

Pedalcycle and Pedestrian Advisory Committee Meeting Minutes

Meeting Date: September 10, 2024, 12:00 pm
Virtual via Teams

Call to Order and Roll Call

The meeting was called to order at 12:00 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 Shaeffer	Alternate for Minority Chair of House Transportation Committee
Trish Meek	Alternate for Secretary of Transportation
Alex MacDonald	Alternate for Secretary of Conservation and Natural Resources
Scott Bricker	Metropolitan Pittsburgh
Amy Kessler	Metropolitan Planning Organization/Rural Planning Organization
Sam Pearson	Alternate - Statewide Constituencies
Ben Guthrie	Pedestrian Constituencies
Cliff Kitner	Trail Constituencies
Jim Buckheit	Alternate - Recreational Cycling Club
Joe Capers	Children & Education Constituencies
William Hoffman	Public Member

Others Present: Chris Conti, Paul Lutz, David W McFarland III, Jason Bewley, Matt Bjorkman, Chuck Richards, Jaclyn Himmelwright, Rachel Eckman, Heather Bitner, Sarah McHugh, Janet Flynn, Taylor Lightman, Jeffrey Young, Doug Schmeelk, Jeff Iseman, Will Cowan, Will Fraser, Chris Metka, Gavin Gray, Justin Cambric, Janice Mullin, Dave Melville, Dick Norford, Leann Chaney, Connor Vecellio, Joshua Theakston, Mavis Rainey, Paula Devore, Anne Messner, Bethani Cameron, Tosh Chambers, Nidhi Mehra, Pat Krebs, Wayne Mears, Randy Waltermeyer, Jonathan Shaw, Hank Beaver, Evan Gardi, Laura Heilman, Chris Allison, Laura Lastoskie, Ross Willard, April Hannon, Louis Searles, Keith Chase, Ngani Ndimbie, Roy Gothie, Joe Stafford, and Lyndsie DeVito

Election of Officers

Mr. Bricker asked for nominations for Chair, Vice Chair and Secretary. A motion was made by Alex MacDonald as follows: Scott Bricker, Chair, Julie Fitzpatrick, Vice Chair, and Amy Kessler, Secretary. The motion was seconded by Cliff Kitner. Bill Hoffman nominated himself for Secretary. No second was made, and the motion failed. Mr. Bricker asked for additional nominations and hearing none he called for a vote on the motion on the floor. The motion passed unanimously.

Approval of Minutes

A motion to approve the minutes of the July15, 2024, PPAC meeting was made by Amy Kessler and a second was made by Mr. Hoffman. The motion passed by unanimous voice vote.

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

Trish Meek introduced the Vulnerable Road User (VRU) Safety Education consultant team Randy Waltermeyer and Keith Chase. She stated that this is a 3-year education and awareness initiative focused on VRU safety.

Mr. Chase provided a presentation (Attachment 1) and emphasized that this initiative is a long-term project and is funded through a National Highway Traffic Safety Administration (NHTSA) grant. He stated that a considerable amount of outreach was done to identify future strategies through engagement with stakeholders and noted a

Program Design Strategy is being drafted. Mr. Waltermeyer discussed the need for a partnership approach to accomplish maximize reach. The presentation covered the following: Stakeholder Input, Strategic Direction, Delivery of VRU Education, Building Partnerships, Year 1 Accomplishments, and Future Year Actions.

Mr. Waltermeyer stated this awareness initiative is focused on motorists, bicyclists, pedestrians, and persons using mobility devices. Areas to be addressed include the importance of speed management, applicable traffic laws, nonmotorized safety equipment (helmet, mirrors, lights, etc.), and infrastructure designed to improve nonmotorized road user safety (green bike lanes, bike boxes, etc.). The initiative will educate motorists and non-motorists of all ages. Goals of the program include the following:

- Update and develop education resources for all ages and users.
- Make education and awareness raising resources widely known and easily accessible.
- Promote the needs of VRUs to motorists
- Encourage and promote VRU safety education in schools.

