Transportation on 6/7/23.
-

Stopping for Pedestrians

[HB 1056](#) (Malagari):

- **Overview:** Requires a motorist to stop (and remain stopped) for a pedestrian lawfully within an intersection or crosswalk. The bill creates a fine of \$50 as well as a fine of not less than \$200 if the violation occurred in a school zone.
 - **Status:** Referred to House Transportation on 4/28/23.
-

Incentivizing Pedestrianization

[HB 1185](#) (Siegel):

- **Overview:** Establishes a grant program under the Department of Community and Economic Development to award municipalities up to \$100,000 to implement pedestrianization efforts.
- **Status:** Referred to House Transportation on 5/18/23.

ATTACHMENT 2



2025 Statewide Comprehensive Outdoor Recreation Plan (SCORP) for Pennsylvania





What is a SCORP?

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





PENNSYLVANIA
STATEWIDE COMPREHENSIVE
OUTDOOR RECREATION PLAN



RECREATION FOR ALL



2020 - 2024

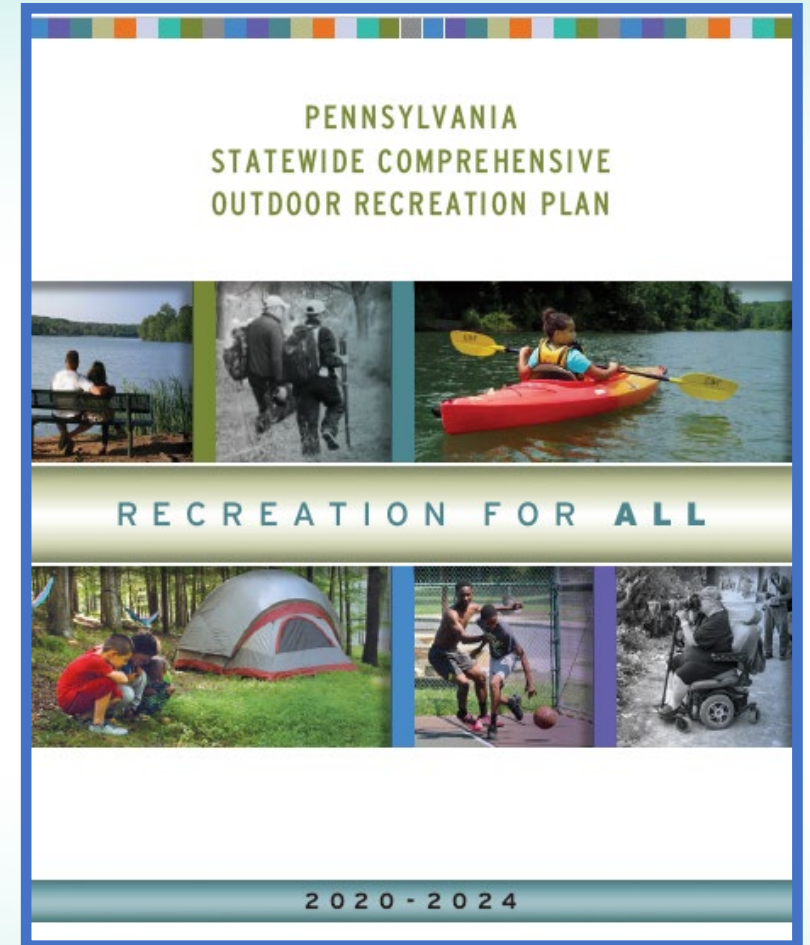
Four Years In: Pennsylvania Outdoor Recreation Plan

DCNR, Bureau of Recreation & Conservation
Alex MacDonald & Brandon Hoover



Discover the Plan

- DCNR Outdoor Rec Plan webpage:
<https://www.dcnr.pa.gov/Recreation/PAOutdoorRecPlan/Pages/default.aspx>
- Story Map overview:
<https://maps.dcnr.pa.gov/parecplan/index.html>
- Paper copies available by request.





*PA Outdoor Recreation Plan
approved in March 2020 – how is
the plan being implemented?*



15 Points on your Grant Application!

“Explain how your project will implement the Actions in Recreation For All, the 2020-2024 Pennsylvania Outdoor Recreation Plan (pages 85-91) and/or the 2020- 2024 Pennsylvania Land and Water Trail Network Strategic Plan.”



Health & Wellness

Action:

Fund community-based programs that advance health and wellness and connect with outdoor recreation programming.



Health & Wellness - Accomplishments

- ❖ *Walk with a Doc (Partnership)*
<https://www.dcnr.pa.gov/Recreation/WalkWithDoc/Pages/default.aspx>
- ❖ *64 Doctor-led walks 2021 & 22*
- ❖ *Sept during Trails Month*



September 2022

walk[®] with a DOC

Advancing Wellness through Nature

DCNR pennsylvania
DEPARTMENT OF CONSERVATION
AND NATURAL RESOURCES

Geisinger

Pennsylvania MEDICAL SOCIETY.
ADVOCATE. EDUCATE. NAVIGATE.

PENNSYLVANIA Parks & Forests
FOUNDATION



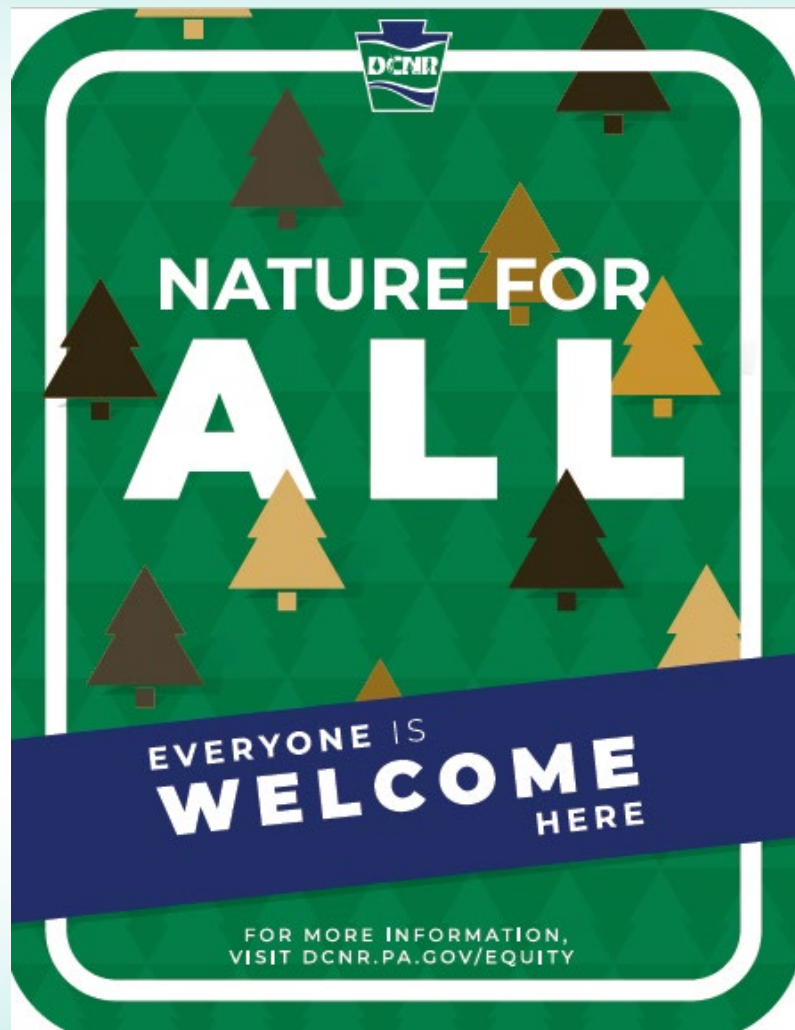
Recreation for All

Action:

Evaluate and update printed materials, displays, and programs to include untold cultural stories and ensure inclusive historical content.



Recreation for All - Accomplishments



- ❖ Welcome Signage - Ensure its public lands are welcoming to all.
- ❖ Simply having a sign does not make it so, but it is a first step to remind everyone in the park or on the trail these are public places open to all.
- ❖ Sign template available for parks, conservation, and trail partner organizations to print and use or get professional printed without the DCNR logo.



