Central Massachusetts Metropolitan Planning Organization (CMMPO)

2025 CMMPO Regional Bicycle Plan

Technical Appendix

November 2025

Document Prepared by:

Staff of the Central Massachusetts Metropolitan Planning Organization

1 Mercantile Street, Suite 520, Worcester MA 01608

2025 CMMPO Regional Bicycle Plan Technical Appendix

Appendix A: Town Maps & Priorities

Materials Included for each Municipality in Region:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

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2. Access to Destinations Analysis Methodology

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2. Essentials of Bicycle Parking Table
3. Massachusetts State-Preferred Crash Modifications Factors (CMFs)
4. U.S. Department of Transportation Pedestrian and Bicycle Funding Sources
5. CMMPO Subregional Meeting Comments

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Auburn

Subregion: Southwest

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
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7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in AUBURN

Legend

Bicycle Crash Severity
- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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0.45 0.23 0 0.45 0.9 1.35 1.8 Miles

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in AUBURN

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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0.45 0.23 0 0.45 0.9 1.35 1.8 Miles

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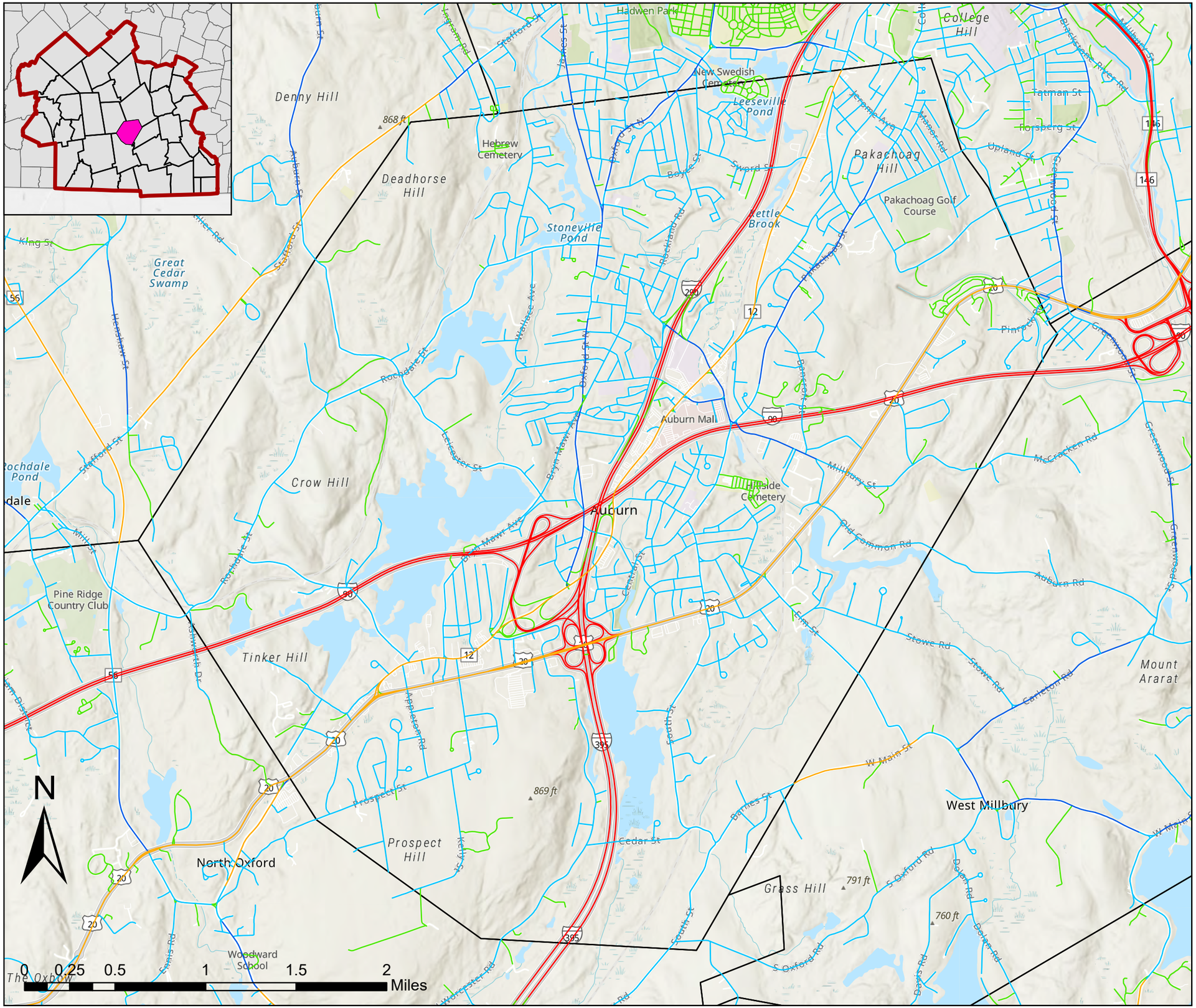
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: AUBURN



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

CMRPCOutline

CMRPCTowns

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5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: AUBURN

Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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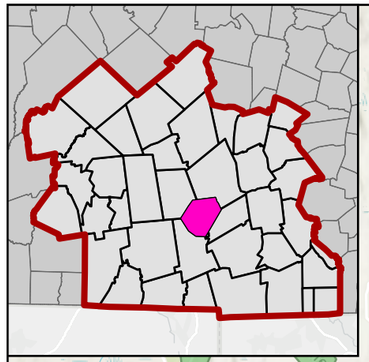
N

0 0.25 0.5 1 1.5 2 Miles



High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: AUBURN

Legend

5-Minute Bicycle Travelshed Cutoff

- 0 - 5 Minutes

- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating

- 3
- 4

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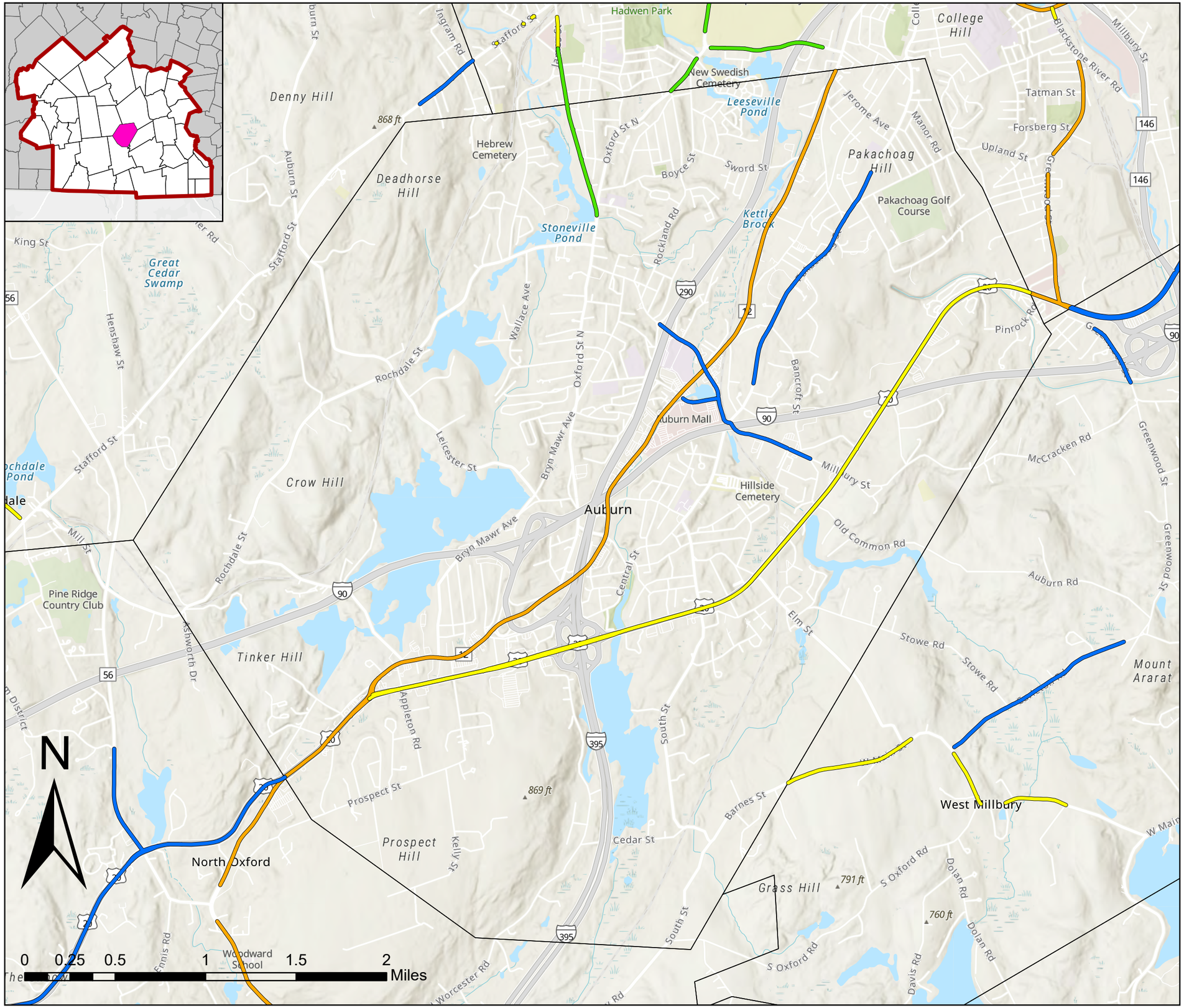
Priority Segments by Weighted Score: AUBURN



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

CMRPC Outline

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Town	Roadway (Street Name)	Calculated Weighted Score
Auburn	Southbridge Street	3.6
Auburn	Washington Street	3.1
Auburn	Auburn Street	2.2
Auburn	Oxford Street North	2.2
Auburn	Brotherton Way	1.9
Auburn	Millbury Street	1.8
Auburn	Pakachoag Street	1.7
Auburn	Pinehurst Avenue	0.7

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Barre

Subregion: North

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
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7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in BARRE

Legend

Bicycle Crash Severity
- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in BARRE

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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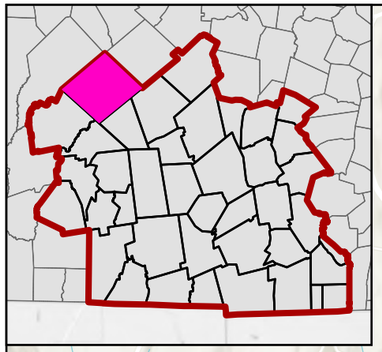

Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: BARRE

Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

- CMRPCOutline
- CMRPCTowns

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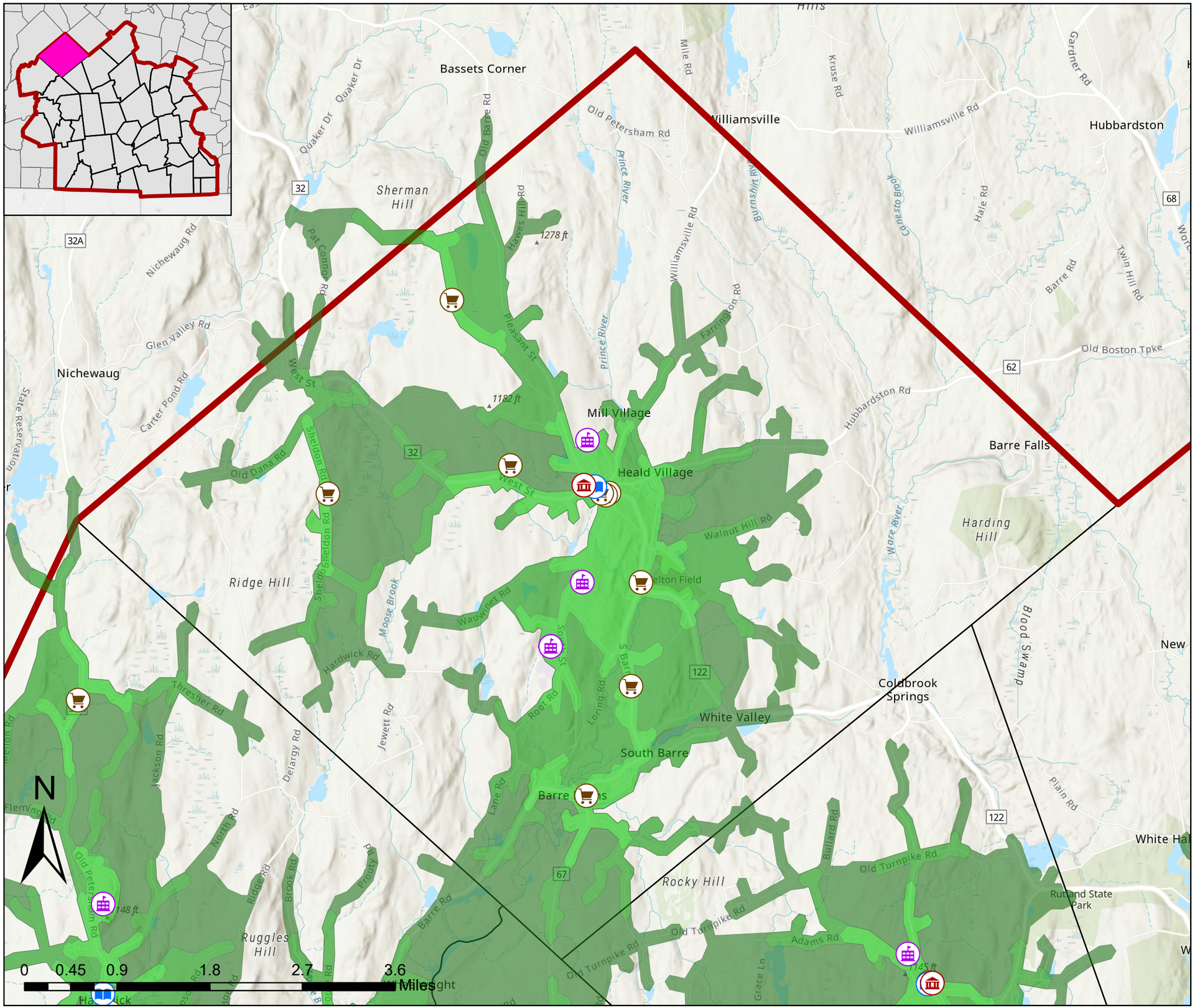
5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: BARRE



Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
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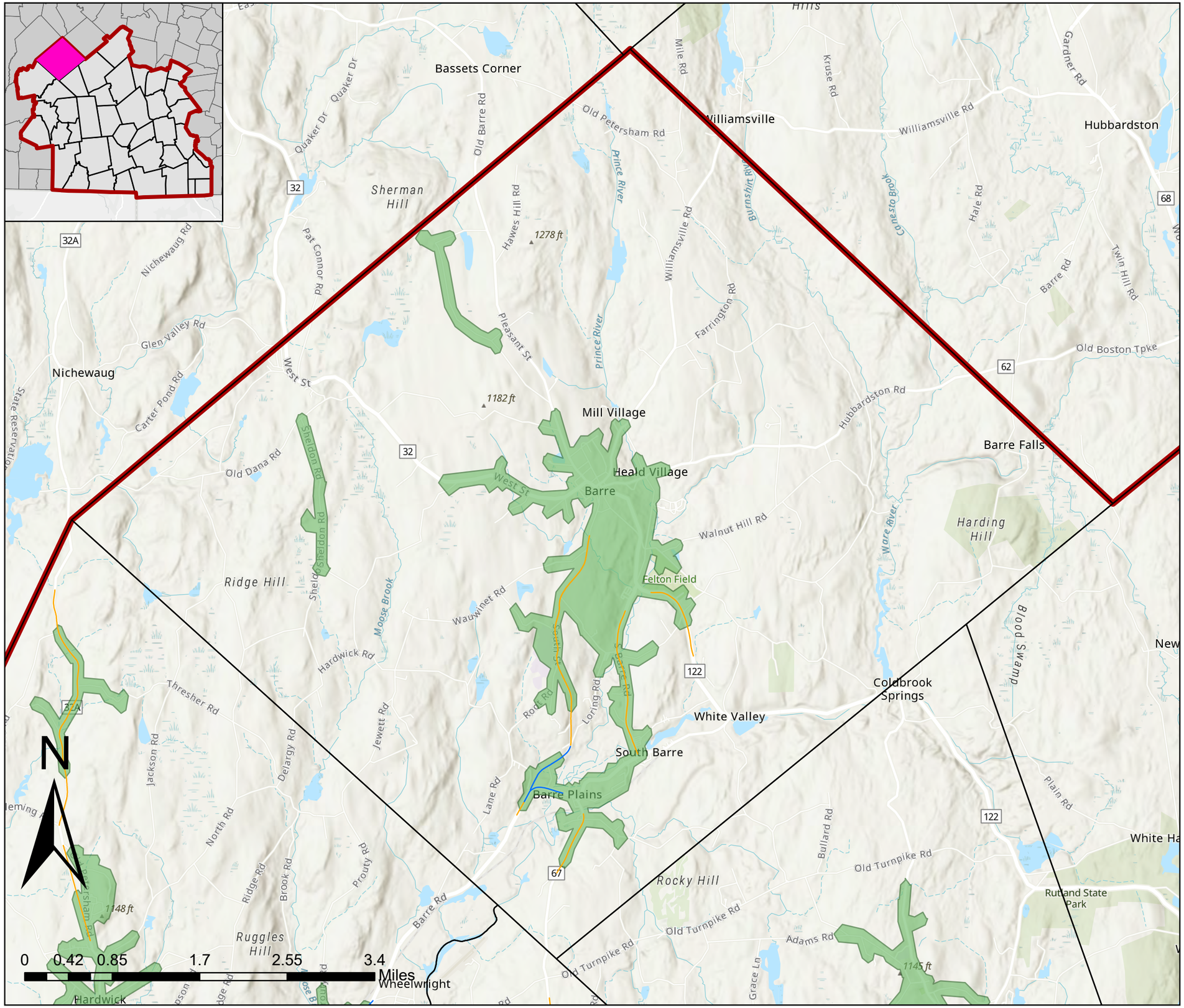
High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: BARRE



Legend

5-Minute Bicycle Travelshed Cutoff
- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds
Level of Traffic Stress Rating
- 3
- 4