Mr. Waltermeyer talked about strategies to deliver the program and displayed a chart that shows delivery mechanisms for education by age group. He also reviewed some of the year 1 accomplishments including piloting driver's education presentations and associated train the trainer materials as well as creation of a PA Bike Rodeo Guide and Safety Press Officer kits. He added that future work will include second and third grade education and train the trainer materials as well as expanding the Be Safe PA video series with both child and adult-focused content. Updates are proposed for the following existing resources: Tips card for Bicyclists/Pedestrians/Motorists, PA Bicycle Driver's Manual, and Traffic Safety Activity Book. The following new resources are being considered as part of future work: Companion to Bicycle Drivers Manual, PA Bicycle and Pedestrian Infrastructure Guide, VRU Partner Share Kit, and Driver Safety Checklist. Ms. Meek stated that PPAC will be provided an opportunity to comment on materials in the future.

Pat Krebs mentioned the effectiveness of a video that was created and streamed in the Lebanon County Driver License Center related to a 2018 bicycle crash. She stated use of videos in driver license centers should be considered in the future and also mentioned that it is important to humanize cyclists in education efforts. She also mentioned working with professional drivers, and mentioned work with a Lebanon County trucking company, as part of past education efforts.

Jim Buckheit suggested including the scouting community as one of the target audiences and bike clubs could also be engaged.

Mr. Bricker asked what Key Performance Indicators (KPIs) are being considered and also asked how to get VRU questions on the driver's license exams. Mr. Waltermeyer agreed with Mr. Bricker and Alex MacDonald that getting VRU related questions in the manual and practice exam would have benefit.

Sam Pearson referred to the list of deployments by age group and noted that engaging 18 – 25 year-olds could include demonstration events and noted the importance of engaging that age group. She also suggested contests for not only second to fifth graders but contests for 18-25 using social media.

Amy Kessler suggested engagement similar to the paint the plow contests and utilizing Career link Offices as a location for tip cards and other education materials. She stated that tourism and visitor centers are another potential location to distribute materials. She asked if there is an opportunity to get creative related to requesting that funding applications contain an educational component and a requirement that if a project is funded there needs to be some type of an education related to the infrastructure that is constructed. This could provide education in addition to fixing a sidewalk. This is also related to the PennDOT Connects conversation related to integrating VRU improvements.

Ngani Ndimbie asked if race or income was considered as part of the analysis and what the analysis showed. Mr. Waltermeyer confirmed both were considered and it showed a disproportionate concentration of VRU suspected serious injuries and fatal crashes in Census Tracts that are Environmental Justice (EJ) tracts.

Legislative Update

Mr. Ritchie referred to the legislative report (Attachment 2) that was attached to the meeting invite. He mentioned that the report includes bills that have been introduced and there are no new updates since the last PPAC meeting. He noted that the Senate is scheduled to be in session the following week.

He stated there is a Series of Hearings being held across the Commonwealth by the House. He also provided an update on discussion related to funding for public transportation, roads, and bridges. Ms. Pearson noted the overlap the VRU Safety Education has to Transportation Demand Management and Road Shift.

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

Ms. Meek stated that the information that was prepared by the PPAC Subcommittee which was included in the agenda. A motion was made by Jim Buckheit that the public members of PPAC support the MUTCD subcommittee recommendations and the information be forwarded to PennDOT for consideration. Mr. Hoffman seconded he motion which was unanimously approved. Ben Guthrie asked a question to clarify if it included the information on the spreadsheet.

Draft Traffic Engineering Manual (Pub 46) Chapter 9 Bike Routes - Other Bicycle Route Designations within State Highway Right-of-Way

Ms. Meek referred to the attached draft policy that was sent to PPAC members for review and comment. Mr. MacDonald provided comments (Attachment 3) for consideration by PPAC. Ms. Pearson asked about recent changes in District policy related to updating pavement markings. Ms. Meek clarified that in the proposed policy when a request for pavement markings is made the requesting entity will be required to install and maintain in the future. Ms. Pearson asked about requirements to have flaggers. Ms. Meek replied that the legal agreement that is being finalized outlines the requirements.

Ms. Kitner brought up maintenance costs and voiced concern about the cost of maintaining existing crossing pavement markings. Ms. Meek acknowledged that the draft policy covers maintenance requirements.

Mr. Buckheit asked if municipalities are local authorities and should the definition be included in the policy? Ms. Meek responded that local authorities are defined in state law.

Mr. Bricker asked if we reached out directly to trail organizations and noted that he provided the policy to the trail organization in his area for comment. Ms. Meek noted it was not sent directly to Commonwealth trail organizations but PPAC could make that recommendation.

