

**PUBLIC SAFETY COMMITTEE MEETING**

**Tuesday, November 21, 2023, 10:00 a.m.**

Town Hall side conference room due to the election or via Zoom

DIAL: +1 646 558 8656 US & INCLUDE THE MEETING ID: 456-920-3798 & PRESS #.

JOIN ONLINE AT: <https://us02web.zoom.us/j/4569203798>.

Committee Responsibilities – Traffic, Parking Ordinances, Law Enforcement Grants, Assemblages/Parades, Diversity, Emergency Management and Fire Department.

Committee Members: Justin Hummel (Chair), Bonnie Crawford, James Garman and Vince DeMelfi.

**Citizens to be heard.**

**New Business.**

1. Approval of the Public Safety Committee minutes from the 10/17/2023 meeting.
2. Run/Walk route changes due to the BART trail
3. Pedacycle Ordinance update
4. Recommendation of selecting a fee option increase for East 2<sup>nd</sup> Street, parking lots, side streets and Main Street.
5. Recommendation to adjust ticket fines
6. Recommendation to adjust fees on East 2<sup>nd</sup> Street
7. Recommendation to discontinue accepting \$5.00 for \$10.00 tickets
8. Recommendation to change items on fee schedule

**Old Business.**

9. Chapter 3 ordinance- met with legal (9/9/2022).
10. Act 172- Chief Scott McBride.

**Next meeting date: December 19, 2023**

**Public Safety Committee Meeting Minutes**

**Tuesday, October 17, 2023, 10:00 a.m.**

**Town Hall or via Zoom**

Chairperson Justin Hummel called the meeting to order at 10:01 a.m., present were Council members Bonnie Crawford, James Garman, and Vince DeMelfi, Town Manager/Secretary/Treasurer Lisa Dooley, Chief of Police Scott Price, Law Enforcement Administrative Assistant (LEAA) Randi Fetterman, LEAA Elise Hughes, Police Clerk Tracy Kishbaugh, Parking Enforcement Officer Scott Buck, Parking Enforcement Officer Wade Verchimak, and Director of Code Enforcement Michael Reffeor. Also in attendance were Anthony Caddell from Passport, Citizen to be Heard Rick Hall, MJ Mahon, and Dawn Moore

\*\* On a motion by J. Garman, seconded by V. DeMelfi, and voted on unanimously, the Committee approved the 09/19/23 meeting minutes with no corrections or additions.

Discussion took place regarding safety and security in Zone F parking lot. Citizen to be Heard, Rick Hall, advised that his daughter lives in this area and they have noticed the lack on lighting and security cameras. One of his daughter's roommates had her vehicle broken in to and was concerned with the lack of security measures. J. Hummel advised the Zone E parking lot would have new lights and that there were no plans for security cameras.

Anthony Caddell from Passport was in attendance to give a presentation regarding the Passport user interface. He demonstrated how the user would enter their phone number and email, then receive a verification code to get started. Zones will be established and intervals can be added to quickly select paid parking options. Downtown businesses will be able to purchase parking and distribute codes to customers for "free" parking. The system is Cloud based and Parking staff would all have access to real time data. A Text to Pay option is available, but redirects to the web portal. QR codes are available, but there are security concerns that individuals could scam parkers by placing a sticker over the code and redirecting them to a private site. Passport will provide one sign for every five spaces on-street and one sign for every ten spaces in the municipal lots. A Merchant-only portal is also available for businesses purchasing multiple quantities for customers. Merchants can set up credit card to automatically add time to their accounts. There is a permit portal available through Passport. It would be a Bloomsburg specific site and could require the user to upload a lease/utility bill and vehicle registration. There is also a partial online option available which would create an "allow list" for vehicle registrations. Businesses cannot advertise on the app. J. Hummel asked what the benefits of using Passport would be instead of PANGO. A. Caddell advised the user experience is cleaner, more user friendly, technical support is superior, and manual labor is reduced for parking employees. S. Price advised he and the parking enforcement staff visited Mahoning Twp. They have a similar structure but on a much smaller scale than Bloomsburg.

We are looking to have a dedicated parking system and a dedicated records management system. The parking staff manually enters records into Visual Alert, with password it would automatically enter records. The Police Department ultimately would like a record management system that interfaces with the county CAD system. S. Price is trying to get other county agencies on the same system to save money. J. Hummel advised the Committee would like to see numbers and fee compared to what is currently paid with PANGO.

All items on old business are still pending.

On a motion by J. Garman, seconded by B. Crawford, and voted on unanimously, the Committee voted to adjourn the meeting at 11:49 a.m.

Notes taken by R. Fetterman and reviewed by L. Dooley.

## PEDALCYCLES

### PART 1

#### **Pedalcycles**

##### **§ 3-101. Definitions.**

As used in this ordinance, the following words will be deemed to have the meaning set forth herein:

BICYCLE — See Pedalcycle.

BUSINESS DISTRICT—the territory contiguous to and including the entire width between the boundary lines of every street maintained when any part thereof is open to the use of the public for purposes of vehicular travel when within any 600 feet along the street there are buildings in use for business or industrial purposes, which occupy at least 300 feet of frontage on one side or 300 feet collectively on both sides of the street.

COMMONWEALTH — The Commonwealth of Pennsylvania

DRIVER — a person who drives or is in actual physical control of a Pedalcycle.

ELECTRIC PERSONAL ASSISTIVE MOBILITYDEVICE (EPAMD) — A self-balancing, non-tandem two wheeled device designed to transport only one person with an electric propulsion system

MOTOR VEHICLE — A vehicle which is self-propelled except an electric personal assistive mobility device or a vehicle which is propelled solely by human power.

