



TOTAL COUNTS
BICYCLE FRIENDLY COMMUNITIES 7
BICYCLE FRIENDLY BUSINESSES 74
BICYCLE FRIENDLY UNIVERSITIES 7

SEE THE DATABASE MAP: BIKELEAGUE.ORG/BFA/AWARDS

PENNSYLVANIA

STATE ADVOCACY GROUP: NONE

Summary

Pennsylvania continues to make moderate, incremental progress towards actively supporting long-term improvements for the safety and comfort of people who bike. The Pennsylvania Department of Transportation has taken action on a number of issues to address perceptions and realities of state processes being barriers to the creation of bicycling infrastructure.

Two notable improvements have been a change to the Bicycle Occupancy Permit system so that these permits are not required for painted bicycle lanes and an update to PennDOT's design manual so that more and better guidance exists for the creation of bicycle infrastructure. Together these changes will help PennDOT be a partner for local communities in Pennsylvania seeking to improve bicycle infrastructure.

Legislative issues, such as requiring a hands-free device and amending the law that creates the Bicycle Occupancy Permit system, could be a good place to focus in the next year(s).

Feedback Points

PennDOT, and local governments in Pennsylvania, need to take advantage of the PennDOT Connects initiative to foster greater collaboration and planning for bicycle networks. There is a legacy of contentious coordination, exemplified in the Bicycle Occupancy Permit System, that needs to be addressed through engagement at the state and local levels. The PennDOT Connects initiative is the best current vehicle for that engagement. It would be great to see this initiative supplemented by the adoption of a Complete Streets policy and an update to the Statewide Bicycle and Pedestrian Plan.

Incorporate the NACTO Urban Bikeway Design Guide into PennDOT Design Guidance documents in order to ensure that guidance on a wide variety of bicycle facilities is available to all staff within your state DOT.

In 2017, the Pennsylvania DOT issued a "strike off" letter eliminating the Bicycle Occupancy Permit process for standard striped bike lanes. This was a key recommendation from our 2015 report card and a long-time local advocacy goal. While this is a strong step towards better collaboration between PennDOT and local communities, the Bicycle Occupancy Permit still exists for separated bike lanes - requiring local municipalities to take on maintenance responsibilities for those lanes even if PennDOT is responsible for the rest of the road. This discourages state and local collaboration on creating the safest bicycle facilities possible.

>> Feedback Continued on Page 3

Comparison States table with columns: National (Overall), Eastern Region (out of 11). Rows include Virginia, Maryland, Pennsylvania, Michigan, Vermont, New Jersey, Maryland, Pennsylvania, Vermont, Maine.

Categories table with columns: Categories, Rank out of 50. Rows include Infrastructure & Funding (15), Education & Encouragement (18), Legislation & Enforcement (21), Policies & Programs (14), Evaluation & Planning (15).

Bicycle Friendly Actions table with columns: Action, Status (Progress/New in 2017). Rows include Complete Streets Law / Policy, Safe Passing Law (3ft+), Statewide bike plan last 10 years, 2% or more fed funds on bike/ped, Bicycle Safety Emphasis Area.

Federal Data on Biking table with columns: Category, Value, Rank. Rows include Ridership (0.5% of commuters, 22/50), Safety (5.2 fatalities per 10k, 18/50), Spending (\$2.81 per capita, 16/50).


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


^ 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.


^ 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.





The Category Scores below are aggregated from smaller sub-categories—each of which is sorted in descending order, from the topic with the highest possible points available to least.

 <b>Infrastructure &amp; Funding</b> Ranked 15 <sup>th</sup> of 50 States	
<b>Design and Existence of Infrastructure</b> Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	<b>35/38 pts</b>
<b>State Transportation Funding</b> Does the state report that funding is allocated to bicycling?	<b>18/28 pts</b>
<b>Use of Federal Transportation Funding</b> Does the state take advantage of available federal funding for biking and walking?	<b>11/16 pts</b>
<b>Planned and Recently Built Bicycle &amp; Pedestrian Facilities</b> How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	<b>5/10 pts</b>
<b>State Transportation Funding Restrictions</b> Does the state have any policies that limit the ability to fund bicycling and walking infrastructure?	<b>1/8 pts</b>
Total of Possible 100 Points: <b>70/100 pts</b>	

 <b>Policies &amp; Programs</b> Ranked 14 <sup>th</sup> of 50 States	
<b>Complete Streets</b> Does the state have a complete streets policy and processes to support its implementation?	<b>38/56 pts</b>
<b>Design and Access Policies</b> Does the state have policies in place to ensure good design and access for people who bike and walk?	<b>14/25 pts</b>
<b>State of Practice Development</b> Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	<b>13/13 pts</b>
<b>Sustainable Transportation Policies</b> Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	<b>5/6 pts</b>
Total of Possible 100 Points: <b>70/100 pts</b>	