Mr. Ritchie asked what the next steps are. Ms. Meek responded that the comments will be reviewed by PennDOT staff and adjustments will be made to the Policy as needed and anyone who provided a comment will be provided a response to their comment. Depending on the number of comments and revisions that are made the Policy may be sent out for a second Clearance Transmittal. PennDOT's Legal Counsel will review the policy before it is sent to FHWA for review. After FHWA approval the policy will be issued by Strike Off Letter and it will be incorporated into Pub 46 when other updates are made to the Pub. Ms. Meek noted if anyone has additional comments they can be submitted until September 18.

Agency Updates and Questions and Answers

Mr. MacDonald stated a written update was provided ahead of the meeting and asked if there were any questions (Attachment 4). He noted that the SCORP public survey has been reopened to solicit additional input and he encouraged members to distribute the survey to other parties as DCNR would like to receive an additional 300 responses.

Laura Lastoskie provided the Department of Health (DOH) update (Attachment 5). She reviewed information about the WalkWorks program and Ms. Pearson added that there is a week Without Driving PA website and there is an upcoming webinar. Mr. Bricker asked what percentage of WW recipients move forward to get state and federal

funds to implement their plan. Ms. Pearson said they try to track the outcomes and provided the example of Lancaster receiving Safe Streets and Roads for All funds after completing their ATP. She added that she will follow up with additional information.

Ms. Meek provided a PennDOT update. She stated that the Department is currently working on a High School VRU Driver's Ed program. The process to bring on a new Bike Ped Open End consultant is under way and work should start soon to move forward the Active Transportation Plan (ATP) Update. Related to PPAC membership she reported that PennDOT needs to get additional information from some of the candidates.

Mr. Bricker asked for the next meeting date. Ms. Meek stated the meeting in the second Tuesday in December which is the 10th.

Public Comment

Mr. Bricker asked for public comments.

Mr. Hoffman stated that he reached out to Brendon Linton related to his court case. He provided some background and following the last meeting Mr. Linton acknowledged that a legal brief was submitted to the State Supreme Court. Mr. Bricker noted that BikePGH wrote an amicus brief for the case and Mr. Stafford noted the significance of the case.

Mr. Stafford asked for clarification on the deliverables of the VRU Safety Education project. He voiced his concern about changes to the PA Bicycle Driver's Manual. Ms. Meek clarified that the Driver's Manual will still be available but the intent is to also create a simplified version. Mr. Stafford stated most bicyclists are self-taught and the current manual is needed.

Ms. Pearson noted cultural change is needed and some countries require that with every child know how to ride a bike by second grade. Mr. Kitner added that in elementary school every student had to take a hunter safety course and he also had driver's education in school and maybe it is time to bring back driver's ed in school to educate new drivers about these issues. Ms. Meek said the intent is to also develop materials for private driving schools and for mature driver training too.

Adjournment

A motion to adjourn the meeting was made by Mr. Hoffman with a second by Mr. Buckheit. The motion passed by unanimous voice vote. The meeting was adjourned at 2:03 pm.

