CMRPC June Bike Audits

CMRPC
Central Massachusetts Regional Planning Commission

MassBike

Why Bike Audits?

- CMRPC and MassBike partnered to conduct two Bike Audits—one on-foot and one on-bike—to promote bicycle safety and pilot audit methods.
- Worcester is emerging as a hub for bicycle infrastructure, with ongoing projects led by MassCEC, DTM, CMRPC, and MassDOT.
- Audit methodology followed the AARP Bike Audit Toolkit. MassBike and CMRPC plan to enhance the worksheets and expand audits beyond Worcester.
- Participants included MassBike E-Bike participants, DTM staff, WalkBike Worcester, and CMRPC staff—by invitation only.

AARP

A companion guide to the AARP Walk Audit Tool Kit

Bike Audit Tool Kit

A self-service guide for assessing a community's bikeability

Worksheets available at
AARP.org/BikeAudit

By **AARP** and
The League of American Bicyclists

THE LEAGUE OF AMERICAN BICYCLISTS since 1880

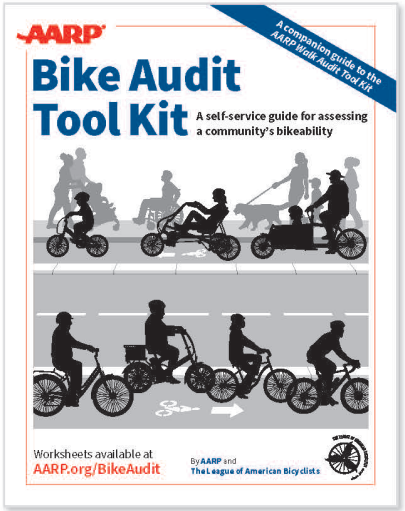
HOW TO USE THE AARP Bike Audit Tool Kit

The ***AARP Bike Audit Tool Kit*** is a companion guide to the popular ***AARP Walk Audit Tool Kit***. The easy-to-use, image-filled guides inform and enable community members to assess the safety of their streets for all users.

Produced by **AARP** and the **League of American Bicyclists**, the bike audit publication can be used by individuals, local leaders, organizations and others concerned about the safety and bikeability of a street or neighborhood. The guide is organized into three parts, and the print edition contains a back cover pocket for storing the tool kit's worksheets. (Photocopying the worksheets for sharing is encouraged!)

Visit ***AARP.org/BikeAudit*** and ***AARP.org/WalkAudit*** to download or order the free publications, access the worksheet collections and find related content.

When new materials are created, we'll spread the news through the free, weekly **AARP *Livable Communities e-Newsletter***. Sign up at ***AARP.org/LivableSubscribe.***



Introduction

THE PROBLEM: Bicycling is an activity and transportation option for people of all ages, ranging from toddlers on tricycles to older adults on a variety of bike types — including tricycles!

But too many streets in the United States are designed exclusively or almost exclusively for automobile travel, with little consideration given to the needs of people who walk, roll or ride a bike.

According to the U.S. Census Bureau, 8.3 percent of households do not own or have access to a motor vehicle and must rely on biking, walking and/or public transit to get around. As noted by Smart Growth America in its annual "Dangerous by Design" report, older adults and people in low-income neighborhoods are struck and killed by motor vehicles at much higher rates than other population groups.

Among the many factors that discourage or prevent people from biking is a lack of access to dedicated, connected bikeways or slow-speed streets.

A SOLUTION: Local leaders and residents can help make their communities safer for cycling by conducting "bike audits" to identify roadways that should be bikeable but aren't. A bike audit can help inform local decision-making by prioritizing areas in need of improvement, by educating community members about street design, by creating secure and convenient bike parking, and by enabling bicyclist access to transit. Participating in a bike audit can encourage people to become champions for local change.

