



BIKE ADVOCACY DURING COVID-19

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- » Advocating for Good Roads since 1880
- » Dedicated to Building a Bicycle Friendly America for Everyone

B	icycling – spread the joy of bicycling
A	dvocacy – organize people on behalf of bicycling
S	afety – make safety a political imperative
E	ducation – help more people bike



- » 13 BFCs, 7 BFUs, 36 BFBs
- » #5 Ranked State
 - » Consistently in Top 10 since 2011
- » Self-guided applications
 - » Best with local advocate support



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.com/Bills/2019/0300-0399/03092>. 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.

Category	Grade
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	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*	9/50
Spending: \$2.96 per capita FHWA spending on biking and walking*	20/50

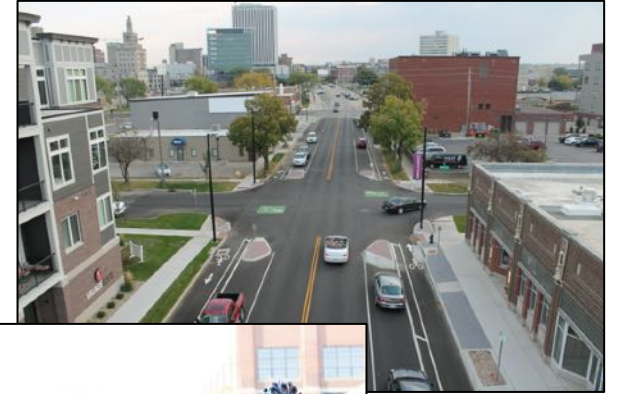
*This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.
*This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA's) Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the 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 2011-2015 and the 2015 5-year ACS state population estimate.

The Bicycle Friendly States 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) 822-1133 or ken@bikeleague.org

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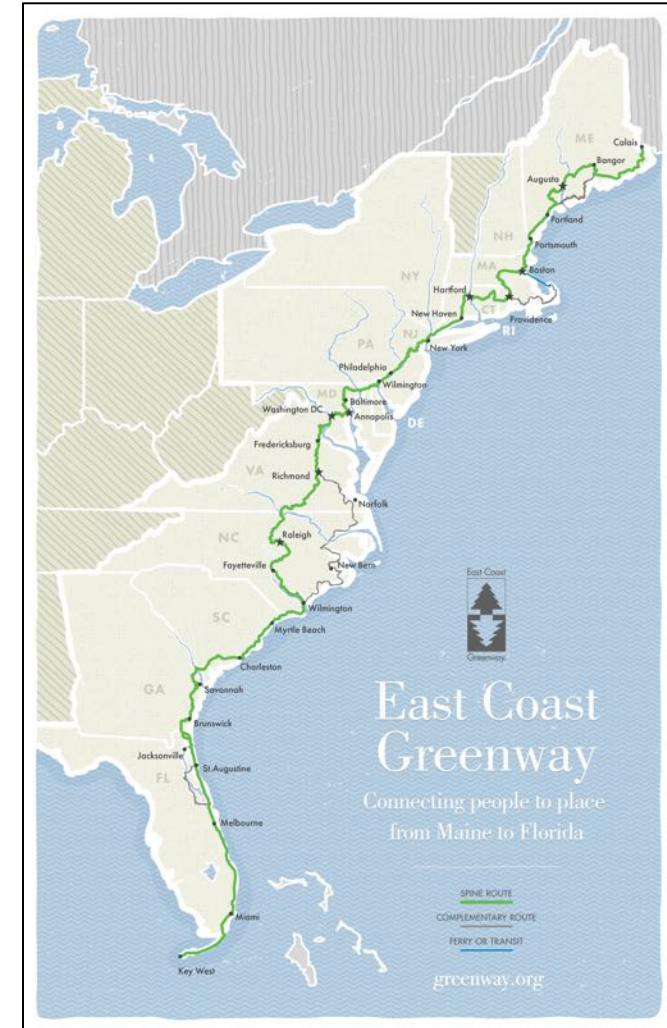


- » **Goal:** More people have mobility options and access to community resources
- » **Why now?** Many state and communities have made significant bicycling investments, but networks remain elusive for many
- » **How?** Increase funding for biking, require safety funding to be spent on biking and walking safety, complete streets at all levels
- » [HR 5231 – The Transportation Alternatives Enhancement Act](#)
- » [HR 3040 – The SAFE Streets Act](#)
- » [S 2077 - The Complete Streets Act](#)



BICYCLE MEGA PROJECTS IN NEXT 10 YEARS

- » **Goal:** Connect America with high-quality interstate bicycle networks that will also significantly expand biking in suburbs
- » **Why now?** Great American Rail Trail, US Bike Route System, East Coast Greenway, and other large bike projects are well planned and ready for investment
- » **How?** Dedicated funding with Congressional mandate for cross-agency collaboration
- » Connecting America's Active Transportation System Act ([H.R.5696/S-3391](#))
 - » \$500 million annually for active transportation networks