Next Meeting

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

VULNERABLE ROAD USER (VRU) SAFETY EDUCATION INITIATIVE



SEPTEMBER 10, 2024

TODAY'S DISCUSSION

VRU Education Initiative - Recap

Stakeholder Input

Strategic Direction

Delivering VRU Education

Building Partnerships

Year 1 Accomplishments

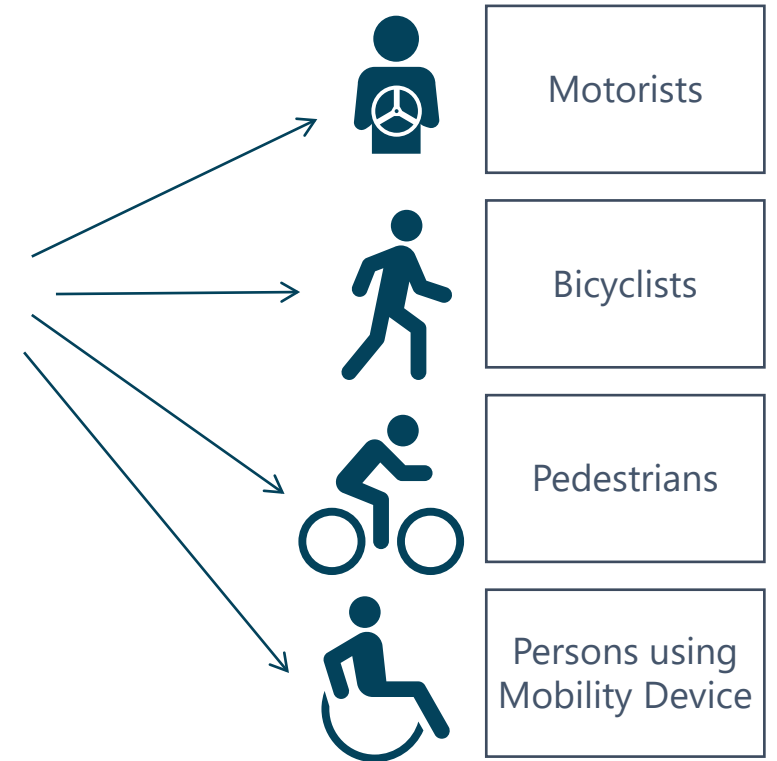
Action Plan for Years 2 and 3



INITIATIVE RECAP

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

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



STAKEHOLDER INPUT



- PPAC
- Agency Interviews
- Stakeholder Interviews
- Survey

- Crash Data
- Themes
- Industry Review

- Direction
- Delivery
- Partnerships
- Actions
- Evaluation



STRATEGIC DIRECTION

Initiative Vision:

Provide VRU education to motorists and nonmotorists of all ages leading to reduction in crashes involving vulnerable road users throughout the Commonwealth of Pennsylvania.



STRATEGIC DIRECTION

Vision Goals:

- Update and develop education resources for **all ages and users**.
- Make education and awareness raising resources widely known and easily accessible.
- Promote the needs of VRUs to motorists.
- Encourage and promote VRU safety education in schools.



STRATEGIC DIRECTION

Vision Goals:

- Ensure that partners have access to resources.
- Deliver VRU safety education through a network of partners.
- Partner with other state agencies in the delivery of VRU safety education.



