



Lancaster County MPO

Lancaster County MPO: Lancaster County Active Transportation Advisory Committee (ATAC) Meeting Agenda

Thursday March 16, 2023 at 6:30 p.m.

In person: Lancaster County Government Center
150 North Queen Street, Lancaster, Pennsylvania
Rooms 102/104

Online: <https://call.lifesizecloud.com/1696302>
or 312-584-2401, code 1696302#

Call to Order

For Action:

1. Minutes of January 19, 2023 Meeting
Bill Swiernik, Chair

For Information:

2. Safe Streets and Roads for All Program – Safety Action Plan Grant
Kristiana Barr, Lancaster County Planning Department
3. SCTA Transit Development Plan (TDP) Update
Lauri Ahlskog, South Central Transit Authority
4. Lancaster Train Station Small Area Plan
Mike Domin, Lancaster County Planning Department
5. Limited English Proficiency Plan and Public Participation Plan Update
Will Clark, Lancaster County Planning Department

Adjournment:

Upcoming Meetings:

TTAC	March 27, 2023	12:30pm	MPO	April 24, 2023	12:30pm
TIES	Dissolved	N/A	ATAC	May 18, 2023	6:30pm

The Lancaster County Metropolitan Planning Organization is committed to compliance with the nondiscrimination requirements of applicable civil rights statutes, executive orders, regulations, and policies. The meeting location is accessible to persons with disabilities. Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in this public meeting, please contact Will Clark at 717-299-8333, or by email to WClark@co.lancaster.pa.us as soon as possible, but no later than 5 days before the scheduled event. Thank you.



**Lancaster County Active Transportation Advisory Committee
(ATAC)
Meeting Minutes**

Thursday, January 19, 2023 at 6:30 p.m.

Online Only via Lifesize

Members

x: present, v: virtual attendee

v Adriana Atencio	Bill Swiernik	v Steve Mohr, Jr.
v Adam Smith	v Bill Hoffman	v Emily Wilson
	v George Tobler	

Others

Will Clark, Kristiana Barr, Mike Domin, Faith Gaddie, Ray Marvin, Barbara Huggins

Order of Business:

1. Call to Order

Ms. Atencio called the meeting to order at 6:31 p.m.

2. Approval of minutes (Action)

Thursday, December 15, 2022 Meeting minutes

Mr. Hoffman made a motion to approve the minutes as submitted and Mr. Tobler seconded the motion. The motion passed unanimously.

3. Public Comment

Mr. Clark requested that public comment be moved up on the agenda to be mindful of Ms. Huggins' time. Ms. Huggins is participating in Leadership Lancaster and attended the meeting as government observation homework. She lives in Manor Township and had questions about the lack of sidewalks and covered bus stops on Columbia Avenue.

Staff explained that sidewalks are a matter for local municipalities and property owners and not something that can be mandated at the County level. It was noted that in the project at Centerville Road, more sidewalks are to be built. Staff will send her SCTA's Transit Development Plan, which details what RRTA is looking at in terms of bus routes, and a copy of a grant application from about 15 years ago for a corridor redesign of Columbia Avenue that would have covered potentially adding sidewalks.

4. ATP Implementation Priority Tasks for 2023

Ms. Barr reviewed the committee's discussions in 2022 on the implementation chapter of the ATP in 2022 and shared survey results as to which items committee members considered priorities for 2023. She noted that nearly everyone (six of seven members) completed the survey and that there were three recommendations chosen by 50% of members and three chosen by 25% of members. Based upon responses and the Unified Planning Work Program for the Lancaster MPO, the following areas were chosen as Lancaster County Planning Department implementation priorities for 2023:

- A4—Create an interconnected county-wide trail system
- A7—Connect and improve transit stops
- B3 —Incorporate bicycle and pedestrian facilities as standard features in all transportation projects
- C5 – Work to reduce traffic fatalities
- D2 – Expand access to bikes and shared mobility
- E1 – Prioritize transportation funding for ATP implementation
- E5 – Collect and use bicycle and pedestrian data in decision making

Staff asked for feedback on chosen priorities and noted that while sidewalks are addressed in implementation item B5—Improve and maintain pedestrian infrastructure—there are no related tasks to be completed by staff or committee members, because municipalities or property owners are responsible for adding or maintaining sidewalks. Committee feedback included the following:

- Pedestrian infrastructure: look into how the County may be able to work with municipalities to encourage construction of additional sidewalks where they are lacking.
- Support for increasing access to bikes and shared mobility, with caveats about scooters and the fact that bike lanes are only a small part of the bicycle network in the city and a question as to whether that would be a limiting factor for the bike share program. Also noted that electric scooters are not legal in the state and that the city is moving to restrict their use.

Staff asked what role ATAC would like to have in the implementation process (oversight, facilitating tasks such as project reviews)?

- Safety issues
- Crash data analysis
- Sounding board for staff on data/issues

Ms. Barr noted that updates on tasks will be a standing agenda item for the remainder of the year.