MOTOR-DRIVEN CYCLE(S) — A motorcycle, including a motor scooter, with a motor which produces not to exceed five brake horsepower.

MOTORIZED PEDALCYCLE(S) — A motor-driven cycle equipped with operable pedals, a motor rated no more than 1.5 brake horsepower, a cylinder capacity not exceeding 50 cubic centimeters, an automatic transmission and a maximum design speed of no more than 25 miles per hour or an electric motor-driven cycle equipped with operable pedals and an automatic transmission powered by an electric battery or battery-pack-powered electric motor with a maximum design speed of no more than 25 miles per hour.

PEDALCYCLE(S) (INCLUDES BICYCLE) — A vehicle propelled solely by human-powered pedals or a pedalcycle with electric assist. The term does not mean a three-wheeled human-powered pedal-driven vehicle with a main driving wheel 20 inches in diameter or under and primarily designed for children six years of age or younger.

PEDALCYCLE WITH ELECTRIC ASSIST — A vehicle weighing more than 100 pounds with two or three wheels more than 11 inches in diameter, manufactured or assembled with an electric motor system rate at not more than 750 watts and equipped with operable pedals and capable of a speed not more than 20 miles per hour on a level surface when powered by the motor source only. The term does not include a device specifically designed for use by persons with disabilities.

PEDALCYCLE LANE: a portion of street that has been designated by signs and/or pavement markings for preferential or exclusive use by pedalcycles and/or motorized pedalcycles by the Town.

PEDALCYCLE PATH ---- a path or other area created and/or designated as a pedalcycle, and/or a motorized pedalcycle path by the Town and marked by signs designating such.

PEDESTRIAN — A natural person afoot.

REFLECTOR — Any device which shall be equivalent to at least one inch in diameter, constructed of metal and/or glass, used to reflect light for safety and visibility.

STREET — Any public road, street, alley or trafficway, but not including grassplots or sidewalks.

TOWN — Town of Bloomsburg

TRAFFICWAY — The entire width between property lines or other boundary lines of every way or place of which any part is open to the public for purposes of vehicular travel as a matter of right or custom.

VEHICLE — Every device in, upon or by which any person or property is or may be transported or drawn upon a street, except devices used exclusively upon rails or tracks. The term does not include a self-propelled wheel chair or an electrical mobility device operated and designed for the exclusive use by a person with a mobility-related disability.

### **§ 3-102. Operation of Pedalcycles.**

Every person operating a pedalcycle upon a street shall be granted all the rights and shall be subject to all of the duties applicable to the operator of a vehicle by the laws of this Commonwealth declaring rules of the road applicable to vehicles or by the ordinances of this Town applicable to the operator of a vehicle, except as to special regulations in this Chapter and except as to those provisions of laws and ordinances which, by their nature, can have no application.

- a. Riding on Sidewalks. No pedalcycle shall be ridden upon a sidewalk in a business district unless permitted by official traffic control devices, nor when a usable pedalcycle lane has been provided adjacent to the sidewalk within the Town unless permitted by official traffic control devices. No motorized pedalcycles or motor-driven cycles shall be operated upon any sidewalk unless specifically designated by the Town.
- b. No person shall drive any vehicle except a human-powered vehicle upon a sidewalk or sidewalk area except for a vehicle designed for the exclusive use by a person with a mobility-related disability or an EPAMD.
- c. Riding on Streets, Pedalcycle Lanes and Pedalcycle Paths.
  - (1) Every person operating a pedalcycle upon a street, pedalcycle lane and/or pedalcycle path shall ride as near to the right side of the street as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction, and shall ride in the same direction as traffic, unless directed otherwise by the Town.
  - (2) Persons riding on pedalcycles or EPAMD upon a street, pedalcycle paths and/or pedalcycle lanes shall ride to the right side unless designated otherwise.
  - (3) Any person operating a pedalcycle upon a street which carries traffic in one direction only (one-way streets) and has two or more marked lanes may ride as near to the left-hand curb or edge of the street as practicable, exercising due care when passing a standing vehicle or a vehicle proceeding in the same direction.

- (4) When an individual operating a pedalcycle and a vehicle enter an intersection from different streets at approximately the same time, the operator of the vehicle or pedalcycle on the left shall yield the right-of-way to the vehicle or pedalcycle on the right.
  - (5) No golf carts, motor-driven cycles, mopeds, automobiles, all-terrain vehicles or utility task vehicles may be operated on a pedalcycle path or pedalcycle lane unless specifically designated by the Town.
- d. Limitations of riding abreast. Persons riding pedalcycles upon a street shall not ride more than two (2) abreast except on pedalcycle paths and/or pedalcycle lanes or parts of streets set aside for the exclusive use of pedalcycles by the Town of Bloomsburg Council.
  - e. Slower than prevailing speeds. A pedalcycle operated at a slower than a posted prevailing speed shall be driven in the right-hand lane when available for traffic, or as close as practicable to the right-hand curb or edge of the street except when preparing for a left turn at an intersection.
  - f. Right-Of-Way to Pedestrians. A person operating a pedalcycle upon a street shall yield the right-of-way to pedestrians and shall give an audible signal, by way of bell, horn or voice before overtaking and passing a pedestrian. A person operating an EPAMD upon a sidewalk and/or street shall yield the right-of-way to pedestrians and shall give an audible signal, by way of bell, horn or voice before overtaking and passing a pedestrian.
  - g. Passengers Illegal. A person operating a pedalcycle shall not ride other than upon or astride a permanent and regular seat attached thereto. A pedalcycle shall not be used to carry more persons on it at one time than the number for which it is designed and equipped by the manufacturer of the same, except that an adult rider, age eighteen (18) years and above may transport a child in a pedalcycle child carrier which is securely attached to the pedalcycle or in a trailer which is towed by a pedalcycle. If the passenger is a minor weighing forty (40) pounds or less, the carrier shall have adequate provision for retaining the minor in place and for protecting the minor from the moving parts of the pedalcycle.
  - h. Clinging to Vehicles Prohibited. No person riding upon any pedalcycle shall attach the same or himself to any moving vehicle upon a street for the purpose of being pulled along with the moving vehicle.
  - i. Carrying Articles. No person operating a pedalcycle shall carry any package, bundle or article which prevents the driver from keeping at least one hand upon the handlebars or which obstructs the driver's vision.
  - j. Improper Riding, Trick Riding, Racing.
    - (1) No person operating a pedalcycle or EPAMD as may be permitted by this chapter from a street, sidewalk or designated bicycle/pedalcycle and/or motorized-driven cycle or motorized cycle path shall participate in any race, speed or endurance contest, unless such race or endurance contest has the written permission of the Town of Bloomsburg and is under the supervision of the Town of Bloomsburg Police.
    - (2) No person riding or operating a pedalcycle shall perform any acrobatic, fancy or stunt riding upon any street, sidewalk or bicycle/pedalcycle path unless it is an organized activity approved by the Town of Bloomsburg and under the