THE TIME COMMITMENT: A targeted, single-location bike audit can take less than an hour. Or an audit can become a multihour, mobile event. The time involved is entirely up to the "auditor" or audit team. ■

SOURCE: U.S. CENSUS BUREAU, 2021 AMERICAN COMMUNITY SURVEY, 5-YEAR ESTIMATES DATA PROFILES; SELECTED HOUSING CHARACTERISTICS (CENSUS.GOV/ACS/WWW/ABOUT/WHY-WE-ASK-EACH-QUESTION/VEHICLES/) | SMARTGROWTHAMERICA.ORG/DANGEROUS-BY-DESIGN

Streets and Crossings SINGLE-LOCATION AUDIT (OFF-BIKE)

Community Name: _____

Location/Street Name(s): _____

Audit Date: _____ **Start Time:** _____ **AM | PM** **End Time:** _____ **AM | PM**

Posted speed limit(s): _____ **Do the motorists appear to be obeying the speed limit(s)?** Yes ☐ No ☐

Number of vehicle lanes: _____ **The street is:** one-way ☐ | two-way ☐

If more than one lane: The roadway has a median ☐ | a pedestrian island ☐

Does the street have a sidewalk? No ☐ | Yes, on one side of the street ☐ | Yes, on both sides of the street ☐

Is a sidewalk needed? No ☐ | Yes, on one side of the street ☐ | Yes, on both sides of the street ☐

Does the street have a bike lane? No ☐ | Yes, on one side of the street ☐ | Yes, on both sides of the street ☐

Is a bike lane needed? No ☐ | Yes, on one side of the street ☐ | Yes, on both sides of the street ☐

If yes, describe the existing bike lane(s) and any needed improvements. If no, describe the desired bike lanes(s) and note whether the location has a vehicle lane, shoulder or other space that could become a bike lane. For both, include details such as the type and number of bike lanes, direction(s), length from start to finish, etc. (See page 12 of the ***AARP Bike Audit Tool Kit*** for reference.)

YES | NO | OTHER **Skip any statements that don't apply.**

THE STREET ...

☐ ☐ ☐ 1. Has traffic lights and/or stop signs at intersections and crossings
☐ ☐ ☐ 2. Has traffic lights and/or stop signs that are clearly visible to drivers and other roadway users
☐ ☐ ☐ 3. Has dedicated traffic lights for bicyclists
☐ ☐ ☐ 4. Allows motorists to make a right turn on red
☐ ☐ ☐ 5. Has crosswalks
☐ ☐ ☐ 6. Has crosswalks that are well marked and clearly visible to drivers and pedestrians
☐ ☐ ☐ 7. Has signage alerting drivers to the presence of pedestrians
☐ ☐ ☐ 8. Has signage alerting drivers to the presence of bicyclists
☐ ☐ ☐ 9. Has signage and road markings that help users navigate
☐ ☐ ☐ 10. Has a crossing signal (if yes, complete the next section)

THE CROSSING SIGNALS ...

☐ ☐ ☐ 1. Are working
☐ ☐ ☐ 2. Have a mechanism that allows users to stop the vehicle traffic
☐ ☐ ☐ 3. Are placed in appropriate locations (if not, make note of where more are needed)
☐ ☐ ☐ 4. Provide audible as well as visual prompts
☐ ☐ ☐ 5. Provide enough time to walk or ride a bicycle from one side of the street to the other (indicate the amount of time: _____ minutes _____ seconds)
☐ ☐ ☐ 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians/cyclists must wait for a traffic light change in order to cross: _____ minutes _____ seconds)

THE RIDING SURFACE ...

☐ ☐ ☐ 1. Is good or adequate
☐ ☐ ☐ 2. Has potholes, cracks, gaps or uneven spots
☐ ☐ ☐ 3. Has debris (trash, broken glass, etc.)
☐ ☐ ☐ 4. Has dangerous obstructions (drain gates, utility covers, metal plates, rumble strips, etc.)
☐ ☐ ☐ 5. Is very slippery when wet

NOTES OR OTHER OBSERVATIONS *Use the back of this worksheet.*

Visit ***AARP.org/BikeAudit*** to download, print, copy and/or share additional worksheets.
The ***AARP Bike Audit Tool Kit*** was created with the League of American Bicyclists (***BikeLeague.org***).