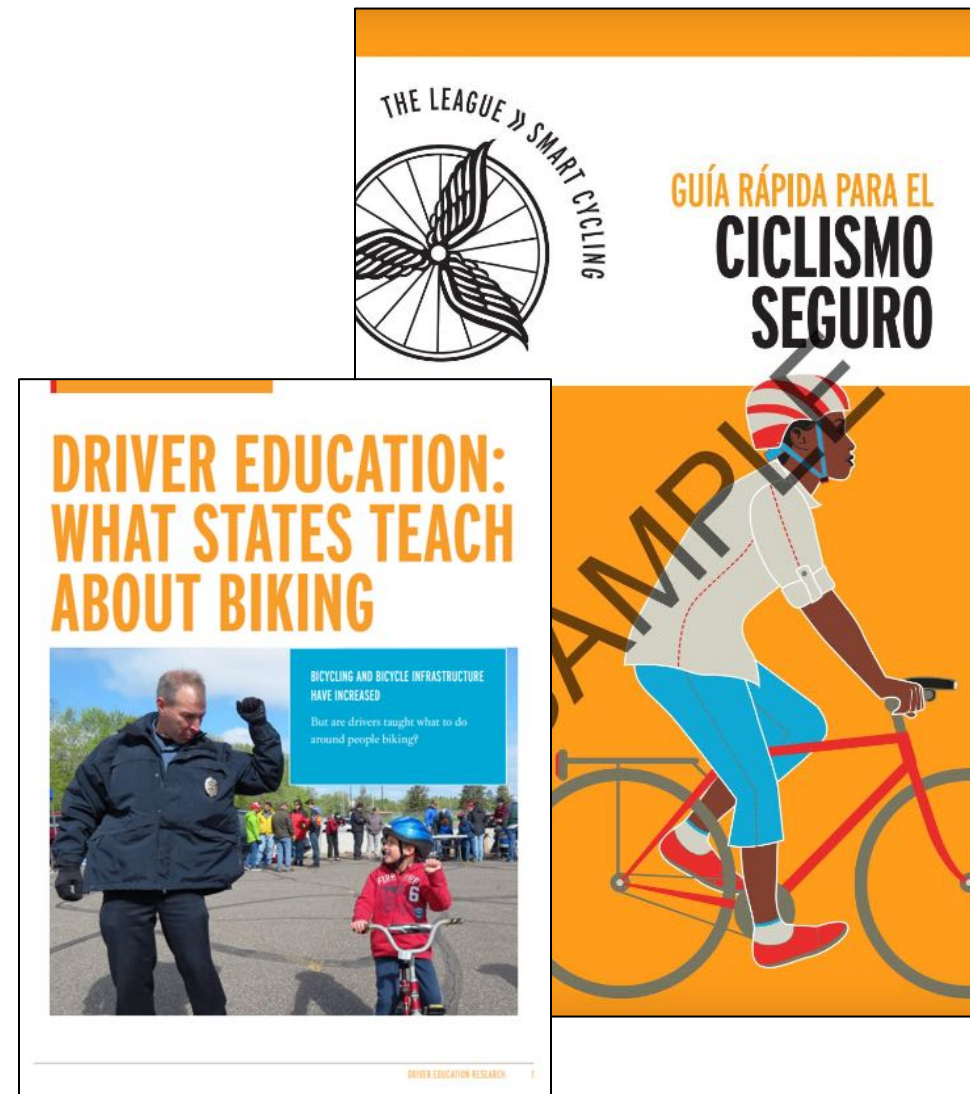
- » **Goal:** Promote active transportation and improve benefits for people with lower-incomes
- » **Why now?** Tax Cuts and Jobs Act suspended Bicycle Commuter Benefit and changed other benefits, which still primarily benefit people with higher-incomes who drive
- » **How?** Work with TDM groups, cities, and others to find solutions, advocate for bike incentives
- » [Mobility Options, Resiliency, and Efficiency \(MORE\) Through TDM \(HR 6770\)](#)
- » [HR 1507 – Bicycle Commuter Act of 2019](#)
- » E-bike and bike purchase incentives



- » **Goal:** US reclaims leadership on road and vehicle safety
- » **Why now?** NHTSA New Car Assessment program is broken and a decade behind peers. US lags in Vision Zero progress and per capita traffic deaths.
- » **How?**
 - » Short-term = require US agencies to make changes through Congressional action.
 - » Long-term = reform US agencies to have stronger focus on engineering approaches to safety.
- » [S xxxx - The Cycling Safety Act](#)
- » [Automated Vehicle Vision Test Fact Sheet](#)



- » **Goal:** Every person in the US can safely ride a bike and make informed transportation choice decisions
- » **Why now?** To make driving optional, people need to be educated for all modes and as transportation consumers
- » **How?** Work with network of League Cycling Instructors, schools, driver education groups, and others to find solutions, advocate for bike education
- » <https://bikeleague.org/content/federal-bicycle-safety-funding>
- » <https://bikeleague.org/ridesmart>