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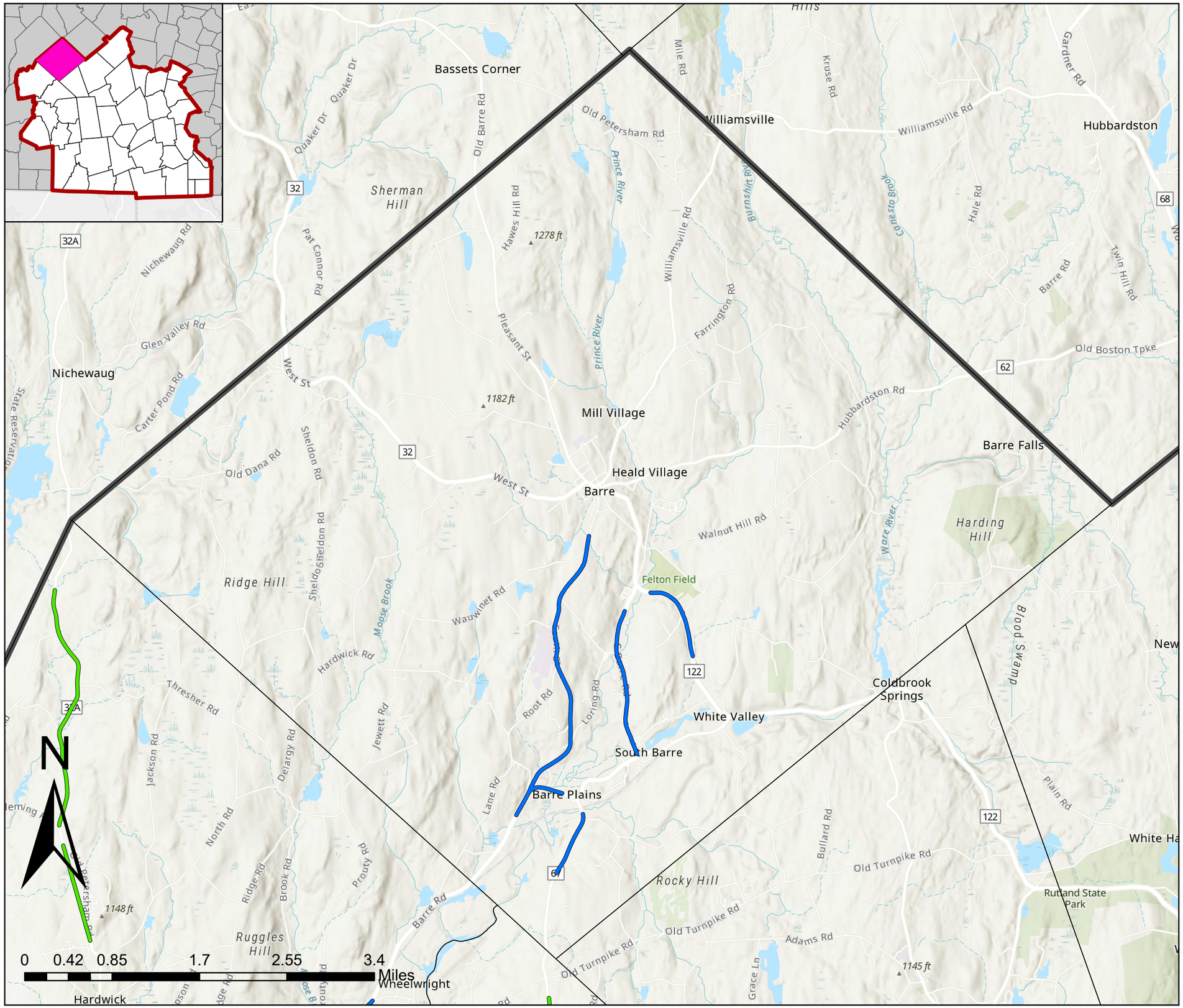
Priority Segments by Weighted Score: BARRE



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
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CMRPC Towns

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Town	Roadway (Street Name)	Calculated Weighted Score
Barre	Worcester Road	1.9
Barre	South Street	1.7
Barre	North Brookfield Road	1.6
Barre	South Barre Road	1.6
Barre	Wheelwright Road	1.6

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Berlin

Subregion: Northeast

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
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7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in BERLIN

Legend

Bicycle Crash Severity

- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in BERLIN

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
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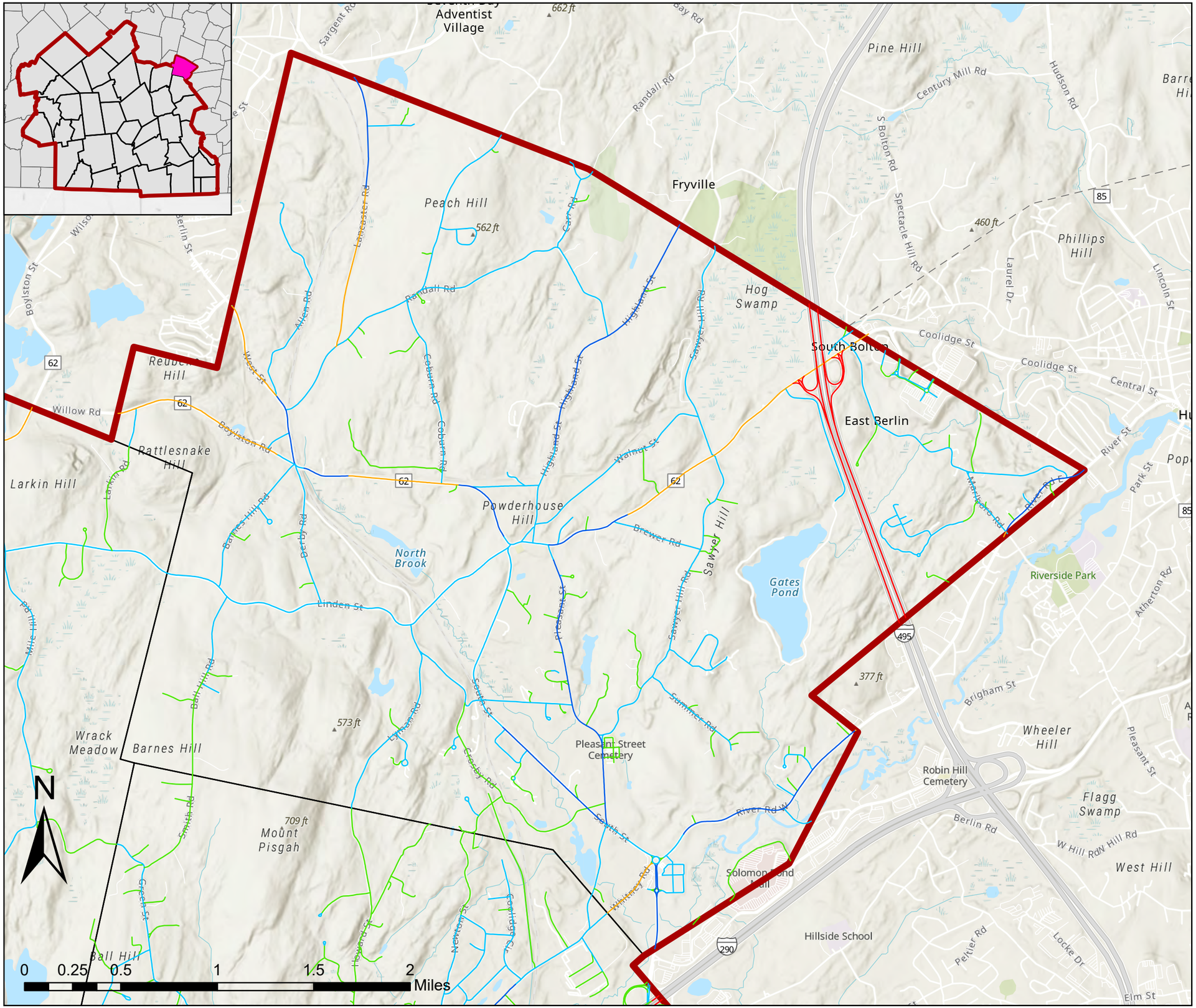
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: BERLIN



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

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5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: BERLIN

Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
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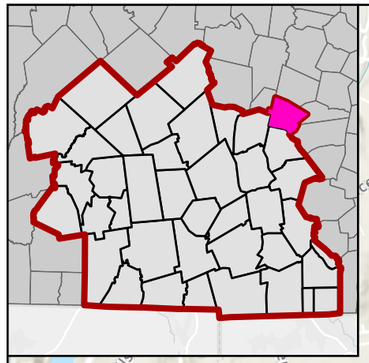

High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: BERLIN

Legend

5-Minute Bicycle Travelshed Cutoff
- 0 - 5 Minutes
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- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds
Level of Traffic Stress Rating
- 3
- 4

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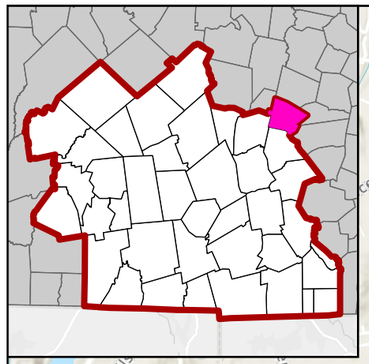
Priority Segments by Weighted Score: BERLIN



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
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CMRPC Towns

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N

0 0.23 0.45 0.9 1.35 1.8 Miles

Town	Roadway (Street Name)	Calculated Weighted Score
Berlin	Central Street	2.2
Berlin	River Road West	2
Berlin	West Street	1.7
Berlin	Coolidge Road	1.5
Berlin	Whitney Road	1.5
Berlin	Highland Street	1.3
Berlin	Pleasant Street	1.2
Berlin	South Street	1.2

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Blackstone

Subregion: Southeast

Maps & Priority Table:

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Legend

Bicycle Crash Severity
- Fatal injury
- Non-fatal injury
- Not Reported
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0.3 0.15 0 0.3 0.6 0.9 1.2 Miles

Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in BLACKSTONE

Legend

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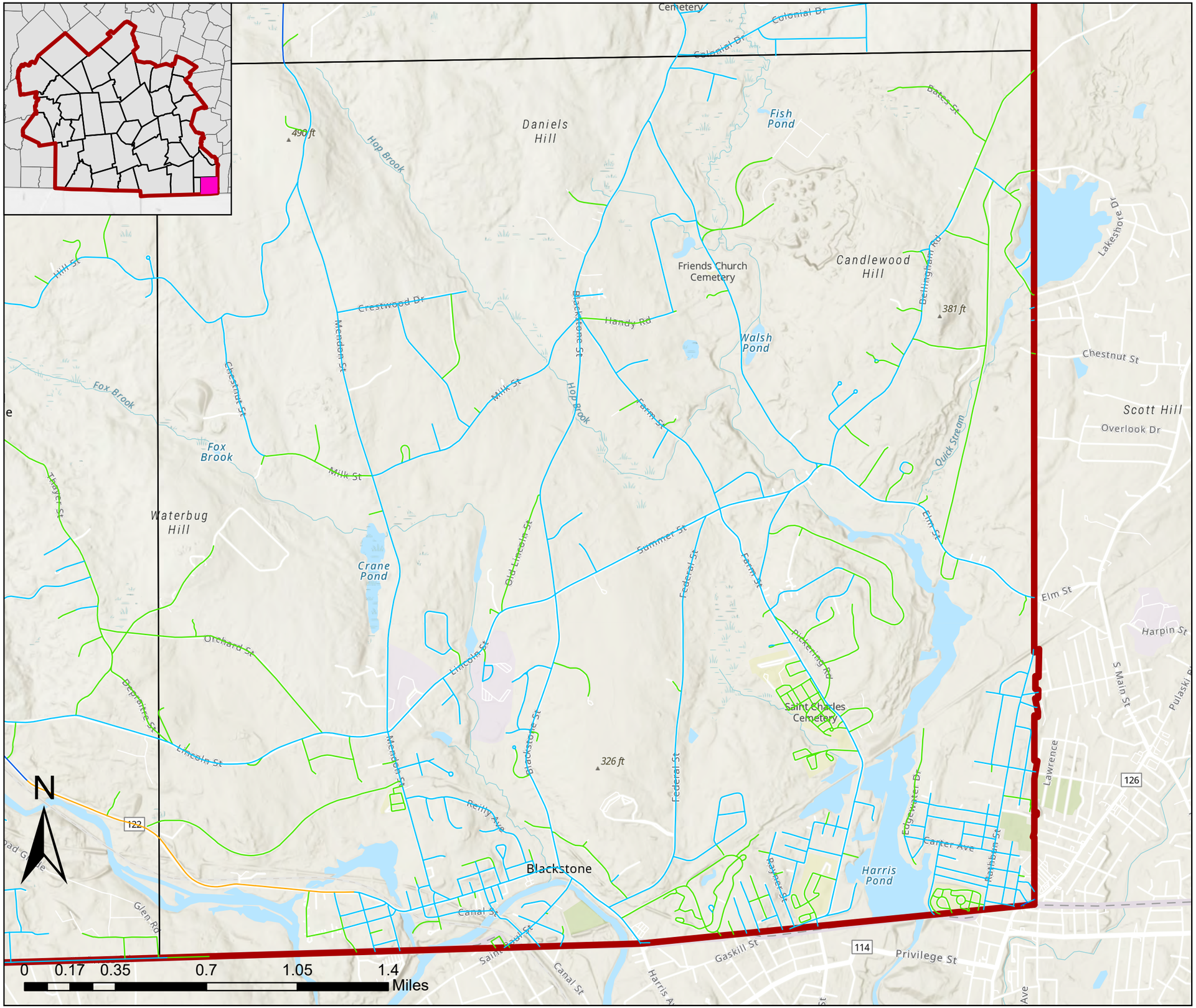
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: BLACKSTONE



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

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5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: BLACKSTONE

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5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

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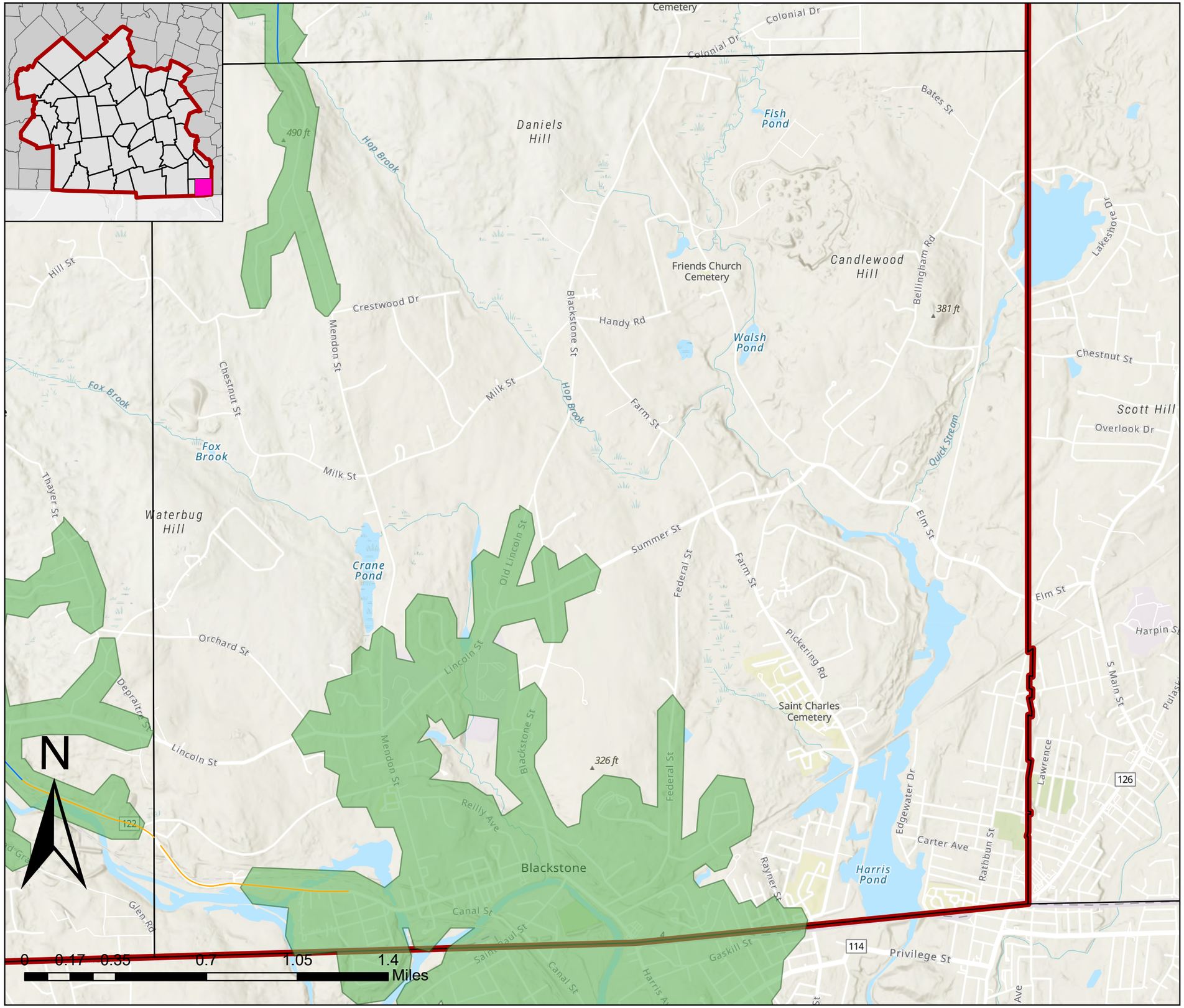
N

0 0.17 0.35 0.7 1.05 1.4 Miles

High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: BLACKSTONE



Legend

5-Minute Bicycle Travelshed Cutoff

- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating

- 3
- 4

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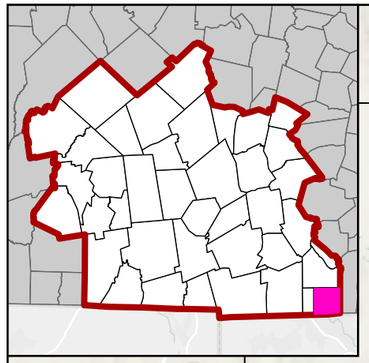

Priority Segments by Weighted Score: BLACKSTONE

Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

CMRPC Outline

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Town	Roadway (Street Name)	Calculated Weighted Score
Blackstone	Main Street	3.7

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Boylston

Subregion: Northeast

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in BOYLSTON

Legend

Bicycle Crash Severity

- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in BOYLSTON

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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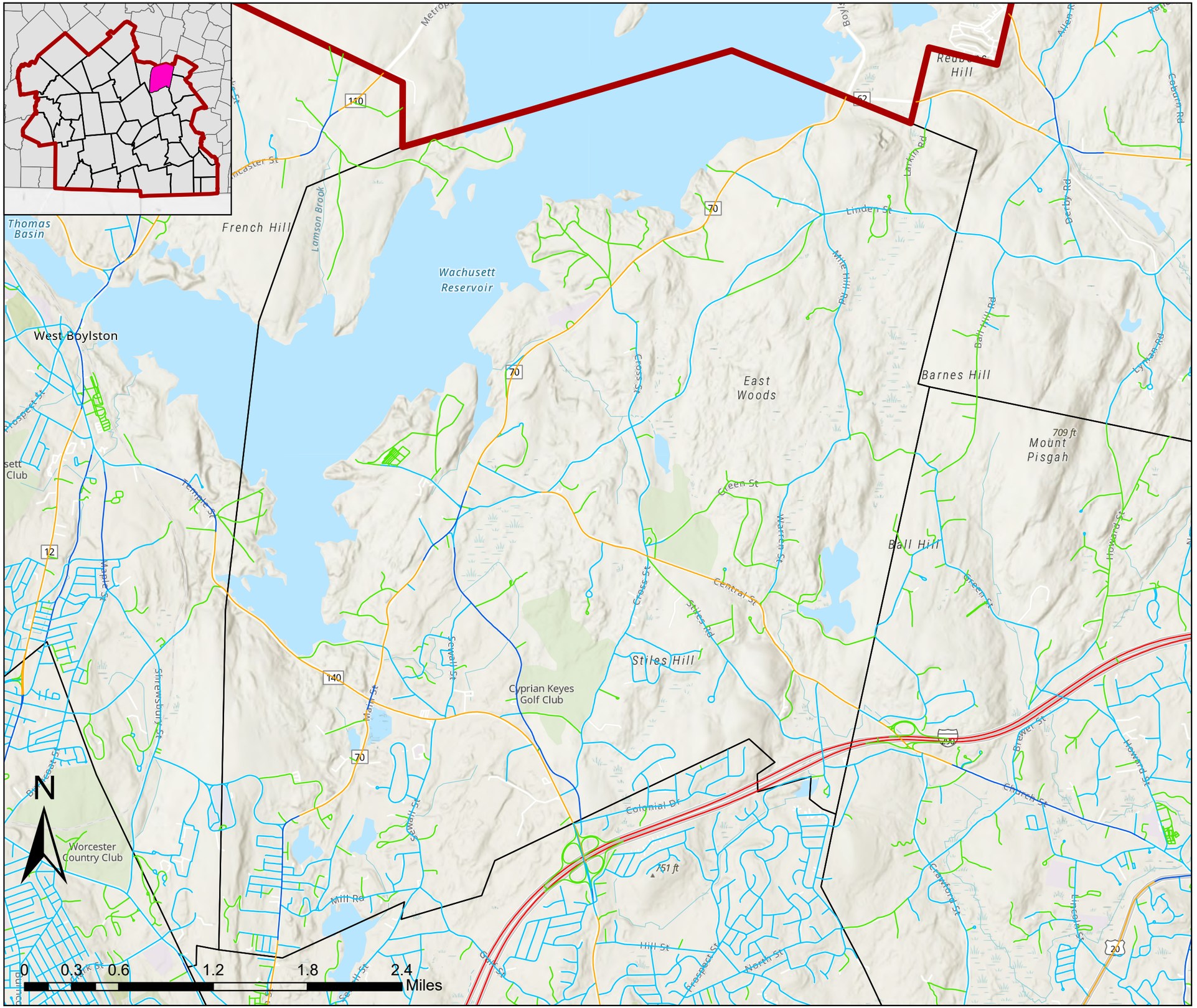
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: BOYLSTON



