



BICYCLE FRIENDLY STATE REPORT CARD

PENNSYLVANIA

RANKED

11

OF 50

STATE ADVOCACY GROUP:
NONE

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.

	Infrastructure & Funding	B-
	Education & Encouragement	C
	Legislation & Enforcement	C
	Policies & Programs	C
	Evaluation & Planning	B

Get the full breakdown of each category and grade average on the next page.

Bicycle Friendly Actions bikeleague.org/bicycle-friendly-actions	Action Taken?
Complete Streets Law / Policy	✓
Safe Passing Law (3ft+)	✓
Statewide bike plan last 10 years	In Progress
2% or more federal funds on bike/ped	✓
Bicycle Safety Emphasis Area	✓

Federal Data on Biking		Rank
Ridership	0.5% of commuters biking to work	22/50
Safety	5.6 fatalities per 10K bike commuters ⁱⁱ	18/50
Spending	\$2.94 per capita FHWA spending on biking and walking ⁱⁱⁱ	21/50

ⁱ This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.


ⁱⁱ This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.


ⁱⁱⁱ FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.


Category Breakdown:


PENNSYLVANIA




 Infrastructure & Funding Ranked 13 of 50 States		B-	
DESIGN AND EXISTENCE OF INFRASTRUCTURE Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?		B	
STATE TRANSPORTATION FUNDING Does the state allocate funding to bicycling or limit state funding for bicycling?		B-	
USE OF FEDERAL TRANSPORTATION FUNDING Does the state take advantage of available federal funding for biking and walking?		C-	
PLANNED AND RECENTLY BUILT BICYCLE & PEDESTRIAN FACILITIES How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?		F	

 Policies & Programs Ranked 19 of 50 States		C	
COMPLETE STREETS Does the state have a complete streets policy and processes to support its implementation?		C+	
DESIGN AND ACCESS POLICIES Does the state have policies in place to ensure good design and access for people who bike and walk?		C-	
STATE OF PRACTICE DEVELOPMENT Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?		B-	
SUSTAINABLE TRANSPORTATION POLICIES Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?		B	

 Education & Encouragement Ranked 26 of 50 States		C	
STATE DOT EDUCATION & ENCOURAGEMENT SUPPORT Does the state DOT support bicycling and walking events and education materials?		B	
MODE SHARE & ADVOCACY Do people bike to work and are they organized to advocate for improvements?		B-	

 Evaluation & Planning Ranked 17 of 50 States		B	
STATE DOT BICYCLE & PEDESTRIAN PLANS Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?		B	
BICYCLE AND PEDESTRIAN SAFETY Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?		B-	
UNDERSTANDING PEOPLE WHO BIKE AND WALK Does the state have programs in place to collect data on people who walk and bike?		F	
FORMAL USER GROUP ENGAGEMENT Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?		A	

 Legislation & Enforcement Ranked 27 of 50 States		C	
LAWS THAT REGULATE DRIVER BEHAVIOR AND METHODS OF ENFORCEMENT Does the state have strong comprehensive distracted driving laws and allow photo enforcement?		C	
LAWS THAT RESTRICT THE BEHAVIOR OF PEOPLE WHO BIKE AND WALK How does the state unnecessarily restrict the behavior of people who bike and walk?		C	
LAWS THAT CREATE PROTECTIONS FOR PEOPLE WHO BIKE AND WALK Does the state have laws that provide specific protections for people who bike and walk?		B	

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
BIKELEAGUE.ORG/BFA/AWARDS

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.



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