

LVBC Recommendation for an Active Transportation Advisory Committee June 1, 2020

As noted in the Board's letter, a Bicycle and Pedestrian Advisory Committee was included in the draft LRTP as of March 12, 2020. The most recent draft no longer includes this committee. Some MPOs refer to this type of advisory group as an Active Transportation Advisory Committee (ATAC).

From: "Chiaromonte, Stephen" <s.chiaromonte@wsp.com>
Date: March 12, 2020 at 8:04:22 AM EDT
To: Pat Krebs <patkrebs43@gmail.com>
Subject: Lebanon LRTP

Both of those are already in the plan. You need not include.

On Mar 12, 2020, at 8:03 AM, Pat Krebs <patkrebs43@gmail.com> wrote:

Do I need to include plan and advisory group as 2 of 5?

Why this advisory group was removed from the LRTP has not been explained.

Research shows that:

1. *Pennsylvania's 2019 Active Transportation Plan* recommends such an advisory group. (page 57)

It is part of section E2 "Improve active transportation engagement as part of project specific transportation planning/design and create specialized outreach for people with disabilities and people from minority groups."

#4 within E2 states – "Promote the creation of active transportation or bicycle and pedestrian advisory committees within MPOs/RPOs."

The MPOs including LEBCO MPO are identified as "stakeholders" of this ATP.

From the ATP:

" This document sets the stage for the Department of Transportation, along with our state agency partners, local and regional planning organizations, and advocacy groups to improve conditions for walking and biking across our state. Achieving success over the next five years and beyond will depend on statewide recognition of the value of Active Transportation, the development of regional and local Active Transportation plans, and the prioritization of resources. In support of this work, the 2019 Active Transportation Plan moves beyond a traditional focus on strictly roadway safety to also explore challenges and opportunities related to health, equity, connectivity, climate change, and economic development in communities across Pennsylvania."

While this Plan is geared toward improving conditions for walking and bicycling across Pennsylvania, it is a priority to focus on Pennsylvanians who walk and bicycle out of necessity rather than for leisure and recreation. The Plan identifies and prioritizes strategies that will increase the number of people walking and bicycling while supporting safety and multimodal connectivity throughout the Commonwealth. P 2

With significant Latino and lesser income residents who reside in the urbanized areas of the County, such an advisory group is important to know what this constituency needs for walking,

biking and other non motorized modes. Earn a Bike, a project of LVBC, provides some understanding of where the clients who help fix a bike for their ownership need to travel. This is very anecdotal. This project's leader, Dr. Scott Shreve, states that with bikes these men and women can have employment opportunities beyond walking distance. This is a financial positive not just for them but also the economy.

2. Lancaster County's MPO has had a bike/ped advisory group for, perhaps, 20 years. With the adoption of their updated Active Transportation Plan, the group's name was changed to ATAC.

If staff and LEBCO Policy Board Members will review the minutes of their meeting/s in 2020 and the composition of the ATAC, you will learn how such an advisory group can be of value within LEBCO MPO.

You can also contact their staff and Policy Board members for more information.

<https://www.lancompo.org/committees> Scroll down to ATAC

3. In 2012, the League of American Bicyclists and the Alliance for Biking and Walking published a document to explain the value of bike ped advisory groups and some of the pitfalls to avoid. This report, *Making Bicycling and Walking a Norm for Transportation Agencies: Best Practices for Bicycle and Pedestrian Advisory Committees* is available. We are told that planners continue to use this report.
[http://www.advocacyadvance.org/site_images/content/bpac_best_practices\(web\).pdf](http://www.advocacyadvance.org/site_images/content/bpac_best_practices(web).pdf)

Composition

LVBC offers the following suggestions for members of an ATAC. We also recommend term limits.

Latino community

Urbanized areas of the County – bicyclist/pedestrian/other modality

Health and Fitness

School Districts/Middle Schools in urbanized areas

Law enforcement

Off road path development/LVRT and/or other shared use path

On road bicycling; knowledge of Lebanon County roads from experience

First Aid and Safety Patrol

A planner with expertise in bike/ped infrastructure

LEBCO MPO staff

PennDOT District 8 bike ped coordinator, non voting

Lancaster MPO's ATAC will also provide ideas for membership composition.

A *Walk Works* grant expectation is that a stakeholders group be engaged in providing their insights and experiences for active transportation.

“The stakeholder group should include, though need not be limited to, representatives from the following sectors: i. Health; ii. Education; iii. Economic development; iv. Planning (municipal, at a minimum; county, if deemed appropriate); v. Department of Conservation and Natural Resources; vi. PennDOT Bike/Ped Coordinator (District Office); vii. Advocacy groups (e.g., bicycle, pedestrian, disability); 5 viii. Community-at-large; and ix. The governing body (i.e., a minimum of one member of the council or board of supervisors of the municipality).”

We continue to research the value and importance of an advisory group that focuses on active transportation. For example, an Active Transportation Advisory Panel has proven to be highly successful as part of the Bryan/College Station MPO. One of their tasks is copied from the MPO website.

The Active Transportation Advisory Panel (ATAP) of the MPO has developed a draft Active Transportation Master Plan. The plan is intended to serve as a guide for the development of a connected bicycle and pedestrian network in Brazos County. The plan includes facilities for all types of users, from recreational users to the highly confident bicycle rider.

With the inclusion of an Active Transportation Advisory Committee, LEBCO MPO will be implementing a provision of the Pennsylvania ATP.

With the above information, your concerns as to why this advisory group was removed from the finalized draft of the LRTP may be resolved.