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

- CMRPCOutline
- CMRPCTowns

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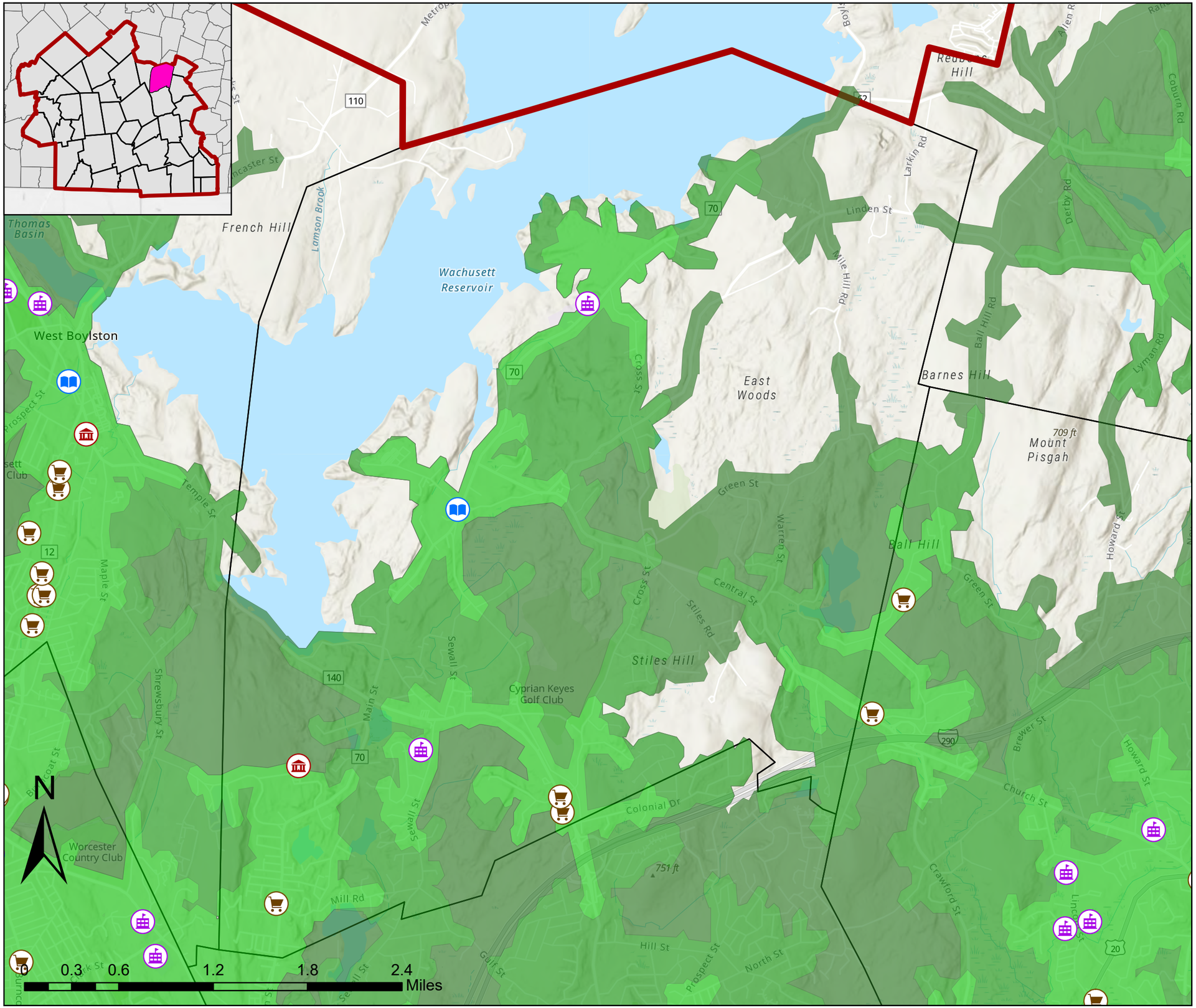
5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: BOYLSTON



Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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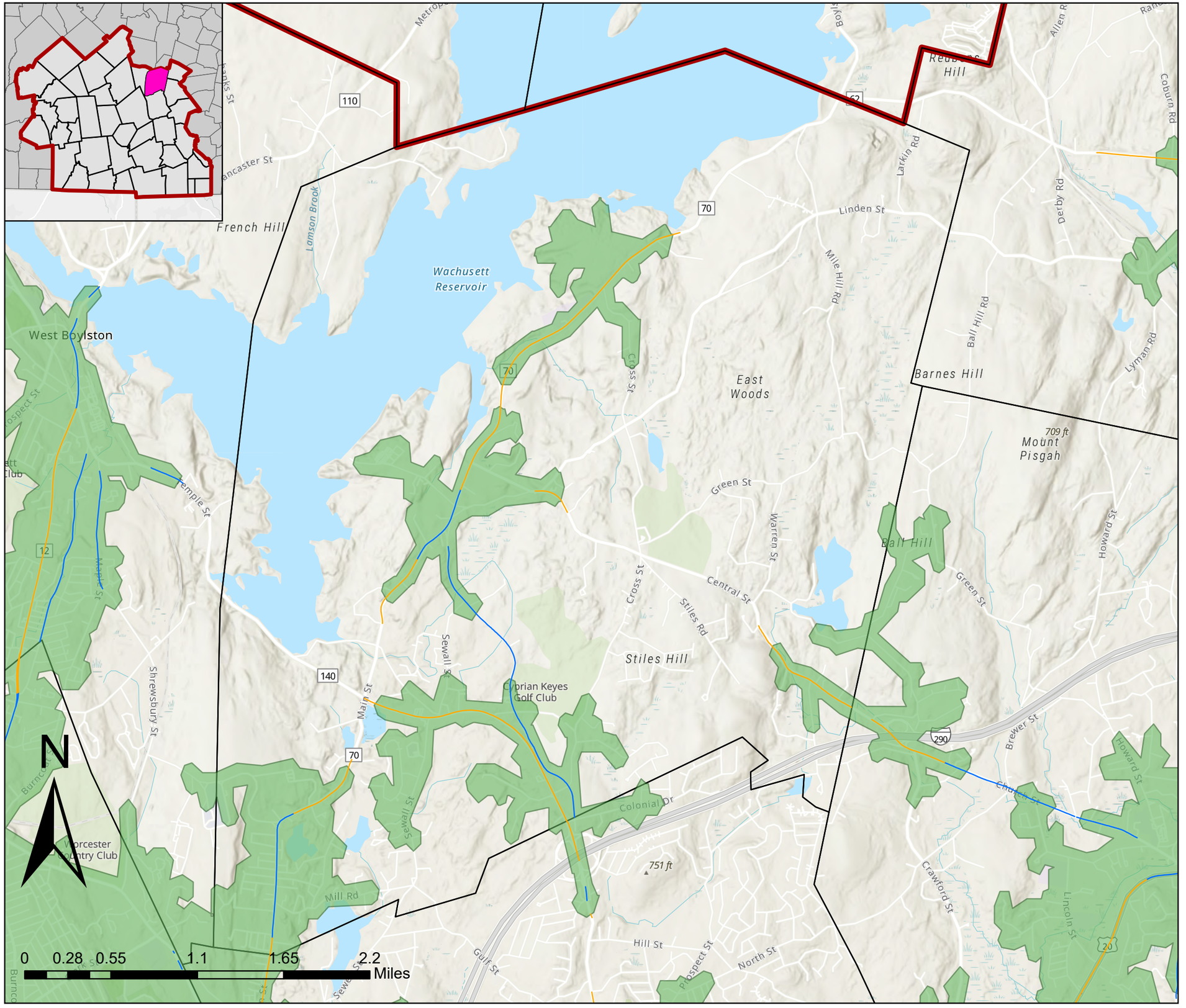
High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: BOYLSTON



Legend

5-Minute Bicycle Travelshed Cutoff

- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating

- 3
- 4

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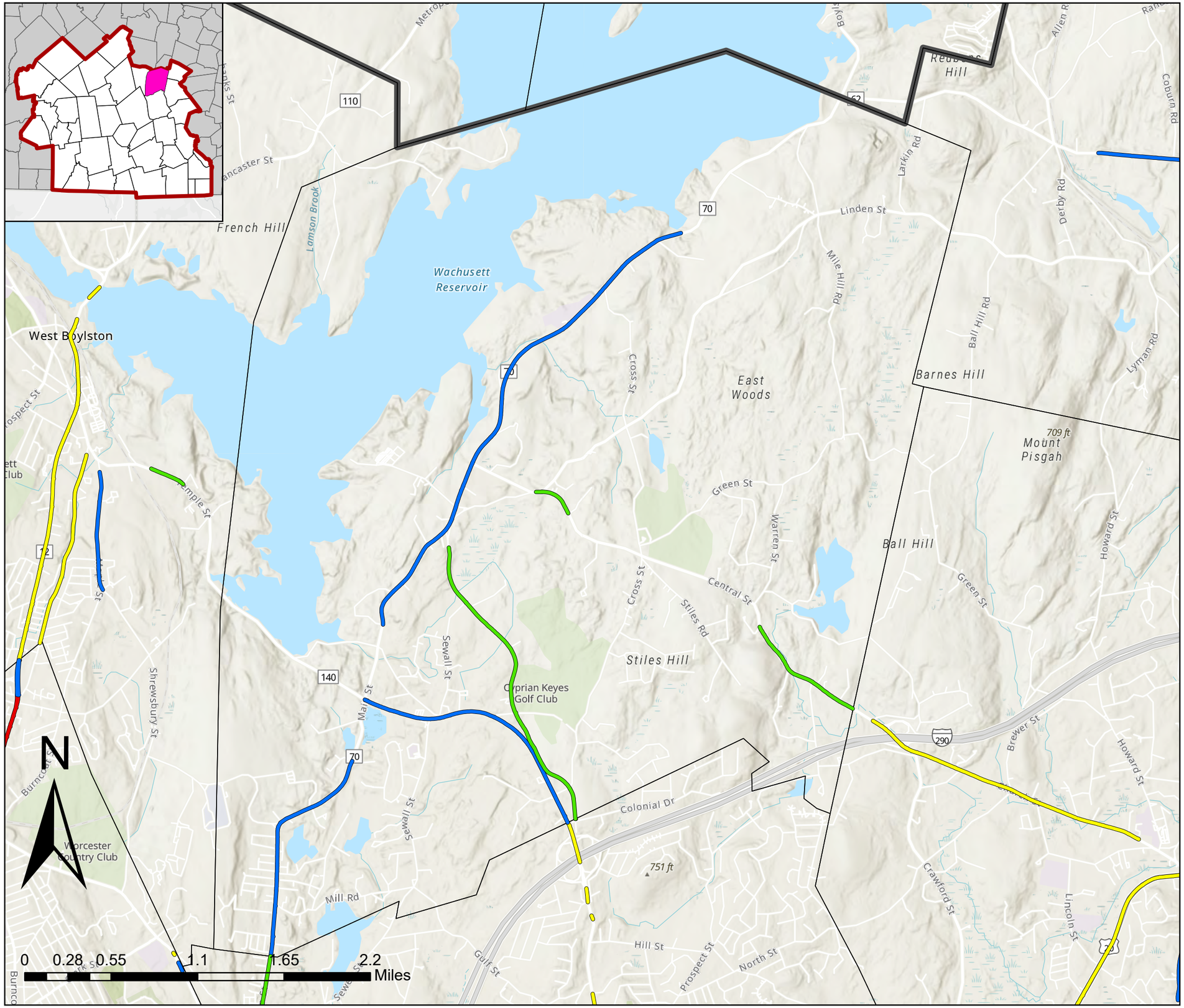
Priority Segments by Weighted Score: BOYLSTON



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

CMRPC Outline

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Town	Roadway (Street Name)	Calculated Weighted Score
Boylston	Main Street	2
Boylston	Shrewsbury Street	1.7
Boylston	Central Street	0.9
Boylston	School Street	0.6

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Brookfield

Subregion: West

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in BROOKFIELD

Legend

Bicycle Crash Severity

- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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0.55 0.28 0 0.55 1.1 1.65 2.2 Miles

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in BROOKFIELD

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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0.55 0.28 0 0.55 1.1 1.65 2.2 Miles

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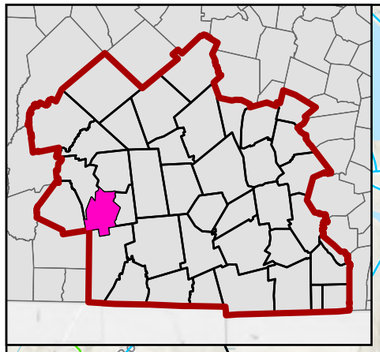
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: BROOKFIELD



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

- CMRPCOutline
- CMRPCTowns

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5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: BROOKFIELD

Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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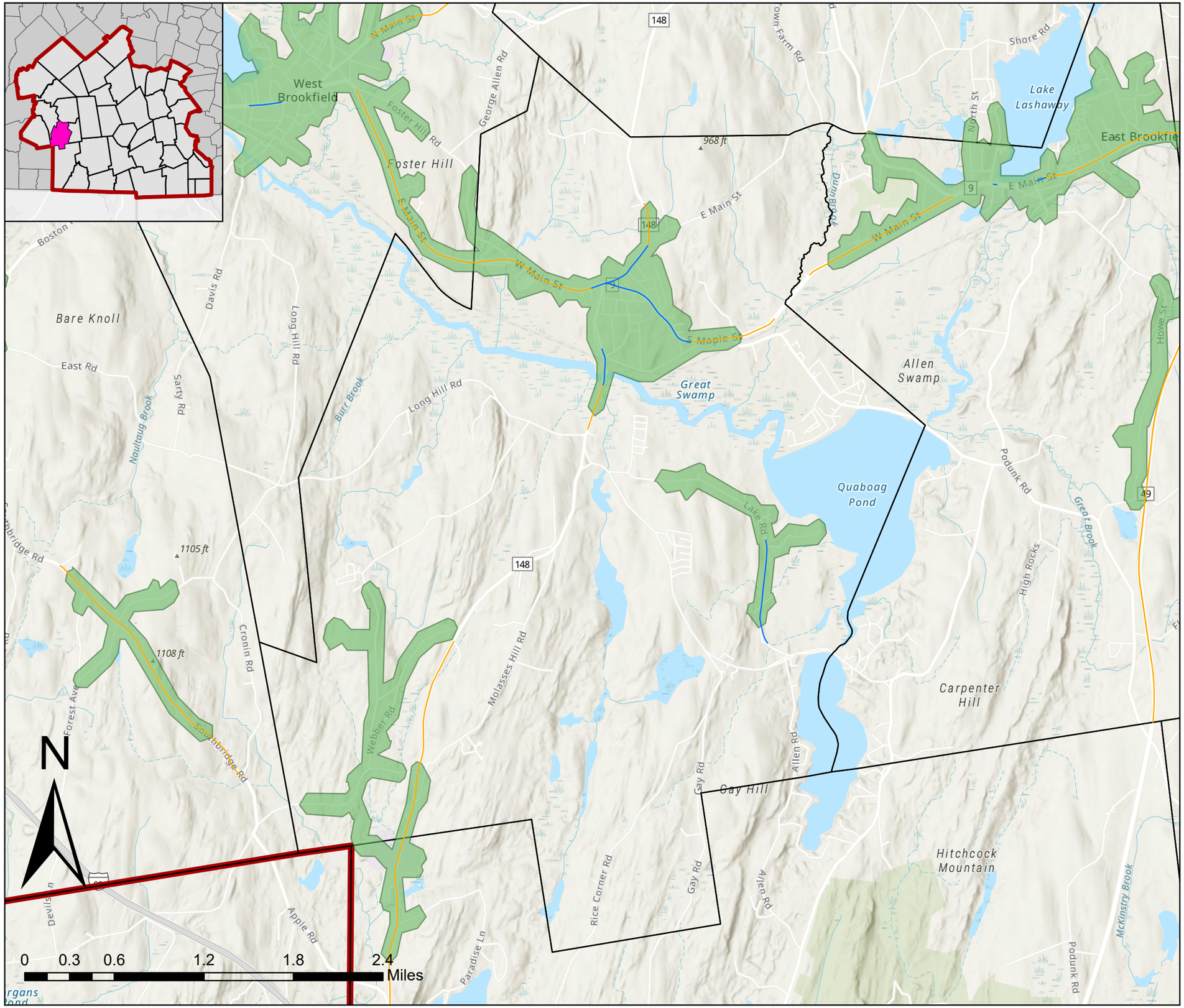
N

0 0.3 0.6 1.2 1.8 2.4 Miles

High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: BROOKFIELD



Legend

5-Minute Bicycle Travelshed Cutoff

- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating

- 3
- 4

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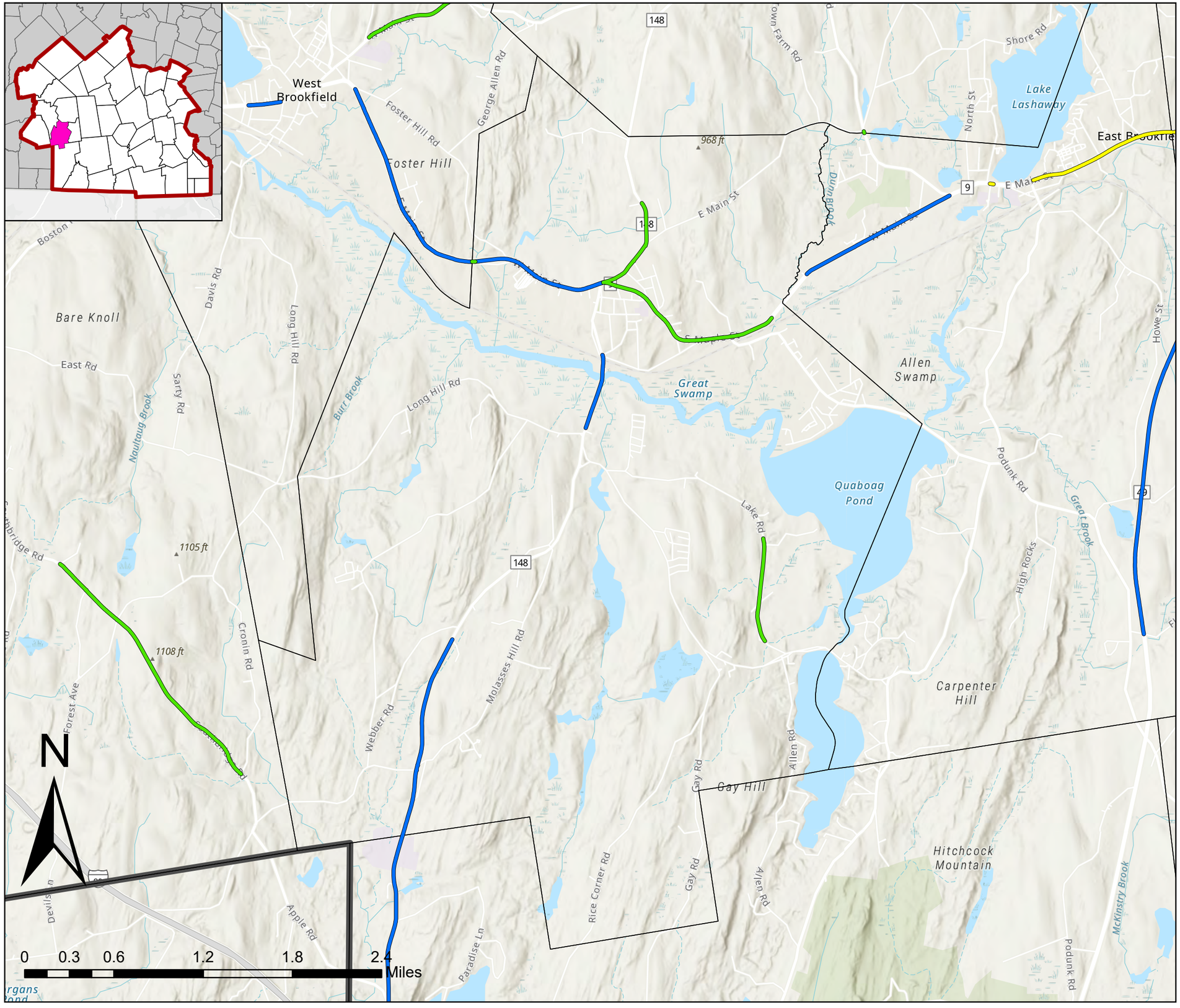
Priority Segments by Weighted Score: BROOKFIELD