DELIVERY – MAXIMIZE REACH



Webpage Content



Videos



In-School
Presentations



Coloring / Activity
Books



Brochures



Demonstration
Events



Information
Tabling Events



Television / Cable
Programming



News Media



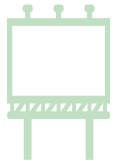
Webinars



Social Media



Radio



Billboards



Media Advertising



Transit
Advertising



VRU Share Kits for
Partners



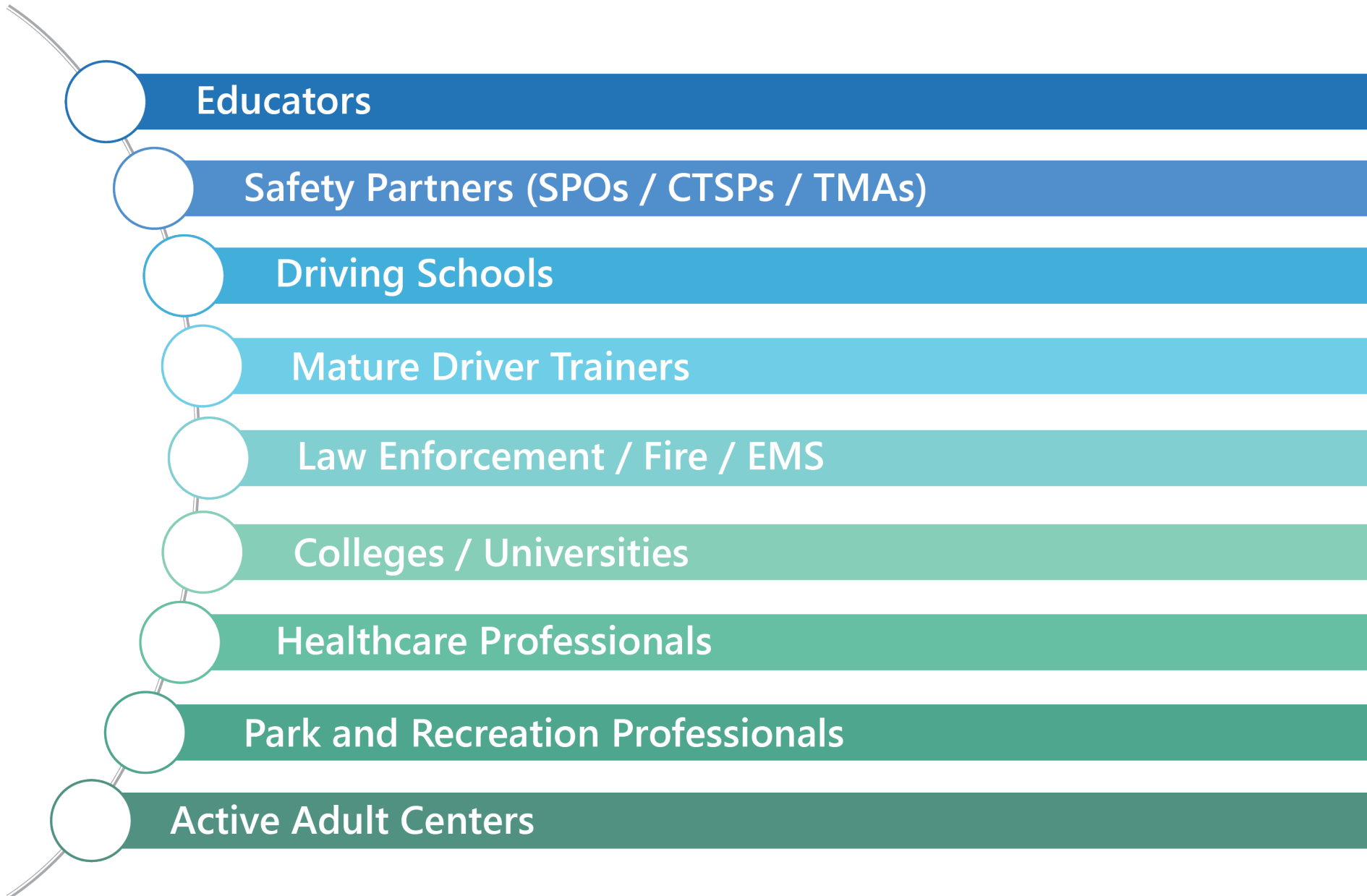
PARTNER ABUNDANCE



PPAC Input from 7/15/2024 meeting

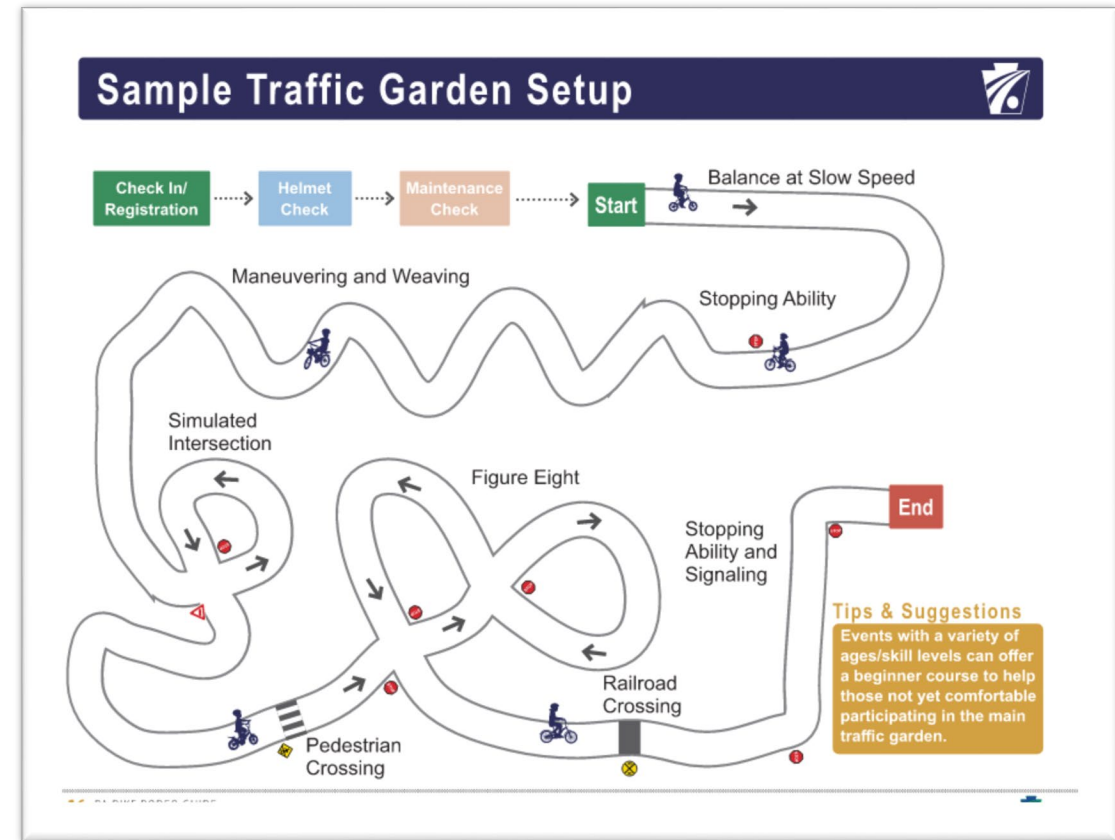


PARTNERS (TIER 1)



YEAR 1 ACCOMPLISHMENTS

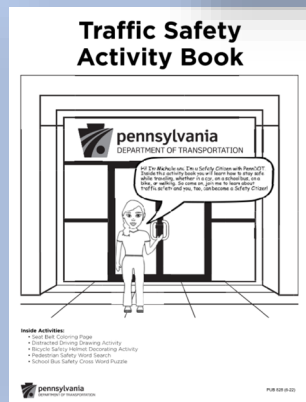
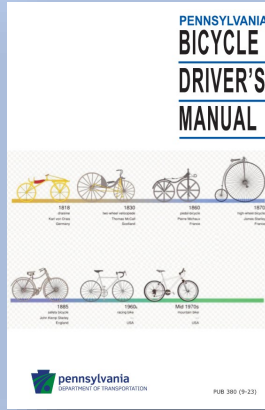
- VRU Safety Education Initiative – Program Design
- School Presentation Pilots
9th-10th grade
- Train the Trainer Guide
9th-10th grade
- PA Bike Rodeo Guide &
Safety Press Officer Kits



ACTION PLAN FOR YEAR 2

Year 2 – Federal Fiscal Year 2024-25 (10/1/24 – 9/30/25)

Update Existing Resources



Develop New Resources

- Simplified Companion to Bicycle Driver's Manual
- PA Bicycle and Pedestrian Infrastructure Guide
- Driver Safety Checklist
- VRU Safety Quiz

2nd – 3rd Grade

- School Presentation
- Train the Trainer program



ACTION PLAN FOR YEAR 3

Year 3 – Federal Fiscal Year 2025-26 (10/1/25 – 9/30/26)

- Expand Train the Trainer Program (Tier 1 Partners)
- Develop new resources
- Expand *Be Safe PA* video series with both child and adult-focused content

Video



DISCUSSION



ATTACHMENT 2

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

9/10/24 PPAC Meeting

(Additions and updates since the 7/15/24 PPAC meeting are noted in red.)

