



March 25, 2022

Dear Chairs Langerholc and Flynn:

The Transportation Management Association of Chester County 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.**

As one of the seven transportation management associations within the Delaware Valley, our role is to help employers identify safe and reliable commuting options for their employees. Several borough-oriented municipalities as well as municipalities with suburban centers, have the opportunity implement safe bike lanes within their communities providing them with an additional safe commute option.

With remarkable success, TMACC worked with PennDOT, Delaware Valley regional Planning Commission, the Chester County Planning Commission, and the Borough of West Chester to demonstrate to the public how a parking protected bike lane would work within a community.

Municipalities in Pennsylvania and PennDOT 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.

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

Sincerely,

P. Timothy Phelps
Executive Director