



BICYCLE FRIENDLY STATE REPORT CARD



STATE ADVOCACY GROUP(S):
Pennsylvania Downtown Center

2024

PENNSYLVANIA

#19 NATIONAL RANK (OF 50)
COMPARED TO LAST REPORT CARD:

#7 Eastern REGIONAL RANK (OF 11)

Bicycle Friendly Actions	Action Taken	Progress <small>SINCE LAST REPORT CARD</small>
Complete Streets Law/Policy	Yes	
Safe Passing Law (3ft+)	Yes	
Statewide bike plan last 10 years	Yes	
2%+ federal funds on bike/pedestrian	No	
Speed limit laws for #SlowRoads	No	

FEEDBACK

Pennsylvania sets default urban area speed limits at 35 miles per hour and residential area speed limits at 25 miles per hour. Community opportunities to establish 20 mile per hour speed limits on streets in urban or residential areas are limited and burdensome. More achievable legal processes and guidance supporting slower streets will improve safety for all.

Increase funding for walking and biking projects to \$25M/year through the PennDOT Multimodal Transportation Fund (currently at \$2M/year). Create a fund focused on the completion of active transportation networks and trail construction especially in distressed communities, reducing match requirements for under-resourced areas.

Pennsylvania has needed to legalize parking-protected bike lanes for a decade. 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 parking-protected bike lanes. Legislation to fix this issue has repeatedly stalled.

Update DOT staffing and structure to reflect active transportation priorities: Create a Sustainable Mobility Office to implement the Statewide Active Transportation Plan, add full-time positions at all PennDOT District offices, and create a Safe Routes to School Resource Center and full-time Coordinator position.

Pennsylvania has taken steps towards a Safe System Approach through its Strategic Highway Safety Plan. Strengthen those efforts by formally adopting a Vision Zero goal and a policy of Safe System Approach to Planning and Engineering.

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 ken@bikeleague.org. See the [Report Card Use Guide](#).

ONE SUCCESS The Pennsylvania Department of Health, Department of Conservation and Natural Resources, Department of Community and Economic Development and Department of Transportation participated in the Safe Routes to Parks Accelerator Program. These agencies continue to collaborate at an interagency level on active transportation and the needs of vulnerable communities.

TOP TIP Pennsylvania struggles to consistently prioritize funding for biking and walking projects. Embedding sustainable transportation goals and other factors such as land use in a transparent process like Virginia's SmartScale could help the state consistently meet our 2% funding goal.

Federal Data on Biking	Rank
Ridership 0.5% of commuters biking to work	20/50
Safety 6.7 fatalities per 10K bike commuters	15/50
Spending \$3.50 per capita FHWA spending on biking and walking	23/50

Categories	% of available points	Rank
Funding	43%	41/50
Infrastructure	84%	13/50
Laws	60%	19/50
Policies	49%	32/50
Capacity & Support	58%	27/50
Safety	38%	37/50
Every Ride Counts	17%	33/50