Recreation for All - Accomplishments

- ❖ DCNR Established the Next Gen Council.
 - The DCNR Next Gen Council will bring fresh perspectives to DCNR by listening to the viewpoints of younger participants.
 - Will help
 - inform the agency's work
 - solve DEIB issues
 - create lasting change and necessary conditions to ensure all Pennsylvanians feel welcome on public lands.



Sustainable Systems

FIRST Plan to address Climate Change

2020 PENNSYLVANIA STAT



SUSTAINABLE SYSTEMS: Protecting and Adapting Our Resources

RECOMMENDATIONS AND ACTION STEPS	IMPLEMENTING PARTNERS
1. Address infrastructure and maintenance needs in Pennsylvania's existing outdoor recreation areas.	
a. Develop three pilot projects on public lands that demonstrate best management practices on how to retire redundant roads to accommodate high-impact trail activities.	DCNR
b. Increase capacity of public land managers to maintain infrastructure by securing necessary staffing and funding levels and increasing intra/interagency cooperation.	DCNR, PGC, PFBC, PennDOT, county/local municipalities
c. Support Pennsylvania's Park Maintenance Institute to provide training on best sustainable park/trail practices.	PRPS, DCNR, Landforce, private foundations
d. Enlist 1,200 young people in the PA Outdoor Corps by 2024 to address recreation infrastructure needs and improve visitor experience.	DCNR, PPFF, L&I, conservation landscapes
2. Protect and conserve lands and waters considering the impacts of climate change on outdoor recreation.	
a. Design and construct ecologically sensitive and resilient infrastructure to accommodate increased stormwater flows and changing water levels.	DCNR, PFBC, PGC, Landforce, APA, county/local municipalities
b. Design and implement climate-resilient pilot projects where public open space and parks can address water quality improvements, reduce invasive species, connect priority lands through wildlife corridors and greenways, and enhance ecosystem services.	DCNR, PGC, PALTA, PFBC, DEP, PDE, TPL, Landforce, APA, county/local municipalities, land trusts, trail and greenway organizations
c. Provide demonstration areas and incentives for using only native plants, or plants better adapted to future climatic conditions, and pollinators in outdoor recreation areas.	DCNR, PGC, PFBC, DEP, PDE, APA, county/local municipalities, land trusts, trail and greenway organizations
d. Using data on recreational facility locations and climate change projections, evaluate the areas with the greatest need for water-based recreation access and increase opportunities.	DCNR, TPL, PRPS, PFBC, PEC, local watershed organizations, water trail managers
e. Conserve 100,000 acres of land with a priority in climate resilient landscapes and urban areas with a lack of green space.	DCNR, PALTA, PGC, Landforce, APA conservation landscapes, county/local municipalities, land trusts
f. Plant 100,000 trees in outdoor recreation areas.	Pennsylvania TreeVitalize Partnership, DCNR, local municipalities, land trusts





Sustainable Systems

Action:

Design and construct ecologically sensitive and resilient infrastructure to accommodate increased stormwater flows and changing water levels.



Sustainable Systems - Accomplishments

- ❖ **DCNR grant Question #2** - Describe how your project will help to reduce the severity of current and future climate impacts through green and sustainable practices.
- ❖ The Bureau of Recreation and Conservation provides guidance on [guidance on green, climate-resilient practices](#). The guidance is broken out by project type and will be helpful in project planning.

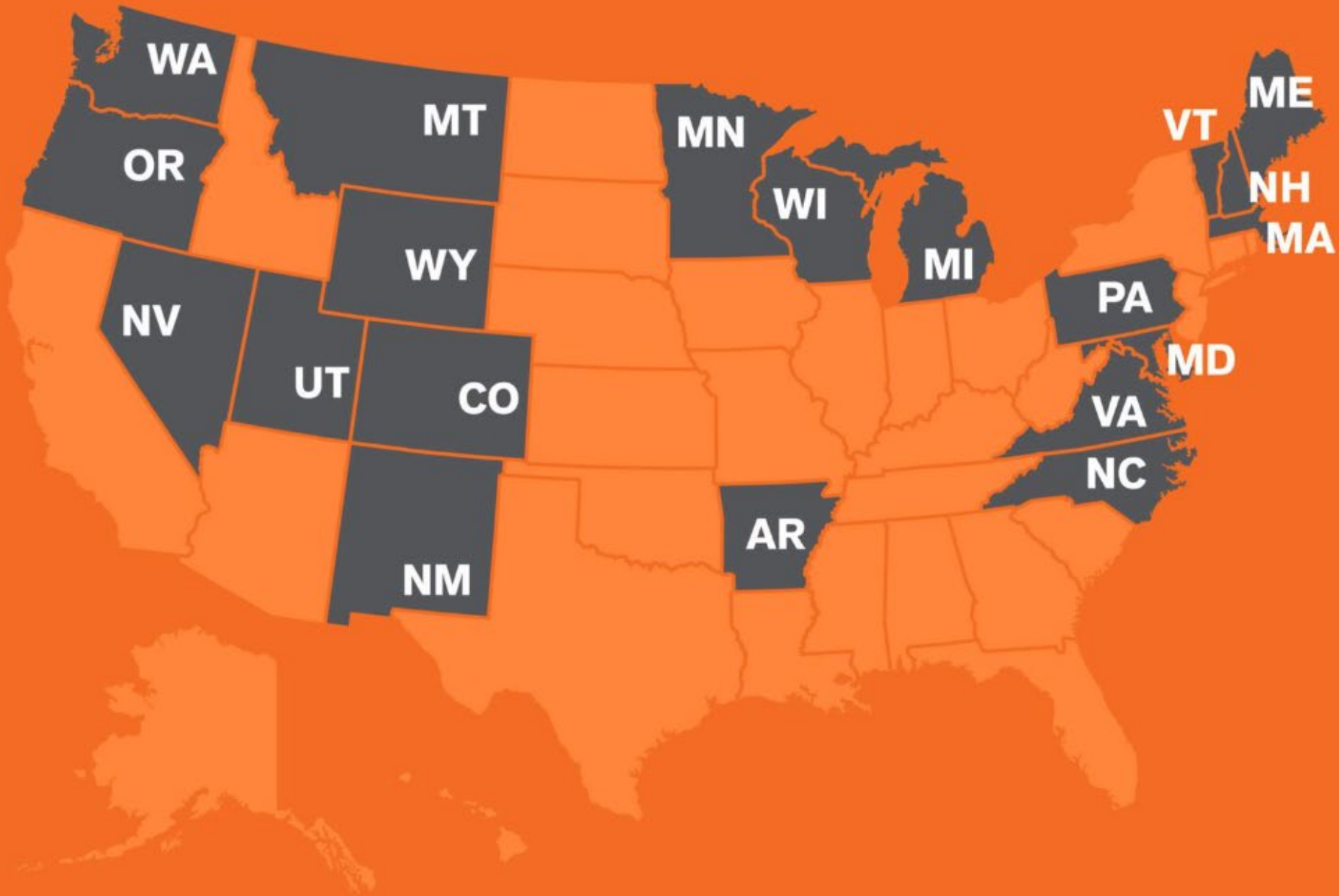




Funding & Economic Development

Action:

Create a Pennsylvania Office of Outdoor Recreation supported by a statewide coalition to strengthen the outdoor recreation economy.



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**STATES WITH
OFFICES OF
OUTDOOR
RECREATION**



Funding & Economic Development - Accomplishments

- ❖ Hired a Director and established the Office of Outdoor Recreation



Pennsylvania's Director of Outdoor Recreation,
Nathan Reigner, PhD



Funding & Economic Development - Accomplishments

- ❖ Growing Outdoor Recreation for Pennsylvania: Conclusions Report and Roadmap for the Future, released in January 2024.
- ❖ Currently facilitating a Recreation Engagement Coalition (REC) to outline priorities for the outdoor recreation sector in Pennsylvania.