5. Project Review Subcommittee

Mr. Hoffman had nothing to report. Ms. Barr asked if the subcommittee would review bridge projects on the 2023 TIP.

A motion to accept the subcommittee update was made by Mr. Smith and seconded by Ms. Wilson. The motion passed unanimously.

5. Other Business and Public Participation

MPO Bylaws Update – Mr. Clark reported that a subcommittee had been convened to review and make changes to MPO bylaws. Only a few changes—terms and some changes to chairmanship—would apply to ATAC; there will be more changes applicable to TTAC. Bylaws will come before the MPO on February 27, if ATAC members would like to comment.

Limited English Proficiency Plan and Public Participation Plan Updates – Mr. Clark reported that updates to these plans will include virtual capabilities for public comment, as well as taking the audience into consideration at the front end of the process, rather than as an afterthought.

SCTA Public Meeting – Ms. Barr reminded members that SCTA would be holding public meetings for its Transit Development Plan in February. Mr. Tobler asked that information on the meetings be emailed to committee members.

Adjournment

Mr. Tobler made a motion to adjourn, and Mr. Hoffman seconded the motion. The motion passed unanimously, and the meeting adjourned at 7:52 p.m.

Link to recorded meeting: <https://vimeo.com/791185306>

Next scheduled meeting:

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In person: Lancaster County Government Center
150 North Queen Street, Rooms 102/104
Lancaster, Pennsylvania

Online: <https://call.lifesizecloud.com/1696302>
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Please note: This meeting was recorded to capture the full discussion of the items above. For brevity, minutes have been simplified to focus on action items and key points in the discussion.

ITEM 2

MEMORANDUM

To: ATAC

From: Kristiana Barr, Senior Land Use & Transportation Planner

Date: March 9, 2023

Subject: Safe Streets and Roads for All (SS4A) Safety Action Plan Grant

Last year, Lancaster County Planning Department staff applied for a grant to develop a comprehensive safety action plan for Lancaster County through the U.S. Department of Transportation's new Safe Streets and Roads for All program. The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries. The plan will address all modes of travel in its analyses and recommendations. In February, we received notice from the Federal Highway Administration that Lancaster County was awarded the requested \$200,000 to complete an Action Plan.

You can learn more about the funding program here: <https://www.transportation.gov/grants/SS4A>

At the meeting, staff will lead committee members in small group discussions of the Action Plan components. Your feedback will inform the project scope of work included in a Request for Proposal (RFP) for consultant assistance with plan development. Information on the Action Plan components is included for your reference.

Safe Streets and Roads for All Action Plan Components

This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>

Leadership Commitment and Goal Setting



An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, MPO Policy Board, etc.) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:

- (1) the target date for achieving zero roadway fatalities and serious injuries, OR
- (2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.



Planning Structure

A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.



Safety Analysis

Analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region. Includes an analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users (motorists, people walking, transit users, etc.). Analysis of systemic and specific safety needs is also performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographic, and structural issues, etc.). To the extent practical, the analysis should include all roadways within the jurisdiction, without regard for ownership. Based on the analysis performed, a geospatial identification of higher-risk locations is developed (a High-Injury Network or equivalent).

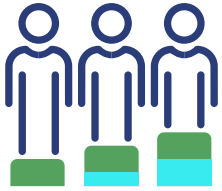


Engagement and Collaboration

Robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the Action Plan. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practical.



Safe Streets and Roads for All Action Plan Components



Equity Considerations

Plan development using inclusive and representative processes. Underserved communities* are identified through data and other analyses in collaboration with appropriate partners. Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.



Policy and Process Changes

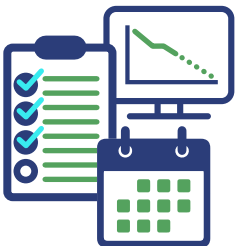
Assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety. The Action Plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate.



Strategy and Project Selections

Identification of a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan. These strategies and countermeasures focus on a Safe System Approach, effective interventions, and consider multidisciplinary activities. To the extent practical, data limitations are identified and mitigated.

Once identified, the list of projects and strategies is prioritized in a list that provides time ranges for when the strategies and countermeasures will be deployed (e.g., short-, mid-, and long-term timeframes). The list should include specific projects and strategies, or descriptions of programs of projects and strategies, and explains prioritization criteria used. The list should contain interventions focused on infrastructure, behavioral, and/or operational safety.



Progress and Transparency

Method to measure progress over time after an Action Plan is developed or updated, including outcome data. Means to ensure ongoing transparency is established with residents and other relevant stakeholders. Must include, at a minimum, annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries, and public posting of the Action Plan online.

* An underserved community as defined for this NOFO is consistent with the Office of Management and Budget's Interim Guidance for the Justice40 Initiative <https://www.whitehouse.gov/wp-content/uploads/2021/07/M-21-28.pdf> and the Historically Disadvantaged Community designation, which includes U.S. Census tracts identified in this table <https://datahub.transportation.gov/stories/s/tsyd-k6ij>; any Tribal land; or any territory or possession of the United States.

