

The Honorable Wayne Langerholc, Chair
Members of the Senate Transportation Committee

City of Philadelphia, Office of Transportation, Infrastructure, and Sustainability

In support of HB140

April 1, 2022

My name is Michael Carroll and I am the Deputy Managing Director of Office of Transportation, Infrastructure, and Sustainability (OTIS) for the City of Philadelphia testifying today in support of HB 140.

The City of Philadelphia Office of Transportation, Infrastructure, and Sustainability (OTIS) is responsible for driving change through Philadelphia's transportation and infrastructure systems. OTIS leads a diverse group of city departments and divisions including the City's Office of Complete Streets, Department of Streets, and the Philadelphia Water Department among others. Through our policies and programs, we work to provide cost-effective, quality services with a focus on Philadelphia's 1.6 million residents.

HB 140 will clarify Title 75 and bring Pennsylvania law in line with that with the rest of the nation to improve safety for all users along the Commonwealth's roads. The legislation brings helpful clarification to where vehicles are to park when the edge of the roadway adjacent to the parking lane is something other than a traditional curb or shoulder. This legislation will improve roadway safety and help ensure roadway travel lanes remain clear for through traffic.

In 2020, Philadelphia saw a dramatic increase in the number of fatal crashes on its roadways, spiking to 156 deaths from 83 in 2019. This spike illuminates the ongoing safety challenges with current city street design. It is the goal of our office to reverse this trend, ultimately moving the City of Philadelphia to zero roadway deaths.

Parking protected bike lanes, enabled by HB 140, are a proven strategy to address this safety crisis. An innovative pilot between PennDOT and the City is testing parking protected bike lanes on facilities in Philadelphia. Our report indicates a decrease in crashes in these corridors between 15 and 37% with similar reductions in speeding. Travel times in each corridor remained

similar versus before installation of the bike lanes, but bicycle ridership increased between 44 and 300% along the protected streets.

Implementing protected bike lanes using paint and other low-cost materials allows municipalities like Philadelphia the ability to build projects quicker and at less cost. Installing a parking protected bike lane using traditional concrete curb costs \$3.56 million per mile and requires at least three years for design and construction, while installing the same facility using paint and low-cost materials costs \$56,000 per mile and can be done in less than one year, many times in coordination with paving projects. In short, this bill makes government more efficient and more responsive to the public's demand for safe transportation.

We appreciate the Senate Transportation Committee's work on this issue and urge you to pass this bill to improve the safety of Pennsylvania roads.