Technology

Action:

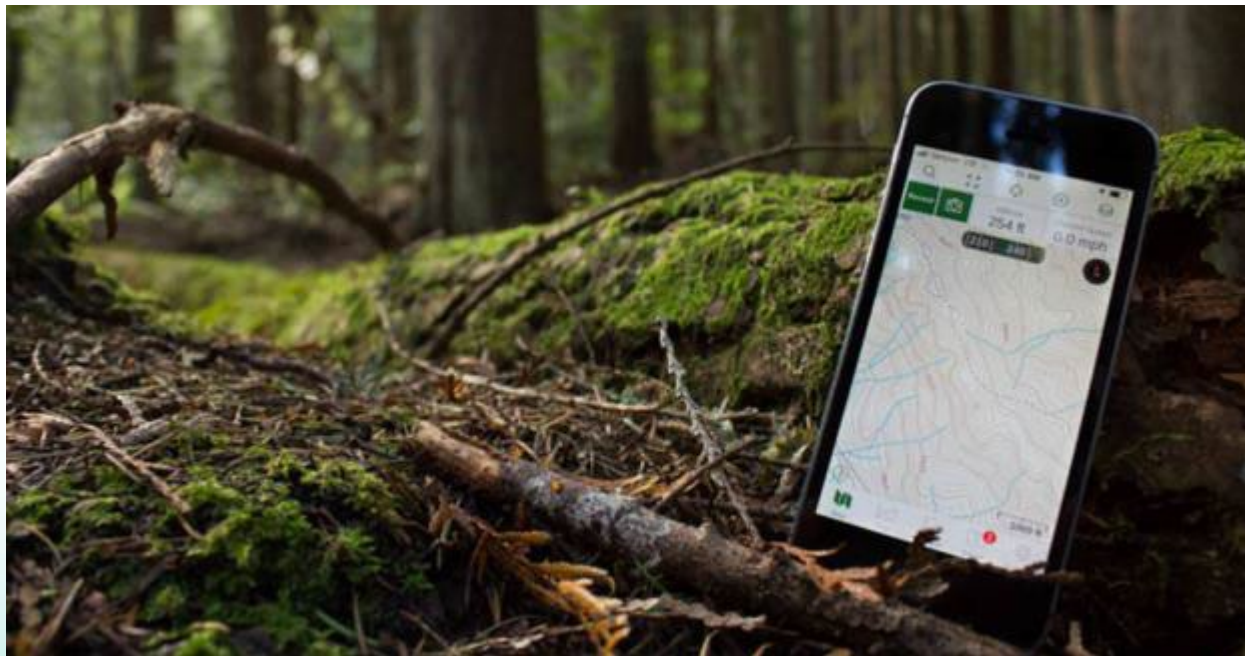
Develop a virtual guide of existing apps and tools to help users navigate, learn about, and enjoy the outdoors.



Technology - Accomplishments

- ❖ PPF released Smartphone Apps for your Outdoor Adventure:
<https://paparksandforests.org/about-us/publications/#PPFF-Skill-Builders>

“There’s an App for that.”





TAC Representation

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



Technical Advisory Committee Considering Priority Areas for 2025

1. Collaboration
2. Access
3. Equity
4. Sustainability/Climate
5. Communications
6. Health and Wellness
7. Investment/Infrastructure/Maintenance
8. Technology
9. Appropriate Land Use/Activity
10. Demographics
11. Education
12. Economic Development



2025 - 2029 SCORP Timeline

- February 2024 – First Technical Advisory Committee
- March 2024 – Begin data collection (three surveys)
- Spring 2024 – Data collection & analysis; Confirm priority areas
- Fall 2024 – Draft plan and recommendations
- Summer 2024 – Establish draft recommendations
- Fall/Winter 2024 - Draft to National Park Service
- Spring 2025 – Draft review, revisions, and approval
- Summer 2025 – Public release of approved SCORP



2025 - 2029 SCORP Work to Date

- Research
 - LION Poll – statistically representative sample of Pennsylvanians. Questions focused on...
 - Public Survey – targeting approx. 8,000-10,000 responses. Questions focus on...
 - Providers survey – targeting land managers, rec program providers, non-profits,
 - Diverse stakeholder engagement
- Technical Advisory Committee – Priority areas
- DCNR Recreation Team – 2020 closeout and 2025 priority areas





Questions?



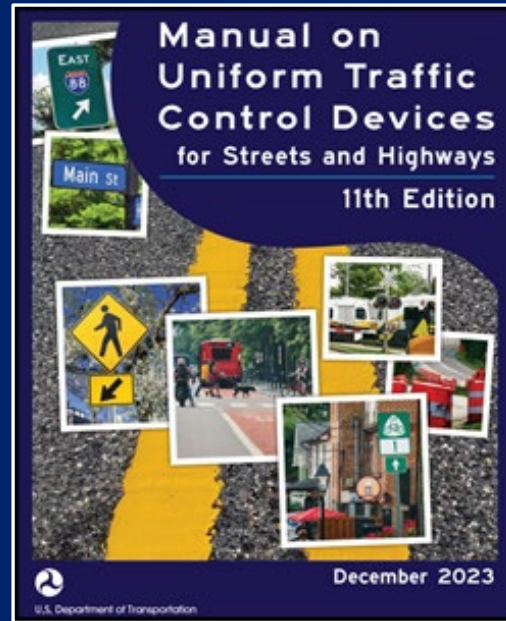
Alex MacDonald -
Section Chief - Trails, Greenways
& Statewide Planning Section
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Brandon Hoover-
SCORP Specialist
brandohoov@pa.gov

ATTACHMENT 3

MUTCD UPDATE



PPAC
MARCH 2024

CHANGES BETWEEN 2009 & 2023

Volume: Increased from 864 to 1161 pages

Chapters: General

Signs

Markings

Traffic Signals

~~Low Volume Roads~~ → Integrated elsewhere in MUTCD

Automated Vehicles ← New Chapter

Temporary Traffic Control

School Areas

RR Light Rail & Grade

Bicycle Facilities



MILESTONES

Dec. 14, 2020:	Notice of Proposed Amendments posted
May 15, 2021:	Public comment docket closed
Dec. 19, 2023:	Final Rule published
Jan. 18, 2024:	Final Rule effective
Jan. 18, 2026:	Deadline for agency conformance
Jan. 2028, 2032...	MUTCD v12, v13 to be issued

Source: <https://mutcd.fhwa.dot.gov/>



FEDERAL CONFORMANCE

23 CFR § 655.603 *Standards*: "...Where State...Supplements are required, they shall be in substantial conformance with the national MUTCD. Substantial conformance means that the...**Supplement shall conform as a minimum to the Standard statements** included in the national MUTCD."

MUTCD v11 Chapter 1.C.01 Definitions: "Standard—a statement of **required, mandatory, or specifically prohibitive practice** regarding a traffic control device. **In limited, location-specific cases, the results of a documented engineering study (see Section 1D.03) might indicate a deviation** from one or more requirements of a Standard provision to be appropriate. All Standard statements are labeled, and the text appears in bold type. The verb "shall" is typically used. The verbs "should" and "may" are not used in Standard statements. Standard statements are sometimes modified by Option statements.



PA ADOPTION

67 Pa Code § 212.2 Adoption of Federal standards

(a) *General provisions.* "...Department hereby adopts the MUTCD, as published by the Federal Highway Administration. The MUTCD is adopted in its totality except where this chapter clearly indicates that it is not being adopted, or that additional warrants or criteria are being provided."

(b) *Modification of Federal statutes, regulations or provisions.* "...if the MUTCD is amended or modified by the Federal Highway Administration, the amendment will take effect on the effective date specified by the Federal Highway Administration unless the Department publishes a notice in the *Pennsylvania Bulletin* stating that the amendment or modification will not apply."

NOTE: [PA Bulletin notice was posted Jan. 6, 2024 \(Click for link\)](#)



GENERAL COMPLIANCE DATES

A non-compliant traffic control device that is being replaced or refurbished because it is damaged, missing, or no longer serviceable (see definition in Section 1C.02) for any reason shall be replaced with a compliant device, except as provided for in Paragraph 13 of this Section.

Option:

- A non-compliant traffic control device may be replaced in kind when engineering judgment indicates it is more appropriate because:
- One compliant device in the midst of a series of adjacent non-compliant devices would be confusing to road users, and/or
- The schedule for replacement of the whole series of non-compliant devices will result in achieving timely compliance with the MUTCD.