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

CMRPC Outline

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Town	Roadway (Street Name)	Calculated Weighted Score
Brookfield	Fiskdale Road	1.5
Brookfield	West Main Street	1.5
Brookfield	South Maple Street	1.4
Brookfield	North Brookfield Road	1.3
Brookfield	East Main Street	1.2
Brookfield	Post Road	1
Brookfield	Main Street	0.9
Brookfield	Lake Road	0.8

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Charlton

Subregion: Southwest

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in CHARLTON

Legend

Bicycle Crash Severity
- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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0.7 0.35 0 0.7 1.4 2.1 2.8 Miles

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in CHARLTON

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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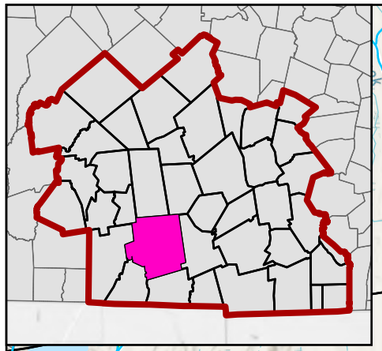
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: CHARLTON



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

- CMRPCOutline
- CMRPCTowns

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5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: CHARLTON

Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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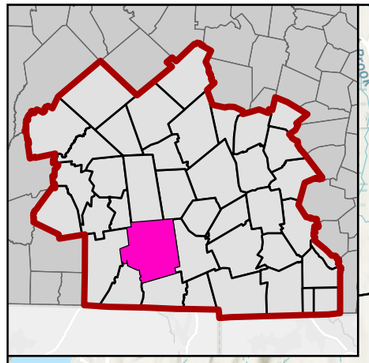

High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: CHARLTON

Legend

5-Minute Bicycle Travelshed Cutoff

- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating

- 3
- 4

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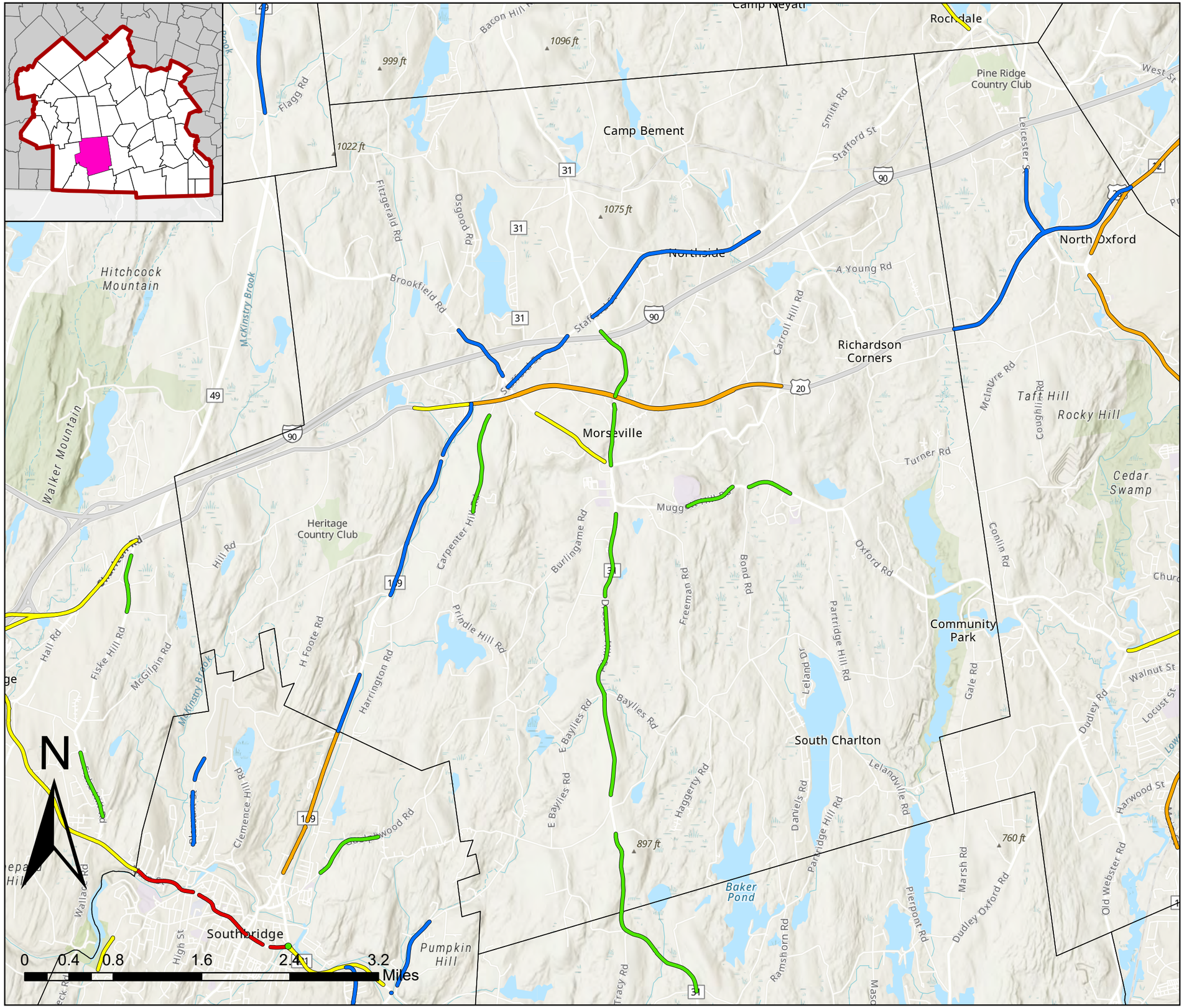
Priority Segments by Weighted Score: CHARLTON



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

CMRPC Outline

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Town	Roadway (Street Name)	Calculated Weighted Score
Charlton	Worcester Road	3.5
Charlton	Sturbridge Road	2.4
Charlton	Masonic Home Road	2.3
Charlton	Brookfield Road	2
Charlton	Southbridge Road	2
Charlton	Stafford Street	1.7
Charlton	Center Depot Road	1.3
Charlton	Carpenter Hill Road	1.2
Charlton	Dresser Hill Road	1.1
Charlton	North Main Street	1.1
Charlton	Muggett Hill Road	0.8
Charlton	Oxford Road	0.8

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Douglas

Subregion: Southeast

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in DOUGLAS

Legend

Bicycle Crash Severity
- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in DOUGLAS

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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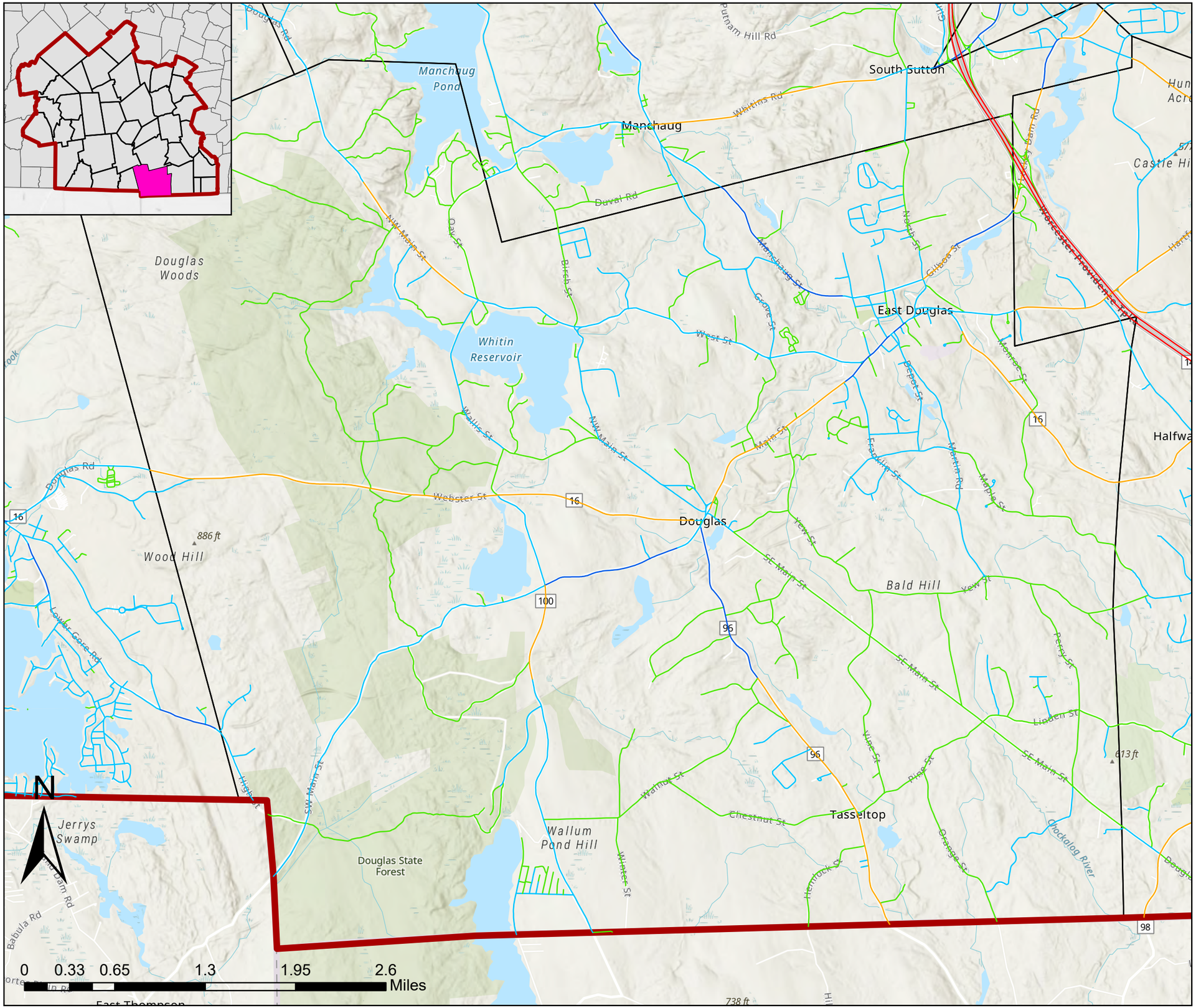
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: DOUGLAS



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

- CMRPCOutline
- CMRPCTowns

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5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: DOUGLAS

Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes

- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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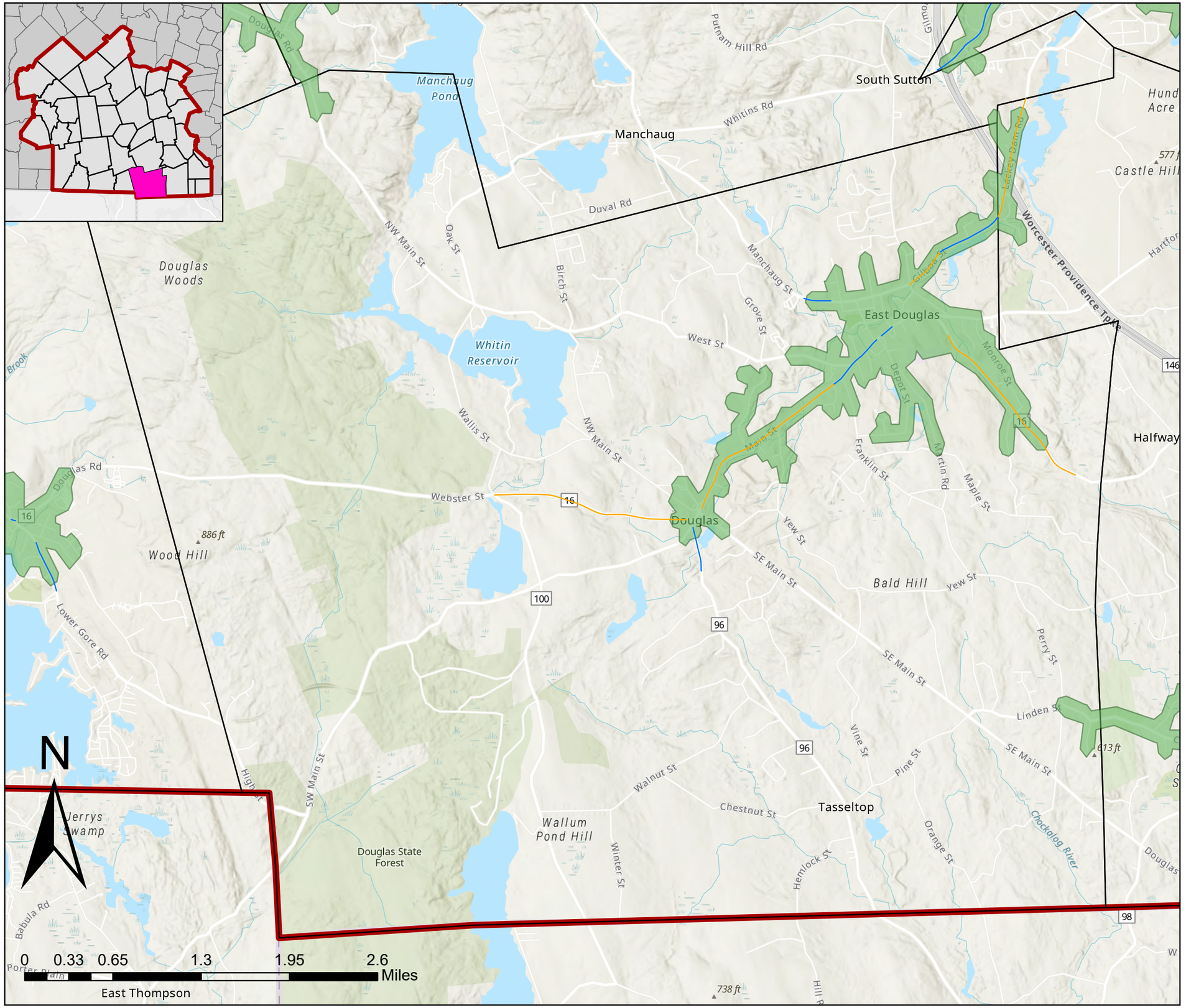
0 0.33 0.65 1.3 1.95 2.6 Miles

High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: DOUGLAS



Legend

5-Minute Bicycle Travelshed Cutoff
- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds
Level of Traffic Stress Rating
- 3
- 4

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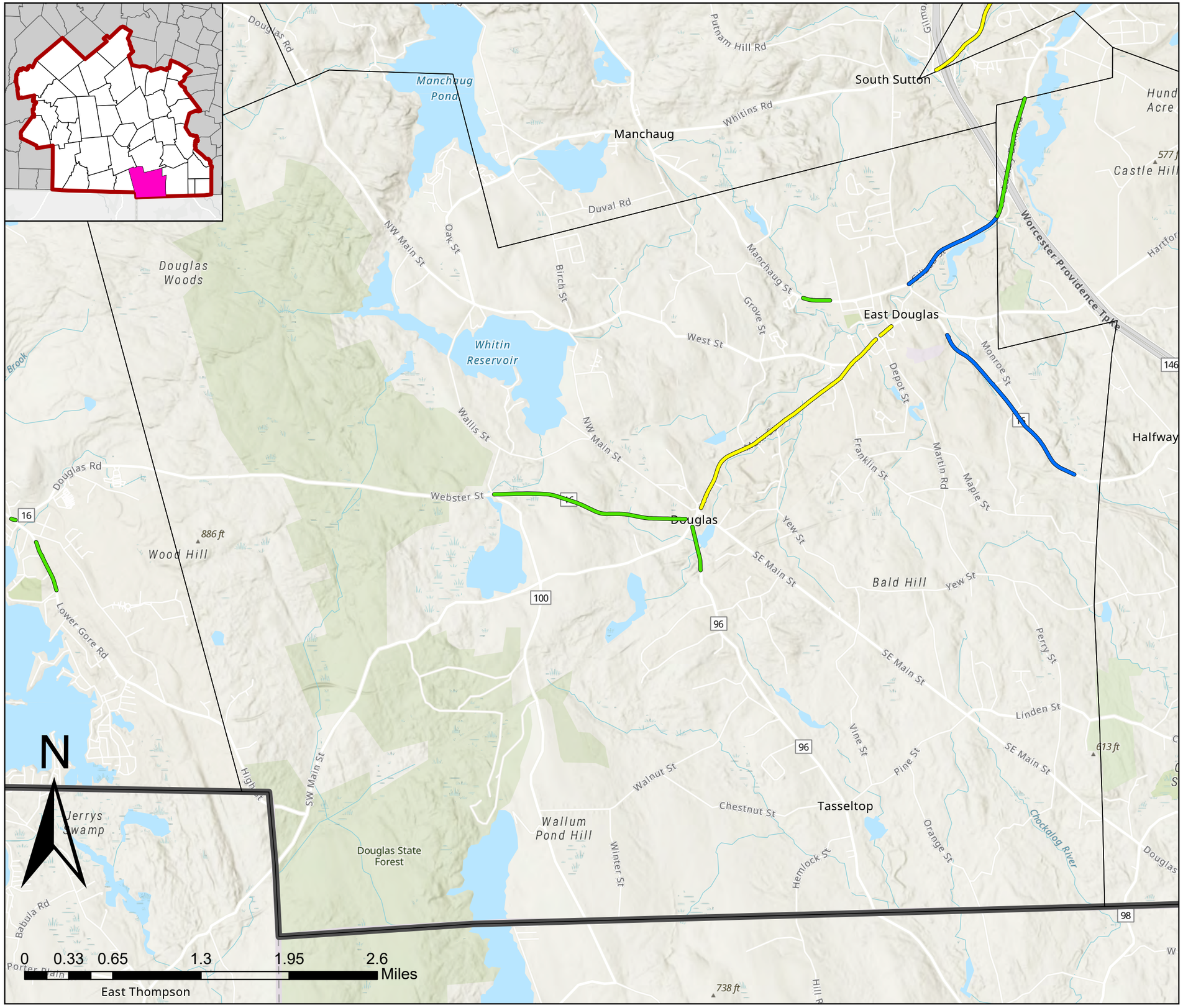
Priority Segments by Weighted Score: DOUGLAS



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

CMRPC Outline

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Town	Roadway (Street Name)	Calculated Weighted Score
Douglas	Main Street	2.8
Douglas	Gilboa Street	1.9
Douglas	Davis Street	1.7
Douglas	Manchaug Street	1.3
Douglas	Webster Street	0.9
Douglas	South Street	0.5

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Dudley

Subregion: Southwest

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in DUDLEY

Legend

Bicycle Crash Severity
- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in DUDLEY

