

March 28, 2022

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Senator Wayne Langerholc Jr.
Senate Box 203035
Harrisburg, PA 17120-3035

Senator Marty Flynn
Senate Box 203022
Harrisburg, PA 17120-3022

Dear Senators Langerholc and Flynn:

I write today to indicate 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 Senate Transportation Committee vote on this bill.

TMA Bucks is one of seven transportation management associations serving the Greater Philadelphia region. For more than twenty years, we have worked to implement and promote safe, reliable, and affordable means of commuting and traveling to and within Bucks County. In addition to operating Bucks County's Community Traffic Safety Program, TMA Bucks is presently finalizing a project that, starting later this year, will demonstrate the benefits of safe bicycle and pedestrian lanes throughout Bucks County and provide another commuting option for those who live and work here.

Both PennDOT and municipalities in Pennsylvania lack the ability to easily install parking protected bike lanes and pedestrian plazas on state roads. A parking protected bike lane uses parked cars to physically separate pedestrians and bicyclists from automobile traffic. Pennsylvanians are presently denied this life-saving tool, which is successfully used in other states across the country, because of a technicality in the Pennsylvania Vehicle Code that requires cars to be parked within twelve inches of the curb. While parking protected bike lanes are not expressly forbidden by the Vehicle Code, the Code is written in such a way that such lanes are non-compliant.

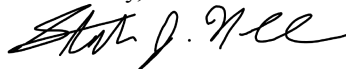
Legislation is, therefore, needed to modify the Pennsylvania Vehicle Code. Representative David Maloney (R-130), introduced HB140 on January 8, 2021 and it passed on March 18, 2021 (201-0). The Senate Transportation Committee has yet to take the bill up for a vote.

Benefits of the bill include:

- Expanding traffic engineering tools available to implement roadway designs that calm traffic and increase roadway safety for users including bicyclists and pedestrians,
- Support for municipalities in implementing Complete Streets efforts that increase equitable access for users of all transportation modes, and,
- permitting, but **not mandating**, the use of parking protected bike lanes.

I urge you to bring this bill to a vote as soon as possible in order to provide PennDOT, engineers, and communities with a valuable tool for enhancing transportation safety and access across the Commonwealth.

Sincerely,



Stephen J. Noll

c: Senator Robert M. Tomlinson