Source: MUTCD v11 Chapter 1.B.03



SPECIFIC COMPLIANCE DATES

Table 1B-1. Target Compliance Dates Established by the FHWA

MUTCD Section(s)	Subject Area	Specific Provision	Compliance Date
2B.64	Weight Limit Signs	Paragraph 14 - requirement for additional Weight Limit sign with the advisory distance or directional legend in advance of applicable section of highway or structure	5 years from the effective date of this edition of the MUTCD
2C.25	Low Clearance Signs (W12-2)	Paragraph 1 - Required posting of the Low Clearance Advance (W12-2) sign in advance of the structure	5 years from the effective date of this edition of the MUTCD
2C.25	Low Clearance Signs (W12-2a, W12-2b)	Paragraph 8 - Recommended posting of Low Clearance Overhead (W12-2a or 12-2b) signs on an arch or other structure under which the clearance varies greatly	5 years from the effective date of this edition of the MUTCD
3A.05	Maintaining Minimum Retroreflectivity	Implementation and continued use of a method that is designed to maintain retroreflectivity of longitudinal pavement markings (see Paragraph 1 of Section 3A.05)	September 6, 2026
8B.16	High-Profile Grade Crossings	Paragraphs 3 and 7 - Recommended installation of Low Ground Clearance and/or Vehicle Exclusion signs and detour signs for vehicles with low ground clearances that might hang up on high-profile grade crossings at locations with a known history	5 years from the effective date of this edition of the MUTCD
8D.09 through 8D.12	Highway Traffic Signals at or Near Grade Crossings	Assessment and determination of appropriate treatment to achieve compliance (preemption, movement prohibition, pre-signals, queue cutter signals)	10 years from the effective date of this edition of the MUTCD

Source: MUTCD v11



ACTION PLAN

Steering Committee

- HSTO and PA Turnpike managers + DTE delegate

Nine (9) Technical Work Groups – per MUTCD Chapter

- HSTO managers + the following as appropriate:
 - PA Turnpike staff
 - Subject matter experts; e.g. Bike/Ped Coordinator
 - LTAP
 - Major City Engineers



STEERING COMMITTEE ROLES

Ensure compliance with federal requirements

Assign subject matter experts to champion policy changes

Provide technical assistance to the subject matter experts

Review and track changes to pubs, standards, and forms



STEERING COMMITTEE

Doug Tomlinson, P.E., HSTO Director

Ernie Cascino, P.E., D9 DTE

Justina Wentling, P.E., PA Turnpike Engineering Director

Steve Gault, P.E., HSTO TMSO Arterials & Planning Manager

Ryan McNary, HSTO TSMO Operations and Performance Manager

Tom Glass, HSTO Highway Safety Manager

Bob Pento, P.E., HSTO Engineering and Permits Manager

Jason Bewley, P.E., HSTO Senior Civil Engineer Manager

Melody Matter, P.E., MTA Consultant Engineering Manager

Kyle Kegarise, P.E., MTA Consultant Engineer



WORK GROUPS AND CHAIRPERSONS

MUTCD PART

1 - General

2 - Signs

3 - Markings

4 - Signals

5 - Automated Vehicles

6 - Temporary Traffic Control

7 - School Areas

8 - Grade Crossings

9 - Bike Facilities

CHAIRPERSON

Jason Bewley

Justin Smith

Justin Smith

Steve Gault

Jason Bewley

Brian Crossley

Jason Bewley

Jason Bewley

Jason Bewley



WORK GROUP GUIDANCE

Assemble work group of MUTCD chapter subject matter experts:

- Consider District, major city, LTAP and PA Turnpike staff
- Suggest monthly virtual meetings
 - More frequent meeting strongly suggested in beginning
- Invite a Steering Committee member to kickoff, if desired



WORK GROUP GUIDANCE

Review Final Rule and MUTCD v11

Focus on latest changes

- See markup version with highlight/strikethrough changes

Identify any policies that are in non-conformance

Publications, standards, specifications, TE-Forms, SOL

Collaborate with the policy owner to recommend changes

Policy owners will need to consult multiple work groups



WORK GROUP GUIDANCE

CONFORMANCE

From Final Rule: “In addition to a State MUTCD or Supplement, supplemental documents that a State issues, including but not limited to policies, directives, standard drawings or details, and specifications, shall not contravene or negate Standard or Guidance statements in the national MUTCD.”



WORK GROUP GUIDANCE

PUBLICATION OWNERS

Publication		
#	Functional Title	Owner
13M	Design Manual Part 2	BOD
46	Traffic Engineering	Pento
111	Sign and Marking Standards	Smith
148	Signal Standards	Flanagan
149	Signal Design	Flanagan
191	Signal Maintenance	Flanagan
200	CMS Standards	Gaffney
208	WZ Pocket Guide	Crossley
212	Official TCD	Bewley
213	Temporary Traffic Control	Crossley

Publication		
#	Functional Title	Owner
234	Flagging Handbook	Crossley
236	Sign Handbook	Smith
638	Safety Program	Hershock
647	ITS Standards	Gaffney
648	Markings Handbook	Smith
652	Roadside Safety Pocket Guide	Crossley
664	Segment Signing Pocket Guide	BOM
669	Signal Inspection Pocket Guide	Flanagan
764	Bridge Weight Posting Guide	BOM
851-855	TSMO Guidebook Series	Cavataio



BICYCLE FACILITIES WORK GROUP

INITIAL INVITEES

Trish Meek	PennDOT Bike and Ped Coordinator
Roy Gothie	PennDOT Policy Office
Bob Pento	PennDOT HSTO
Pat Wright	LTAP
Ashwin Patel	PennDOT District 6 Traffic Engineer (Philadelphia)
Dave Melville	ADA Coordinator
Jason Bewley	PennDOT HSTO



MUTCD Focus - BIKE FACILITIES

Vulnerable Road Users

Definition: Pedestrian, bicyclist, other cyclist, or person on personal conveyance or an injured person that is, or is equivalent to, a pedestrian or pedalcyclist

MUTCD Adaptation: Improved VRU safety and mobility through new standards, guidance and options for type, size and locations of TCD, such as signs, pavement markings and signals.



MUTCD REVIEW - BIKE FACILITIES

Incorporation of Provisional TCD Under Previous Interim Approvals

**Pedestrian-actuated rectangular
rapid-flashing beacons at
uncontrolled marked crosswalks**



**Green-colored pavement for
bicycle lanes**



MUTCD REVIEW - BIKE FACILITIES

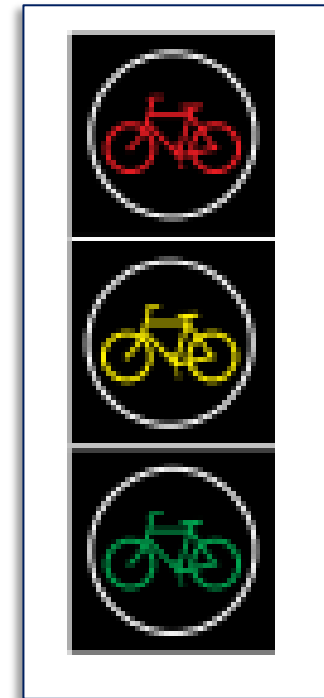
Expanded TCD Provisions for Bike Safety:

Intersection bicycle boxes

Two-stage turn boxes

Bicycle traffic signal faces

New design for U.S. Bicycle Route sign



QUESTIONS?

JASON C. BEWLEY, P.E.
HIGHWAY SAFETY AND TRAFFIC OPERATIONS DIVISION
JBWLEY@PA.GOV

ATTACHMENT 4



**GOVERNOR
SHAPIRO**
PENNSYLVANIA.GOV

Aging **Our Way, PA**

A Plan for Lifelong Independence



PPAC Meeting Nathan Lampenfeld 3.12.24



Aging Our Way, PA is:

A 10-year strategic plan designed to help transform the infrastructure and coordination of services for Pennsylvania's older adults.

