



BICYCLE FRIENDLY STATE REPORT CARD



12% PERCENT OF STATE IN BFC SILVER+

STATE ADVOCACY GROUP:
MASSBIKE

MASSACHUSETTS #1 NATIONAL RANK (OF 50) #1 REGIONAL RANK (OF 11)

SEE THE REPORT CARD USE GUIDE

		F	D	C	B	A	
	Infrastructure & Funding	A	█	█	█	█	Considers the use of federal transportation funding, state transportation funding, and the existence of bicycle infrastructure in the state.
	Education & Encouragement	A	█	█	█	█	Considers bicycle mode share, advocacy, state goals to increase bicycling, and whether the state sponsors a conference on bicycling.
	Traffic Laws & Practices	D	█	█	█	█	Considers traffic laws related to bicyclist safety and practices for automated enforcement and preventing racial disparities in traffic law enforcement.
	Policies & Programs	A	█	█	█	█	Considers Complete Streets policies and programmatic support for implementing bicycling improvements, including staffing and integrating public health.
	Evaluation & Planning	A-	█	█	█	█	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 Massachusetts, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Massachusetts.

Massachusetts had one of the most robust responses to COVID-19 in terms of creating space for people. The Baker-Polito Administration's Shared Streets and Spaces Grant Program awarded \$33 million dollars to 183 municipalities and four transit agencies for a total of 310 projects. This response is commendable and the lessons learned and people engaged through the program should inform continued efforts to create safer, slower, spaces for people biking and walking.

Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety. Over the last two decades most states have adopted a safe passing law to protect people biking. Massachusetts is one of 11 states that has not.

The Municipal Modernization Act of 2016 allows municipalities to establish regulatory speed limits on locally-owned roadways lower than the statutory/default speed limit in certain contexts. These include 20 mph Safety Zones, 20 mph School Zones, and 25 mph zones in thickly settled business districts. Establishing special speed regulations on MassDOT-owned roadways requires MassDOT approval. Supporting Safer Speeds is a key pillar of the Safe System Approach and Massachusetts should be a leader in establishing and designing safer speed roads.

Massachusetts is very well positioned to improve bicycling through implementation of the Bipartisan Infrastructure Law, with former MassDOT secretary and CEO Stephanie Pollack as FHWA Deputy Administrator and strong, recent, bicycle and pedestrian plans. The state is in a position to lead on bicycling issues and we hope that it takes advantage.

On a negative note, the Transportation Climate Initiative, a multi-state initiative to cut carbon emissions in the transportation sector which Massachusetts led, is on hold. The League hopes Massachusetts continues to lead on reducing carbon emissions in the transportation sector.

Bicycle Friendly Actions	Progress?
Complete Streets Law / Policy	Yes
Safe Passing Law (3ft+)	No
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 0.9% of commuters biking to work	5/50
Safety 3.6 fatalities per 10K bike commuters	9/50
Spending \$4.04 per capita FHWA spending on biking and walking	14/50

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.