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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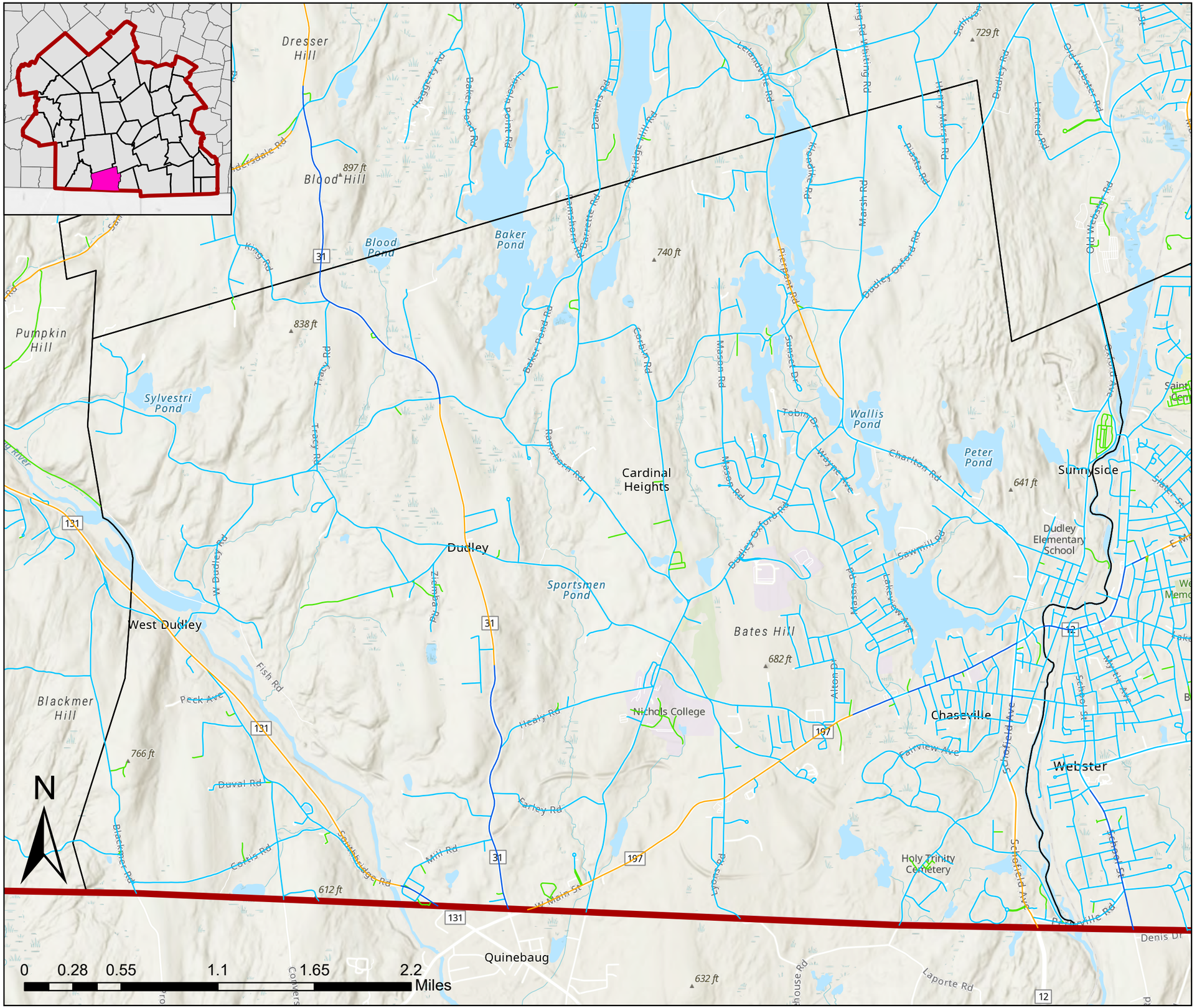
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: DUDLEY



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

CMRPCOutline

CMRPCTowns

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5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: DUDLEY

Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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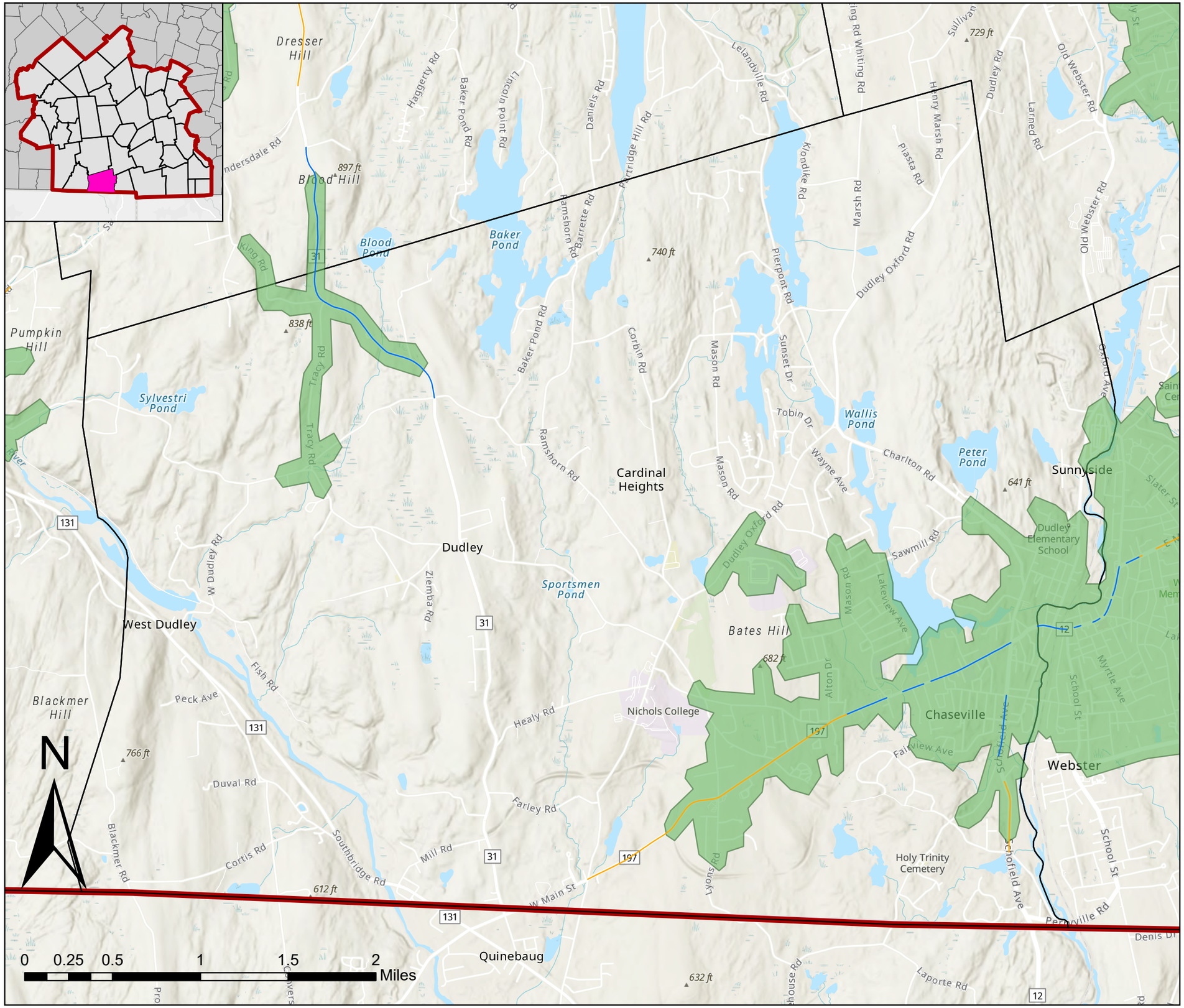
N

0 0.28 0.55 1.1 1.65 2.2 Miles

High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: DUDLEY



Legend

5-Minute Bicycle Travelshed Cutoff

- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating

- 3
- 4

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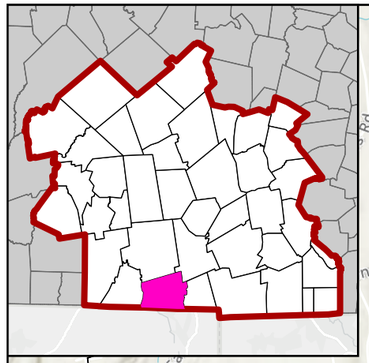
Priority Segments by Weighted Score: DUDLEY



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

CMRPC Outline

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Town	Roadway (Street Name)	Calculated Weighted Score
Dudley	West Main Street	2.6
Dudley	Schofield Avenue	2.4
Dudley	Dresser Hill Road	0.8

Technical Appendix

Appendix A: Town Maps & Priorities

Town: East Brookfield

Subregion: West

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in EAST BROOKFIELD

Legend

Bicycle Crash Severity

- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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0.45 0.23 0 0.45 0.9 1.35 1.8 Miles

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in EAST BROOKFIELD

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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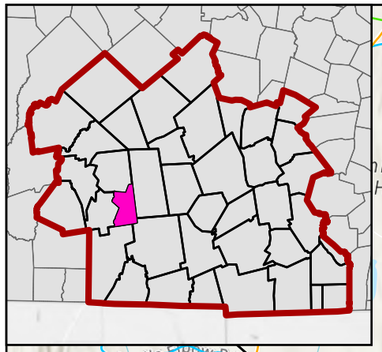
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: EAST BROOKFIELD



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

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CMRPCTowns

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5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: EAST BROOKFIELD

Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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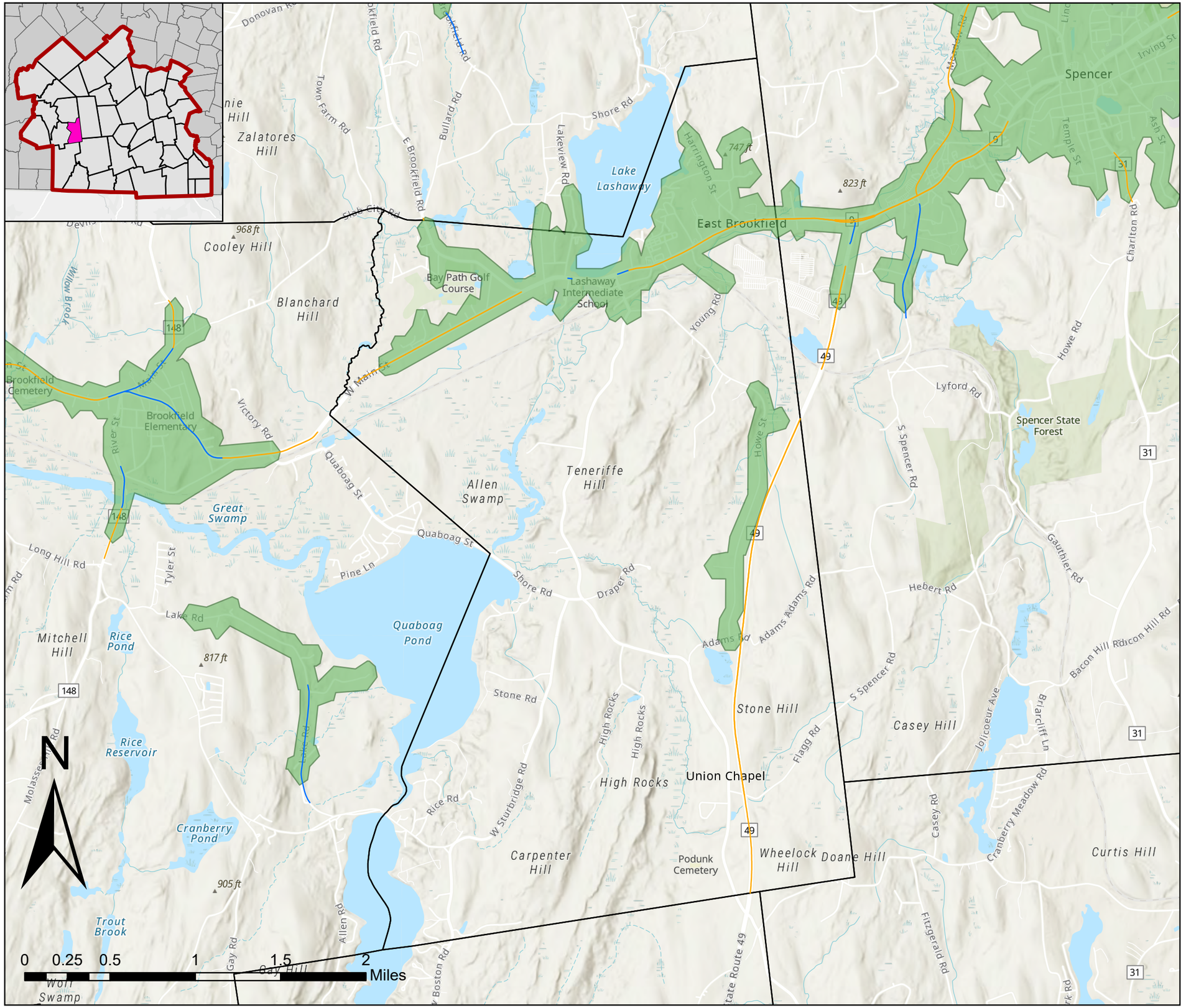
0 0.28 0.55 1.1 1.65 2.2 Miles

High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: EAST BROOKFIELD



Legend

5-Minute Bicycle Travelshed Cutoff

- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating

- 3
- 4

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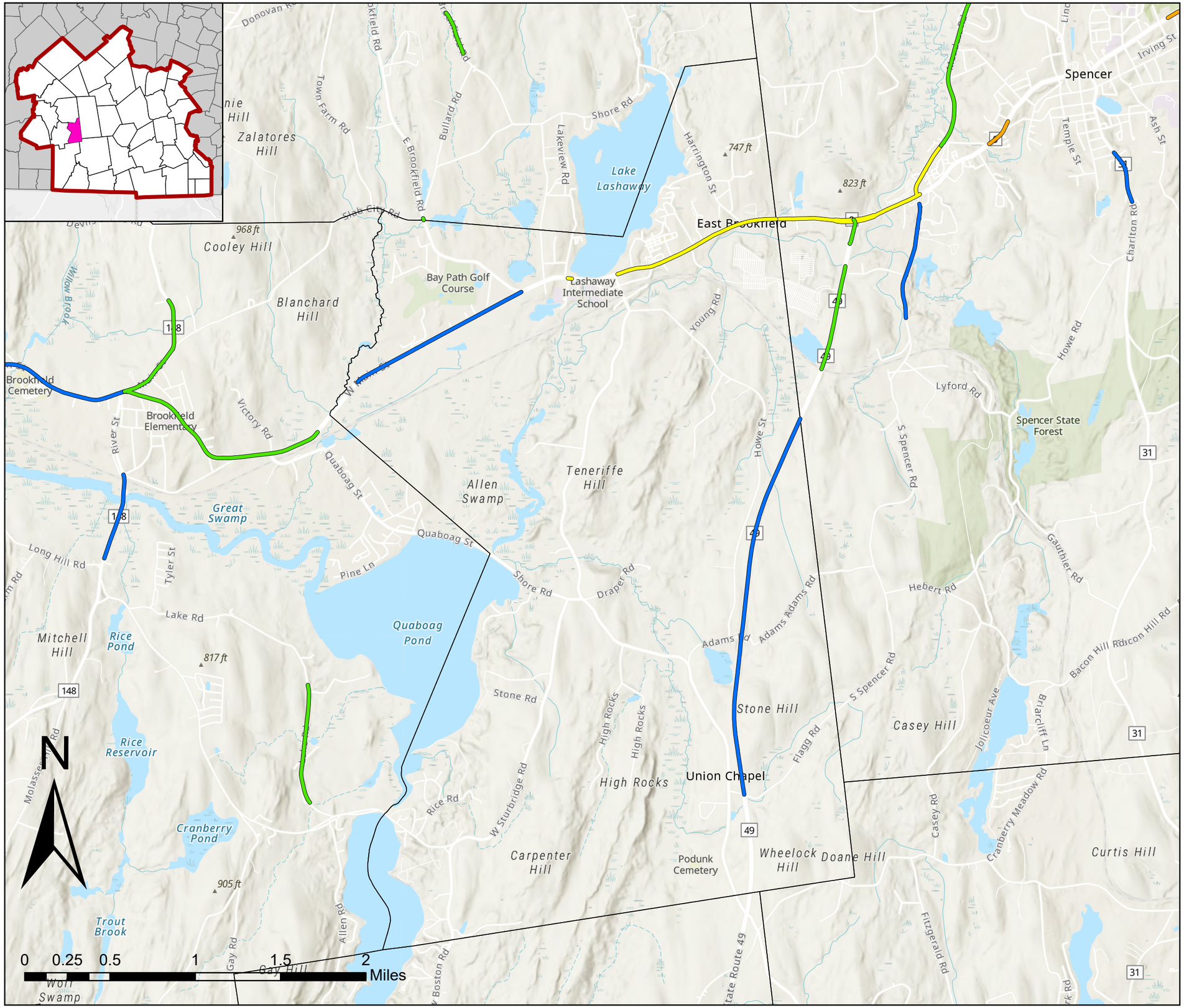
Priority Segments by Weighted Score: EAST BROOKFIELD



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

CMRPC Outline

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Town	Roadway (Street Name)	Calculated Weighted Score
East Brookfield	East Main Street	2.5
East Brookfield	West Main Street	1.7
East Brookfield	Podunk Pike	1.6

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Grafton

Subregion: Southeast

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in GRAFTON

Legend

Bicycle Crash Severity
- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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0.55 0.28 0 0.55 1.1 1.65 2.2 Miles

Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in GRAFTON

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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0.55 0.28 0 0.55 1.1 1.65 2.2
N Miles

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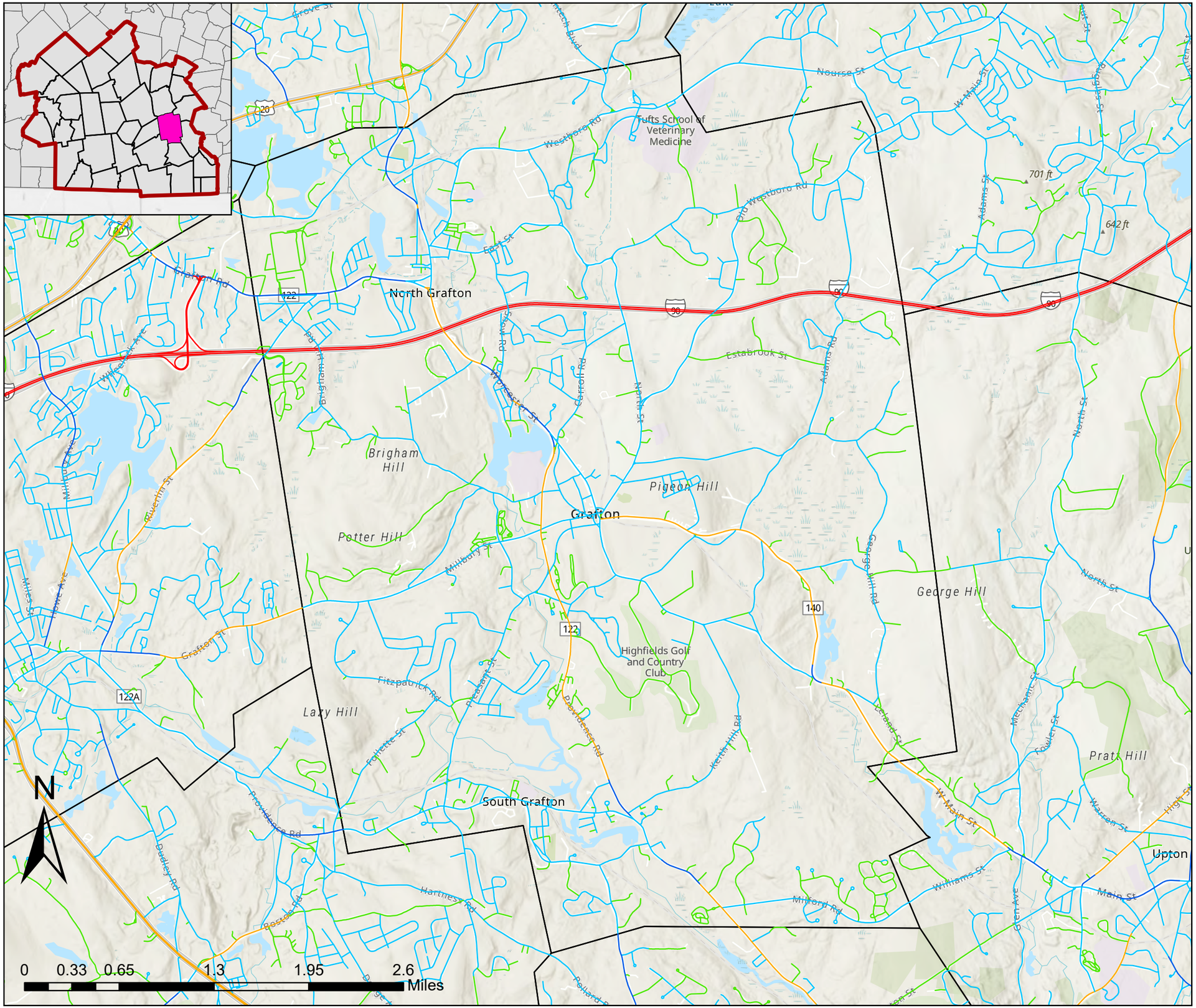
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: GRAFTON