supervision of the Town of Bloomsburg Police.

k. Obedience to Traffic Control Devices.

- (1) All drivers operating a pedalcycle shall obey the instructions of official traffic-control devices applicable to vehicles, unless otherwise directed by a police officer or any appropriately attired person authorized to direct, control or regulate traffic.
- (2) Whenever authorized signs are erected indicating that no right, left, or "U" turn is permitted, no driver of a pedalcycle shall disobey the direction of any such sign, except where such person dismounts from the pedalcycle to make any such turn, in which event such person shall then obey the regulations applicable to pedestrians.
- (3) Whenever authorized signs are erected, either permanently or temporarily, indicating that a road is closed all drivers of pedalcycles must dismount and travel through such areas on foot, thereby abiding to all laws and ordinances regulating pedestrian traffic unless it is an organized pedalcycle activity approved by the Town of Bloomsburg and under the supervision of the Town of Bloomsburg Police.
- (4) Pedalcycles may be walked subject to all provisions of law applicable to pedestrians.

l. Stopping, Turning, Signaling.

- (1) No pedalcycle driver shall suddenly stop, slow down or turn without giving an arm signal required by State law for the operation of motor vehicles. The proper arm signals are as follow:
  - (a) For a left turn, the hand and arm shall be extended horizontally.
  - (b) For a right turn, the hand and arm shall be extended upward or a rider may also signal a right turn by extending the right hand and arm horizontally.
  - (c) To stop or decrease speed, the hand and arm shall be extended downward.
- (2) Every person riding or operating a pedalcycle intending to turn right at an intersection, shall approach the turning point in the line of traffic nearest the right-hand curb of the street.
- (3) Every person riding or driving a pedalcycle intending to turn left at an intersection, shall approach the point of turning in the line of traffic nearest to the center of the street. The pedalcycle driver, in turning left at an intersection, shall pass to the left of the center of the intersection before turning, unless otherwise directed by markers, buttons or signs, except upon one-way streets. At intersections where traffic is moving in opposite directions, if it is not safe for pedalcycles to make turns, as mentioned above, the pedalcycle driver shall stay in the right-hand lane and ride to the opposite corner, then dismount and walk the pedalcycle to the left-hand corner and proceed. Left-hand turns may also be made by riding to the opposite corner and then turning left and riding in normal riding position. Crosswalks shall be used when walking a pedalcycle through an intersection.

m. Parking

- (1) A person may park a pedalcycle on a sidewalk, unless prohibited or restricted by an official traffic control device. A pedalcycle parked on a sidewalk shall not impede the normal and reasonable movement of pedestrian or other traffic.
  - (2) No person shall chain or secure a pedalcycle to any Town stop sign, parking sign or any other official sign, nor any Town trees or parking meters.
  - (3) Bicycle/pedalcycle racks are to be used, where available. No person shall chain or secure a Pedalcycle to a bicycle/pedalcycle rack within a street right- of-way in excess of 72 hours. No person shall chain or secure a bicycle to a bicycle/pedalcycle rack in a municipal parking facility in excess of 30 days.
  - (4) A pedalcycle may be parked on the street at any angle to the curb or edge of the street at any location where parking is allowed in the Town.
  - (5) A pedalcycle may be parked on the street abreast of another pedalcycle near the size of the street at any location where parking is allowed.
  - (6) A person shall not park a pedalcycle on a street in such a manner as to obstruct the movement of a legally parked motor vehicle.
- n. Owner's Consent to Operate. No person shall intentionally take or ride a pedalcycle without the consent of the owner.
- o. Helmets.
- (1) A person under the age of 12 years of age shall not operate a pedalcycle or ride as a passenger on a pedalcycle unless the person is wearing a pedalcycle helmet meeting the standards of the American National Standards Institute, the American Society for Testing and Materials, The Snell Memorial Foundation's Standards for Protective Headgear for Use in Bicycling or any other nationally recognized standard for pedalcycle helmet approval. This subsection applies to any person who rides:
    - (a) Upon a pedalcycle while in a restraining seat attached to a pedalcycle; or
    - (b) In a trailer towed by a pedalcycle.
  - (2) Notwithstanding any other provisions of law, any violation of subsection (1), above, is punishable by a fine, including all penalties, assessments and court costs imposed on the convicted person not to exceed \$25.00. The parent or legal guardian having control or custody of a person under 12 years of age whose conduct violates this subsection shall be jointly and severally liable with the person in the amount of the fine imposed.
  - (3) As used in this subsection, the term "wearing a pedalcycle helmet" means having a pedalcycle helmet of good fit fastened securely upon the head with the helmet straps.
- p. Operation of Pedalcycle with Electric Assist. No person under 16 years of age shall operate a pedalcycle with electric assist on any street in the Town.

