Successes & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. Based on the information we obtained for Pennsylvania, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Pennsylvania.

While state agencies in Pennsylvania are taking many steps to work together to promote bicycling and walking, the state legislature may need to be more proactive to reinforce and support those efforts. One recent bill has attempted to clarify the ability to build parking protected bicycle lanes in Pennsylvania and other laws that explicitly allow modern bicycle, pedestrian, and micromobility infrastructure should be pursued.

In 2018, multiple agencies in Pennsylvania formally signed a MOU to support walkable communities. Formal collaboration between state agencies, such as Departments of Health, Transportation, and Conservation and Natural Resources are still uncommon in many states and it is great to see Pennsylvania take this step.

Congratulations on the PennDOT Connects program being a finalist for America’s Transportation Awards. The PennDOT connects program provides $3 million for planning related to bicycling, walking, and regional transportation studies.

The Pennsylvania DOT has taken many steps to institutionalize the safety of people who bike and walk as a core part of the agency’s vision. The DOT should create staff positions at the district-level dedicated to bicycle and pedestrian issues to facilitate a continued improvement in agency culture and processes.

Hold a state bicycle and/or walking conference with opportunities for professional development, contact with elected officials, and networking.

PennDOT or the Pennsylvania legislature should adopt a statewide Complete Streets policy. The National Complete Streets Coalition has a model state policy and a variety of other resources to ensure adoption and implementation.

The state of Pennsylvania should clarify the legality of e-scooters, which have provided first-last mile options to many people in other states.

Install a Protected Bike Lane on a state-owned road.

In 2017, the FHWA began accepting bicycle and pedestrian counts into the Travel Monitoring Analysis System (TMAS). Pennsylvania should conduct and support counts in a uniform or standard format that is suitable for TMAS in order to better understand, plan for, and react to bicycle and pedestrian travel needs.

Pennsylvania has set a safety target [https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/] that anticipates an increase in the number of non-motorized fatalities and serious injuries. While this target may reflect current trends, it is also a statement of goals and Pennsylvania should set goals that reflect a commitment to improving road safety and reaching zero deaths and serious injuries.

Get the full breakdown of each category and grade average on the next page.
The Bicycle Friendly State ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.