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

CMRPCOutline

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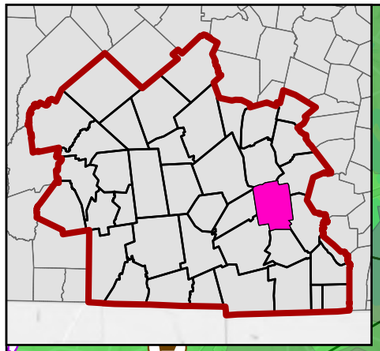
5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: GRAFTON



Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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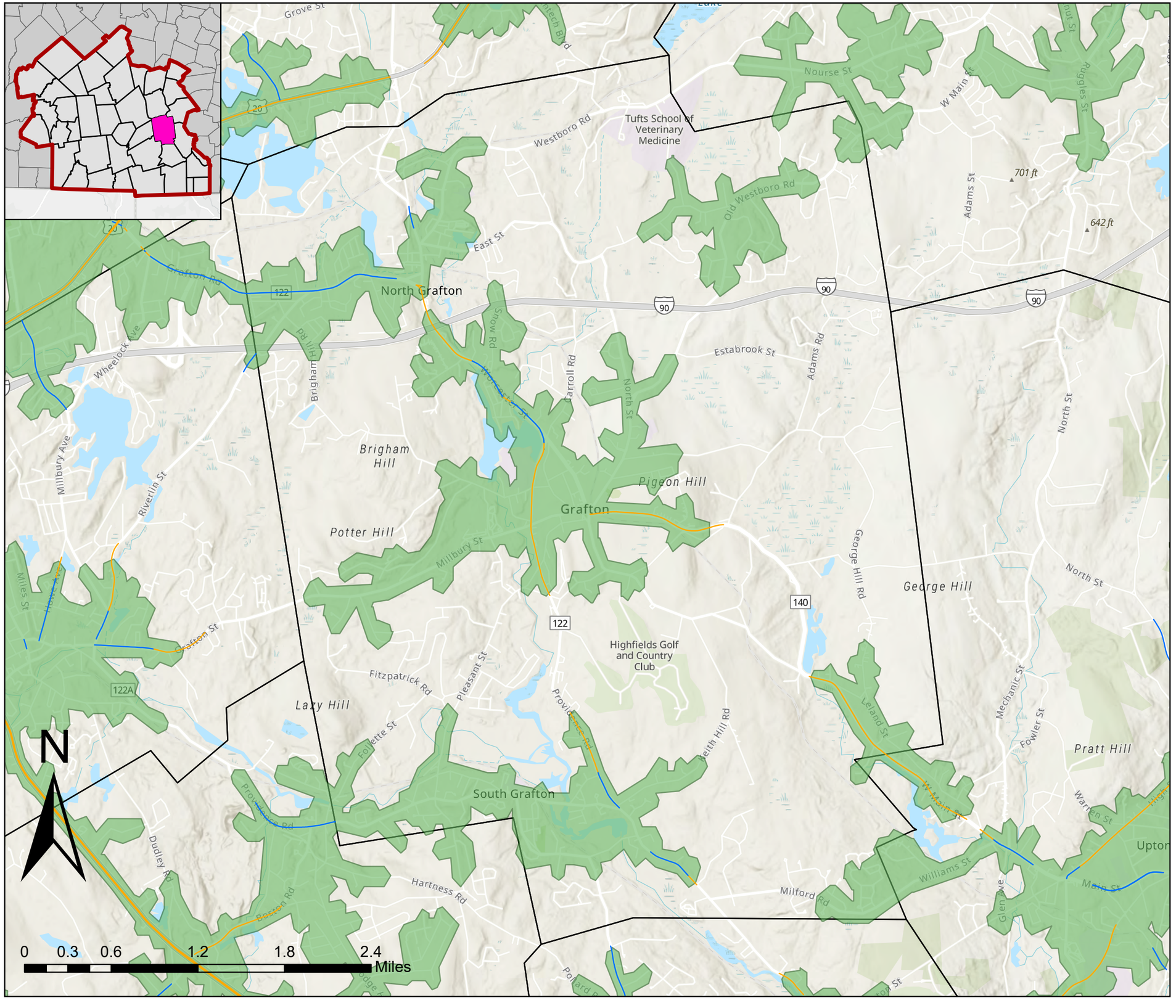
High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: GRAFTON



Legend

5-Minute Bicycle Travelshed Cutoff

- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating

- 3
- 4

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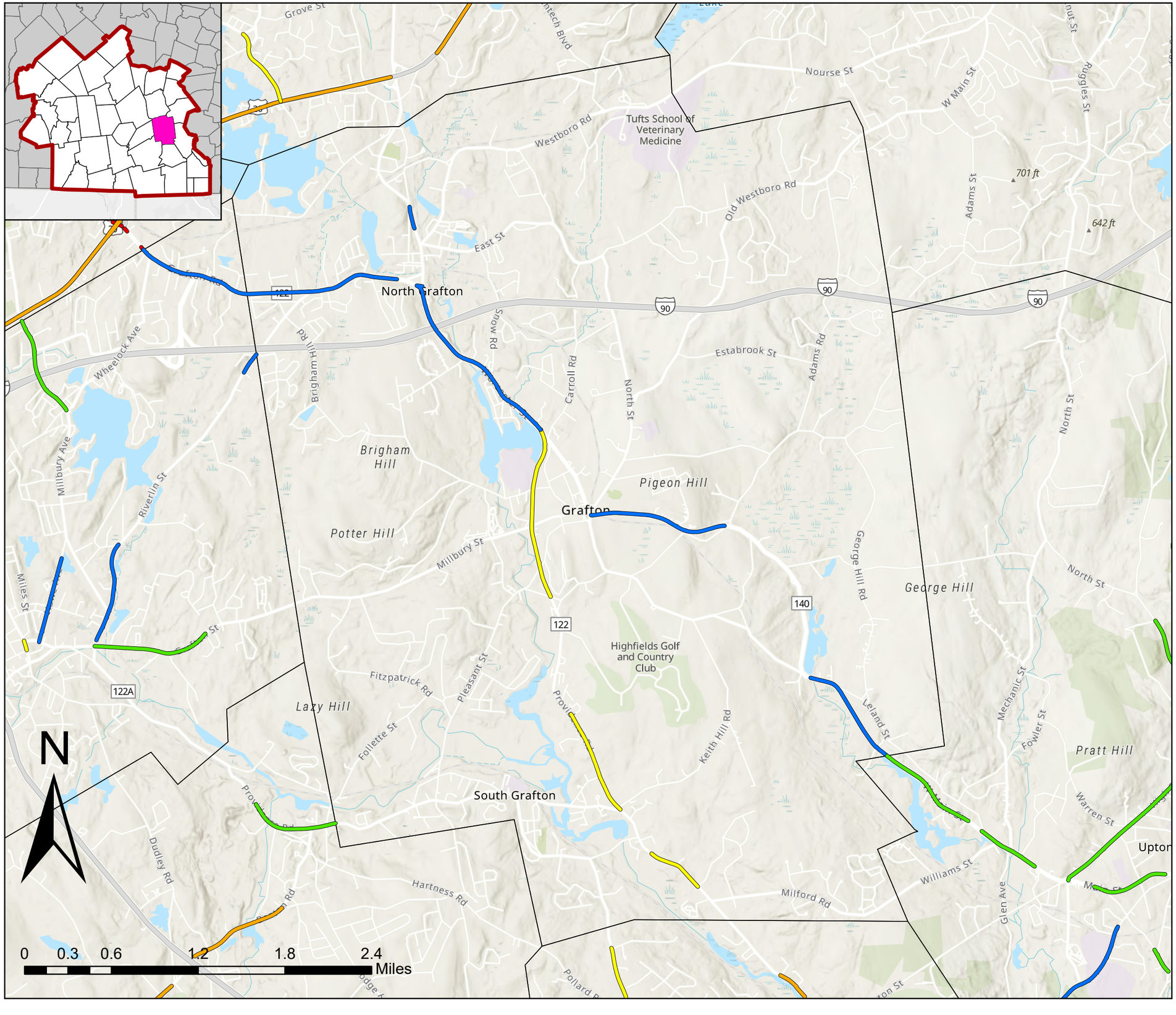
Priority Segments by Weighted Score: GRAFTON



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

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Town	Roadway (Street Name)	Calculated Weighted Score
Grafton	Providence Road	3.1
Grafton	Worcester Street	2
Grafton	North Main Street	1.7
Grafton	Upton Street	1.7

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Hardwick

Subregion: West

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in HARDWICK

Legend

Bicycle Crash Severity
- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in HARDWICK

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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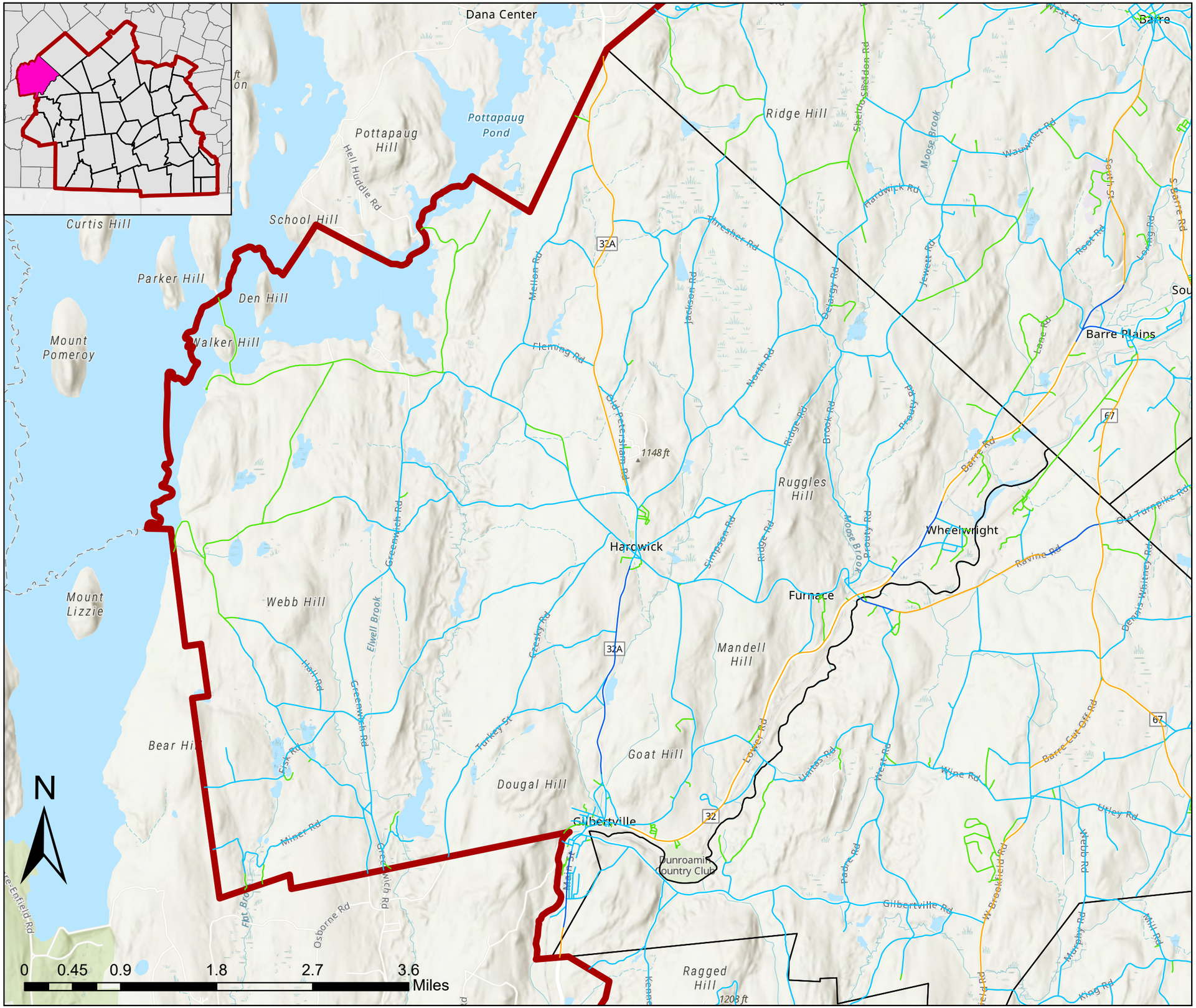
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: HARDWICK



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

CMRPCOutline

CMRPCTowns

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5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: HARDWICK

Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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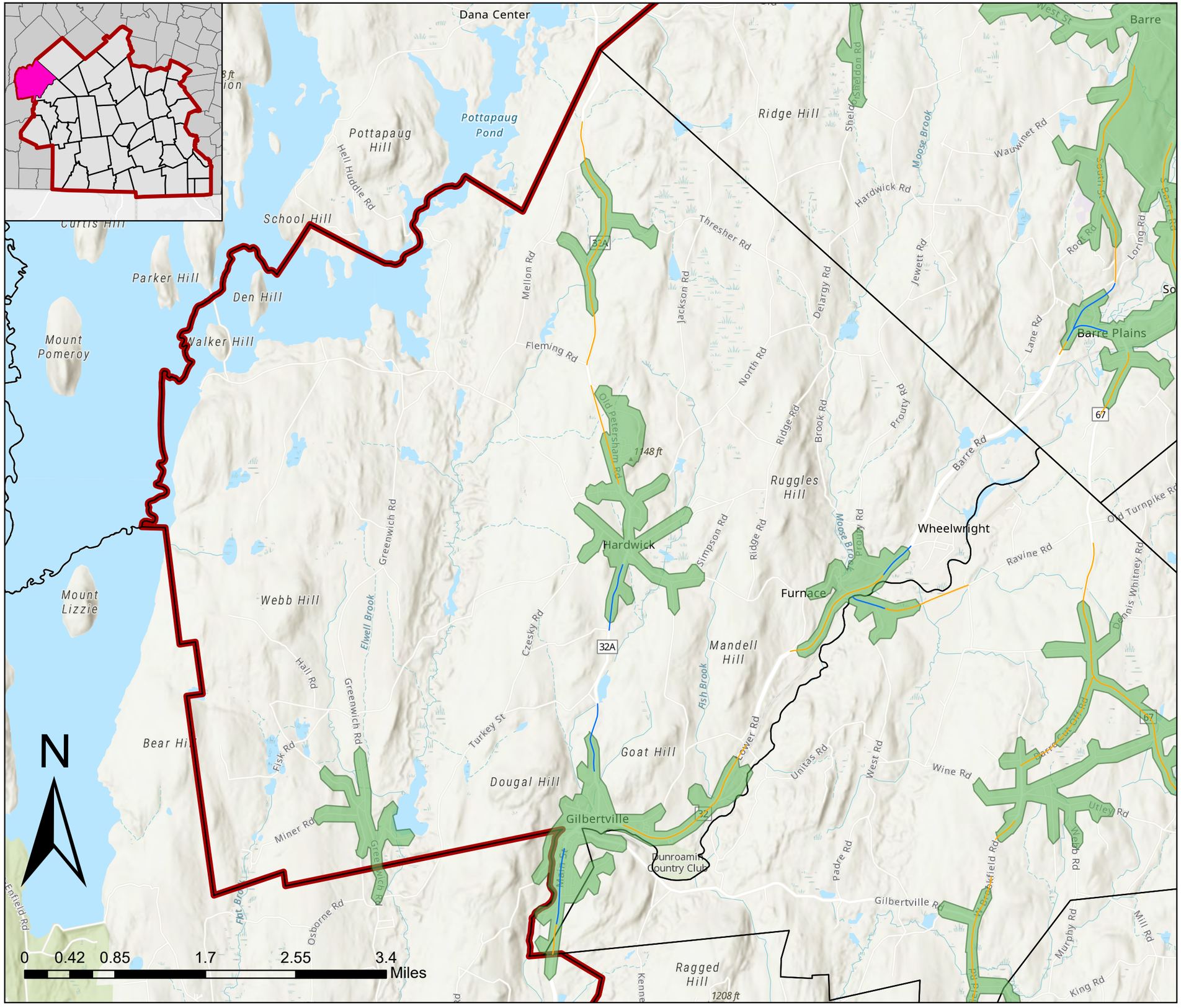
N

0 0.45 0.9 1.8 2.7 3.6 Miles

High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: HARDWICK



Legend

5-Minute Bicycle Travelshed Cutoff
- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds
Level of Traffic Stress Rating
- 3
- 4

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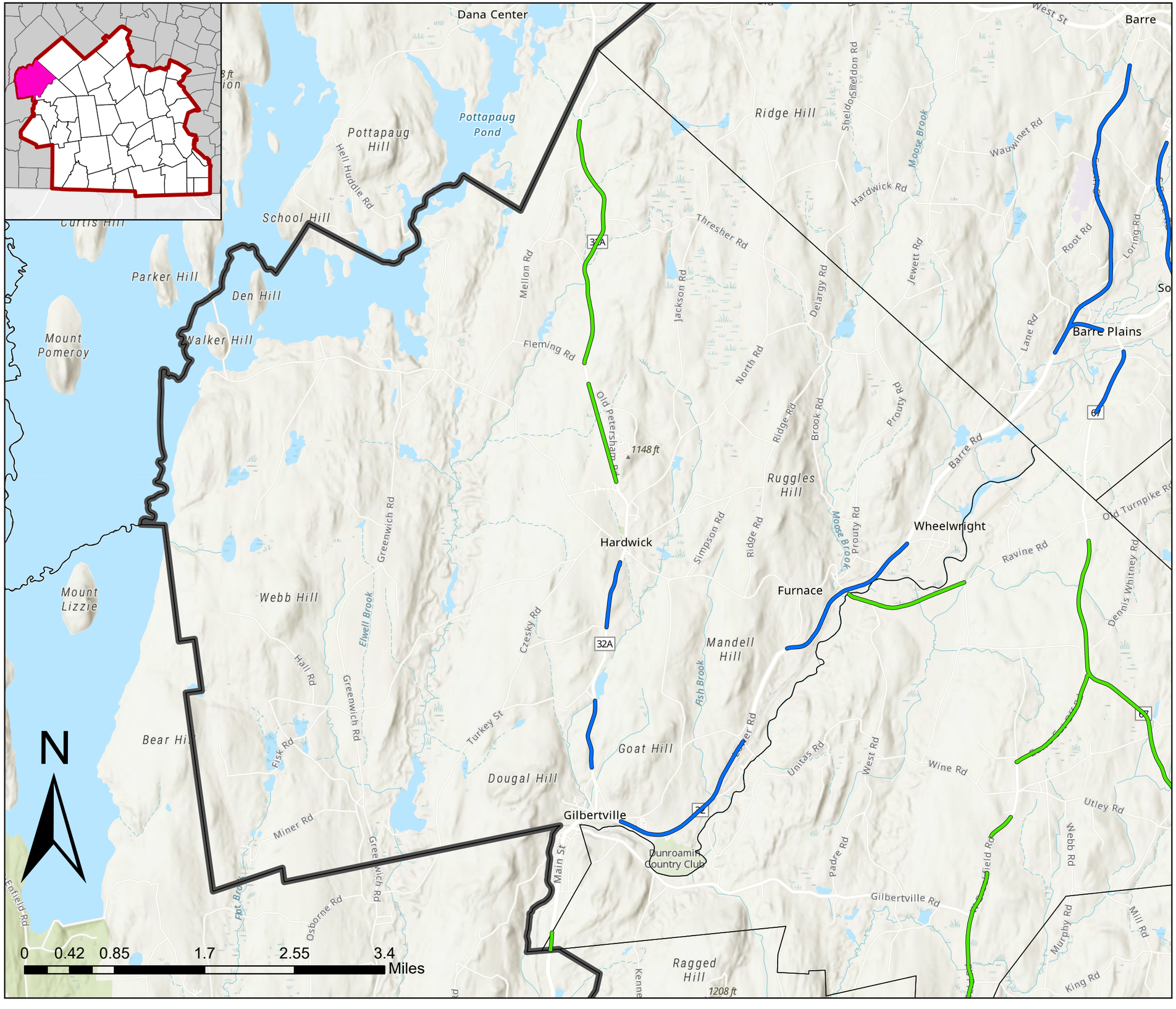
Priority Segments by Weighted Score: HARDWICK