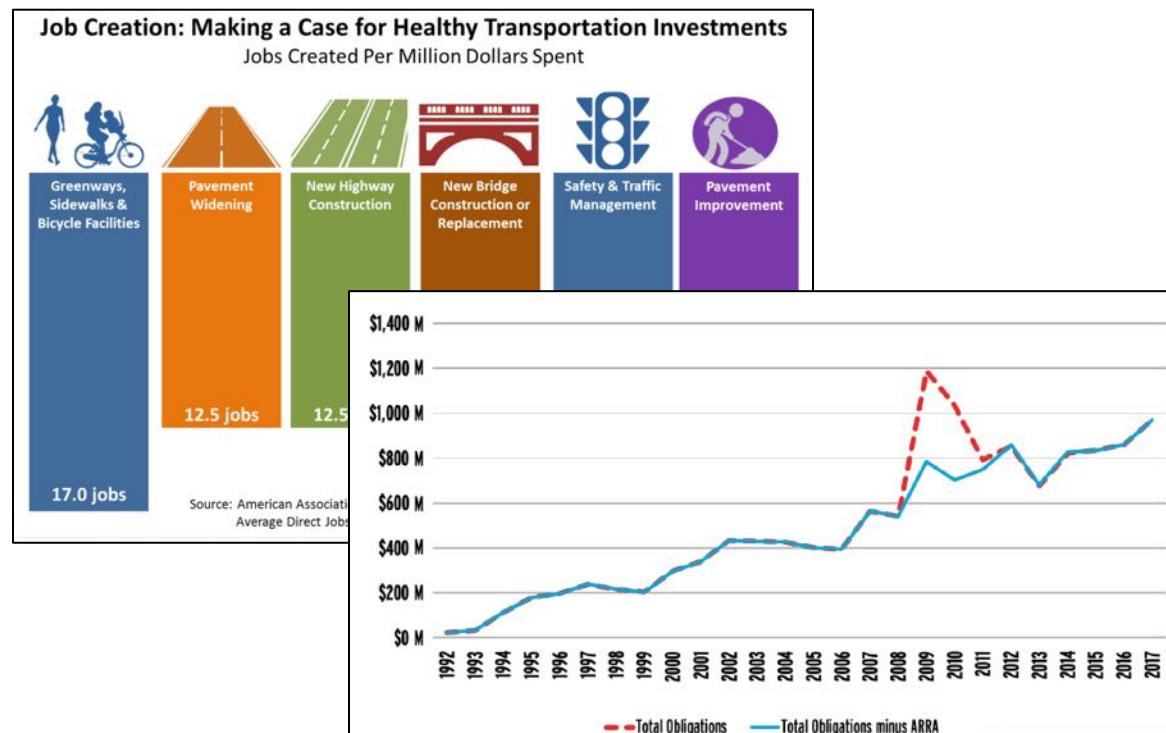


- » **Urgency:** If no steps toward better commuter incentives or better networks then massive increase in driving, pollution, and potentially deaths
- » **Fiscal Policy:** More likely to see large federal investments now than at other times
- » **Help Transit and Cities:** Existing efforts in many places to encourage more biking need federal funding and support



ADVOCACY IMPACTS

- » Emergency Relief – we are here
- » Stimulus – over course of next year (+)
- » Re-Authorization – over course of next year or later



RESOURCES

<https://bikeleague.org/content/congress-must-fast-track-transit-and-active-transportation-investments-pandemic-response>

<https://bikeleague.org/content/lobbying-time-covid-19>

HOW ARE STREETS CHANGING?

Slow Streets

- » Healthy – Safe – Open - Play

Pop-up Bike/Walk Lanes

- » Repurpose parking or travel lanes

Signals

- » Lower traffic, no pedestrian buttons

RESOURCES

<https://www.calbike.org/how-to-create-temporary-open-streets/>

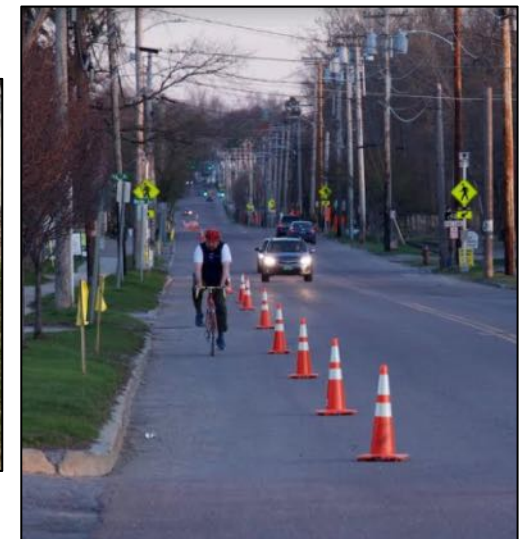
https://mobycon.com/wp-content/uploads/2020/04/FrKr-Berlin_Guide-EN.pdf

WHERE TO FIND CHANGES

Pedestrian and Bicycle Information Center [Local Action Dataset](#)

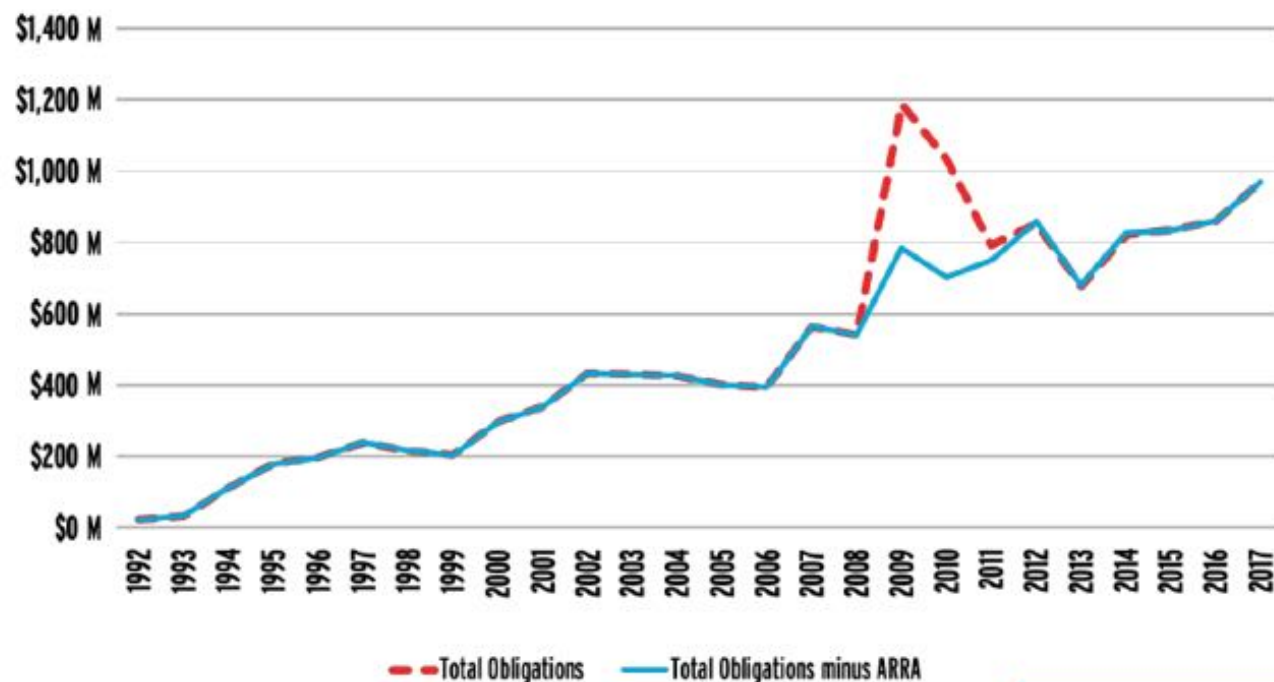
Mike Lydon's [google sheet](#)

