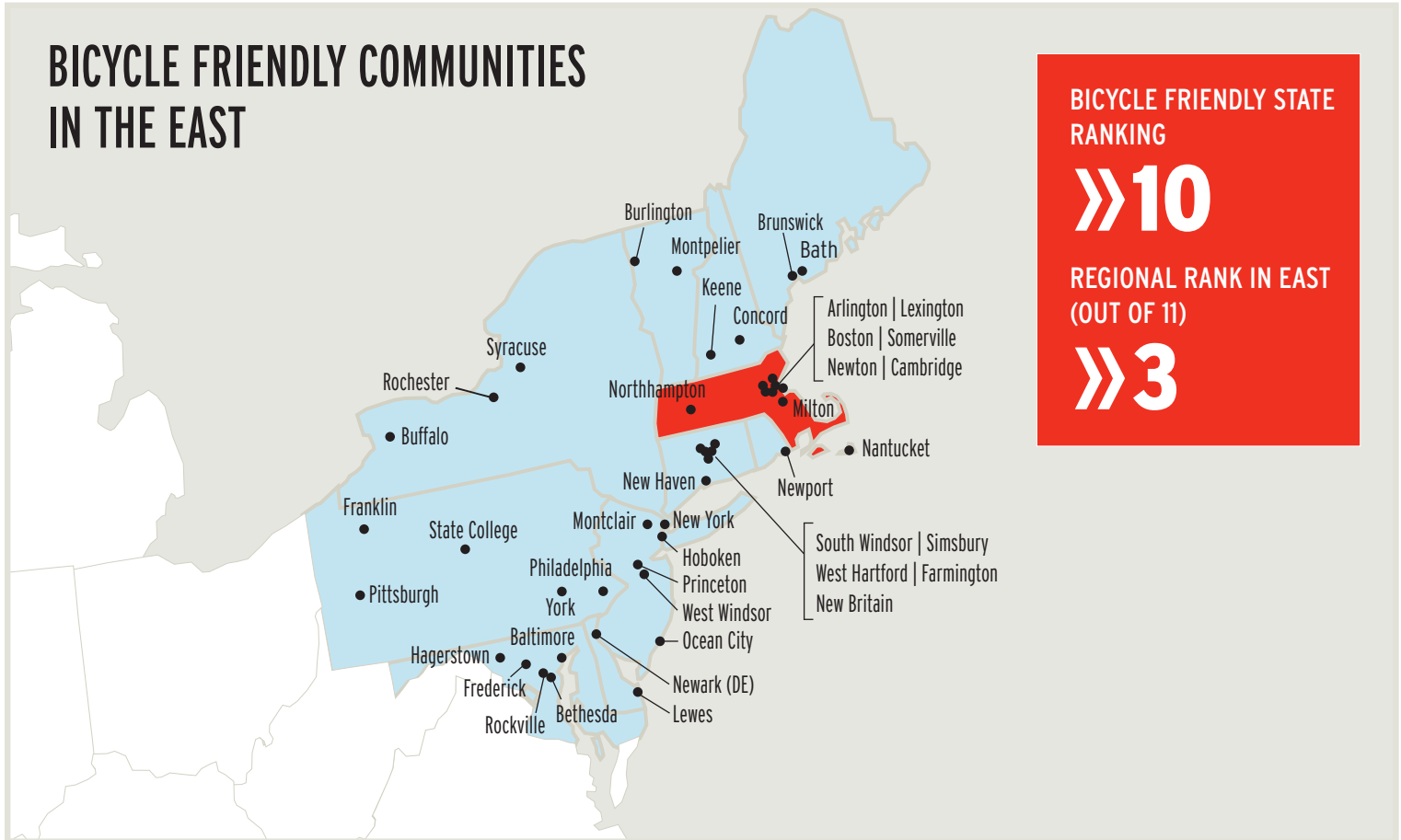




# BIKES+ MASSACHUSETTS

## BICYCLE FRIENDLY COMMUNITIES IN THE EAST



## BIKES+ THE EAST = ECONOMIC DEVELOPMENT

**NEW JERSEY:** The economic impact of active transportation-related infrastructure, businesses, and events contributed *\$497 million* to the state's economy. Rutgers University, 2012

**EAST COAST GREENWAY:** "We could upgrade the entire 2,250 mile East Coast Greenway, a network of bike routes stretching all the way from Key West to Maine, for only 1/5 the cost of a single recent I-95 bridge over the Potomac River." Former U.S. Secretary of Transportation, Ray LaHood, 2010



**MAINE:** Bicycle tourism contributed *\$36.3 million* in economic impact to the state economy. Maine Department of Transportation, 2001

**PENNSYLVANIA AND MARYLAND:** In 2012, users of the Great Allegheny Passage (GAP) spent an average of \$114 for overnight stays, up from \$98 in 2008. Businesses along the trail attribute 30% of their gross revenues to the GAP, and about half of the businesses said that the trail affected their decision to expand. Frostburg State University Center for Regional Progress, 2012

# BIKES+ TRANSPORTATION FUNDING IN MASSACHUSETTS

Every four years each state must publish a **Statewide Transportation Improvement Plan** that outlines how it will spend federal transportation funding. Only projects included in this document can receive federal dollars.

To understand the future of federal funding for bicycling and walking, the League of American Bicyclists and the Alliance for Biking & Walking analyzed each state's planned transportation spending. The following table shows the results of that analysis for MASSACHUSETTS, which quantifies planned investments in six types of bicycling and walking infrastructure based on the best available data.

In *Lifting the Veil on Bicycle & Pedestrian Spending*, Advocacy Advance benchmarked planned bicycling and walking project spending in the Statewide Transportation Improvement Program and broke down how state Departments of Transportation can become more transparent and responsive to community needs.

READ THE FULL REPORT AT  
[advocacyadvance.org/MAP21/LiftingTheVeil](https://advocacyadvance.org/MAP21/LiftingTheVeil)

## » REPORTED PLANNED TRANSPORTATION SPENDING IN MASSACHUSETTS

REPORTED PROJECT TYPE	# OF PROJECTS	% OF PROJECTS	TOTAL PROJECT COST	AVERAGE PROJECT COST
PROJECTS WITH BICYCLE & PEDESTRIAN FACILITIES	124	18.3%	\$243 MILLION	\$2 MILLION
Bicycle and/or pedestrian-only projects	108	16%	\$204 million	\$1.9 million
» Bicycle-only projects	6	0.9%	\$14.1 million	\$2.3 million
» Pedestrian-only projects	12	1.8%	\$21.2 million	\$1.8 million
» Shared-use projects	90	13.3%	\$168 million	\$1.9 million
Road projects with bicycle & pedestrian facilities	16	2.3%	\$39.2 million	\$2.5 million
» Road projects with bicycle facility	8	1.2%	\$28.7 million	\$3.6 million
» Road projects with pedestrian facility	1	0.1%	\$1.8 million	\$1.8 million
» Road projects with shared-use facilities	7	1%	\$8.7 million	\$1.2 million
PROJECTS WITHOUT BICYCLE & PEDESTRIAN FACILITIES*	554	81.7%	\$3.6 BILLION	\$6.6 MILLION
TOTAL REPORTED IN STIP	678	100%	\$3.9 BILLION	\$5.7 MILLION

\*According to the project descriptions listed in the STIP document

Learn more at [BIKELEAGUE.ORG](https://BIKELEAGUE.ORG)