



PHILADELPHIA, PA

TOTAL POPULATION

1567442

POPULATION DENSITY

10991.9

TOTAL AREA (sq. miles)

142.6

OF LOCAL BICYCLE FRIENDLY BUSINESSES 4

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES 2

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	Philadelphia
High Speed Roads with Bike Facilities	47%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	60%	17%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	13%	UNKNOWN
Bike Month and Bike to Work Events	VERY GOOD	VERY GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST MONTHLY	NO BICYCLE ADVISORY COMMITTEE
Bicycle-Friendly Laws & Ordinances	AVERAGE	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 37K	1 PER 232K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	6/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	6/10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	2/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	5/10

KEY OUTCOMES

	Average Gold	Philadelphia
RIDERSHIP <i>Percentage of Commuters who bike</i>	5.4%	2.0%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	301	426
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	0.2	3



KEY STEPS TO GOLD



- » Policies and practices relating to bicycle parking could be improved. Studying current bike parking and future needs could be a great basis for collaboration with businesses, universities, transit agencies, and other stakeholders. Without secure and convenient bicycle parking it is difficult for a person to choose to ride their bicycle for transportation or utilitarian trips.
- » Enforcement-related efforts are a weak spot in your application. Work with the law enforcement community to improve bicycle-related training for law enforcement officers, develop better data collection and distribution practices, and pursue other traffic safety planning initiatives.
- » Work with local bicycle groups and interested parents to develop and implement a Safe Routes to School program for all schools.

- » It is great to hear that Philadelphia will pursue a joint initiative with SEPTA to improve bicycle routes surrounding bus, rail, and subway stations. Enabling safe routes to transit will help expand the ability of people to safely move around Philadelphia by walking and biking. Consider whether this may be a model for collaboration with other entities, such as the many universities in Philadelphia.
- » Strengthen your Complete Streets policy to ensure rigorous implementation. In a large city such as Philadelphia it is important that opportunities for improvement are not missed.
- » Increase the amount of staff time spent on improving conditions for people who bike and walk.