Distracted Driving

Act 18 of 2024 (Brown):

- **Overview:** This legislation creates a primary offense for drivers who violate the hand-held interactive mobile device ban while the vehicle is in motion. Following 12 months to implement the measure, a driver is issued a written warning for the subsequent 12 months, then a police officer may impose a fine of \$50 for violating the hand-held ban (2026). A driver may not be charged concurrently for violating the texting ban and handheld ban. Incorporates key changes to be eligible for Federal distracted driving grants, such as codifying a mandatory question in the driver's exam. The penalties involved in homicide by vehicle and aggravated assault by vehicle were added to violating the hand-held ban. PSP and certain local police are required to collect and report data from every self-initiated traffic stop.
 - **Status:** Senator Brown convened a [press conference](#) on 2/28/23. Referred to Senate Transportation on 4/10/23. Passed Senate Transportation, as amended, (13-1) on 5/10/23. Passed the full Senate (37-11) on 6/22/23. Referred to House Transportation on 6/23/23. Passed House Transportation, as amended, (19-6) on 3/26/24. Passed the House, as amended, (124-77) on 4/9/24. Referred to Senate Rules for concurrence on House amendments. Passed Senate Rules, as amended, then passed the full Senate (37-13) on 5/7/24. Referred to House Rules for concurrence on Senate amendments. Passed House Rules, then passed the full House (126-74) on 5/8/24. Signed into law as Act 18 on 6/5/24.
-

e-Scooters

SB 692 (Laughlin):