- **Stakeholder-Driven:** PDA invited community members across the state – including Pennsylvanians over 60, caregivers, families, subject-matter experts and community members - to recommend improvements to the services and infrastructure in their communities.
- **Collaborative:** Drawn from stakeholder input, and as directed by the Governor Shapiro's Executive Order 2023-09, state agencies and community expert partners worked together to articulate the priorities, strategies, and tactics included in the plan.
- **Achievable:** To guarantee achievability, each Tactic has been refined in active partnership with the agencies responsible for its implementation.
- **Responsive:** The Plan is designed to adapt alongside shifting needs and resources over its 10-year timeframe.
- **Necessary:** The investments and improvements outlined in the Plan are needed for Pennsylvania to grow alongside its aging population.
- **Effective:** The Plan presents an opportunity for Pennsylvania's government to work smarter.

Development Phase I: Stakeholder Engagement

Direct Engagement (Qualitative)

- Partnership with Area Agencies on Aging
- **210** listening sessions (at least 1 per county), plus over **3,300** comments

**Over
10,000**
responses

Needs Assessment Survey (Quantitative)

- Partnership with University of Pittsburgh School of Public Health
- Survey of **900** older adults, plus nearly **7,000** online form responses

**Nearly
8,000**
responses

Development Phase I: Stakeholder Engagement Cont.



Data Collection Framework: 8 Domains of Livability

- **Person-centered:** creates snapshot of a person's lived experience
- **Community-focused:** emphasizes relationship between community and quality of life
- **Evidence-based:** regarded as "Gold Standard" for age-friendly community development

Development Phase II: Steering Committee

PDA staff and academic partners used the data gathered from stakeholders to generate summary reports for each of the 8 Domains of Community Living to inform the Steering Committee about the current experiences that Older Pennsylvanians face as they age. This included:

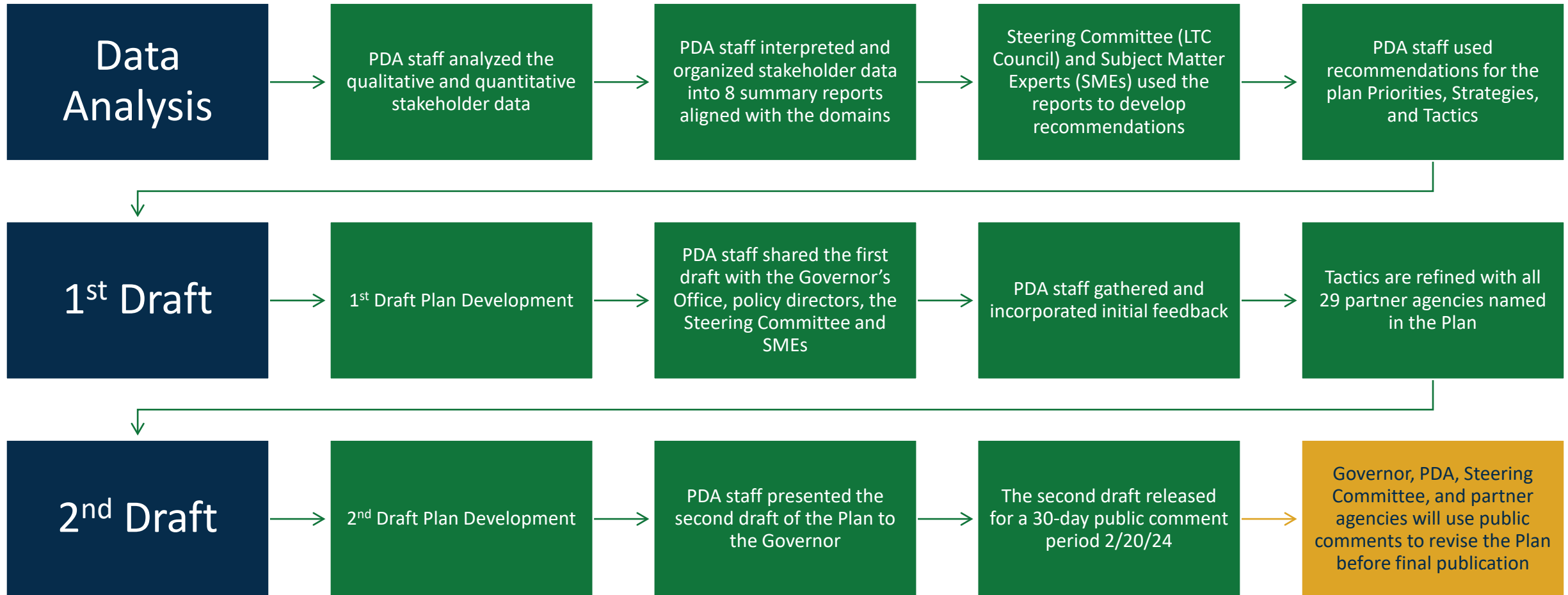
- 44 members of the Long-term Care Council (not including designees)
- 39 members of the Interagency Workgroup (including individuals from Governor's Budget Office, Governor's Policy Office, PennDOT, DOC, L&I, Insurance, PEMA, DGS, DMVA, DDAP, Ag, Education, DHS, Admin & Tech, DCED, DCNR, Revenue, State, and others)
- Additional Subject Matter Experts (SMEs)

Steering Committee members were invited to join as many workgroups as they were interested in but were required to join at least one.

All Steering Committee members received all 8 summary reports and used these reports to identify priorities as well as potential initiatives to be included in the plan.

Each workgroup was facilitated by an external consultant to complete a recommendation report template that identifies priorities, strategies, and tactics with measures, costs, timelines and durations by Friday, November 10th.

Development Phase II: Crafting Policy Initiatives



Plan Structure: Priorities, Strategies, and Tactics

Aging Our Way, PA is structured around **Priorities** (high-level themes), **Strategies** (mid-level approaches), and **Tactics** (specific, measurable initiatives).



Active Transportation Stakeholder Comments



"Most [older adults] reported utilizing [a specific] State Park, and they wish there were more sidewalks in [a nearby town]."

"Walking in neighborhoods in the area would be more enjoyable if there were more places to rest including park benches."

"The more we can encourage seniors to bicycle (or walk), the healthier they will be - and in this type of situation, everybody wins!!!"

"Parks don't meet needs because when one member can't walk well, they can't use the parks."

"We need to preserve parks and other outdoor spaces for use in walking, biking, or just enjoying nature instead of building warehouses and expensive condominiums that destroy outdoor natures, beauty."

"Sidewalks are inconsistent in suburbs, making it difficult for those who rely on walking or public transportation. Improving pedestrian pathways would greatly help seniors who don't drive."

"As you already know, older adults prioritize health and activity. We are living longer and need areas that provide an outlet for our needs for exercise."

"My husband is 80 and I am 70 and we've loved bicycling in Florida (during the winter) INSTEAD of driving (such as to the store, library, beach - basically everywhere) resulting in hundreds of miles of winter bicycling. The rails-to-trails system in Pittsburgh is phenomenal and also very well used but we must get in the car to get to them."

"Shared outdoor spaces should be safe, accessible, and we're possible, interconnected (walking trails)."

"It would certainly be nice to have more sidewalks or safe walking trails."

Active Transportation Policy Tactics



Support PennDOT's Strategic Highway Safety Plan to support older adult driving, pedestrian, bicycle and transit safety.

Improve connections between mass transit and public outdoor recreation opportunities, specifically the DCNR supporting the PennDOT Active Transportation Plan.

Evaluate the inclusion and engagement of older adults and people with disabilities in Metropolitan Planning Organizations (MPOs) and Regional Planning Organizations (RPOs) to advance aging and disability equity.

Conduct a survey of municipal governments in the Commonwealth to assess current sidewalk inventories, document best practices for toolkits and technical assistance for municipal governments to maintain and enhance sidewalk inventories, and educate municipalities about grant opportunities for funding sidewalk and streetscape improvement projects.

Engage diverse users, including career and technology education students and staff, in the management, planning, and design of outdoor recreation spaces and access opportunities.

Prioritize funding for sidewalks in DCED grant programs.

Fund tree plantings and urban tree cover to ensure additional shading in local parks and improve healthful access to the outdoors.