### **§ 3-103. Safety Equipment Required.**

- a. Every pedalcycle and EPAMD when in use between sunset and sunrise, shall be equipped on the front with a lamp which emits a white light intended to illuminate

the pedalcycle and/or EPAMD's operator's path and visible from a distance of at least 500 feet to the front, red reflector facing to the rear, and an amber reflector on each side. Operators of pedalcycles and/or EPAMD's may supplement the required front lamp with a white flashing lamp, light-emitting diode or similar device to enhance their visibility to other traffic and with a lamp emitting a red flashing lamp, light-emitting diode or similar device visible from a distance of 500 feet to the rear.

A lamp, or lamps, may be worn by the operator of a pedalcycle, or EPAMD and shall be deemed to comply with the requirements of this section if the lamp(s) can be seen at the distances specified.

- b. Every pedalcycle shall be equipped with a braking system which will stop the pedalcycle within 15 feet from an initial speed of 15 miles-per-hour on a dry, level and clean pavement.

### **§3-104. Compliance with Pennsylvania Motor Vehicle Code**

Any person operating a pedalcycle, motorized pedalcycle and/or motor-driven cycle in the Town shall do so strictly in accordance with the Pennsylvania Motor Vehicle Code, including, without limitation 75 Pa. C.S. §3501 et. seq. as the same may be changed or amended from time to time.

### **§ 3-105. Penalties and Enforcement.**

Any person shall, upon conviction thereof for violation of this ordinance, be sentenced to pay a fine not to exceed \$50 and costs of prosecution. This Ordinance shall be enforced by the Town of Bloomsburg Police Department.

### **§ 3-106. Impounding and Sale of Pedalcycles.**

Whenever any pedalcycle is impounded for violation of these ordinances or violations under the Pennsylvania Vehicle Code and not reclaimed by the legal owner or custodian, it shall be held by the Town of Bloomsburg Police for a period not less than 90 days before disposal. Similarly, any pedalcycle found or turned into the Town of Bloomsburg Police as abandoned property will be held for a period not less than 90 days before disposal. Any pedalcycle held by the Town of Bloomsburg Police and not reclaimed by the legal owner may be sold at public auction or destroyed after 90 days.

### **§3-107. Pedalcycle Paths and Pedalcycle Lanes.**

The Town shall have the right, from time to time to designate pedalcycle paths and pedalcycle lanes within the Town.

### **§3-108. Rule and Regulations.**

The Town shall have the right to adopt rules and regulations with respect to the operation of pedalcycles within the Town, including without limitation, on pedalcycle paths and pedalcycle lanes. Any rules and regulations adopted shall be enforceable under this ordinance.

### **§ 3-107. Repealer.**

This Ordinance shall repeal Chapter 3, Part 1 of the Code of the Town of Bloomsburg in its entirety and be effective five (5) days after its adoption by the Town of Bloomsburg Council.



**ORDAINED AND ENACTED** into law by the Bloomsburg Town Council in lawful session assembled this \_\_\_\_ day of \_\_\_\_\_, 202\_\_

**Attest:**

\_\_\_\_\_

Lisa Dooley, Secretary

**TOWN OF BLOOMSBURG**

\_\_\_\_\_

Justin Hummel, Mayor

PEDALCYCLES

PART 1

**Pedalcycles**

**§ 3-101. Definitions.**

As used in this ordinance, the following words will be deemed to have the meaning set forth herein:

BICYCLE — See Pedalcycle.

BUSINESS DISTRICT—the territory contiguous to and including the entire width between the boundary lines of every street maintained when any part thereof is open to the use of the public for purposes of vehicular travel when within any 600 feet along the street there are buildings in use for business or industrial purposes, which occupy at least 300 feet of frontage on one side or 300 feet collectively on both sides of the street.

COMMONWEALTH — The Commonwealth of Pennsylvania

DRIVER — a person who drives or is in actual physical control of a Pedalcycle.

ELECTRIC PERSONAL ASSISTIVE MOBILITYDEVICE (EPAMD) — A self-balancing, ~~non-tandem two-wheeled~~ wheeled device designed to transport only one person with an electric propulsion system

MOTOR VEHICLE — A vehicle which is self-propelled except an electric personal assistive mobility device or a vehicle which is propelled solely by human power.

MOTOR-DRIVEN CYCLE(S) — A motorcycle, including a motor scooter, with a motor which produces not to exceed five brake horsepower.

MOTORIZED PEDALCYCLE(S) — A motor-driven cycle equipped with operable pedals, a motor rated no more than 1.5 brake horsepower, a cylinder capacity not exceeding 50 cubic centimeters, an automatic transmission and a maximum design speed of no more than 25 miles per hour or an electric motor-driven cycle equipped with operable pedals and an automatic transmission powered by an electric battery or battery-pack-powered electric motor with a maximum design speed of no more than 25 miles per hour.

PEDALCYCLE(S) (INCLUDES BICYCLE) — A vehicle propelled solely by human-powered pedals or a pedalcycle with electric assist. The term does not mean a three-wheeled human-powered pedal-driven vehicle with a main driving wheel 20 inches in diameter or under and primarily designed for children six years of age or younger.

