



Pedalcycle and Pedestrian Advisory Committee
Harrisburg, Pennsylvania

June 8, 2021

Senator Wayne Langerholc
Senate Box 203035

Dear Senator Langerholc,

On behalf of the Commonwealth's Pedalcycle and Pedestrian Advisory Committee (PPAC), I am writing to you today to express our support for HB140 that has been referred to the Senate after receiving a 201-0 vote in the House on March 17, 2021.

We urge you to advance this bill by scheduling it for a vote in the Transportation Committee at your earliest convenience.

Many communities throughout the Commonwealth have been patiently waiting for the General Assembly to take action on this legislation since 2018. Your decision to move the bill forward to a voting session will save lives and make Pennsylvania's roadways safer.

Sincerely yours,

A handwritten signature in blue ink that reads "Sarah C. Stuart". The signature is written in a cursive style and is set against a light green rectangular background.

Sarah Clark Stuart
Chair, Pedalcycle and Pedestrian Advisory Committee

cc: PennDOT Secretary Yasmin Gramian



CITY OF PHILADELPHIA

JAMES F. KENNEY
Mayor

Office of the Mayor
215 City Hall
Philadelphia, PA 19107
(215) 686-2181
FAX (215) 686-2180

May 22, 2019

Senator Kim Ward
Chair, Senate Transportation Committee
173 Main Capitol
Senate Box 203039
Harrisburg, PA 17120-3039

Senator John Sabatina Jr.
Minority Chair, Senate Transportation
Committee
457 Main Capitol
Harrisburg, PA 17120

Representative Tim Hennessey
Chair, House Transportation Committee
313 Main Capitol Building
PO Box 202026
Harrisburg, PA 17120-2026

Representative Mike Carroll
Minority Chair, House Transportation
Committee
300 Main Capitol Building
PO Box 202118
Harrisburg, PA 17120-2118

Dear Chairs Ward, Hennessey, Sabatina, and Carroll:

As mayors representing cities throughout the Commonwealth with high concentrations of people bicycling, we are aware of the value of dedicated cycling infrastructure in our communities. Dedicated infrastructure improves safety, encourages a wider variety of users, and supports vibrant complete streets. We believe that the implementation of parking protected bike lanes in our community could further those objectives. Parking protected bike lanes not only provide a safe space to cycle, but also improves safety for pedestrians and motorists by shortening crossing distances and calming excessive speeds.

House Bill 792 and Senate Bill 565 resolves an issue within the existing motor vehicle code and would allow projects integrating parking protected bicycle lanes to move forward. Pittsburgh, Philadelphia, Harrisburg, and Lancaster are contemplating investments in dedicated cycling infrastructure that create parking protected bicycle lanes in their initial designs.

Pittsburgh's Forbes Avenue Betterment Project is a partnership with PennDOT and encourages a vibrant street through the heart of our academic and cultural district. Having the design flexibility to install a parking protected bike lane gives Pittsburgh the option to build a safer

bicycle facility (outside of the 'doorzone') and preserve accessible parking spaces. In Philadelphia, the redesign of Parkside Avenue is a collaborative effort between neighbors, the City of Philadelphia, and the Fairmount Parks Conservancy. Parking protected bike lanes along Parkside Avenue will provide increased safety and access to both pedestrians, cyclists, and drivers. In Harrisburg, the State Street Rapid Response Project is a partnership with PennDOT to eliminate fatalities and serious injuries and improve accessibility for all road users along the corridor. A parking protected bike lane will allow Harrisburg and PennDOT to test the proposed roadway reconfiguration using “paint-and-plastic” before investing in concrete curbing.

It is critical that the legislation move expeditiously, so that projects can be designed with the consideration of parking protected bicycle lanes. Protected bicycle lanes encourage a safer experience on our roads for all riders, and parking protected bicycle lanes have consistently been demonstrated as a best practice in cities across the country. Delay in passage will threaten these important projects and add unnecessary expense. We encourage consideration of HB792 and SB 565 for the benefit of our cities and the Commonwealth.