National Complete Street Coalition [Map](#)



RE-AUTHORIZATION AND STIMULUS

- » Will stimulus provide flexibility for street adaptation?
- » Will there be significant policy changes?
- » Will re-authorization happen?
- » How much vehicle regulation, education, or commuter policy is advanced as stimulus?





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QUESTIONS

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Rails-to-Trails Conservancy

RTC is dedicated to creating a nationwide network of trails from former rail lines and connecting corridors to build healthier places for healthier people.



railstotrails.org



RTC's Three-Legged Stool



Trail Projects

We help communities meet the dynamic challenges of trail development for the creation of successful multi-use pathways.



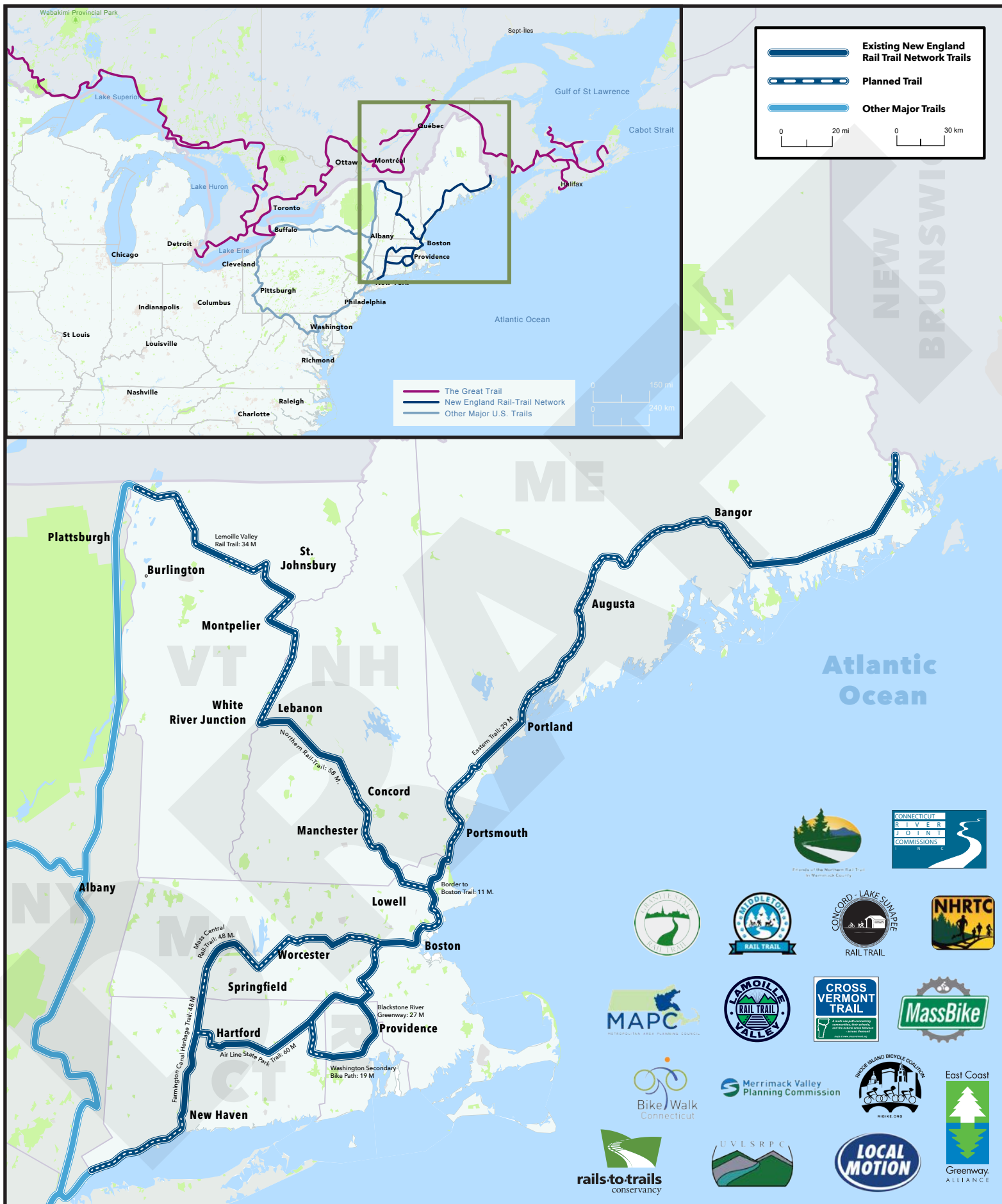
Policy Work

We steadfastly advocate for state and federal policies and funding programs that make trail development and walking/biking infrastructure possible.



Trail Promotion

Recognizing and highlighting excellent trails—and the people who make them possible—is part of our daily work.



For more information, contact:
Tom Sexton, Northeast Regional Director
Rails-to-Trails Conservancy
tom@railstotrails.org

New England Rail-Trail Spine Network

The New England Rail-Trail Spine Network initiative was launched in March 2019 during a two-day regional meeting on multiuse trail development and policy in New Hampshire.