PEDALCYCLE WITH ELECTRIC ASSIST — A vehicle weighing more than 100 pounds with two or three wheels more than 11 inches in diameter, manufactured or assembled with an electric motor system rate at not more than 750 watts and equipped with operable pedals and capable of a speed not more than 20 miles per hour on a level surface when powered by the motor source only. The term does not include a device specifically designed for use by persons with disabilities.

PEDALCYCLE LANE: a portion of street that has been designated by signs and/or pavement markings for preferential or exclusive use by pedalcycles and/or motorized pedalcycles by the Town.

Formatted: Condensed by 0.1 pt

Formatted: Indent: Left: 0.44", Right: 0.08", Line spacing: single

PEDALCYCLE PATH ---- a path or other area created and/or designated as a pedalcycle, and/or a motorized pedalcycle path by the Town and marked by signs designating such.

PEDESTRIAN — A natural person afoot.

REFLECTOR — Any device which shall be equivalent to at least one inch in diameter, constructed of metal and/or glass, used to reflect light for safety and visibility.

~~ROADWAY~~ — ~~The portion of the highway improved, designed or ordinarily used for vehicular travel, exclusive of the sidewalk, berm or shoulder even though such sidewalk, berm or shoulder is used by pedalcycles.~~

STREET — Any public road, street, alley or trafficway, but not including grassplots or sidewalks.

TOWN — Town of Bloomsburg

TRAFFICWAY — The entire width between property lines or other boundary lines of every way or place of which any part is open to the public for purposes of vehicular travel as a matter of right or custom.

VEHICLE — Every device in, upon or by which any person or property is or may be transported or drawn upon a ~~highway~~street, except devices used exclusively upon rails or tracks. The term does not include a self-propelled wheel chair or an electrical mobility device operated and designed for the exclusive use by a person with a mobility-related disability.

**§ 3-102. Operation of Pedalcycles.**

Every person operating a pedalcycle upon a street shall be granted all the rights and shall be subject to all of the duties applicable to the operator of a vehicle by the laws of this Commonwealth declaring rules of the road applicable to vehicles ~~or by~~ by the ordinances of this Town applicable to the operator of a vehicle, except as to special regulations in this Chapter and except as to those provisions of laws and ordinances which, by their nature, can have no application.

- a. Riding on Sidewalks. No Pedalcycle~~pedalcycle~~ shall be ridden upon a sidewalk in a business district unless permitted by official traffic control devices, nor when a usable pedalcycle lane has been provided adjacent to the sidewalk within the Town unless permitted by official traffic control devices. ~~(to No motorized pedalcycles or motor-driven cycles shall be discussed)~~operated upon any sidewalk unless specifically designated by the Town.
- b. No person shall drive any vehicle except a human-powered vehicle upon a sidewalk or sidewalk area except for a vehicle designed for the exclusive use by a person with a mobility-related disability or an EPAMD.
- c. Riding on Streets, Pedalcycle Lanes and Pedalcycle Paths.
  - (1) Every person operating a pedalcycle upon a street, pedalcycle lane and/or pedalcycle path shall ride as near to the right side of the street as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction, and shall ride in the same direction as traffic, unless directed otherwise by the Town.
  - (2) Persons riding on pedalcycles or EPAMD upon a street ~~and/or bicycle,~~ pedalcycle path, paths and/or pedalcycle lanes shall ride to the right side unless designated otherwise.

Formatted: Not Highlight  
Formatted: Not Highlight  
Formatted: Not Highlight  
Formatted: Not Highlight  
Formatted: Not Highlight

- (3) Any person operating a pedalcycle upon a street which carries traffic in one direction only (one-way streets) and has two or more marked lanes may ride as near to the left-hand curb or edge of the street as practicable, exercising due care when passing a standing vehicle or a vehicle proceeding in the same direction.
- (4) When an individual operating a pedalcycle and a vehicle enter an intersection from different streets at approximately the same time, the operator of the vehicle or pedalcycle on the left shall yield the right-of-way to the vehicle or pedalcycle on the right.
- (5) No golf carts, motor-driven cycles, mopeds, automobiles, all-terrain vehicles or utility task vehicles may be operated on a pedalcycle path or pedalcycle lane unless specifically designated by the Town.
- d. Limitations of riding abreast. Persons riding pedalcycles upon a ~~roadwaystreet~~ shall not ride more than two (2) abreast except on pedalcycle paths and/or pedalcycle lanes or parts of ~~roadwaysstreets~~ set aside for the exclusive use of pedalcycles by the Town of Bloomsburg Council.
- e. Slower than prevailing speeds. A pedalcycle operated at a slower than a posted prevailing speed shall be driven in the right-hand lane when available for traffic, or as close as practicable to the right-hand curb or edge of the ~~roadwaystreet~~, except when preparing for a left turn at an intersection.
- f. Right-Of-Way to Pedestrians. A person operating a pedalcycle upon a ~~roadwaystreet~~ shall yield the right-of-way to ~~Pedestrians~~pedestrians and shall give an audible signal, by way of bell, horn or voice before overtaking and passing a pedestrian. A person operating an EPAMD upon a sidewalk and/or ~~roadwaystreet~~ shall yield the right-of-way to ~~Pedestrians~~pedestrians and shall give an audible signal, by way of bell, horn or voice before overtaking and passing a pedestrian.
- g. Passengers Illegal. A person operating a pedalcycle shall not ride other than upon or astride a permanent and regular seat attached thereto. A pedalcycle shall not be used to carry more persons on it at one time than the number for which it is designed and equipped by the manufacturer of the same, except that an adult rider, age eighteen (18) years and above may transport a child in a pedalcycle child carrier which is securely attached to the pedalcycle or in a trailer which is towed by a pedalcycle. If the passenger is a minor weighing forty (40) pounds or less, the carrier shall have adequate provision for retaining the minor in place and for protecting the minor from the moving parts of the pedalcycle.
- h. Clinging to Vehicles Prohibited. No person riding upon any pedalcycle shall attach the same or himself to any moving vehicle upon a street for the purpose of being pulled along with the moving vehicle.
- i. Carrying Articles. No ~~driver of person~~operating a pedalcycle shall carry any package, bundle or article which prevents the driver from keeping at least one hand upon the handlebars or which obstructs the driver's vision.
- j. Improper Riding, Trick Riding, Racing.
  - (1) No person operating a pedalcycle or EPAMD as may be permitted by this chapter from a street, sidewalk or designated bicycle/pedalcycle and/or ~~Motorized Driven Cycle or Motorized Cycle~~motorized-driven cycle or motorized cycle path shall participate in any race, speed or endurance contest, unless such race or endurance contest has the written permission of the Town