Sincerely,



William Peduto
Mayor, City of Pittsburgh



James F. Kenney
Mayor, City of Philadelphia



Eric Papenfuse
Mayor, City of Harrisburg



Danene Sorace
Mayor, City of Lancaster





Text File

Introduced: 3/12/2019

Bill No: 2019-1482, **Version:** 1

Committee: City Council

Status: Adopted

WHEREAS, according to data of reported crashes compiled by the Pennsylvania Department of Transportation, 4,106 pedestrians and 1,127 bicyclists were injured in crashes throughout the Commonwealth of Pennsylvania in 2017; and,

WHEREAS, restrictions in State Motor Vehicle Code limit the ability of local jurisdictions to implement certain roadway designs proven to be effective in protecting vulnerable users, such as pedestrians, bicyclists, motorcyclists, and individuals with limited mobility. Local jurisdictions are also prohibited from experimenting with roadway designs based on best engineering judgement; and,

WHEREAS, Pittsburgh is a complicated, dynamic, and vibrant city with many different modes of travel and mobility options; the power to regulate the safe and equitable use of the right-of-way should be devolved to the most local level of government possible; and,

WHEREAS, despite a demonstrated desire for more mobility choices from residents of dense urban cities and mobility-challenged small towns alike, the Commonwealth of Pennsylvania has not updated its Motor Vehicle Code to allow for more bicycle and pedestrian-focused policies and discourage behavior that endangers the lives of vulnerable users in many years; and,

WHEREAS, the Pennsylvania Motor Vehicle Code mandates that parking must occur within 12 inches of the curb, effectively preventing the installation of Parking Protected Bike Lanes, which allow parked vehicles to serve as a barrier between vehicle lanes and bicycle lanes. In the past, legislation has been introduced in both the Pennsylvania House and Senate to permit parking to occur with 12 inches of a bike lane buffer; and,

WHEREAS, a pedestrian is twice as likely to be killed by a vehicle that is traveling 30 miles per hour as a vehicle traveling 25 miles per hour and three times as likely to be killed by a vehicle traveling 40 miles per hour. Despite this staggering statistic, local law enforcement is prohibited under state law from using radar or LIDAR technology to detect and enforce speeding on neighborhood streets, and in many cases, local jurisdictions are barred from reducing speed limits on city streets. Previous bills introduced in the State House and Senate would have allowed municipalities to use radar or LIDAR technology to enforce speeding, which is proven to be much more effective than currently-used VASCAR enforcement; and,

WHEREAS, despite the thousands of pedestrian and bicyclist injuries that occur on Pennsylvania's roadways annually, fines for reckless driving, passing within less than four feet of a pedestrian, bicyclist, motorcyclist, and individuals in wheelchairs, failure to yield to a pedestrian, and careless driving that leads to the injury or death of a pedestrian or bicyclist have not been increased in several years. Among other provisions, a previously introduced House Bill would increase the fines for careless driving resulting in bodily injury or death of a bicyclist or pedestrian; and,

WHEREAS, while several states require motorists to fully stop for pedestrians, drivers in Pennsylvania must only yield to pedestrians, which increases the likelihood for a crash. In 2012, a bipartisan group of Representatives sponsored a House Bill, which would mandate that motorists stop when a pedestrian “is upon, or within one lane of, the half of the roadway upon which the vehicle is traveling or onto which it is turning”; and,

WHEREAS, according to the United States Department of Transportation, nearly half of bicyclists and one quarter of pedestrians killed in traffic crashes nationwide die from impact to the side of vehicles. Cities across the country have mandated that both city-owned and private trucks install a side guard, after a mandate in the United Kingdom resulted in significant decrease in pedestrian and bicycle fatalities. In Pennsylvania, municipalities are prohibited from requiring private companies to install this lifesaving piece of equipment; and,

NOW, THEREFORE BE IT RESOLVED, that the Council of the City of Pittsburgh does hereby urge the Pennsylvania General Assembly and State Senate to grant more local control for the operation of the right-of-way, the installation of roadway features that are safer for all users, and the implementation of policies that discourage dangerous driving and decrease the risk of bodily injuries and death of pedestrians, bicyclists, individuals with limited mobility, and other vulnerable users; and,

BE IT FURTHER RESOLVED, that a copy of this Will of Council shall be sent to the Allegheny County delegation of the Pennsylvania State House and Senate, the chairs and minority chairs of the State House and Senate Transportation Committees, Governor Tom Wolf, and Pennsylvania Secretary of Transportation Leslie Richards.



City of Philadelphia

City Council
Chief Clerk's Office
402 City Hall
Philadelphia, PA 19107

RESOLUTION NO. 190145

Introduced February 28, 2019

Councilmember Squilla

RESOLUTION

Urging the Pennsylvania General Assembly to grant more local control for the operation of the right-of-way, the installation of roadway features, to effectively enforce speed limits and the implementation of policies that discourage dangerous driving.