Use data to prioritize communities without access to recreation areas and partner with county and local planners to improve access.

Support DCNR's assessment project to catalogue 10,000 miles of trails, particularly through an accessibility lens, to inform decisions and to prioritize areas of improvement.

Create and fund community planning and action grants and technical assistance opportunities to coordinate funding and resources for community infrastructure projects such as sidewalk repairs, transit stops, parking enhancements, and lighting installation.

Plan Impact

Year 1: Expanding and Improving Existing Programs and Resources

- In its first year, *Aging Our Way, PA* will immediately support the needs of older adults by improving successful and scalable programs while laying the groundwork for more ambitious long-term projects.

Year 5: Redesigning Infrastructure Across Sectors

- By year 5, *Aging Our Way, PA* will build on research and program evaluation to develop new programs that address gaps in services and infrastructure supporting older adults.

Year 10: Reimagining and Building System of Supports

- Through *Aging Our Way, PA*, the service delivery and advocacy networks transformed over the previous decade will deliver reimagined systems of supports that elevate the aging experience to be the best phase of a person's life.

Available for Public Comment

A 30-day public comment period has been established beginning Tuesday, February 20, 2024.

1. Review [Aging Our Way, PA](#) in Detail.

2. Provide comments and feedback through:

- [Online Public Comment Form](#)

- By Mail:

Aging Our Way, PA,
555 Walnut St. 5th Floor
Harrisburg, PA 17101

- By Email:

agingplan@pa.gov

3. Await the final version of ***Aging Our Way, PA*** in early April, 2024!

Questions?



ATTACHMENT 5

PPAC

PROWAG Final Rule update

March 12, 2024



PROWAG

Public Right-of-Way Accessibility Guidelines

A Review of Changes from the Proposed Rule to the Final Rule

Highlight of Changes from Proposed Text

- Removed all references to Manual on Uniform Traffic Control Devices (MUTCD)
- Removed all advisories
- Clarified the distinction between new construction and alteration
- Revised language for consistency with ADAAG & MUTCD where applicable
- Expanded requirement for detectable warning surfaces
- Expanded treatment options for multi-lane crosswalks at roundabouts & channelized turn lanes
- Revised cross slope requirement
- Added visual contrast requirements at stair treads and landings

Alteration vs New Construction

Alteration or altered. A change to or an addition of a pedestrian facility in an existing, **developed** public right-of-way that affects or could affect pedestrian access, circulation, or usability

Developed. Containing buildings, pedestrian facilities, roadways, utilities, or elements



Existing Physical Constraints

NPRM

R202.3.1 Existing Physical Constraints Where existing physical constraints **make it impracticable** for altered elements, spaces, or facilities to fully comply with the requirements for new construction, compliance is required to the extent practicable within the scope of the project. Existing physical constraints include, but are not limited to, underlying terrain, **right-of-way availability**, underground structures, adjacent developed facilities, drainage, or the presence of a notable natural or historic feature.

FINAL RULE

R202.3 Existing Physical Constraints In alterations, where existing physical constraints **make compliance with applicable requirements technically infeasible**, compliance with these requirements is required to the maximum extent feasible. Existing physical constraints include, but are not limited to, underlying terrain, underground structures, adjacent developed facilities, drainage, or the presence of a significant natural or historic feature.

Alterations that trigger Accessible Pedestrian Signals

The following NPRM provision has been eliminated

R209.2 Alterations. Existing pedestrian signals shall comply with R209.1 when the signal controller and software are altered, or the signal head is replaced.

- APS during alterations will be determined according to requirements in the guidelines as adopted by enforcing agencies

DOJ/DOT will likely provide guidance when they adopt PROWAG

Revised Cross Slope Requirement

R302.5 Cross Slope. The cross slope of a pedestrian access route shall comply with R302.5.

Allow 2.1% cross slope immediately

- Slopes stated as **2%** in the proposed rule are stated as **1:48 (2.1%)** in the final rule, which is the ratio used in the ADAAG
- Slope percentages are stated to one decimal place for ease of implementation, as current digital measuring tools commonly used in sidewalk construction typically provide measurements to one decimal place

Curb Ramps

R304.2 - Removed language allowing ramp cross slope to match the roadway profile in some cases.

Cross slope must match the allowable cross slope for the crosswalk.

2.1% for stop/yield-controlled crossings and 5% for uncontrolled (includes signalized crossings in both directions).

Curb Ramps

Max extent feasible still applies, therefore TIF to match roadway profile in resurfacing projects.



Alternate Pedestrian Access Route Signs

R303.2 Signs

Signs identifying alternate *pedestrian access routes* shall be provided in advance of decision points and shall comply with R410. Proximity actuated audible signs or other non-visual means within the *public right-of-way* of conveying the information that identifies the alternate *pedestrian access route* shall also be provided.



Pedestrian Signal Heads at Alternate Pedestrian Access Routes

R303.7 Pedestrian Signal Heads

Where temporary pedestrian signal heads are provided at a crosswalk that is part of an alternate pedestrian access route, pedestrian pushbuttons or passive detection devices shall be provided and shall comply with R307.

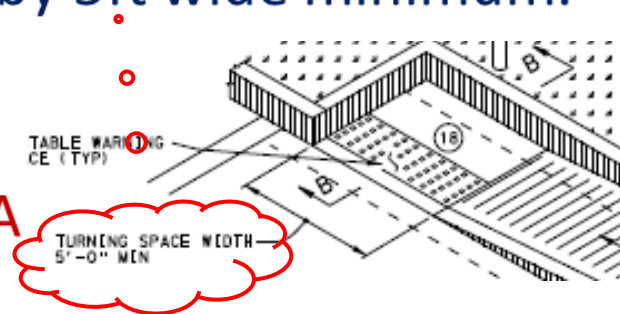


Turning Spaces now referred to as Landings

Removed requirement that a turning space at a perpendicular curb ramp constrained at the back-of-sidewalk needed to be 4ft by 5ft wide minimum. (**NPRM R304.2.1**)

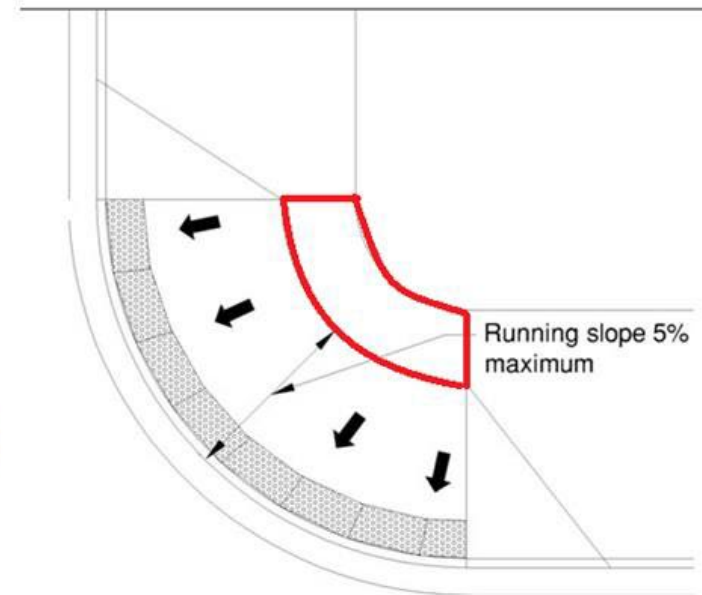
Removed requirement that a turning space at a parallel curb ramp constrained on 2 or more sides needed to be 4ft by 5ft wide minimum. (**NPRM R304.3.1**)

*Landing terminology is consistent with ADA/ABA



Blended Transitions

R304.4.3 Bypass. Where a blended transition serving more than one pedestrian circulation path has a running slope greater than 1:48 (2.1%), a pedestrian access route must be provided so that a pedestrian not crossing the street may bypass the blended transition.



Where Pedestrian Crossing is Prohibited



Separated from the roadway with landscaping



Separated from the roadway by a detectable vertical edge treatment with a bottom edge 15" max above the pedestrian circulation path

Edge Detection at Roundabouts: Vertical Edge Treatment

R306.4.1.2 Vertical Edge Treatment. At curb-attached *pedestrian circulation paths*

- Continuous and detectable.
- Bottom edge must be no more than 15" above the *pedestrian circulation path*.