Formatted: Not Expanded by / Condensed by

of Bloomsburg and is under the supervision of the Town of Bloomsburg Police.

- (2) No person riding or operating a pedalcycle shall perform any acrobatic, fancy or stunt riding upon any street, sidewalk or bicycle/pedalcycle path unless it is an organized activity approved by the Town of Bloomsburg and under the supervision of the Town of Bloomsburg Police.

k. Obedience to Traffic Control Devices.

- (1) All drivers operating a pedalcycle shall obey the instructions of official traffic-control devices applicable to vehicles, unless otherwise directed by a police officer or any appropriately attired person authorized to direct, control or regulate traffic.
- (2) Whenever authorized signs are erected indicating that no right, left, or "U" turn is permitted, no driver of a pedalcycle shall disobey the direction of any such sign, except where such person dismounts from the pedalcycle to make any such turn, in which event such person shall then obey the regulations applicable to pedestrians.
- (3) Whenever authorized signs are erected, either permanently or temporarily, indicating that a road is closed all drivers of pedalcycles must dismount and travel through such areas on foot, thereby abiding to all laws and ordinances regulating pedestrian traffic unless it is an organized pedalcycle activity approved by the Town of Bloomsburg and under the supervision of the Town of Bloomsburg Police.

(4) Pedalcycles may be walked subject to all provisions of law applicable to pedestrians.

l. Stopping, Turning, Signaling.

- (1) No pedalcycle driver shall suddenly stop, slow down or turn without giving an arm signal required by State law for the operation of motor vehicles. The proper arm signals are as follow:
  - (a) For a left turn, the hand and arm shall be extended horizontally.
  - (b) For a right turn, the hand and arm shall be extended upward or a rider may also signal a right turn by extending the right hand and arm horizontally.
  - (c) To stop or decrease speed, the hand and arm shall be extended downward.
- (2) Every person riding or operating a pedalcycle intending to turn right at an intersection, shall approach the turning point in the line of traffic nearest the right-hand curb of the street.
- (3) Every person riding or driving a pedalcycle intending to turn left at an intersection, shall approach the point of turning in the line of traffic nearest to the center of the roadway~~street~~. The pedalcycle driver, in turning left at an intersection, shall pass to the left of the center of the intersection before turning, unless otherwise directed by markers, buttons or signs, except upon one-way streets. At intersections where traffic is moving in opposite directions, if it is not safe for pedalcycles to make turns, as mentioned above, the pedalcycle driver shall stay in the right-hand lane and ride to the opposite corner, then dismount and walk the pedalcycle to the left-hand corner and proceed. Left-hand turns may also be made by riding to the opposite corner

and then turning left and riding in normal riding position. Crosswalks shall be used when walking a pedalcycle through an intersection.

m. Parking

- (1) A person may park a pedalcycle on a sidewalk, unless prohibited or restricted by an official traffic control device. A pedalcycle parked on a sidewalk shall not impede the normal and reasonable movement of pedestrian or other traffic.
- (2) No person shall chain or secure a pedalcycle to any Town stop sign, parking sign or any other official sign, nor any Town trees or parking meters.
- (3) Bicycle/pedalcycle racks are to be used, where available. No person shall chain or secure a Pedalcycle to a bicycle/pedalcycle rack within a street right-of-way in excess of 72 hours. No person shall chain or secure a bicycle to a bicycle/pedalcycle rack in a municipal parking facility in excess of 30 days.
- (4) A pedalcycle may be parked on the ~~roadway~~street at any angle to the curb or edge of the ~~roadway~~street at any location where parking is allowed in the Town.
- (5) A pedalcycle may be parked on the ~~roadway~~street abreast of another pedalcycle near the size of the ~~roadway~~street at any location where parking is allowed.
- (6) A person shall not park a ~~pedalcycle~~pedalcycle on a ~~roadway~~street in such a manner as to obstruct the movement of a legally parked motor vehicle.

n. Owner's Consent to Operate. No person shall intentionally take or ride a pedalcycle without the consent of the owner.

o. Helmets.

- (1) A person under the age of 12 years of age shall not operate a pedalcycle or ride as a passenger on a pedalcycle unless the person is wearing a pedalcycle helmet meeting the standards of the American National Standards Institute, the American Society for Testing and Materials, The Snell Memorial Foundation's Standards for Protective Headgear for Use in Bicycling or any other nationally recognized standard for pedalcycle helmet approval. This subsection applies to any person who rides:
  - (a) Upon a pedalcycle while in a restraining seat attached to a pedalcycle; or
  - (b) In a trailer towed by a pedalcycle.
- (2) Notwithstanding any other provisions of law, any violation of subsection (1), above, is punishable by a fine, including all penalties, assessments and court costs imposed on the convicted person not to exceed \$25.00. The parent or legal guardian having control or custody of a person under 12 years of age whose conduct violates this subsection shall be jointly and severally liable with the person in the amount of the fine imposed.
- (3) As used in this subsection, the term "wearing a pedalcycle helmet" means having a pedalcycle helmet of good fit fastened securely upon the head with the helmet straps.

p. Operation of Pedalcycle with Electric Assist. No person under 16 years of age shall

operate a ~~Pedaleycle~~pedalcycle with ~~Electric-Assist~~electric assist on any street in the Town.