AARP Bike Audit Tool Kit Worksheet

Streets and Crossings RIDING AUDIT (ON-BIKE)

Community Name: _____

Starting Location: _____ **Ending Location:** _____

Route Description: _____ **Mileage:** _____

Audit Date: _____ **Start Time:** _____ **AM | PM** **End Time:** _____ **AM | PM**

Posted speed limit(s): _____ **Do the motorists appear to be obeying the speed limit(s)?** Yes ☐ No ☐

Number of vehicle lanes: _____ **The street is:** one-way ☐ | two-way ☐

If more than one lane: The roadway has a median ☐ | a pedestrian island ☐

Does the street have a sidewalk? No ☐ | Yes, on one side of the street ☐ | Yes, on both sides of the street ☐

Is a sidewalk needed? No ☐ | Yes, on one side of the street ☐ | Yes, on both sides of the street ☐

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Walking Bike Audit

Bike Audit #1: Main Street Corridor

Date: Wednesday, June 5, 2025 *(Rain Date: June 11, 2025)*
Route: Main South YMCA (766 Main St) → Hanover Theatre (2 Southbridge St)
Format: Walking Bike Audit (~1-mile round trip)

Route Overview:

Start at **Main South YMCA**

Walk along **Main Street towards City Hall**

Observe bike infrastructure, road conditions, and traffic interactions

Discuss connectivity gaps and improvement ideas

Return to **YMCA (optional)**


Wellington


KENO
THE LOTTERY


KENO


THE HANOVER
Theatre

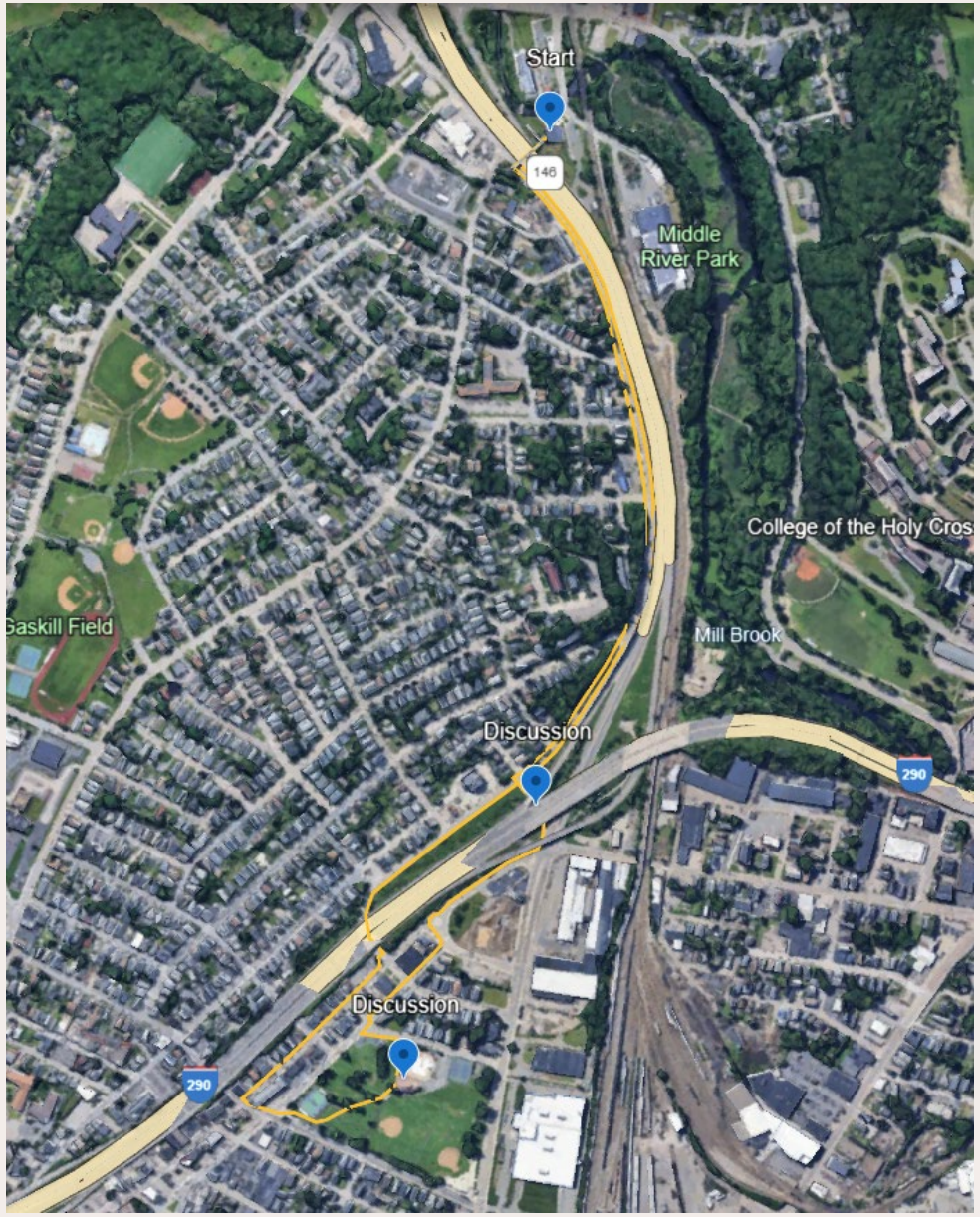
On-Bike Audit

Bike Audit #2: Millbury Street Corridor
Date: Tuesday, June 17th, 2025 *(Rain Date: June 18th, 2025)*
Route: Blackstone Heritage Corridor Visitor Center → Crompton Park via Millbury St. (Approx. 2 miles)
Format: On-Bike Audit

Route Details:
Start at **Blackstone Heritage Corridor Visitor Center**
Use the pedestrian bridge to cross **Route 146**
Follow **Millbury St.**, noting existing infrastructure and challenges:

- **Onward Route:** Sidewalk is rideable on one side
- **Return Route:** Limited shoulder space, requiring strategic group riding or bike-walking where necessary

Connect to bike path leading to **Crompton Park**