Edge Detection at Roundabouts: Separation

R306.4.1.1 Separation. Where *pedestrian circulation path* is not attached to the curb. Landscaping or other nonprepared surface 24 inches wide min.



NCHRP 1043 allows Tactile Indicators if 24" separation/vertical edge are not used.

This is NOT an option in PROWAG.

PennDOT does NOT allow use of Tactile Indicators

Multi-lane Crosswalks at Roundabouts & at Channelized Turn Lanes

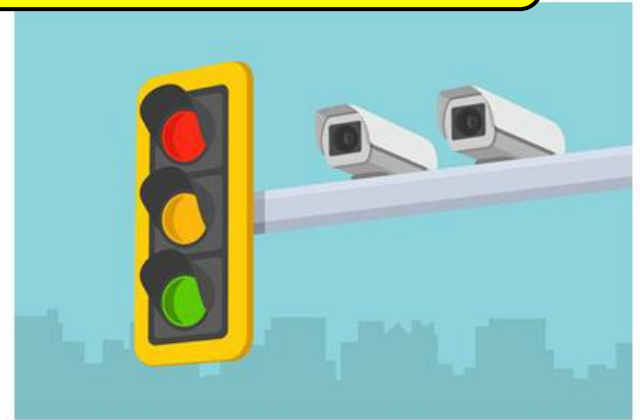
NPRM: Channelized Turn Lanes at Roundabouts & Other Signalized Intersections. Pedestrian activated signals complying with R209 shall be provided at pedestrian street crossings at multi-lane channelized turn lanes.

FINAL RULE: Multi-lane Crosswalks at Roundabouts & at Channelized Turn Lanes. Provide treatments consisting of one or more of the following: a traffic control signal with a *pedestrian signal head*; a *pedestrian hybrid beacon*; a *pedestrian* actuated rectangular rapid flashing beacon; or a raised crossing.

Detectable Warning Surfaces at Driveways

R205.7 Driveways. Pedestrian circulation paths at driveways controlled with yield or stop control devices or traffic signals shall have detectable warning surfaces complying with R305.2.8.

DWS at Stop/Yield controlled driveways is currently in PennDOT Policy.
Previously "Advisory" in PROWAG



Detectable Warning Surfaces

R305.1 DWS is allowed to have partial domes on cut edges. Center to center spacing can exceed the limit by 2X. Dome spacing is not required at expansion joints (boarding platforms).



Detectable Warning Surfaces

R305.2 2" border is allowed for DWS. 6" setback allowed at the edge of pavement if no curb is used.



R305.2.6 **DWS is not intended at standard level sidewalk Bus Stops.** Required at Boarding Platforms which are above standard curb height of 3" to 9". (R104.3).



Requirement for Alternate Transit Stops

R204.2 Alternate Transit Stops. Where **accessible** transit stops are temporarily not accessible due to construction, maintenance operations, or other similar conditions, alternate transit stops complying with R309 shall be provided.



Fare Vending Machines at Transit Stops and Transit Shelters

New Requirement

R210.2 Fare Vending Machines

Where provided at transit stops and transit shelters, fare vending machines shall comply with R403 and section 707 of Appendix D to 36 CFR part 1191 (ADA & ABA Accessibility Guidelines), except for 707.2 and 707.3.



On-Street Parking

R211.1 On-street parking spaces designated exclusively as **residential parking, commercial or law enforcement shall not be required to comply** with R211 and shall not be counted for purposes of Table R211.

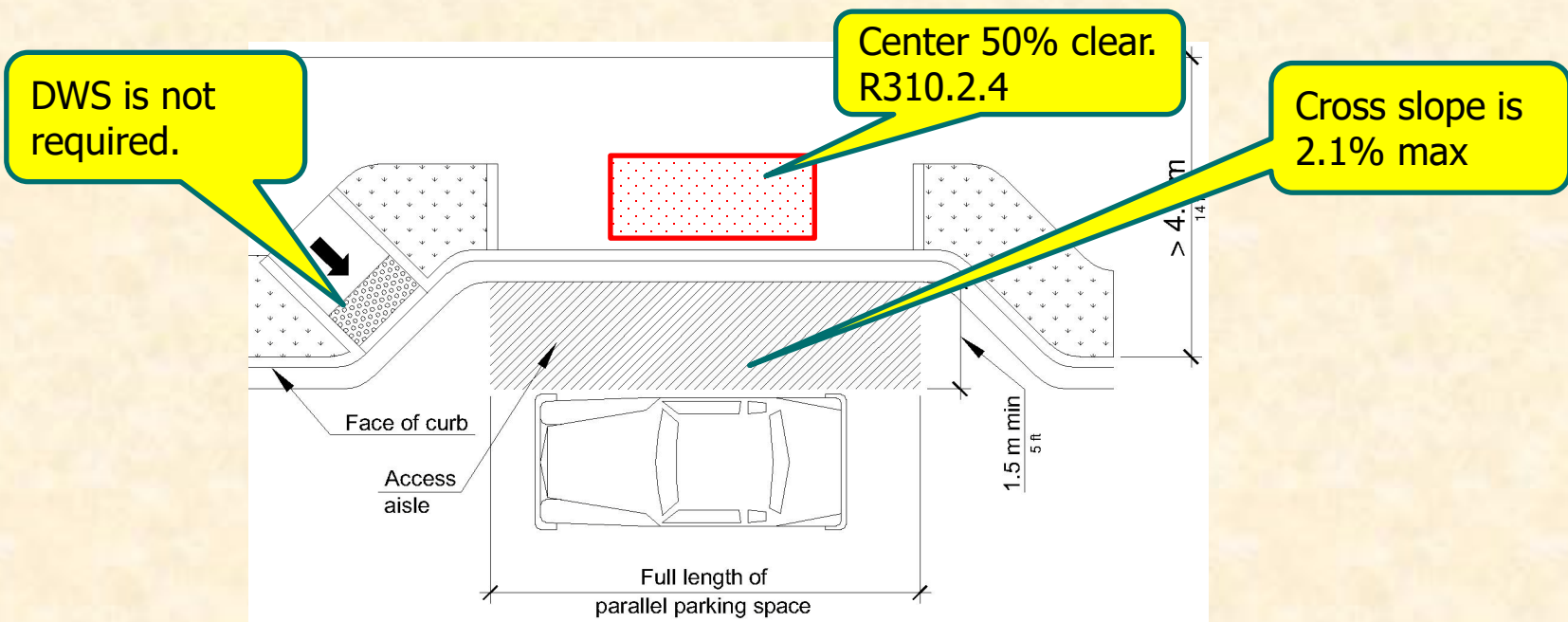
R310 Parallel parking spaces 24'x13' – **two exceptions**

- **if sidewalk is not altered**, spaces can be the same size as existing, must be provided nearest to the crosswalk/midblock.
- If a 24'x13' space would result in a **distance less than or equal to 9' from curb to ROW line**, can provide spaces same size as existing, nearest the crosswalks. 9' allows 48" PAR and 5' for street furniture/building frontage. DWS is not required for ramps to parking spaces.



On-Street Parking

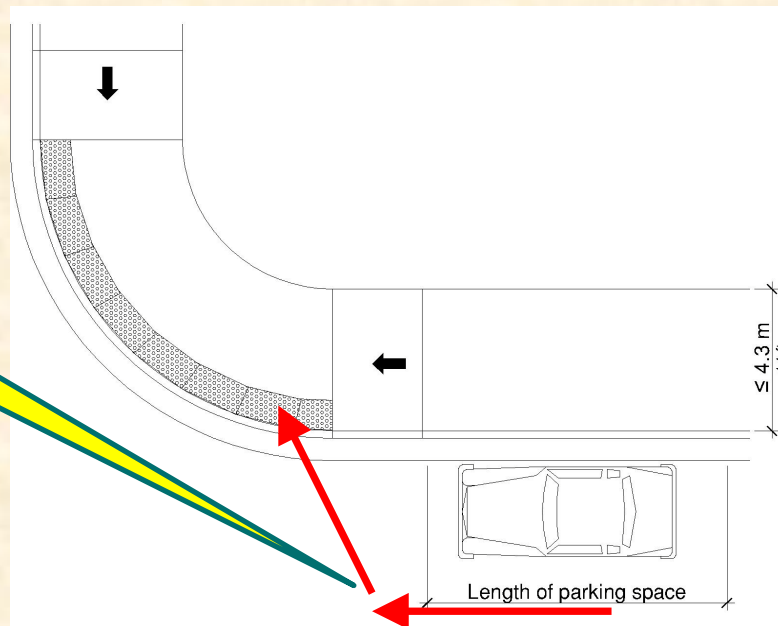
302.5.1 - The *cross slope* of a *pedestrian access route* not contained within a *crosswalk* shall be 1:48 (2.1%) maximum.