Held at the Appalachian Mountain Club's Cardigan Mountain Lodge in Alexandria, the regional meeting included 12 New England experts on bicycle/pedestrian issues and multipurpose trails, and six staff members of Rails-to-Trails Conservancy (RTC).

Vision and Goals

The goal of this spine network is to unite the New England region's six states—Maine, Vermont, New Hampshire, Massachusetts, Rhode Island and Connecticut—by multipurpose trail. Borne on a mega vision of creating a simple, bold, memorable network with a minimum of on-road miles, the purpose of the network is not to serve as a comprehensive list of all open trails or trail projects—nor to have redundant segments or spurs—but to include only those corridors with the most likelihood of first success in uniting the states.

Only major “spine” trails have been included; however, other connectors can be added over time (and GIS sub layers will contain many other trails). These criteria will keep the focus squarely on completion of the priority corridors, with support being provided to adjoining systems and trails, since these corridors will be connecting to the larger interstate system. Over time, additional connecting trails will be strategically added to the project, with further work potentially including linkages to trail networks in New York and Canada.

Advancing the Network

Fortunately, 50% of the network is already open. The completed trails within the system have made the case for even more investment in trails via the many benefits that have been generated in the region, including job creation, community development and alternative transportation that has helped to decrease carbon emissions and address climate change.

The region has many positive attributes toward making this vision a reality, including: some 560+ miles of open trails (and growing), a variety of relevant, planned trail projects, supportive and well-staffed regional planning agencies, and—as with most successful trails—dedicated and knowledgeable volunteers.

New England is described as the only multistate region with clear, consistent boundaries,” and therefore, it makes sense that it should be the first distinct region in America to articulate a multipurpose trail vision.

Progress and Next Step

Since the March 2019 meeting, RTC has convened three additional working-group meetings (and more than a dozen individual meetings) to assess corridor potential and define the vision. The next step to move the concept forward is securing funding for RTC to guide the implementation of the agreed upon workplan.



For more information, contact:

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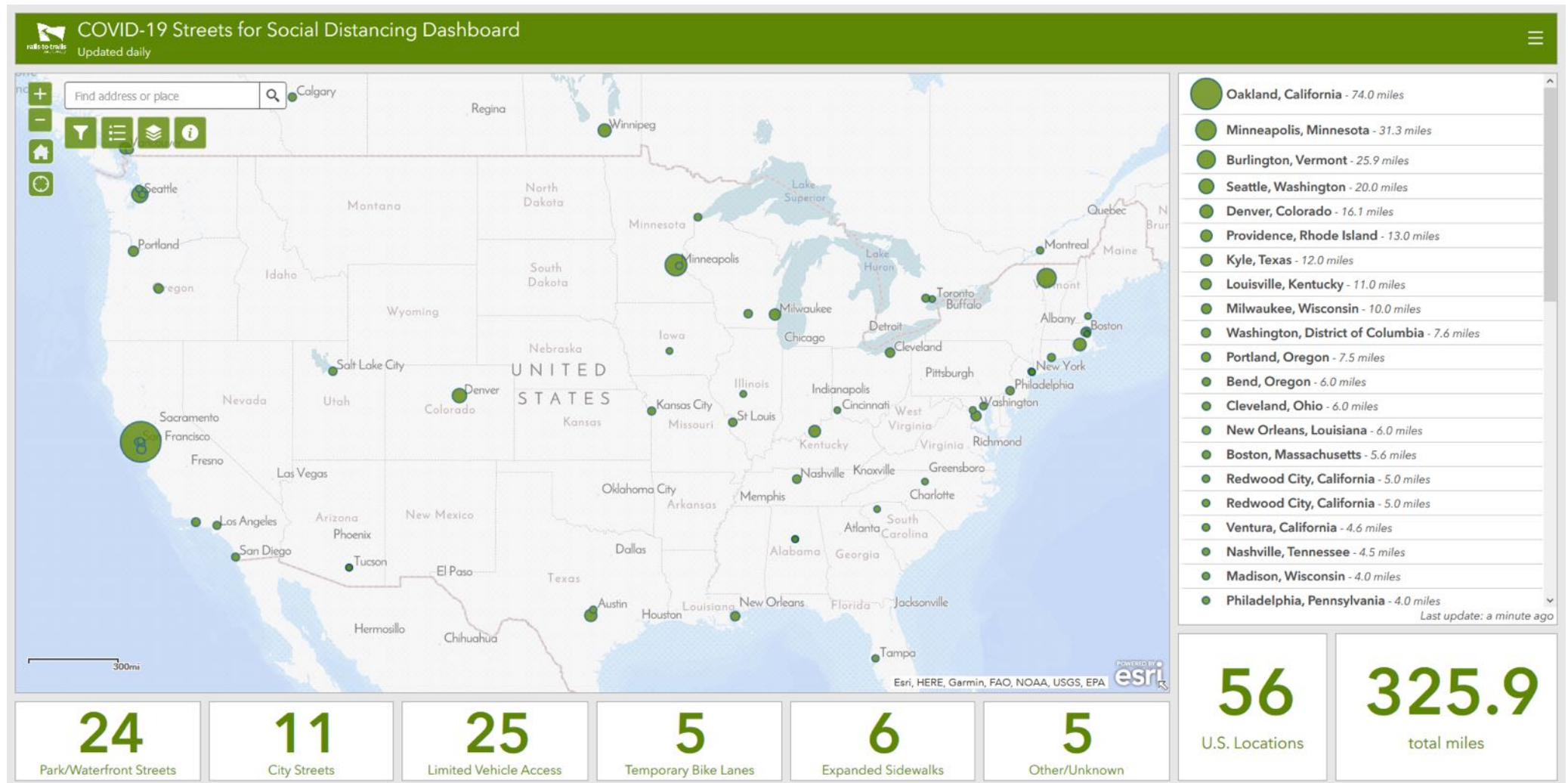
Economic Benefits & Recovery

