



BICYCLE FRIENDLY STATE REPORT CARD

MASSACHUSETTS

RANKED

5

OF 50

STATE ADVOCACY GROUP:
MASSBIKE

Successes & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. Based on the information we obtained for Massachusetts, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Massachusetts.

Congratulations on adopting statewide Pedestrian and Bicycle Transportation Plans, these plans reflect a shift in culture at MassDOT to promote sustainable transportation options.

As MassDOT makes investments in bicycling and walking, it would be great to see a comprehensive program, in concert with localities, to do evaluations of projects and collect data on bicycle and pedestrian volumes.

Massachusetts has a strong recent history of investing in bicycling and walking, the most recent Capital Investment Plan provides \$60 million for missing links in networks, in addition to recent commitments of \$203 million for shared use paths, \$50 million for Complete Streets, and \$5 million for trails. These state funding programs have also resulted in an increase in the use of federal funds for biking and walking so that the state is a leader in such investment.

Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety. The League has a white paper that provides examples of how other states have adopted and implemented this type of law: https://bikeleague.org/sites/default/files/BFS_WP-Safe_Passing_Law-07_2018.pdf

Adopt a law allowing transportation agencies to post 20 mph or lower speed limits under certain circumstances. Expand existing local authority outside Boston.

Ensure that state and local funding for biking and walking projects and programs is leveraged by federal funding. Use the flexibility of federal funding programs to supplement funding provided in the Transportation Alternatives Set-Aside program and use more funding from CMAQ, HSP, and STP.

Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.

Adopt a vulnerable road user law that increases penalties for a motorist that injures or kills a bicyclist or pedestrian.

Allow photo enforcement of speed limits in areas such as school zones or other areas with high activity by people biking and walking.

Several of the laws mentioned in this feedback may be addressed if the Massachusetts legislature passes Senate Bill 1905 (already passed) and House Bill 3092 - An Act to Reduce Traffic Fatalities: <https://malegislature.gov/Bills/191/H3092>. If passed by the legislature and signed by Governor Charlie Baker, Massachusetts would gain a safe passing law, a vulnerable user law, improve childhood education on bicycling, and improve the safety of commercial vehicles for people biking and walking in Massachusetts. The League of American Bicyclists enthusiastically supports these bills.

	Infrastructure & Funding	B
	Education & Encouragement	B
	Legislation & Enforcement	D
	Policies & Programs	A
	Evaluation & Planning	B+

Get the full breakdown of each category and grade average on the next page.

Bicycle Friendly Actions bikeleague.org/bicycle-friendly-actions	Action Taken?
Complete Streets Law / Policy	✓
Safe Passing Law (3ft+)	
Statewide bike plan last 10 years	New in 2019
2% or more federal funds on bike/ped	✓
Bicycle Safety Emphasis Area	✓


Federal Data on Biking		Rank
Ridership	0.8% of commuters biking to work	10/50
Safety	3.3 fatalities per 10K bike commuters ⁱⁱ	9/50
Spending	\$2.96 per capita FHWA spending on biking and walking ⁱⁱⁱ	20/50


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


ⁱⁱ 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.


ⁱⁱⁱ 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.


Category Breakdown: MASSACHUSETTS

 Infrastructure & Funding Ranked 5 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?	A
STATE TRANSPORTATION FUNDING Does the state allocate funding to bicycling or limit state funding for bicycling?	B-
USE OF FEDERAL TRANSPORTATION FUNDING Does the state take advantage of available federal funding for biking and walking?	B
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?	B

 Policies & Programs Ranked 2 of 50 States	
COMPLETE STREETS Does the state have a complete streets policy and processes to support its implementation?	B
DESIGN AND ACCESS POLICIES Does the state have policies in place to ensure good design and access for people who bike and walk?	A
STATE OF PRACTICE DEVELOPMENT Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	A
SUSTAINABLE TRANSPORTATION POLICIES Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	A-

 Education & Encouragement Ranked 3 of 50 States	
STATE DOT EDUCATION & ENCOURAGEMENT SUPPORT Does the state DOT support bicycling and walking events and education materials?	A
MODE SHARE & ADVOCACY Do people bike to work and are they organized to advocate for improvements?	B

 Evaluation & Planning Ranked 6 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?	A-
BICYCLE AND PEDESTRIAN SAFETY Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	B-
UNDERSTANDING PEOPLE WHO BIKE AND WALK Does the state have programs in place to collect data on people who walk and bike?	B-
FORMAL USER GROUP ENGAGEMENT Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	A

 Legislation & Enforcement Ranked 49 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?	C-
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?	C-
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?	F

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
BIKELEAGUE.ORG/BFA/AWARDS

The Bicycle Friendly State ranking is based on a comprehensive survey 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.



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