Group discussion and debrief at Crompton Park
Riding back to the Blackstone Heritage Corridor




WORCESTER
Bicycle Routes
Worcester Common Park
Union Station
Castle Park
Green Island
YOU ARE HERE
BIKE TRAIL ROUTE
BICYCLE PARKING
PLAYGROUND
Crompton Park
to Quinsigamond Village Visitor Center
GREEN ISLAND
The Blackstone River Canal generally followed the Mill Brook through Worcester, but between Kelly Square and Broadman Square it separated from the brook, creating a bell-shaped island that later became known as Green Island. The Blackstone River Canal, opened in 1828, was a major transport improvement and an outstanding engineering accomplishment. Its short lived career, approximately 16 years in Massachusetts, was a pivotal event in the social and economic development of the Blackstone Valley region linking the pre-industrial and industrial eras. The higher water levels associated with the canal created manufacturing opportunities where none existed before. Little visible evidence of the Blackstone Canal exists in Worcester, but the canal still exists underground as an integral part of the city storm water and sewer system. By the late 1800's the Harding and Winter street manufacturing district developed over the canal. The district was a center for the manufacturing of boots and shoes. George Crompton invented a broad loom and opened a textile mill on Green Street in 1860. The land for Crompton Park was sold to the city in 1888 by his widow, Mary Crompton. By 1885 the textile industry had created a demand that prompted two Worcester Polytechnic Institute students to open a factory to manufacture loom parts. The Wyman Gordon company eventually produced bicycle sprocket forgings, railroad chucks, and airplane wing forgings.


Quinsigamond Ave
BLACKSTONE CANAL
Bicycle Routes


BOTT SQUARE

Main South Corridor Walking Bike Audit

Worcester, MA

June 5th, 2025

MassBike

CMRPC
Central Massachusetts Regional Planning Commission

Thank you

Nathan Lewis

508-459-3371

nlewis@cmrpc.org

www.cmrpc.org