



BICYCLE FRIENDLY STATE REPORT CARD



13% PERCENT OF STATE IN BFC SILVER+

STATE ADVOCACY GROUP:
PENNSYLVANIA DOWNTOWN CENTER

PENNSYLVANIA #12 NATIONAL RANK (OF 50) #3 REGIONAL RANK EASTERN (OF 11)

SEE THE REPORT CARD USE GUIDE

		F	D	C	B	A		
	Infrastructure & Funding						B	Considers the use of federal transportation funding, state transportation funding, and the existence of bicycle infrastructure in the state.
	Education & Encouragement						C	Considers bicycle mode share, advocacy, state goals to increase bicycling, and whether the state sponsors a conference on bicycling.
	Traffic Laws & Practices						B	Considers traffic laws related to bicyclist safety and practices for automated enforcement and preventing racial disparities in traffic law enforcement.
	Policies & Programs						B-	Considers Complete Streets policies and programmatic support for implementing bicycling improvements, including staffing and integrating public health.
	Evaluation & Planning						C+	Considers state bicycle plans, safety outcomes, guidance on bicycle facilities, data collection on bicycling and walking, and public engagement of bicyclists.

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.

Pennsylvania should set a goal of zero traffic deaths in its Strategic Highway Safety Plan (SHSP) currently being developed. The last SHSP set targets that allowed for an increase in traffic deaths. The new SHSP should create a Zero Traffic Deaths Action Plan that reflects a Safe System Approach to traffic safety with a need to prioritize vulnerable populations and reduce speed.

Pennsylvania needs to legalize parking protected bike lanes. State law requires cars to be parked at the curb, preventing the installation of parking protected bike lanes. The League is not aware of any other states that have interpreted similar laws as a barrier to bike lanes and legislation to fix this issue has stalled. Fix this.

Pennsylvania should legalize and regulate e-scooters and other micromobility devices. These devices often use bicycle infrastructure and increase the number of people who care about and advocate for bicycle safety, as well as reduce trips by cars and greenhouse gas emissions.

The Pennsylvania DOT should increase staffing devoted to bicycling and walking at the District level to support more planning, design, and engineering for safe places to bike and walk in the state.

Pennsylvania has a great resource in the Delaware Valley Regional Planning Commission (DVRPC). A program created with DVRPC that is worthy of more statewide use is the DVRPC/PennDOT Connects Bike-Friendly Resurfacing Program which identifies roads for potential investment in bike friendly improvements as part of regularly scheduled PennDOT resurfacing projects.

The best states for Complete Streets have an iterative approach to Complete Streets policy and have adopted multiple policies on the road to implementation. The National Complete Streets Coalition's data only shows a 2007 design policy for Pennsylvania. The Pennsylvania legislature or DOT should adopt a more comprehensive Complete Streets policy.

Bicycle Friendly Actions	Progress?
Complete Streets Law / Policy	Yes
Safe Passing Law (3ft+)	Yes
Statewide bike plan last 10 years	Yes
2% or more federal funds on bike/ped	Yes
Bicycle Safety Emphasis Area	Yes

Federal Data on Biking	Rank
Ridership 0.48% of commuters biking to work	21/50
Safety 5.3 fatalities per 10K bike commuters	16/50
Spending \$4.32 per capita FHWA spending on biking and walking	9/50

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
[BIKELEAGUE.ORG/BFA/AWARDS](https://bikeleague.org/BFA/AWARDS)

The Bicycle Friendly State ranking is based on a comprehensive survey—with over 100 data points—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.