- Trail use up 200%, bike demand up dramatically during shutdown
- Trails & active transportation networks are critical for essential workers who can't use public transit right now
- Socially-distant recreation and exercise
- Create 17 jobs per \$1 million spent
- Identified by 60% of homebuyers as most desirable community feature influencing home purchase



Source: Flickr user clio1789

#StreetsForSocialDistancing



#StreetsForSocialDistancing: Brookline



Source: Town of Brookline, via Streetsblog Mass, 4/8/2020

Resources & Contacts

COVID-19 and #StreetsForSocialDistancing resources:

Petition, map/city list, advocacy toolkit, distancing tips

<https://www.railstotrails.org/take-action/createsafeplaces/>

Active Transportation Policy Hub

Searchable database of trail-funding legislation

<https://rtc.li/policyhub>

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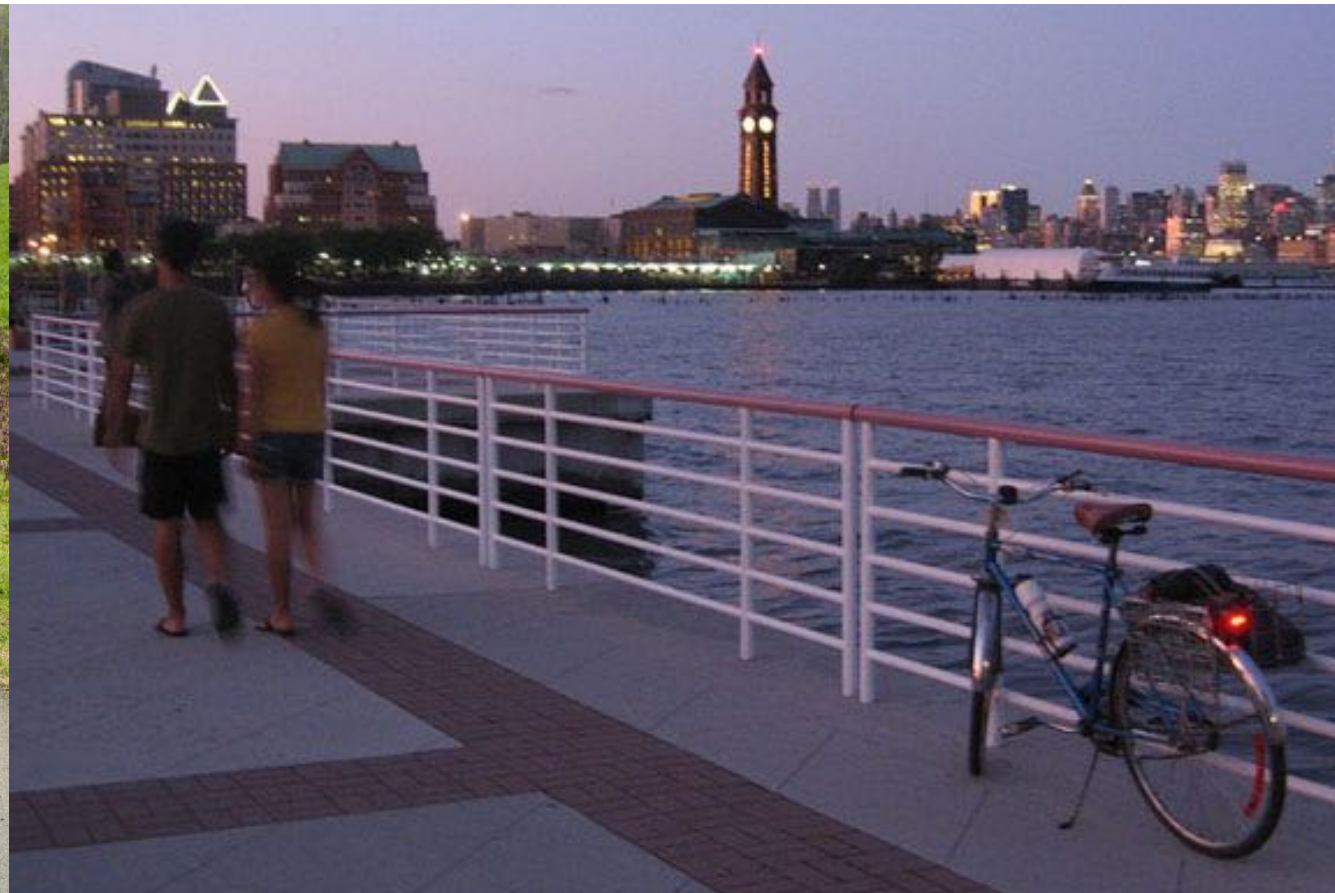
East Coast Greenway

Connecting people to place, Maine to Florida



The East Coast Greenway is a walking and biking route stretching 3,000 miles from Maine to Florida.





