The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. It asks comprehensive questions across 5 categories: Legislation and Enforcement, Policies and Programs, Infrastructure and Funding, Education and Encouragement, Evaluation and Planning. The results listed above provide only a snapshot of the full application. They are intended to offer some ideas for further growth in bicycle friendliness. For more information, visit www.bikeleague.org/states or contact Nicole Wynands at (202)-822-1333 or nicole@bikeleague.org.

**Pennsylvania**

**REGIONAL RANKING ➞ EAST #6**

**GOVERNOR:** Tom Corbett  
**DOT COMMISSIONER:** Barry Schoch  
**BICYCLE/PEDESTRIAN COORDINATOR:** Brian Sanders  
**STATE ADVOCACY GROUP:** PA Walks and Bikes

**CATEGORY SCORES**

<table>
<thead>
<tr>
<th>Category</th>
<th>Score</th>
<th>Scoring: 5 = HIGH</th>
<th>1 = LOW</th>
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<tbody>
<tr>
<td>Legislation and Enforcement</td>
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<td>Policies and Programs</td>
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<td>Education and Encouragement</td>
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<tr>
<td>Evaluation and Planning</td>
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</table>

**TOP 10 SIGNS OF SUCCESS**

- PEOPLE COMMUTING BY BIKE (MORE THAN 1%)
- SAFE PASSING/VULNERABLE ROAD USER LAW
- COMPLETE STREETS POLICY
- DEDICATED STATE FUNDING
- ACTIVE STATE ADVOCACY GROUP
- STATE BICYCLE PLAN (ADOPTED 2003 OR LATER)
- SHARE THE ROAD CAMPAIGN
- BICYCLE EDUCATION FOR POLICE
- BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN
- TOP 10 STATE FOR CONGESTION MITIGATION AND AIR QUALITY SPENDING

**TOP TIP**

Utilize all MAP-21 funding programs - including TAP, HSIP, CMAQ, STP, and Section 402 - to include biking and walking in all transportation projects.

**FEEDBACK**

- Adopt a vulnerable road user law that increases penalties for a motorist that injures or kills a bicyclist or pedestrian.
- Adopt a statewide, all-ages cell phone ban to combat distracted driving and increase safety for everyone.
- Collect data regarding enforcement actions against motorists based on incidents with bicycles, such as traffic tickets issued, prosecutions, or convictions.
- Repeal the policy requiring municipalities to accept maintenance and liability responsibilities for bicycle facilities that are placed on state roads within their jurisdictions.
- Adopt performance measures, such as mode shift or a low percentage of exempted projects, to better track and support Bike Accommodation Policy compliance.
- Establish a competitive grant program and bicycle/pedestrian maintenance fund with an annual appropriation of $20 million from the motor vehicle license fund.
- Create a adequately staffed Bike/Ped Office within PennDOT to administer a competitive grant fund program and coordinate implementation of bike/ped programs within PennDOT and its District offices.
- Revamp the Complete Streets checklist into an authentic Complete Streets policy that is transparent and accountable.
- Conduct a share the road campaign creatively addressing the issues specific to your state.
- Conduct a bicycle economic benefit study to showcase the positive impacts of bicycling for health costs, economic development, job creation, and transportation return on investment.