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

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

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

HB 2218 (Kinkead):

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

Protected Bike Lanes

SB #### (Langerholc):

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

HB 35 (Maloney):

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

HB 1283 (Daley):

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

Radar for Local Police

SB 459 (Rothman):

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

Automated Speed Enforcement (ASE)

SB 748 (Argall and Schwank):

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

Act 38 of 2023 (Neilson):

- **Overview:** Removes the sunset date related to the five-year pilot program involving ASE on the Roosevelt Boulevard in Philadelphia. This bill also: 1) Expands ASE on roads and streets throughout

Philadelphia's jurisdiction, 2) Incorporates critical changes related to automated enforcement on school bus stop arm cameras, 3) Creates a new ASE pilot program in Philadelphia's school zones, and 4) Provides new signage requirements for ASE in active work zones (without removing its sunset date).

- **Status:** House Transportation unanimously passed the bill, as amended, on 6/12/23. This bill was amended further on the House Floor with unanimous support to address signage requirements for ASE in active work zones. Passed the full House (141-62) on 6/26/23. Referred to Senate Transportation on 6/30/23. Passed Senate Transportation (13-1) on 10/24/23 with an amendment to remove all provisions, except the sunset dates to maintain both ASE programs in active work zones and Roosevelt Boulevard. Received First Consideration on 10/24/23 and Second Consideration on 10/25/23. Re-referred to Senate Transportation on 10/25/23. Senate Transportation "went over" HB 1284 and Amendment No. 2956 on 11/14/23, meaning no votes were taken. The proposed amendment would have: 1) Included technical changes to [Act 19 of 2023](#) that addressed comprehensive fixes to Section 3345.1 (automated enforcement on school bus stop arm cameras), 2) Created a permanent program for ASE in active work zones and added a few improvements, such as new signage requirements, 3) Created a permanent program for ASE on Roosevelt Boulevard, and 4) Directed the Local Government Commission to study ASE expansion on local roads and streets. Senate Transportation met on 12/12/23 to consider Amendment No. 3319 that included all of the provisions from Amendment No. 2956 plus ASE expansion on up to five new corridors in Philadelphia as well as ASE expansion on up to five school zones in Philadelphia. Passed Senate Transportation unanimously on 12/12/23. Passed the full Senate (47-3) on 12/13/23. Passed the House on concurrence (121-82) on 12/13/23. Signed into law as Act 38 on 12/14/23.

Vulnerable Highway/Road User

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

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

Stopping for Pedestrians

[HB 1056](#) (Malagari):

- **Overview:** Requires a motorist to stop (and remain stopped) for a pedestrian lawfully within an intersection or crosswalk. The bill creates a fine of \$50 as well as a 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 3

District/ Organization	Date	Contact	Page	Comments
DCNR	9/3/2024	Alex MacDonald		Would like to see more information/guidance on how interested parties can request designation or find additional information
DCNR	9/3/2024	Alex MacDonald		Can the policy provide more specific metrics for what would qualify as a designation? How will the policy help unify the districts with discrete specifications?
DCNR	9/3/2024	Alex MacDonald		Who should applicants contact/where can application information be found?
DCNR	9/3/2024	Alex MacDonald		Can an example application be provided to applicants to help standardize it?
DCNR	9/3/2024	Alex MacDonald		No. 4 under Bicycle route approval process- what will reviewers be looking for/grading for in the application. How will the review process be standardized across districts?
DCNR	9/3/2024	Alex MacDonald		No. 6 mentions "traffic control devices" but the rest of the policy is only discussing signage. Are traffic control devices also a possibility that entities can be applying for under this designation?