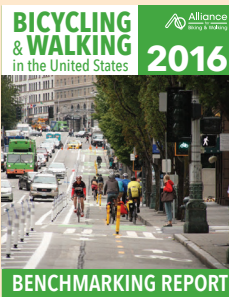
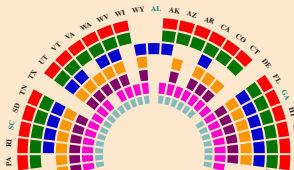


 <b>Education &amp; Encouragement</b> Ranked 18 <sup>th</sup> of 50 States	
<b>State DOT Education &amp; Encouragement Support</b> Does the state DOT support bicycling and walking events and education materials?	<b>30/35 pts</b>
<b>Mode Share</b> Do many people bike to work and is that number increasing relative to other modes?	<b>11/30 pts</b>
<b>Driver Education Requirements</b> Does the state require drivers to answer questions about bicyclist safety as part of the driver's licensing test?	<b>10/20 pts</b>
<b>Advocacy</b> Does the state have a bicycle advocacy group that is a member of the League of American Bicyclists or was identified by the state?	<b>10/15 pts</b>
Total of Possible 100 Points: <b>61/100 pts</b>	

 <b>Evaluation &amp; Planning</b> Ranked 15 <sup>th</sup> of 50 States	
<b>State DOT Bicycle &amp; Pedestrian Plans</b> Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	<b>31/48 pts</b>
<b>Bicycle and Pedestrian Safety</b> Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	<b>31/34 pts</b>
<b>Understanding People who Bike and Walk</b> Does the state have programs in place to collect data on people who walk and bike?	<b>2/10 pts</b>
<b>Formal User Group Engagement</b> Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	<b>8/8 pts</b>
Total of Possible 100 Points: <b>72/100 pts</b>	

 <b>Legislation &amp; Enforcement</b> Ranked 21 <sup>st</sup> of 50 States	
<b>Laws that regulate driver behavior and methods of enforcement</b> Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	<b>18/37 pts</b>
<b>Laws that restrict the behavior of people who bike and walk</b> How does the state unnecessarily restrict the behavior of people who bike and walk? (low points = more restrictions)	<b>20/28 pts</b>
<b>Laws that create protections for people who bike and walk</b> Does the state have laws that provide specific protections for people who bike and walk?	<b>21/25 pts</b>
<b>Laws that influence the built environment</b> Does the state allow speed limits of 20 mph or less?	<b>8/10 pts</b>
Total of Possible 100 Points: <b>67/100 pts</b>	

**Dig into the data: Robust interactive report + Downloads**

The Bicycle Friendly State survey used to create this ranking is also the basis for a biennial report. Explore tons of bicycling, walking, & health data on states and cities at [bikingandwalkingbenchmarks.org](http://bikingandwalkingbenchmarks.org).



# BICYCLE FRIENDLY STATE REPORT CARD



STATE RANKING OVERALL (OUT OF 50)

#12

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STATE ADVOCACY GROUP: NONE

# PENNSYLVANIA

## Feedback Points, CONTINUED

### >> Cont'd from Page 1

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.

Ensure that state guidelines, plans, policies, or other documents are updated so that they are consistent with and make it routine to create high-quality connected bicycle facilities.

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



### ABOUT THE LEAGUE & MEMBERSHIP

Support the League by becoming a member today and add your voice to the bicycling movement! Over 75% of our funding comes from individuals. Members support our time-tested programs like Bicycle Friendly America, Smart Cycling and Federal Advocacy. As a member, you'll enjoy valuable perks like *Bicycling Magazine*, discounts at dozens of national bike retailers and manufacturers, and exclusive pricing to the National Bike Summit. Together, let's advance bicycling on Capitol Hill and in your community!

#### WE BELIEVE

Bicycling brings people together. When more people ride bikes:

- » Life is better for everyone;
- » Communities are safer, stronger and better connected;
- » Our nation is healthier, economically stronger, environmentally cleaner and more energy independent.

#### OUR VISION

is a nation where everyone recognizes and enjoys the many benefits and opportunities of bicycling.

#### OUR MISSION

is to lead the movement to create a Bicycle Friendly America for everyone. As leaders, our commitment is to listen and learn, define standards and share best practices to engage diverse communities and build a powerful, unified voice for change.

>> ADD YOUR MOMENTUM AT [BIKELEAGUE.ORG/JOIN](http://BIKELEAGUE.ORG/JOIN)

### SMART CYCLING RESOURCES



Bike Safety Education is a key component to keeping roadways safe for all users. Having League Cycling Instructors (LCIs) in your state creates more opportunities for bike safety education to be shared. LCIs are certified by the League through an intense 3-day seminar focused on how to effectively deliver the Smart Cycling curriculum. To host a LCI seminar in your state, contact [education@bikeleague.org](mailto:education@bikeleague.org).

Visit [bikeleague.org/ridesmart](http://bikeleague.org/ridesmart) to access Smart Cycling videos, Smart Cycling Quick Guides (available in English & Spanish), and Smart Cycling manuals.