**§ 3-103. Safety Equipment Required.**

- a. Every pedalcycle and EPAMD when in use between sunset and sunrise, shall be equipped on the front with a lamp which emits a white light intended to illuminate the pedalcycle and/or EPAMD's operator's path and visible from a distance of at least 500 feet to the front, red reflector facing to the rear, and an amber reflector on each side. Operators of pedalcycles and/or EPAMD's may supplement the required front lamp with a white flashing lamp, light-emitting diode or similar device to enhance their visibility to other traffic and with a lamp emitting a red flashing lamp, light-emitting diode or similar device visible from a distance of 500 feet to the rear.

A lamp, or lamps, may be worn by the operator of a pedalcycle, or EPAMD and shall be deemed to comply with the requirements of this section if the lamp(s) can be seen at the distances specified.

- b. Every pedalcycle shall be equipped with a braking system which will stop the pedalcycle within 15 feet from an initial speed of 15 miles-per-hour on a dry, level and clean pavement.

**§3-104. Operation of Motorized Pedaleycles and Motor-Driven Cycles. Compliance with Pennsylvania Motor Vehicle Code**

Any person operating a ~~Motorized Pedaleycle~~pedalcycle, ~~motorized pedalcycle~~ and/or ~~Motor-Driven Cycle~~motor-driven cycle in the Town shall do so strictly in accordance with the Pennsylvania Motor Vehicle Code, including, without limitation 75 Pa. C.S. §3501 et. seq. as the same may be changed or amended from time to time.

**§ 3-105. Penalties and Enforcement.**

Any person shall, upon conviction thereof for violation of this ordinance, be sentenced to pay a fine not to exceed \$50 and costs of prosecution. This Ordinance shall be ~~enforee~~enforced by the Town of Bloomsburg Police Department.

**§ 3-106. Impounding and Sale of Pedalcycles.**

Whenever any pedalcycle is impounded for violation of these ordinances or violations under the Pennsylvania Vehicle Code and not reclaimed by the legal owner or custodian, it shall be held by the Town of Bloomsburg Police for a period not less than 90 days before disposal. Similarly, any pedalcycle found or turned into the Town of Bloomsburg Police as abandoned property will be held for a period not less than 90 days before disposal. Any pedalcycle held by the Town of Bloomsburg Police and not reclaimed by the legal owner may be sold at public auction or destroyed after 90 days.

Formatted: Indent: Left: 0"

**§3-107. Pedalcycle Paths and Pedalcycle Lanes.**

The Town shall have the right, from time to time to designate pedalcycle paths and pedalcycle lanes within the Town.

**§3-108. Rule and Regulations.**

The Town shall have the right to adopt rules and regulations with respect to the operation of pedalcycles within the Town, including without limitation, on pedalcycle paths and pedalcycle lanes. Any rules and regulations adopted shall be enforceable under this ordinance.

**§ 3-107. Repealer.**

This Ordinance shall repeal Chapter 3, Part 1 of the Code of the Town of Bloomsburg in its entirety and be effective five (5) days after its adoption by the Town of Bloomsburg Council.

**ORDAINED AND ENACTED** into law by the Bloomsburg Town Council in lawful session assembled this \_\_\_\_ day of \_\_\_\_\_, 202\_\_

**Attest:**

\_\_\_\_\_

Lisa Dooley, Secretary

**TOWN OF BLOOMSBURG**

\_\_\_\_\_

Justin Hummel, Mayor



**Option 1: Recommended by staff for the ease of taking 749 ANCO zone stands and moving them to pay on mobile and move around town in the larger zoned area.**

Location	Current Hourly Rate	2022 Income	Proposed New Hourly Rate	2024 Annual Estimate	2024 Potential Annual Increase	
17815 E. 2nd St.	\$1.50	\$ 78,433.82	\$2.00	\$ 104,578.43	\$ 26,144.61	For the South side discussion of E. 2nd Street- there are 38 parking spots. From August 2023- August 2024- 19 residents and 8 students purchase permits. The fee increase would cover the \$25,000 increase to the budget Council did during the budget session to expand parking on the South Side. Parking's recommendation is not to move forward with parking on the South side.
Parking Lots and Side Streets	\$0.25	\$ 49,644.16	\$1.00	\$ 198,576.64	\$ 148,932.48	
Main Street	\$0.50	\$ 74,722.12	\$1.00	\$ 149,444.24	\$ 74,722.12	
65 E. 4th Street		\$ 122.00		\$ 452,599.31	\$ 249,799.21	
<b>Total</b>		<b>\$ 202,922.10</b>		<b>\$ 365,594.09</b>	<b>\$ 162,793.99</b>	Recommendation to do away with this area
<b>Option 2:</b>						
Location	Current Hourly Rate	2022 Income	Proposed New Hourly Rate	2024 Annual Estimate	2024 Potential Annual Increase	
17815 E. 2nd St.	\$1.50	\$ 78,433.82	\$2.00	\$ 104,578.43	\$ 26,144.61	Recommendation to do away with this area
Parking Lots and Side Streets	\$0.25	\$ 49,644.16	\$0.50	\$ 99,288.32	\$ 49,644.16	
Main Street	\$0.50	\$ 74,722.12	\$1.00	\$ 149,444.24	\$ 74,722.12	
65 E. 4th Street		\$ 122.00		\$ 353,310.99	\$ 150,510.89	
<b>Total</b>		<b>\$ 202,922.10</b>		<b>\$ 365,594.09</b>	<b>\$ 162,793.99</b>	Recommendation to do away with this area
<b>Option 3:</b>						
Location	Current Hourly Rate	2022 Income	Proposed New Hourly Rate	2024 Annual Estimate	2024 Potential Annual Increase	
17815 E. 2nd St.	\$1.50	\$ 78,433.82	\$2.00	\$ 104,578.43	\$ 26,144.61	Recommendation to do away with this area
Parking Lots and Side Streets	\$0.25	\$ 49,644.16	\$0.75	\$ 148,952.48	\$ 99,288.32	
Main Street	\$0.50	\$ 74,722.12	\$0.75	\$ 112,083.18	\$ 37,361.06	
65 E. 4th Street		\$ 122.00		\$ 365,594.09	\$ 162,793.99	
<b>Total</b>		<b>\$ 202,922.10</b>		<b>\$ 365,594.09</b>	<b>\$ 162,793.99</b>	Recommendation to do away with this area