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

CMRPC Outline

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Town	Roadway (Street Name)	Calculated Weighted Score
Hardwick	Lower Road	2
Hardwick	Hardwick Road	1.8
Hardwick	Barre Road	1.7
Hardwick	Petersham Road	1.3

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Holden

Subregion: North

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in HOLDEN

Legend

Bicycle Crash Severity
- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in HOLDEN

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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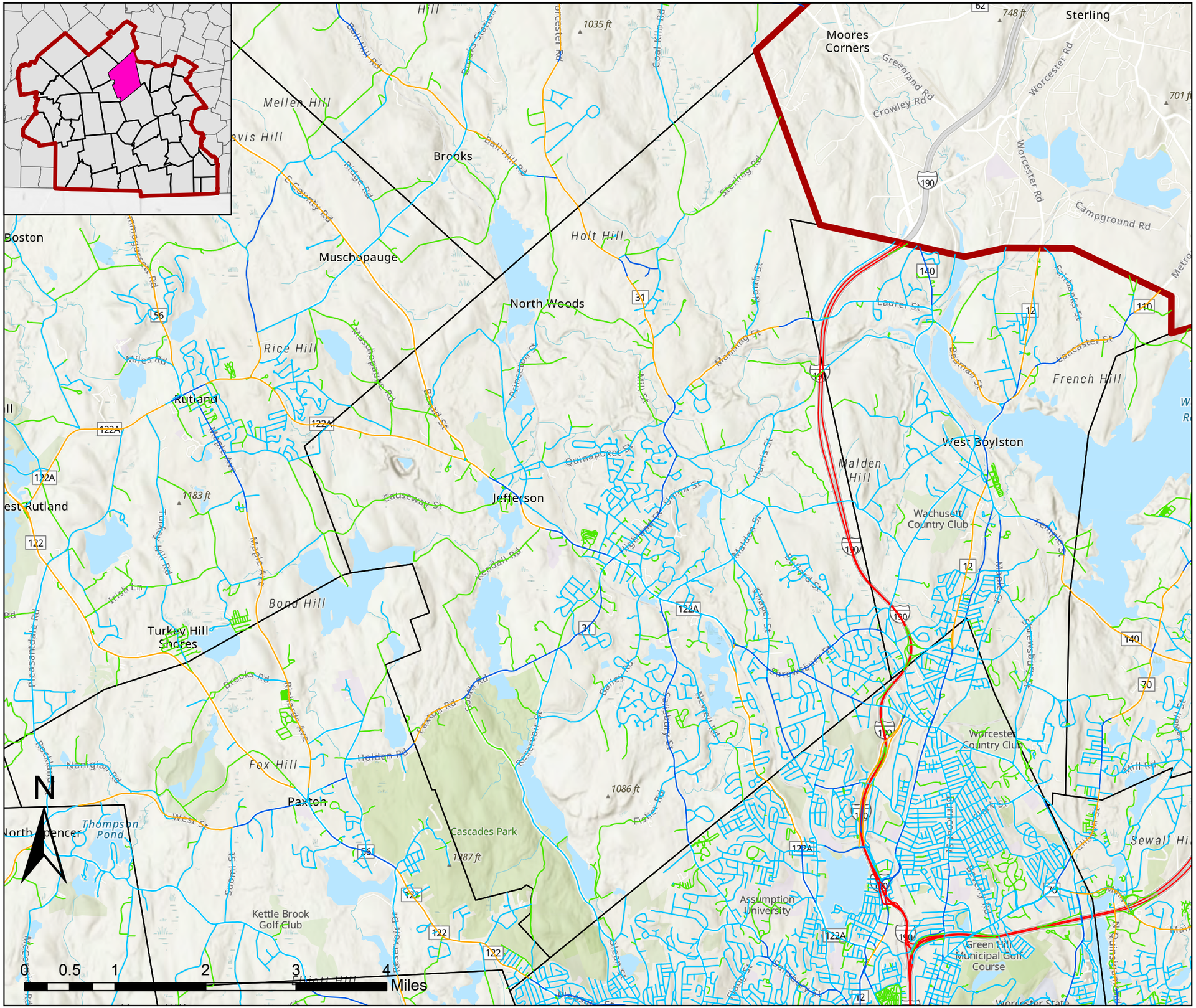
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: HOLDEN



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

- CMRPCOutline
- CMRPCTowns

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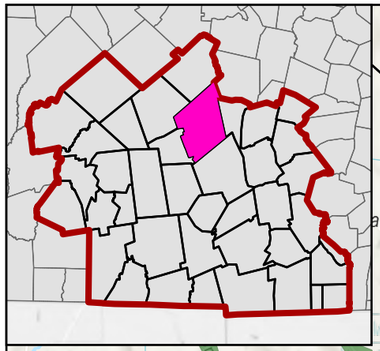
5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: HOLDEN



Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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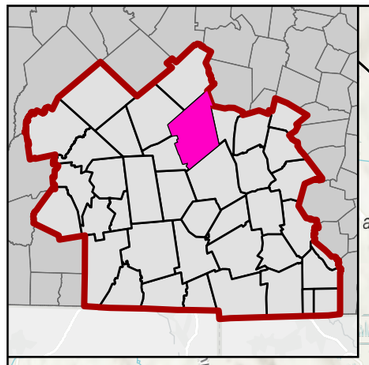
High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: HOLDEN



Legend

5-Minute Bicycle Travelshed Cutoff
- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating
- 3
- 4

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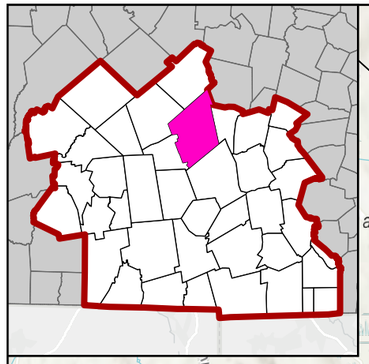

Priority Segments by Weighted Score: HOLDEN

Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority
- CMRPC Towns
- CMRPC Outline

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Town	Roadway (Street Name)	Calculated Weighted Score
Holden	Main Street	4.2
Holden	Highland Street	2.4
Holden	Reservoir Street	2.4
Holden	Shrewsbury Street	2.4
Holden	Salisbury Street	2.3
Holden	Doyle Road	1.4
Holden	Holden Street	1.4
Holden	South Road	1.4
Holden	Broad Street	1

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Hopedale

Subregion: Southeast

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in HOPEDALE

Legend

Bicycle Crash Severity
- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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0.35 0.17 0 0.35 0.7 1.05 1.4 Miles

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in HOPEDALE

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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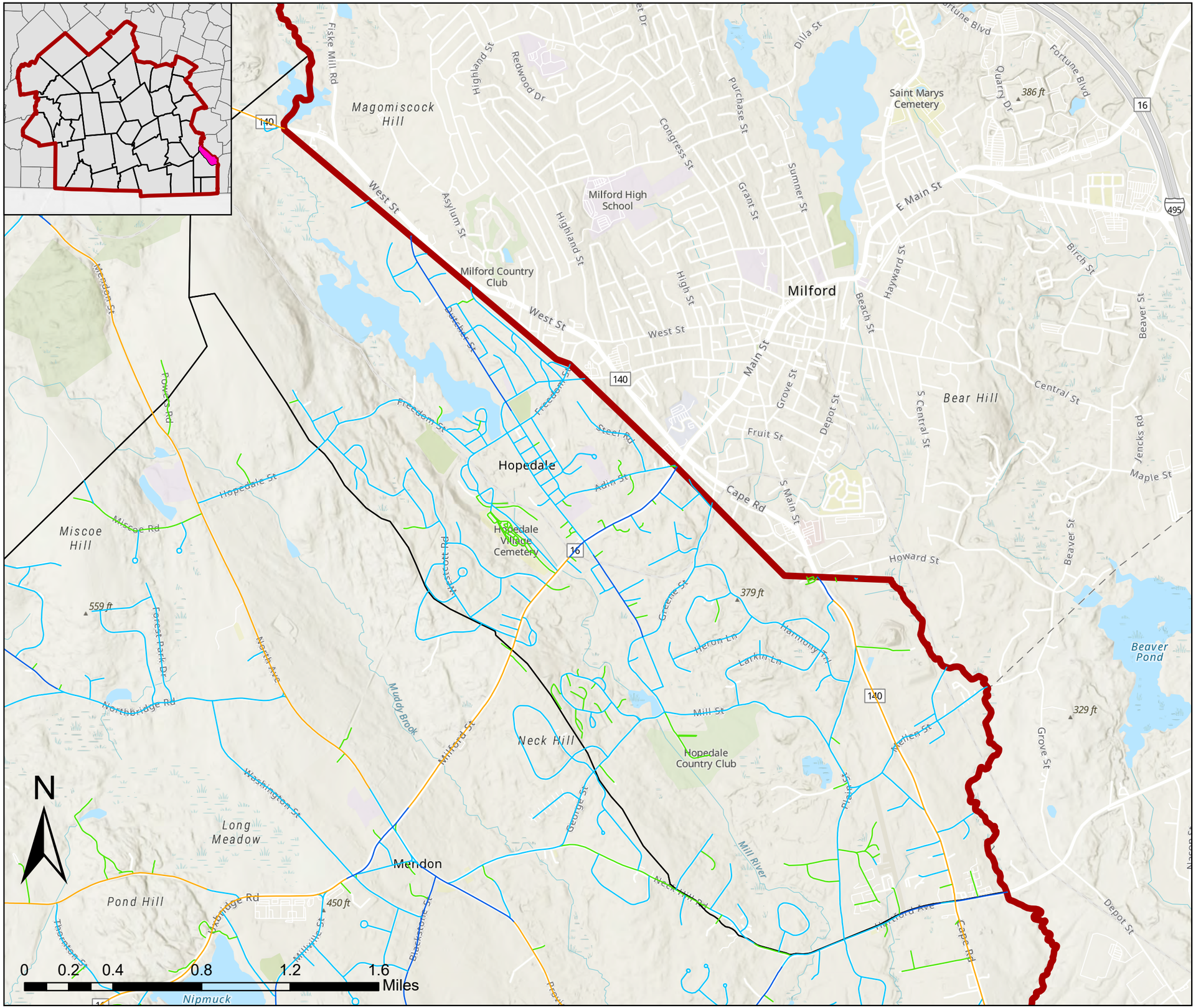
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: HOPEDALE



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

CMRPCOutline

CMRPCTowns

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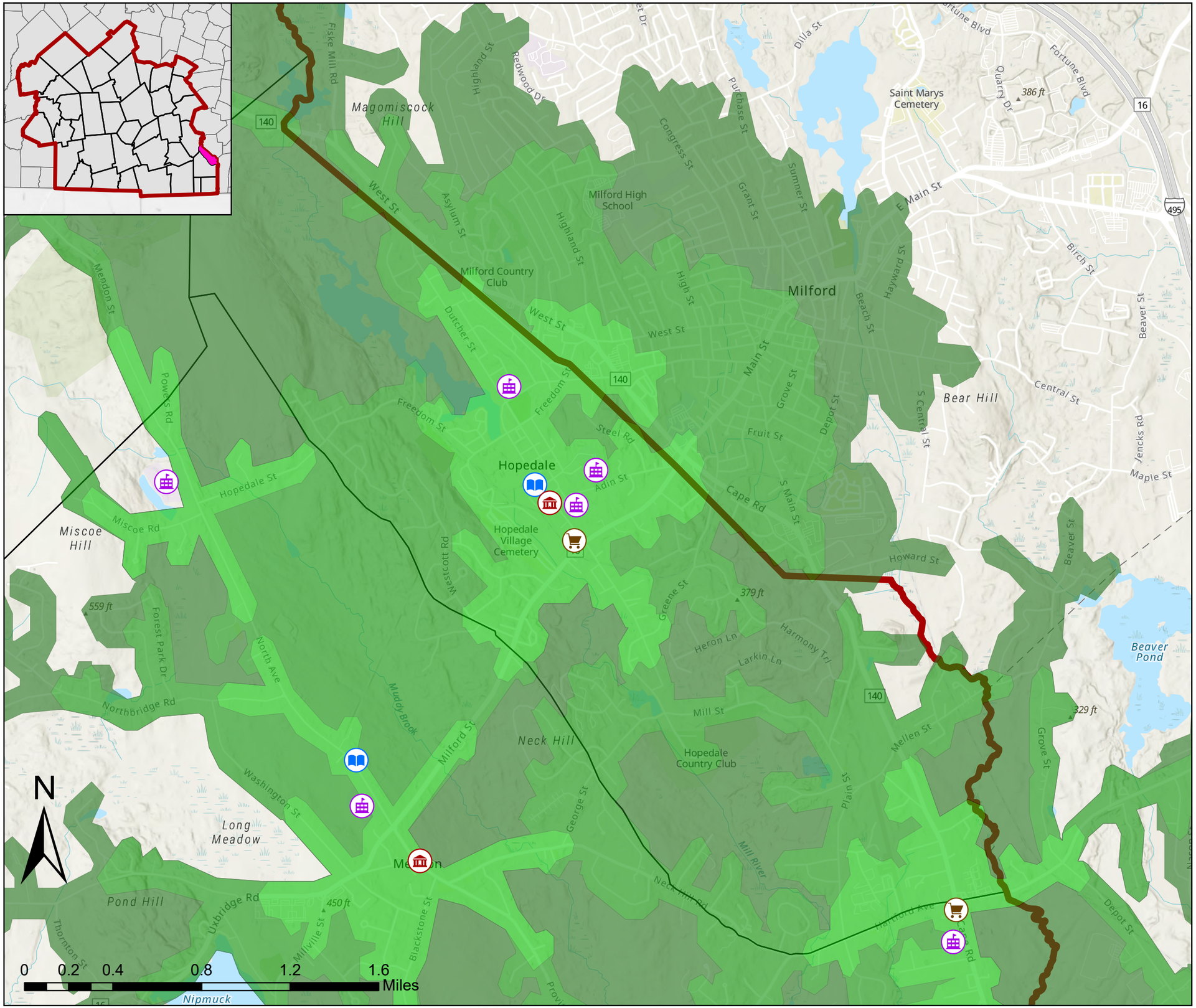
5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: HOPEDALE



Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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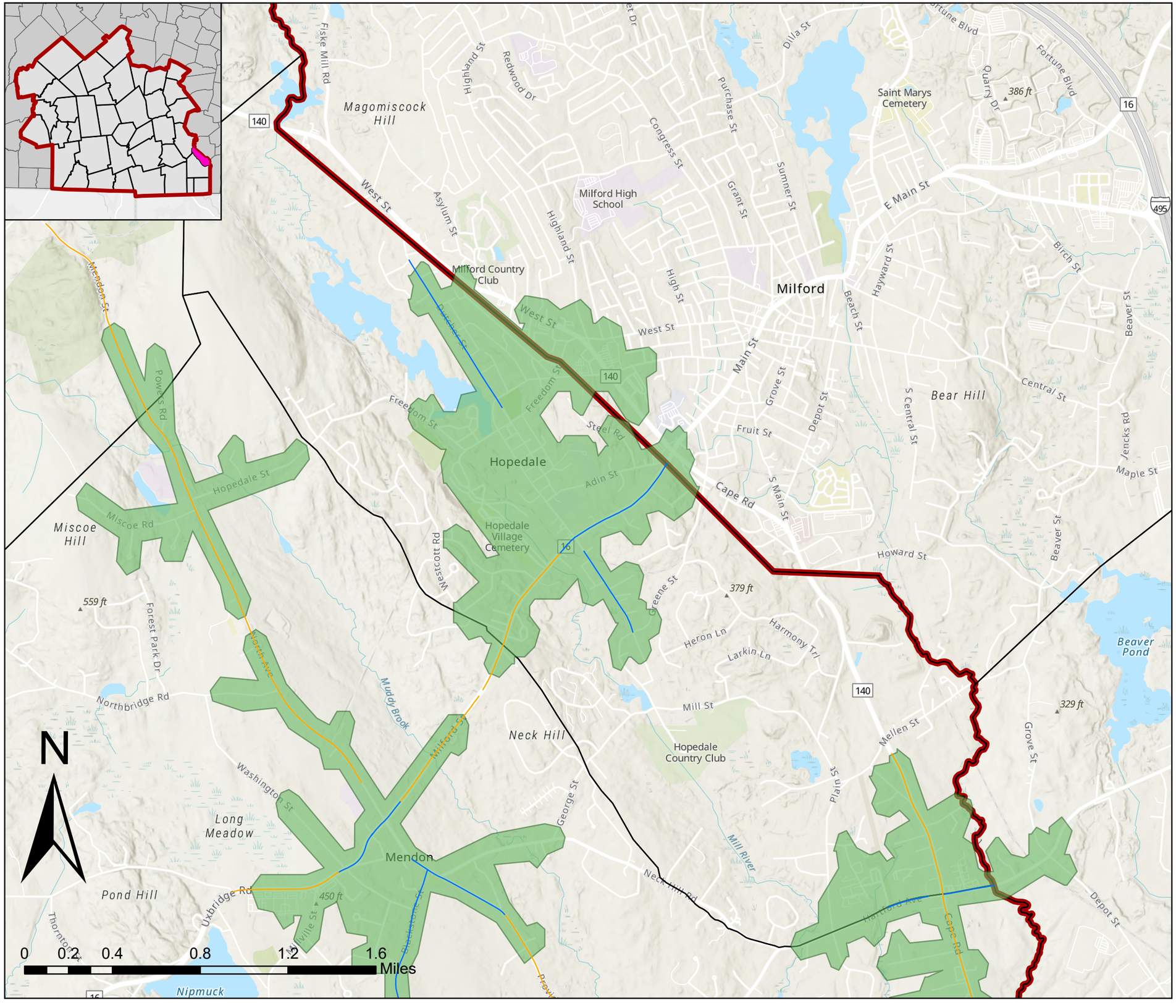
High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: HOPEDALE



Legend

5-Minute Bicycle Travelshed Cutoff
- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating
- 3
- 4

