



TOTAL COUNTS
BICYCLE FRIENDLY COMMUNITIES 10
BICYCLE FRIENDLY BUSINESSES 40
BICYCLE FRIENDLY UNIVERSITIES 5

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

MASSACHUSETTS

STATE ADVOCACY GROUP: MASSBIKE

Summary

Massachusetts has made a lot of progress in recent years, as seen in its high ranking in 4 of its 5 categories. There is active legislation to address many of the issues that hold back the Legislation & Enforcement category, so Massachusetts remains a state to watch.

One statistic to watch will be the use of federal funds for biking and walking. While Massachusetts spends more than average as a percentage of its federal transportation funds, it spends less than average per capita. Resolving this relative vs. absolute discrepancy might show whether Massachusetts is content catching up or committed to being a leading state for bicycling.

Comparison States table with columns for National (Overall) and Eastern Region (out of 11). Rows list states like Minnesota, California, Massachusetts, Oregon, Colorado, Delaware, New Jersey, Maryland, and Pennsylvania.

Categories table with columns for Categories and Rank out of 50. Rows include Infrastructure & Funding (3), Education & Encouragement (9), Legislation & Enforcement (25), Policies & Programs (8), and Evaluation & Planning (3).

Feedback Points

Continue the GreenDOT Implementation Plan which began in 2014 and incorporate current design guidance in MassDOT's Project Development and Design Guide. Update Statewide Bicycle and Pedestrian Transportation Plans, in keeping with our current objectives and mandates, such as the GreenDOT plan. The last statewide bicycle plan was adopted in 2008.

Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety.

The Massachusetts legislature enabled lower speed limits throughout Boston and other cities and towns by giving local authorities the ability to reduce default speed limits on roads owned by those local authorities. This is a great step to allow more local control over speed limits and projects that prioritize pedestrian and bicycle safety over motor vehicle mobility. The state legislature should continue to enable lower speed limits and street designs that enhance low speed limits.

Adopt a state law that requires the use of a hands-free device for cell phone use while driving to combat distracted driving and increase safety for everyone. Requiring the use of a hands-free device makes enforcement of texting laws easier by providing clearer evidence for enforcement.

Adopt a vulnerable road user law that increases penalties for a motorist that injures or kills a bicyclist or pedestrian. Model language is available here: http://bikeleague.org/content/model-legislation.

Establish a comprehensive bicycle and pedestrian count program that provides data on bicycle and pedestrian volumes on major commuter and recreational routes, including before/after counts that evaluate progress and provide insight on bicyclist safety and use.

Bicycle Friendly Actions table with columns for Action and 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, and Bicycle Safety Emphasis Area.

Federal Data on Biking table with columns for Category, Metric, and Rank. Rows include Ridership (0.8% of commuters, 15/50), Safety (3.3 fatalities per 10k, 9/50), and Spending (\$2.16 per capita, 34/50).


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.

 Infrastructure & Funding Ranked 3 rd of 50 States	
Design and Existence of Infrastructure Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	33/38 pts
State Transportation Funding Does the state report that funding is allocated to bicycling?	28/28 pts
Use of Federal Transportation Funding Does the state take advantage of available federal funding for biking and walking?	8/16 pts
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?	10/10 pts
State Transportation Funding Restrictions Does the state have any policies that limit the ability to fund bicycling and walking infrastructure?	8/8 pts
Total of Possible 100 Points: 87/100 pts	

 Policies & Programs Ranked 8 th of 50 States	
Complete Streets Does the state have a complete streets policy and processes to support its implementation?	43/56 pts
Design and Access Policies Does the state have policies in place to ensure good design and access for people who bike and walk?	18/25 pts
State of Practice Development Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	13/13 pts
Sustainable Transportation Policies Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	6/6 pts
Total of Possible 100 Points: 80/100 pts	

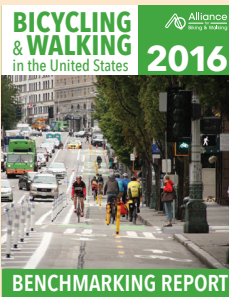
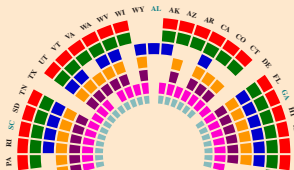

 Education & Encouragement Ranked 9 th of 50 States	
State DOT Education & Encouragement Support Does the state DOT support bicycling and walking events and education materials?	35/35 pts
Mode Share Do many people bike to work and is that number increasing relative to other modes?	12/30 pts
Driver Education Requirements Does the state require drivers to answer questions about bicyclist safety as part of the driver's licensing test?	10/20 pts
Advocacy Does the state have a bicycle advocacy group that is a member of the League of American Bicyclists or was identified by the state?	15/15 pts
Total of Possible 100 Points: 72/100 pts	

 Evaluation & Planning Ranked 3 rd of 50 States	
State DOT Bicycle & Pedestrian Plans Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	48/48 pts
Bicycle and Pedestrian Safety Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	27/34 pts
Understanding People who Bike and Walk Does the state have programs in place to collect data on people who walk and bike?	5/10 pts
Formal User Group Engagement Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	8/8 pts
Total of Possible 100 Points: 88/100 pts	

 Legislation & Enforcement Ranked 25 th of 50 States	
Laws that regulate driver behavior and methods of enforcement Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	22/37 pts
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? (low points = more restrictions)	19/28 pts
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?	14/25 pts
Laws that influence the built environment Does the state allow speed limits of 20 mph or less?	10/10 pts
Total of Possible 100 Points: 65/100 pts	

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.



BICYCLE FRIENDLY STATE REPORT CARD



STATE RANKING OVERALL (OUT OF 50)

#4

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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.

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



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.

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