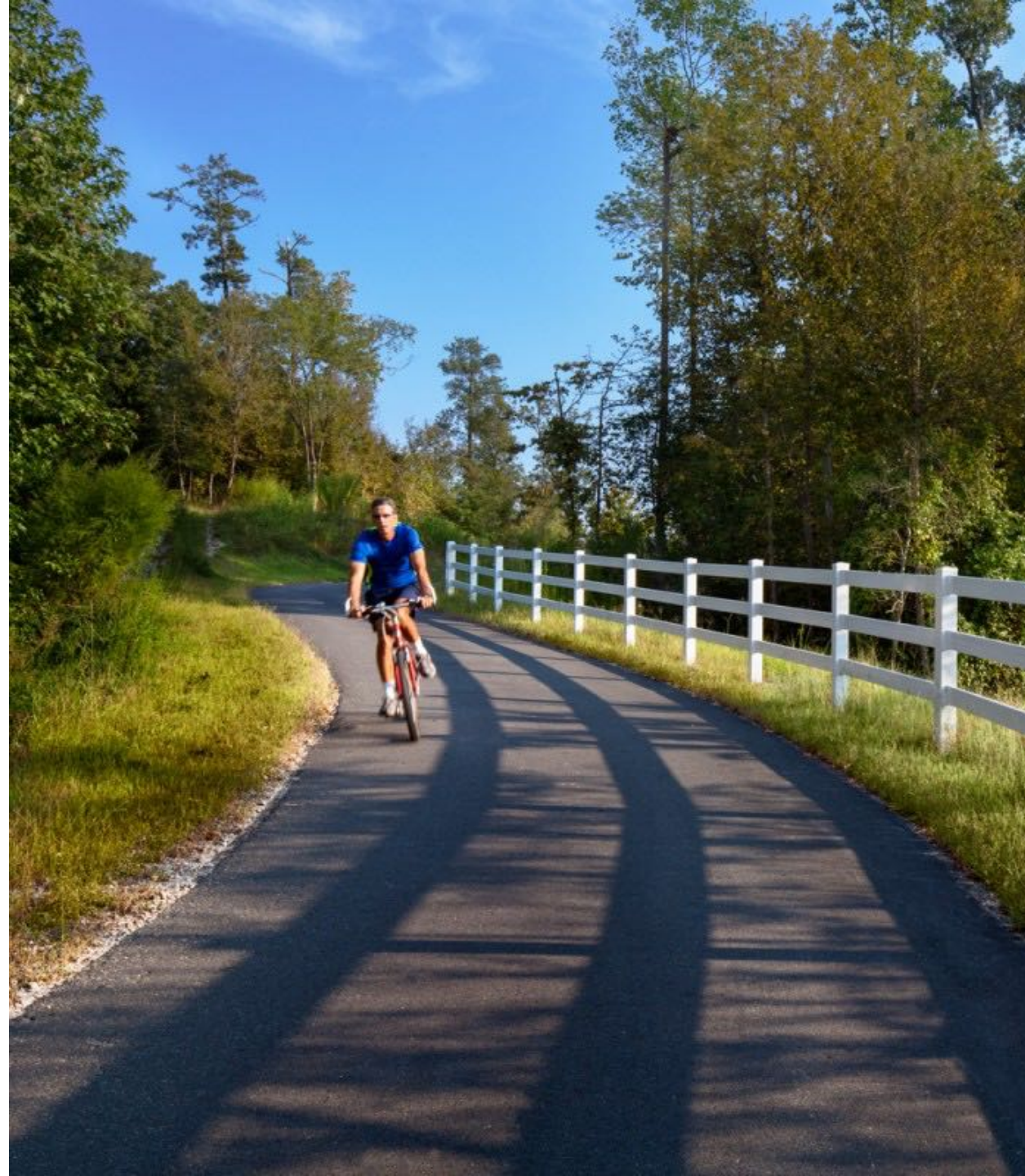
We connect urban and rural, north and south, along the most populated corridor of the United States.



In 2019, we reached 1,000 miles
traffic-protected trail, 34% complete.



The East Coast Greenway is more than
a trail.



It's transportation.





It's a gym, free and open to all.



It's a
community center.





It's a tourism attraction,
good for local business.



**It's a park,
encouraging
environmental
stewardship.**



East Coast Greenway by the numbers:





We focus on policy changes needed to accelerate greenways.



East Coast Greenway in Massachusetts



Spine Route: 41% Complete

Comp. Route: 55% Complete

Check out: map.greenway.org





Mattapoisett Rail Trail- Shining Tides section

Kent McCormack
PHOTOGRAPHY

**Trail use has increased
significantly
during
COVID-19**

Portland, Maine

Back Cove Trail

3X



Philadelphia

Delaware River Trail

107%



Richmond

Virginia Capital Trail

65%



Bolton, Connecticut

Hop River Trail

217%



East Coast
Greenway®
ALLIANCE

Reported increase in trail use March 2019 to March 2020

East Coast Greenway Alliance | greenway.org



East Coast Greenway Alliance

GREENWAY STIMULUS

There has never been a more critical moment for our nation to invest in regional trails and greenways



**\$400
MILLION**

in construction-ready projects are poised to drive economic growth & public health improvement



**15
STATES**

210 miles of protected greenways & trails are ready to be built across 15 East Coast states



**60
PROJECTS**

with lengths of up to 40 miles will connect our 450 communities throughout 15 East Coast states



**6,000
JOBS**

17 jobs are created for every \$1 million invested in trail development - 50 percent more than highways



