

Board of Directors

President: Jeff Guzy, RK&K

Vice President: Robert Hart,
Simon

Treasurer: Casey Moore,
McMahon Associates

Secretary: Kathy Sweeney-
Pogwist, Brandywine Realty
Trust

George Broseman, Kaplin Stewart

Terrence Foley, City Avenue Special
Services District

Eric Frary, Michael Baker International

Ken Fulmer, Urban Engineers

Rob Henry, GVF

William Martin, Tredyffrin Township

Ernie McNeely, Lower Merion Township

Andy Rau, Unruh, Turner, Burke & Frees

Suzanne Ryan, PECO

Kerrin Steele, Vanguard

Ex-Officio Members:

Amanda Cappelletti, PA State Senator

Tim Briggs, PA State Representative

Ben Sanchez, PA State Representative

Melissa Shusterman, PA State
Representative

Michelle Kichline, Chester County
Commissioner

Kenneth Lawrence Jr., Montgomery
County Commissioner

Louis Belmonte, PennDOT District 6:0

Rose Fennell, Valley Forge National
Historical Park

Scott France, Montgomery County
Planning Commission

Gregory Krykewycz, DVRPC

Brian O'Leary, Chester County Planning
Commission

Pamela Sarne - McCormick, SEPTA

Joe Serbu, PA Turnpike



▶ Advocacy

▶ Partnership

▶ Innovation

March 29, 2022

Dear Chairs Langerholc and Flynn:

GVF writes to you to express our support for HB140-The Parking Protected Bike Lane and Pedestrian Plaza Bill - Susan's and Emily's Law and **urge you to call for a committee vote.**

With over 30 years of experience, GVF is a Transportation Management Association inspiring mobility choice for all and focusing on climate, equity, health, and overall quality of life through Transportation Demand Management (TDM) strategies.

One of the goals of GVF's Connected Communities Committee is to have 50 miles of protected bike lanes throughout our service area. We are working hard to educate and advance this goal. Through "The Parking Protected Bike Lane and Pedestrian Plaza Bill", our communities will be able to provide safe, efficient transportation options for all.

Municipalities in Pennsylvania lack the ability to easily install "Parking Protected" bike lanes and pedestrian plazas on state roads. These types of bike lanes use parked cars to physically separate pedestrians and people on bikes from car traffic. However, due to a technicality in the PA Vehicle Code which has not been updated by the two Houses to reflect current usage and needs, requires cars to be parked within 12" of the curb, Pennsylvanians are denied this life-saving tool, which has been used successfully in states and municipalities across the country.

The passage of this legislation will modify the Commonwealth's vehicle code. Representative David Maloney (R-130), introduced [HB140](#) on January 8, 2021 and it passed in March 18, 2021 (201-0). The Senate Transportation Committee has yet to take the bill up for a vote.

Benefits of the bill include:

1. Expands the number of traffic engineering tools available to enable roadway designs that calm traffic and that offer protection to people who use them especially pedestrians and bicyclists in Pennsylvania.
2. To support municipalities in their Complete Street efforts creating fair and equitable access for all modes of transportation users in the built environment.
3. This bill **does not mandate** their use, only permits their use by engineers should they deem these types of lanes the safest and best design for the roadway.

1012 West Eighth Ave, Suite A, King of Prussia, PA 19406
610.354.8899
www.gvftma.com



A TRANSPORTATION MANAGEMENT ASSOCIATION

We urge you to bring the bill to a vote, so PennDOT, planners and traffic engineers have a complete modern "toolbox" of safety measures that supports all modes of transportation.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert M. Henry".

Robert M. Henry, TDM-CP
Executive Director