ATTACHMENT 4

DCNR Report – Pedestrian & Pedalcycle Advisory Committee, September 10, 2024

- Results from the surveys conducted for the update of the State Comprehensive Outdoor Recreation Plan (SCORP) are planned to be released to the public in October 2024. A draft of the plan is not anticipated until the end of 2024.
- DCNR is reopening the State Comprehensive Outdoor Recreation Plan (SCORP) public survey with a focus on reaching more respondents from BIPOC communities. The survey, which was originally open this spring, yielded over 6,800 responses, yet only 7% of respondents identified themselves as being from BIPOC communities.
 - ***The survey is open now and will close on 9/21/24 to give us time to meet our National Park Service deadline.***
 - Link to Survey (English): <https://www.surveymonkey.com/r/PA-SCORP-25>
 - Link to survey (Spanish): <https://www.surveymonkey.com/r/PA-SCORP-25?lang=es>
 - Link to 2020-2024 Rec Plan: <https://www.dcnr.pa.gov/Recreation/PAOutdoorRecPlan/Pages/default.aspx>

ATTACHMENT 5

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

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

To address the shortcomings within our active transportation networks and the barriers to healthy physical activity in daily life, WalkWorks provides technical assistance and funding to communities for the development of Active Transportation Plans. While all municipalities are eligible to participate in the program, application scoring advantages and preferential award terms (no match requirement and higher award totals) will be given to communities located in either DOH priority counties or DEP Environmental Justice areas. These communities most often have well-documented health disparities and/or are located in counties with documented health disparities.

Updates:

1. FY2023-24 WalkWorks Active Transportation Plan Grants

- Nine ATP communities are in the process of submitting their draft plans for review.
- Finalized plans should be adopted this fall by each community.
- FY2023-24 grantees:
 - Bethel Park Township, Allegheny County
 - Churchill Boro, Allegheny County
 - South Fayette Township, Allegheny County
 - Southmont Borough, Cambria County
 - South Whitehall Township, Lehigh County
 - City of Pittston, Luzerne County
 - City of Easton, Northampton County
 - Palmer Township, Northampton County
 - City of Greensburg, Westmoreland County
- Subsequently, the communities will be seeking additional planning funds to further progress their Active Transportation Plans and/or implementation funds to bring their plans to fruition.
- The communities will also be enacting policy and education/programming initiatives to support active transportation in their areas.

2. FY2024-25 WalkWorks Active Transportation Plan Grants

- Nine new ATP communities have been onboarded and will be attending PennDOT's Intro to Active Transportation webinar on 9/19.
- Three of this year's grantees successfully completed the first round of the Capacity-Building Pre-Planning Process: Meadville, Vandergrift, and Wilkinsburg.
- FY2024-25 grantees:
 - Bellevue Borough, Allegheny County
 - Swissvale Borough, Allegheny County

- Wilkinsburg Borough, Allegheny County
- City of Lock Haven, Clinton County
- City of Meadville, Crawford County
- Lower Paxton Township, Dauphin County
- Albion Borough, Erie County
- City of Allentown, Lehigh County
- Vandergrift Borough, Westmoreland County

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

- Four communities have been selected as awardees of the WalkWorks Capacity-Building program for the grant period of 7/1/24-6/30/25.
- The Capacity-Building grant provides technical assistance to low-capacity, high interest municipalities in preparing the pre-planning steps required to apply for funding to develop an Active Transportation Plan.
- Eligible applicants are municipalities located in either DOH State Physical Activity and Nutrition priority counties or in communities with an overall percentile rating above 60 in the Pennsylvania Department of Environmental Protection's updated PennEnviroScreen Tool.
 - The 10 current target counties include: Clearfield, Erie, Fayette, Greene, Lawrence, Luzerne, Lycoming, Mercer, Northumberland, and Philadelphia.
 - DEP Environmental Justice ratings may be viewed at <https://www.dep.pa.gov/PublicParticipation/OfficeofEnvironmentalJustice/Pages/PA-Environmental-Justice-Areas.aspx> using the Final Score Percentile under the Tract Info.
- FY2024-25 grantees:
 - Borough of Leetsdale, Allegheny County
 - Borough of West Reading, Berks County
 - Kulpmont Borough, Northumberland County
 - Borough of Schuylkill Haven, Schuylkill County

4. **Reminders**

- A repository of **Tactical Urbanism** resources gathered from Pennsylvania and several other states and regional organizations is now available at: <https://padowntown.org/tactical-urbanism-resources/>
- The **Week Without Driving** initiative will run from Monday, 9/30 – Sunday, 10/6. For further information, please visit the website for the 2024 campaign at <http://www.weekwithoutdriving.org>, which includes an introduction to the concept, a sign-up form, and links to background materials. All are welcome to join the challenge and participation by elected officials across Pennsylvania is particularly encouraged!