Let's build the most popular park in the country | greenway.org/stimulus

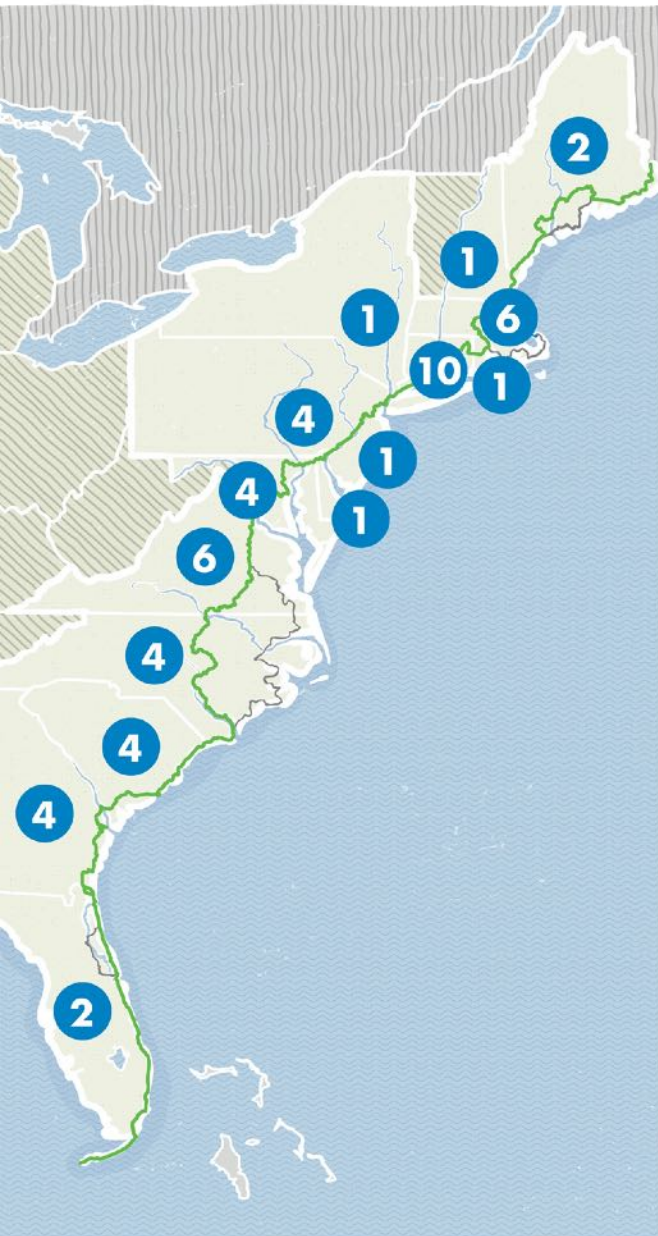




East Coast
Greenway
ALLIANCE

Greenway Stimulus

Shovel-ready segments:



Casco Bay Trail, Freeport, ME
Eastern Trail, Wells & Kennebunk, ME
New Hampshire Seacoast Greenway trailheads,
Parsmouth, Hampton & North Hampton, NH
Mystic River Bridge, Everett/Somerville, MA
Swampscott Rail Trail, Swampscott, MA
Mass Central Rail Trail, Wayland & Sudbury, MA
Southern New England Trunkline Trail, Bellingham, MA
Cape Cod Rail Trail, Wellfleet, MA
Mattapoisett Rail Trail, Mattapoisett, MA
Trestle Trail - West Section, Coventry, RI
Charter Oak Trail, East Hartford, CT
Tariffville Connector III, Simsbury, CT
Air Line State Park Trail, Putnam, CT
Bloomfield Greenway UHart Campus, Bloomfield, CT
Hartford Bloomfield Connector, Hartford/Windsor/Bloomfield, CT
Quinnebaug River Trail South, Killingly/Plainfield, CT
Quinnebaug River Trail South, Danielson, CT
Hartford Bloomfield Connector, Windsor, CT
Bloomfield Greenway Griffen Line, Bloomfield, CT
Air Line State Park Trail Paving Initiative, CT
Brewster Connector, Brewster, NY
Riverfront Path, Highland Park, NJ
D&R Canal South to Wellness Loop, Trenton, NJ
Old Route 13 road realignment & partial trail, Bristol, PA
Spring Garden Street Greenway, Philadelphia, PA
Schuylkill Banks: Christian to Crescent, Philadelphia, PA
Highland Avenue and Norris St Connectors, Chester, PA
Governor Printz Boulevard, Claymont, DE
Gwynns Falls Trail - Warner St to Inner Harbor, Baltimore, MD
Masonville Trail - Hanover St Bridge, Baltimore, MD
South Shore Trail - phase II, Gambrills, MD
WB&A Trail Extension, Seat Pleasant, MD
Rte 2/17 Shared Use Path, Spotsylvania County, VA
Ashland to Petersburg Trail - multiple segments, Central VA
Tobacco Heritage Trail extension, Mecklenburg County, VA
Birthplace of America Trail - Historic Surry Route, Surry County, VA
Birthplace of America Trail - Suffolk Seaboard Coastline Trail
Phase 3, Suffolk, VA
Appomattox River Trail - University Blvd. to Ferndale Park including
Historic Canal Trail, Petersburg & Dinwiddie County, VA
Dismal Swamp Connector Trail, South Mills, NC
Tar River Pedestrian Bridge, Greenville, NC
Tar River Primitive Trail, Greenville, NC
Durham Belt Line Trail, Durham, NC
U.S. 17/Gardens Corner Greenway extension, Beaufort County, SC
Seabrook Rd./Spanish Moss Trail extension, Beaufort County, SC
Awendaw Trail - North, Awendaw, SC
East Bay Park Ferry & South Causeway to Hobcaw Barony,
Georgetown, SC
Three Rivers Trail - Dilworth St. North, St. Marys, GA
Three Rivers Trail - Sweetwater Branch, St. Marys, GA
Coastal Georgia Rail-Trail - White Oak Trail, White Oak, GA
The Underline - Phase 2, Miami, FL
Savannas Preserve - FEC Overpass, Port St. Lucie, FL

\$25 billion for greenways and trails that connect all 50 states across America

- Does your organization support the #GreenwayStimulus?
- Go to greenway.org/stimulus to learn more & sign-on to show your support via a letter that will be shared with congressional leaders