Half the ticket cost if paid in X time.

5.00 for 10.00 Tickets Paid in 2022

\*Note most pay with Credit Cards at Station and fees are taken from the \$5 pmts.

463	\$2,315.00	\$10.00	
-----	------------	---------	--

**Ticket Cost Recommendations:**

- **\$10 Expired Meter to \$20** (no discounts) since this is our lowest cost ticket the increase can make up the difference of lowering \$40 Street Maintenance. \$20 fine is more in line with other municipalities. With new Passport App, Pay by Text and new meters in town it is more convenient than ever to pay at a “metered” space.
- **\$40 Street Maintenance to \$30.** This will be well received by residents.
- **\$50 Fire Hydrant to \$100** in line with other municipalities.
- **\$50 Handicapped to \$100** In line with other municipalities.
- **\$40 Head In Parking. Discontinue or lower to \$30?** Currently not enforceable in new lots because of lack of barriers. People can pull straight through. Do we enforce in some and not all? OR continue at all actual Metered spaces in lots including Market Square to protect the investment of newly installed meters and poles.
- **\$40 Illegal Parking tickets for various reasons should remain the same.** i.e. Corner to here, This Side Only, Crosswalks, Intersections, etc.
- **\$40 Blocking Driveway or Garage to \$50.** Extra efforts made to locate offender.
- **\$40 Parked on Private Property to \$50.** PEO’s called out to meet property owner/managers on site.

17815 South Side

27 out of 81 possible #2 Residential permits were sold this year for the addresses 542 to 811 E 2<sup>nd</sup> St. (18 Residents, 9 Students)

Side streets are not a viable solution. Spruce and Locust Streets have limits or no parking in block just south of E 2<sup>nd</sup> St. Chestnut St is a hill and not enough spaces for all (8 spaces east side only). Oak Lane can be 3 – 4 blocks to walk for permit holders. We've already developed the south side of E 2nd St taking away 8 spaces.

Restricting and inconveniencing residents in this one residential permit area for monetary purposes seems unfair.

One solution the council can consider is to raise the fees in the existing 17815 Pango spaces to compensate for the budgeted amount on south side. Increase from \$1.50 to \$2.00 / hour and the estimated increase would be \$25,833.16 based on 2022 figures.

Area	2023 Rate per hr	2022 Income	2024 Rate per hour	Estimated Increase	Estimated Income 2024
17815 E 2 <sup>nd</sup> Street	\$1.50	\$78,433.82	\$2.00	\$25,833.16	\$104,316.98

Parking Agenda Items:

1. Recommendation of selecting a fee option increase as shown attached (1) for 17815- E 2<sup>nd</sup> Street, Parking Lots, side streets and Main street.
2. Recommendation to adjust the ticket fines as shown on attached (2).
3. Recommendation to adjust the fee's in 17815 E 2<sup>nd</sup> Street on attached (3) to meet the budgeted amount projected for the remaining south side Residential Permit area without inconveniencing the permit holders.
4. Recommendation to discontinue accepting \$5.00 for \$10.00 tickets if paid within 30 minutes of issued time.
5. Recommendation to change the following in the Fee Schedule (Implementation of new fees to be determined on decisions and incorporation of new parking software) :
  - a) PURSUANT TO RENTAL OF PARKING SPACE, the fee will be \$15.00 per day. (was \$10.00) If parking fees rise so should meter rentals and the privilege to reserve a specific space.
  - b) PURSUANT TO ONLINE PAYMENTS, the convenience fee will be \$3.50 (once Passport is established)
  - c) PURSUANT TO THE RELEASE OF ILLEGALLY PARKED VEHICLE (Parking boot) Ordinance No. 785: the processing fee shall be \$100.00 (was \$75.00). The cost would incentivize people to pay their tickets, especially repeat offenders.
  - d) PURSUANT TO THE ISSUANCE OF TEMPORARY RESIDENTIAL PARKING PERMITS, the fee will be \$5.00 per permit (was \$2.00) for contractors, home health, landlords.
  - e) PURSUANT TO PURCHASE OF STUDENT SUMMER PARKING PERMIT PLACARDS: The fee will be \$105.00. REMOVE AND DON'T SELL. DID NOT SELL ONE LAST YEAR. THE NEED IS GONE.
  - f) PURSUANT TO PAID PARKING: See attachment #1.