



# Lancaster County MPO

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

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

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

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

### Members

*x: present, v: virtual attendee*

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

### Others

Will Clark, Renee Addleman, Kristiana Barr, Mike Domin, Faith Gaddie, Lauri Ahlskog, Lindsay Pringle

### Order of Business:

#### Call to Order

Mr. Swiernik called the meeting to order at 6:34 pm

#### Call to Audience

No one from the audience addressed the Advisory Committee regarding an item not on the agenda.

### For Action

#### Approval of Minutes

Recording Time Stamp: *Prior to  
Recording*

The committee reviewed the minutes from the Thursday, January 19, 2023 Active Transportation Advisory Committee meeting.

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

## **For Information**

### **1. Safe Streets and Roads for All Program – Safety Action Plan Grant**

[0:00:00](#)

Ms. Barr gave an overview of the Safe Streets for All grant program and noted that the Lancaster Metropolitan Planning Organization (MPO) received a \$200,000 grant to complete a Countywide safety action plan covering all modes of transportation, based upon “Toward Zero Deaths” principles. The program will award \$1 billion annually in FFY 2022 – 2026; in the first round, 473 action plan grants and 37 implementation grants were awarded, including a \$12.7 million dollar grant to the City of Lancaster for implementation of their Vision Zero program.

Ms. Barr asked for discussion on how to approach the plan and what the committee members would like to see it focus on. Points of discussion included the following:

Plan to approach pedestrian and non-vehicular transportation

- Will outlying areas be considered a higher priority since the City has funding of its own?
- Look at a corridor approach, i.e. analyzing Columbia Avenue in terms of non-motorized transportation needs
- Take into consideration South Central Transit Authority and other transportation entities and projects they may be working on.

Leadership Commitment/Goal Timeline

[0:13:09](#)

- Consistent with the City's timeline (2030).
- Consistent with the timeline for County plans (2040).
- 18 months to finish plan, with 2024/25 as endpoint; once plan is adopted, apply for implementation funding.
- Goal should always be zero deaths as soon as possible.
- To meet the goal, there needs to be a culture shift and buy-in to the new thought process.

- Temporary committee appointed by the MPO
- ATAC (established standing committee) with planning staff assistance
  - ATAC focus is narrow – pedestrian, alternative modes
  - See ATAC as more of a sounding board
  - ATAC could be represented on the planning committee

Safety Analysis of Bike/Ped/Horse and Buggy crashes for TIP

Ms. Addleman presented slides showing the distribution of these types of crashes in various parts of the county. She noted the city has more bike and ped crashes, while the eastern part of the county has more horse and buggy crashes.

- Correlation between crash numbers and time of day, weather, etc.? Ms. Addleman said that those details are in the data but were not used in the presentation.
- Correlation between crash numbers and time of day, weather, etc.? Ms. Addleman said that those details are in the data but were not used in the presentation.
- How do these numbers relate to auto crashes? Ms. Addleman replied that this relationship was not analyzed.
- Examine correlation between pedestrian crashes and location of transit stops? Ms. Ahlskog noted the possibility of overlaying transit stops on crash data and Mr. Hoffman pointed out that most crashes appeared to happen on bus routes.
- Missing sidewalks and education on importance of sidewalks – Sidewalks are, in many cases, the responsibility of the property owner. In order to receive state funding for sidewalks, municipalities must agree to maintain them. Sidewalks are not included in road maintenance funds generated by the gas tax, based on a law put in place in the 1930s. Ms. Ahlskog noted that there should be education on the importance of sidewalks.
- Crash data comes from PennDOT, submitted from local police departments; reportable crashes only

- Horse and Buggy drivers' manual was created by MPO with the Amish Safety Committee about ten years ago—covers lights, signals, hand signals, etc.
  - Lindsay Pringle from Penn Medicine / Lancaster General Health is currently co-chair of the Amish Safety Committee. The committee is currently gathering funding to purchase and distribute reflective brow bands for horses, because they are 8' in front of carriages. Next meeting is in June in Narvon. Partnering with the Amish Safety Committee in Cumberland County on programming for school-aged children. Buggies are designed to deteriorate upon impact, which leads to more traumatic injuries and deaths. As to bicycles in Mennonite communities, members won't use lights, but the safety committee is handing out reflective vests purchased with grant funding through trauma centers. The drivers' manual is under revision as the inventory of the original guide decreases.

Engagement—Ms. Barr asked who else should be engaged when developing the plan

[1:01:40](#)

Plan Development and Implementation—Ms. Barr asked for suggestions on how to measure progress and ensure transparency with the public

[1:05:10](#)

- Page on website
- Bilingual access to data
- Self-education and a way to drive educators to the website for resources

## **2. SCTA Transit Development Plan (TDP) Update.**

[1:09:25](#)

Ms. Ahlskog provided an overview of progress on the plan update, including meetings, surveys of various stakeholders, and a market analysis. There will be presentations at the Lancaster Chamber Regional Consortiums in April and more public meetings planned for July or August. Mr. Clark asked whether there was anything from the market analysis that could be incorporated into the County safety plan; Ms. Ahlskog responded that there could be a tie-in to bus stop improvements.

## **3. Lancaster Train Station Small Area Plan**

[1:18:10](#)

Mr. Domin provided an overview of the plan and background regarding how it was developed.

#### 4. Limited English Proficiency Plan and Public Participation Plan Update

[1:23:15](#)

Mr. Clark gave an overview of the plan updates and noted that there is an opportunity for public comment until April 24.

#### 5. Other Business

[1:25:26](#)

- Mr. Clark gave an update on the MPO Bylaws; portions affecting ATAC include terms increasing from two to four years and that the chair and vice-chair will now serve two-year terms, rather than one-year terms. Also actively recruiting to fill two current vacancies.
- ATP Implementation task update—first season of short-duration counts with new Eco-Counter devices. Project Review Subcommittee—Ms. Barr asked for comments on bridge locations.

### Adjournment

**Mr. Tobler made a motion to adjourn, and Mr. Hoffman seconded the motion. The motion passed unanimously, and the meeting adjourned at 8:08 p.m.**

Link to recorded meeting: <https://vimeo.com/809047364>

Upcoming meetings:

Transportation Technical Advisory Committee	TTAC	March 27, 2023	12:30p.m.
Metropolitan Planning Organization	MPO	April 24, 2023	12:30 p.m.
<b>Active Transportation Advisory Committee</b>	<b>ATAC</b>	<b>May 18, 2023</b>	<b>6:30 p.m.</b>

*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.*