WHEREAS, According to data of reported crashes compiled by the Pennsylvania Department of Transportation, forty-six percent (46%) of people killed in traffic crashes on Philadelphia streets in 2017 were people walking, and thirty-six percent (36%) of people seriously injured in traffic crashes on Philadelphia streets in 2017 were people walking; and

WHEREAS, Restrictions in the State Motor Vehicle Code limit the ability of local jurisdictions to implement certain roadway designs proven to be effective in protecting vulnerable users, such as pedestrians, bicyclists, motorcyclists, and individuals with limited mobility. Local jurisdictions are also prohibited from experimenting with roadway designs based on best engineering judgement; and

WHEREAS, Philadelphia is a complicated, dynamic, and vibrant city with many different modes of travel and mobility options; the power to regulate the safe and equitable use of the right-of-way should be devolved to the most local level of government possible; and

WHEREAS, Philadelphia is a Vision Zero City and has committed to eliminating all traffic fatalities by 2030 through an equitable approach to engineering, education, and enforcement systems; and

WHEREAS, Despite a demonstrated desire for more mobility choices from residents of dense urban cities and mobility-challenged small towns alike, the Commonwealth of Pennsylvania has not updated its Motor Vehicle Code to allow for more pedestrian and bicycle-focused policies and discourage behavior that endangers the lives of vulnerable users in many years; and

City of Philadelphia

RESOLUTION NO. 190145 continued

WHEREAS, A person walking is twice as likely to be killed by a vehicle that is traveling 30 miles per hour as a vehicle traveling 25 miles per hour and three times as likely to be killed by a vehicle traveling 40 miles per hour. Despite this staggering statistic, local law enforcement is prohibited under state law from using radar or LIDAR technology to detect and enforce speeding on neighborhood streets, and in many cases, local jurisdictions are barred from reducing speed limits on city streets. Previous bills introduced in the State House and Senate would have allowed municipalities to use radar or LIDAR technology to enforce speeding, which is proven to be much more effective than currently-used VASCAR enforcement; and

WHEREAS, People are inherently vulnerable and speed is a fundamental predictor of crash survival. Speeding is a concern in many neighborhoods and around schools in Philadelphia. Automated enforcement has proven effective in New York, DC, and other cities, and Philadelphia is will pilot automated speed enforcement on Roosevelt Boulevard and PennDOT will pilot automated speed enforcement in work zones. Expanding to areas around schools, especially in dense, walkable areas could save children from death and serious injury, and

WHEREAS, Despite the thousands of pedestrian and bicyclist injuries that occur on Pennsylvania's roadways annually, fines for reckless driving, passing within less than four feet of a pedestrian, bicyclist, motorcyclist, and individuals in wheelchairs, failure to yield to a pedestrian, and careless driving that leads to the injury or death of a pedestrian or bicyclist have not been increased in several years. Among other provisions, a previously introduced House Bill would increase the fines for careless driving resulting in bodily injury or death of a bicyclist or pedestrian; and

WHEREAS, While several states require motorists to fully stop for pedestrians, drivers in Pennsylvania must only yield to pedestrians, which increases the likelihood for a crash. In 2012, a bipartisan group of Representatives sponsored a House Bill, which would mandate that motorists stop when a pedestrian "is upon, or within one lane of, the half of the roadway upon which the vehicle is traveling or onto which it is turning"; and

WHEREAS, According to the United States Department of Transportation, nearly half of bicyclists and one quarter of pedestrians killed in traffic crashes nationwide die from impact to the side of vehicles. Cities across the country have mandated that both city-owned and private trucks install a side guard, after a mandate in the United Kingdom resulted in significant decrease in pedestrian and bicycle fatalities. In Pennsylvania, municipalities are prohibited from requiring private companies to install this lifesaving piece of equipment; and

WHEREAS, The Pennsylvania Motor Vehicle Code mandates that parking must occur within 12 inches of the curb, which under some interpretations makes the installation of Parking Protected Bike Lanes, which allow parked vehicles to serve as a barrier between vehicle lanes and bicycle lanes, difficult. In the past, legislation has been introduced in both the Pennsylvania House and Senate to explicitly permit parking to occur with 12 inches of a bike lane buffer; now, therefore

RESOLVED, BY THE COUNCIL OF THE CITY OF PHILADELPHIA, That we hereby urge the Pennsylvania General Assembly and State Senate to grant more local control for the

City of Philadelphia

RESOLUTION NO. 190145 continued

operation of the right-of-way, the installation of roadway features that are safer for all users, the ability to effectively enforce speed limits, and the implementation of policies that discourage dangerous driving and decrease the risk of bodily injuries and death of pedestrians, bicyclists, individuals with limited mobility, and other vulnerable users.

FURTHER RESOLVED, That a copy of this resolution be sent to the Philadelphia delegation of the Pennsylvania State House and Senate, the chairs and minority chairs of the State House and Senate Transportation Committees, Governor Tom Wolf, and Pennsylvania Secretary of Transportation Leslie Richards.

City of Philadelphia

RESOLUTION NO. 190145 continued