On-Street Parking

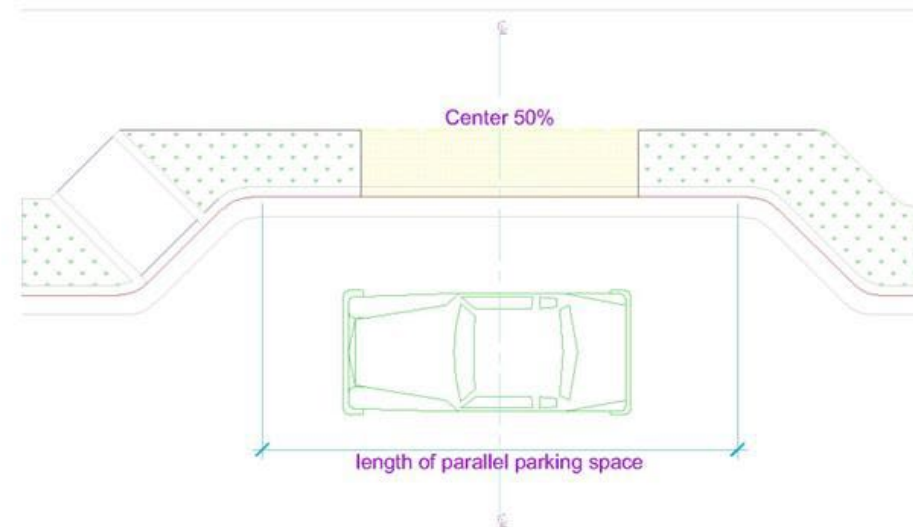
302.5.1 - *Exception*: The portion of a pedestrian access route within a street that **connects an accessible parallel on-street parking space to the nearest crosswalk at the end of the block face or the nearest midblock crosswalk** is not required to comply with R302.5.

Cross slope of this path is not required to meet 2.1%



Clearance Adjacent to Parallel Parking Spaces

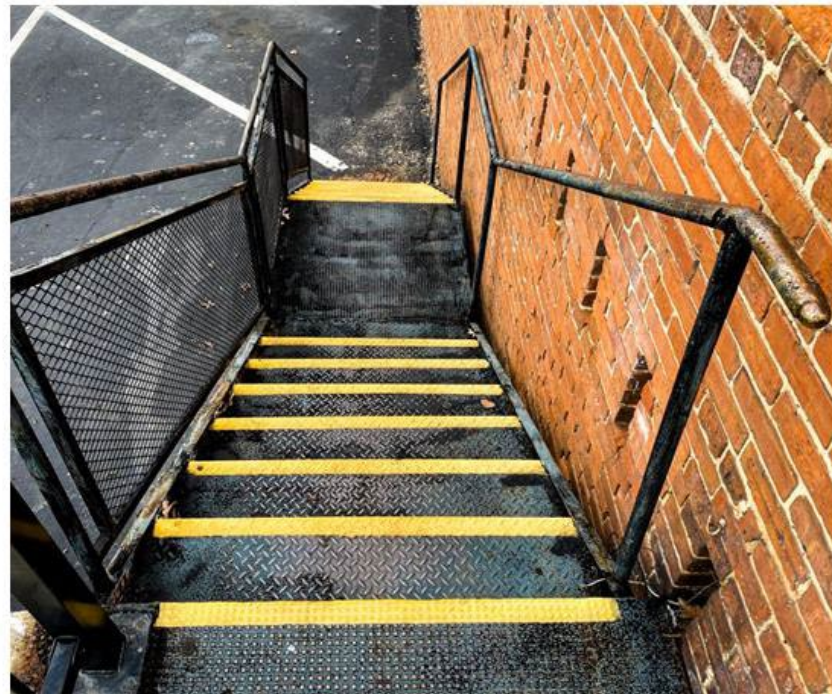
R310.2.4 Clearance Adjacent to Parking Spaces. The center 50% of the length of the sidewalk, or other surface, adjacent to an accessible parallel parking space must be free of obstructions, including parking identification signs, parking pay meters, and parking pay stations and must comply with R302.6.



Visual Contrast on Stairs

Visual Contrast. Leading edge of each step tread and top landing must be marked by a stripe.

The stripe must be 1 inch wide minimum and contrast visually with the rest of the step tread or circulation path surface either light-on-dark or dark-on-light.



What's Next

Enforceable under the ADA* after adoption by

- Department of Justice, Department of Transportation

*Title II entities have obligations under the ADA to ensure their facilities are accessible to and usable by people with disabilities

Enforceable under the ABA after adoption by

- General Services Administration, Department of Defense, Department of Housing & Urban Development, U.S. Postal Service

Agency rulemaking agenda: <https://reginfo.gov>

PROWAG Final Rule

Continue to follow current policy in DM-2, Chapter 6

- Use 2.1% cross slope now
- Chapter 6 is being revised
- CT later this year

QUESTIONS?

ATTACHMENT 6

DCNR Report – Pedestrian & Pedalcycle Advisory Committee, March 12, 2024

- Throughout 2024 DCNR will be working on Pennsylvania’s [Statewide Comprehensive Outdoor Recreation Plan \(SCORP\)](#) 2025-2029. A public survey will be released in spring 2024.
- The “Bridge Street Gap” along the Delaware Canal Towpath (aka D&L Trail) in Morrisville, Bucks Co wrapped up construction in December 2023. This project was identified by DCNR in 2014 as one of [Pennsylvania’s Top 10 Trail Gaps](#). The project included construction of ramps and an at grade-road crossing, with costs totaling approximately \$1.5M. Partners included Morrisville Borough, Pennsylvania Environmental Council, DVRPC, PennDOT and DCNR.
- Trails At Jakes Rocks Selected As Pennsylvania’s 2024 Trail Of The Year. The Trails at Jakes Rocks is a 35-mile natural surface trail system located in the Allegheny National Forest in Warren County. The trails are used primarily for mountain biking, but other types of recreation such as hiking, trail running, and cross-country skiing are also permitted. The [Pennsylvania Trails Advisory Committee](#) in cooperation with DCNR designates the Trail of the Year to help build enthusiasm and support for trails across the state, and to raise public awareness about the value of the Pennsylvania’s trail network.

ATTACHMENT 7

PPAC Quarterly Meeting
March 12, 2024

DOH Update

[WalkWorks Active Transportation Planning Funding Opportunity](#)

- Round 8 open through March 22
- FOA Webinar held February 7, 100 people registered, 65 attended live
- Grantees will work from July 1, 2024, to June 30, 2025 on their plans

[WalkWorks Capacity-Building Pre-Planning Program](#)

- Round 1, three communities, finishing up now; all hope to apply for ATP funding
- Round 2 opens in early April
- Awardees will work from July 1, 2024, to February 28, 2025

[2024 Statewide Active Transportation Summit](#)

- Keynote speaker: Anna Zivarts, Week Without Driving
- Adaptive Cycle Expo, York Revs Ballpark, Tuesday, June 25, 4-6:30pm
- Summit will run from 8am to 4:30pm on Wednesday, June 26

[Early Childhood Cycling Education Initiative](#)

- Balance Bike Coach-in-Training activity at Philly Bike Expo, March 16-17
- Spring bike rodeos being scheduled now, starting April 1
- North Philly school events scheduled for May