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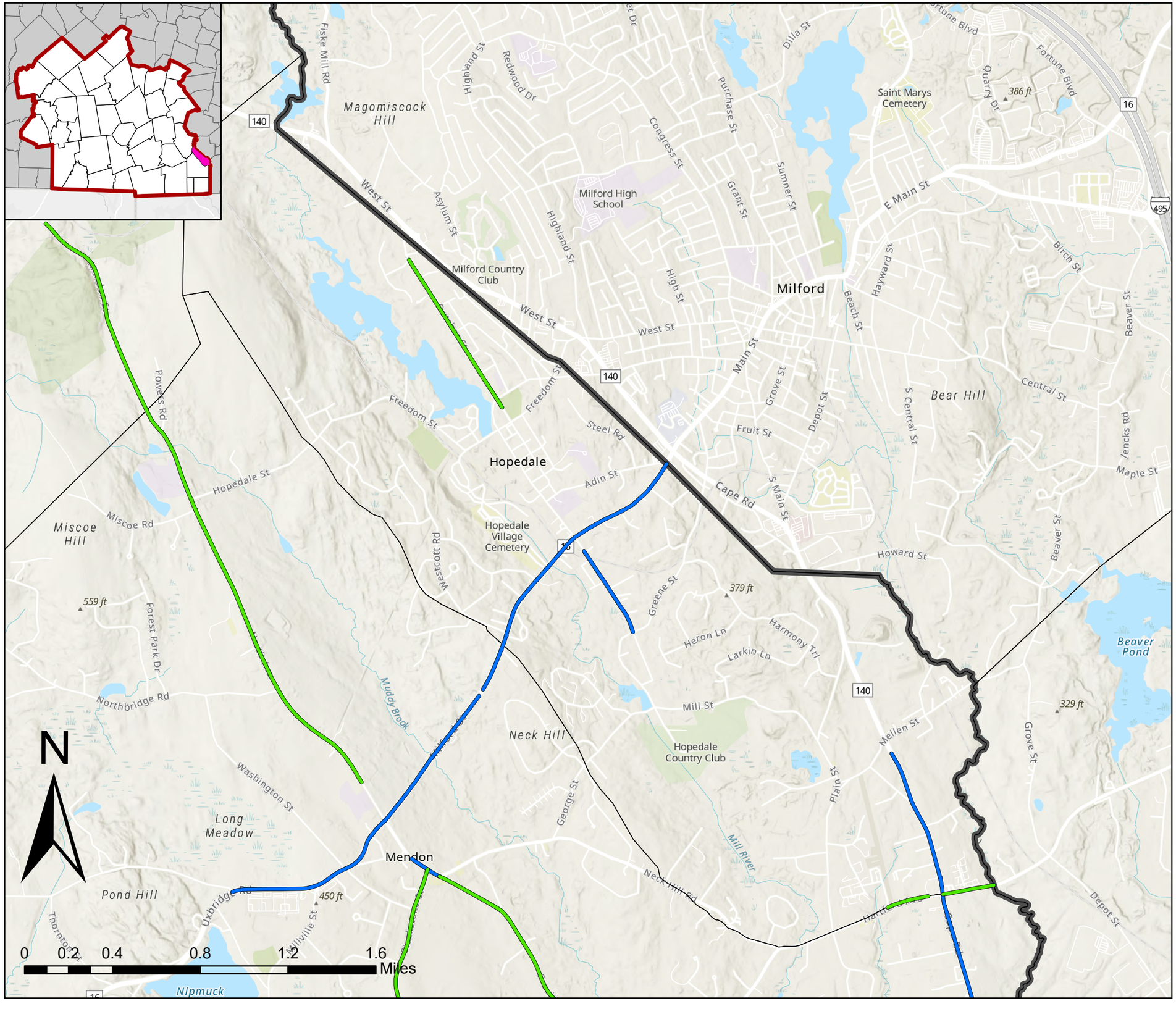
Priority Segments by Weighted Score: HOPEDALE



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority
- CMRPC Towns
- CMRPC Outline

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Town	Roadway (Street Name)	Calculated Weighted Score
Hopedale	Hopedale Street	1.9
Hopedale	Mendon Street	1.9
Hopedale	South Main Street	1.6
Hopedale	Dutcher Street	1.1

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Leicester

Subregion: West

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in LEICESTER

Legend

Bicycle Crash Severity
- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in LEICESTER

Legend

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- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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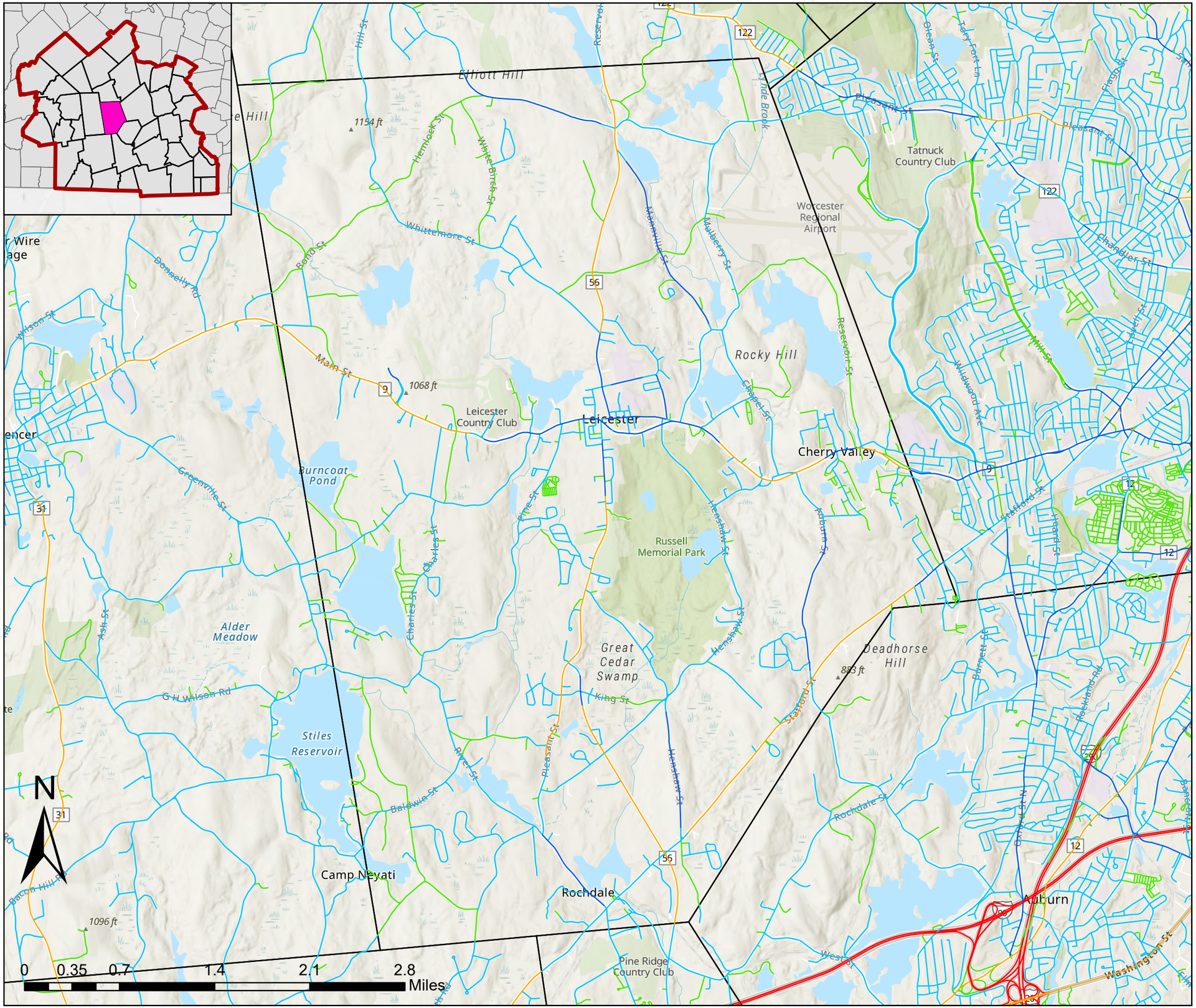
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: LEICESTER



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

- CMRPCOutline
- CMRPCTowns

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5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: LEICESTER

Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
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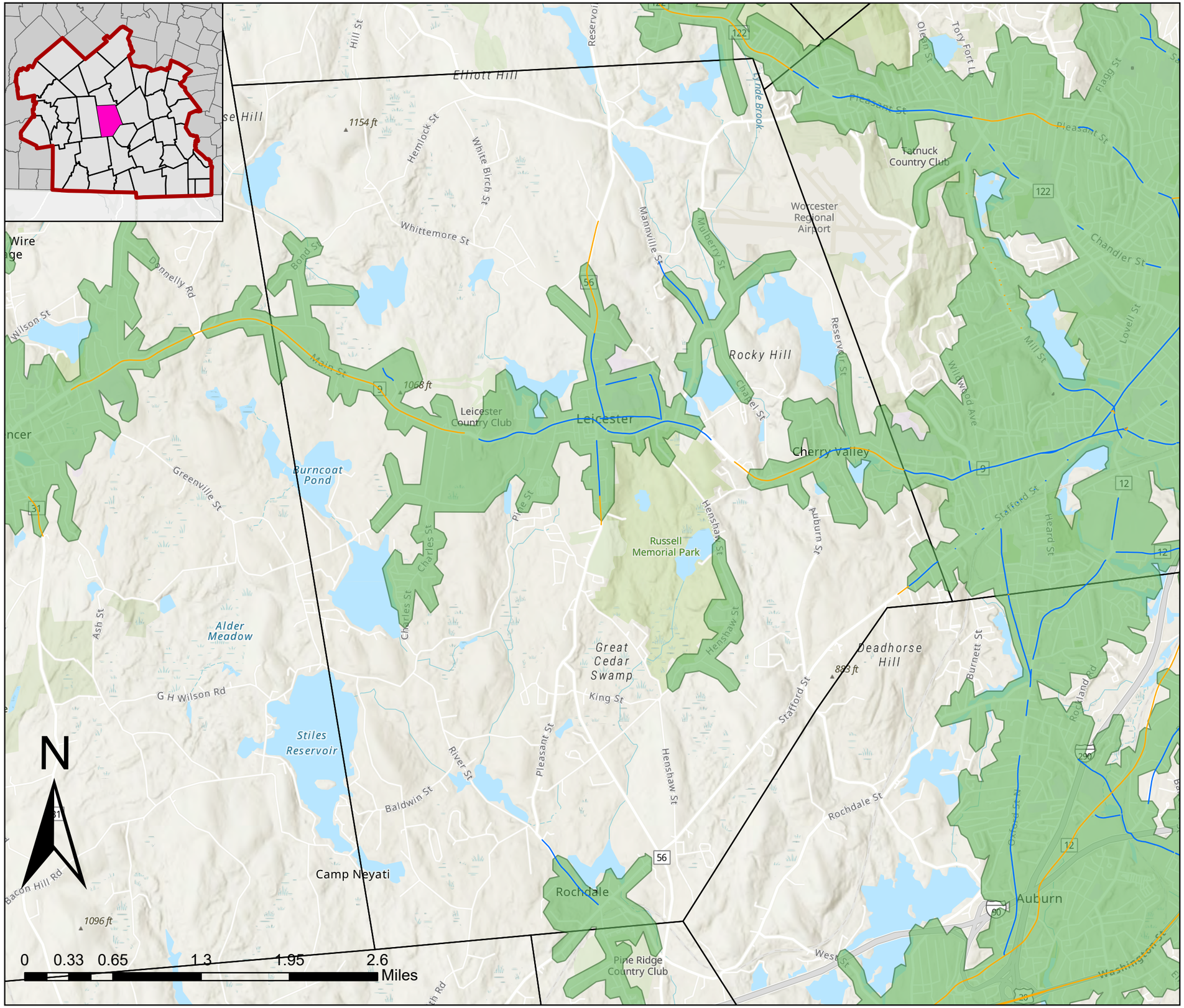
N

0 0.35 0.7 1.4 2.1 2.8 Miles

High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: LEICESTER



Legend

5-Minute Bicycle Travelshed Cutoff

- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating

- 3
- 4

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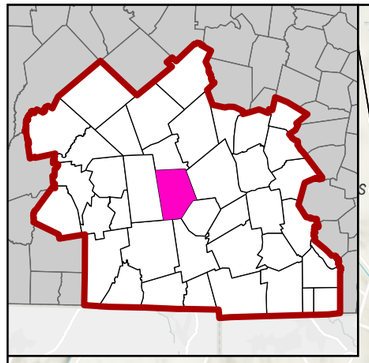
Priority Segments by Weighted Score: LEICESTER



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority
- CMRPC Towns
- CMRPC Outline

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Town	Roadway (Street Name)	Calculated Weighted Score
Leicester	Main Street	4
Leicester	South Main Street	2.8
Leicester	Pleasant Street	2.5
Leicester	Paxton Street	2.2
Leicester	Stafford Street	1.7
Leicester	Soojians Drive	1.4
Leicester	Mannville Street	1.3
Leicester	Winslow Avenue	1.3

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Mendon

Subregion: Southeast

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in MENDON

Legend

Bicycle Crash Severity
- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in MENDON

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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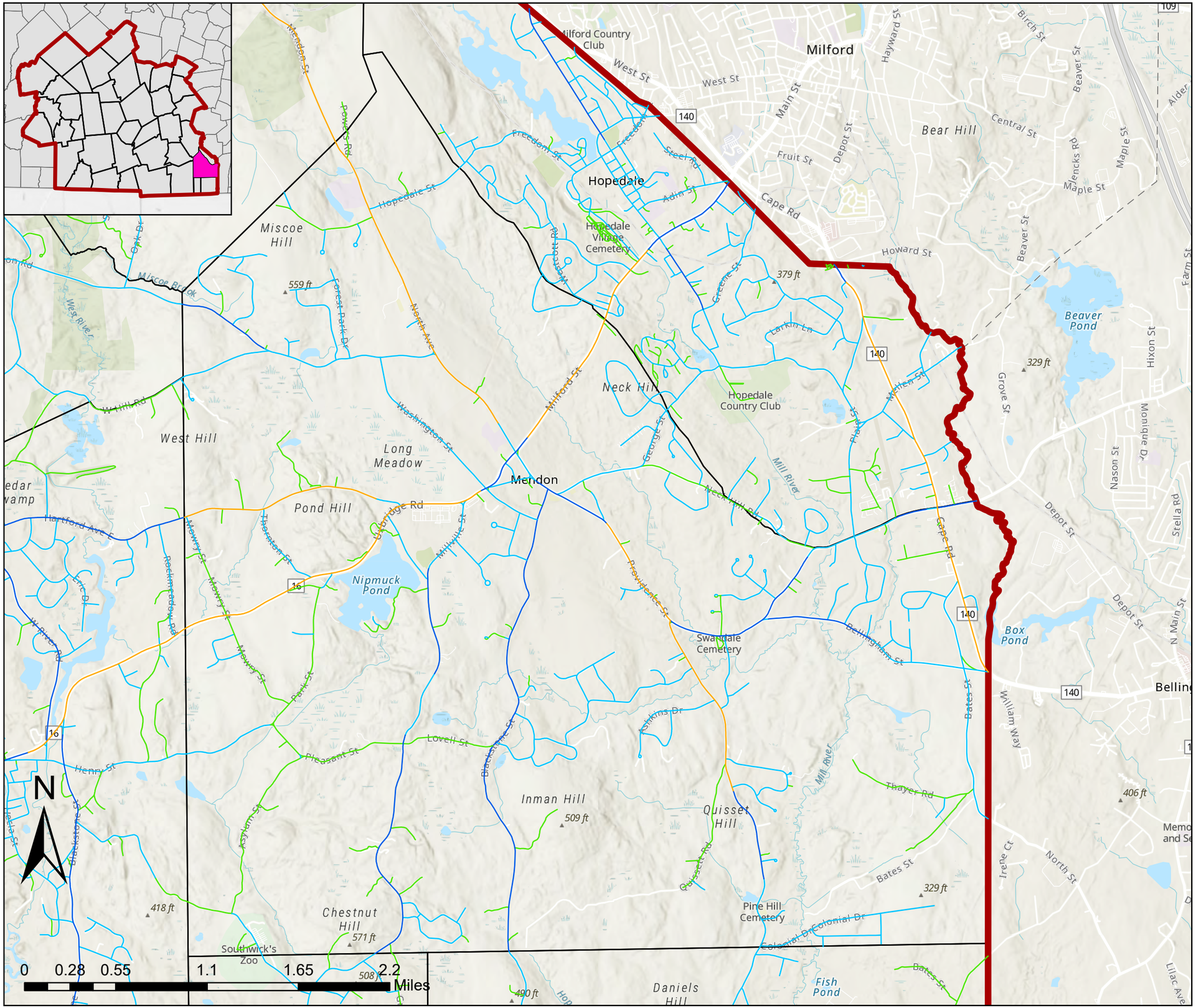
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: MENDON



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

- CMRPCOutline
- CMRPCTowns

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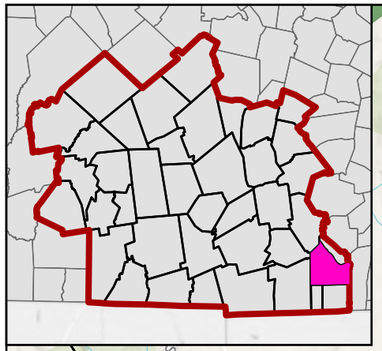
5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: MENDON



Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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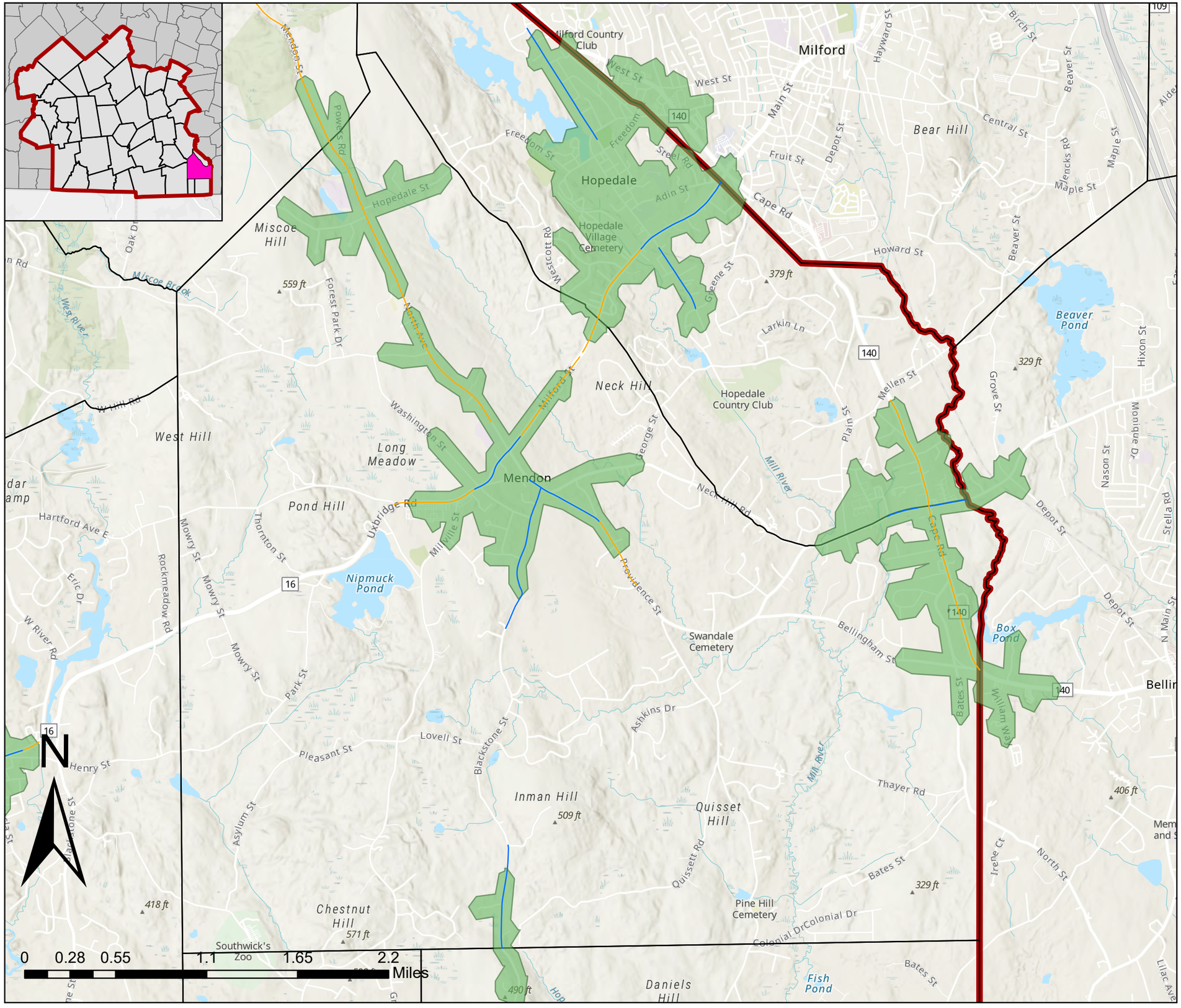
High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: MENDON



Legend

5-Minute Bicycle Travelshed Cutoff

- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating

- 3
- 4

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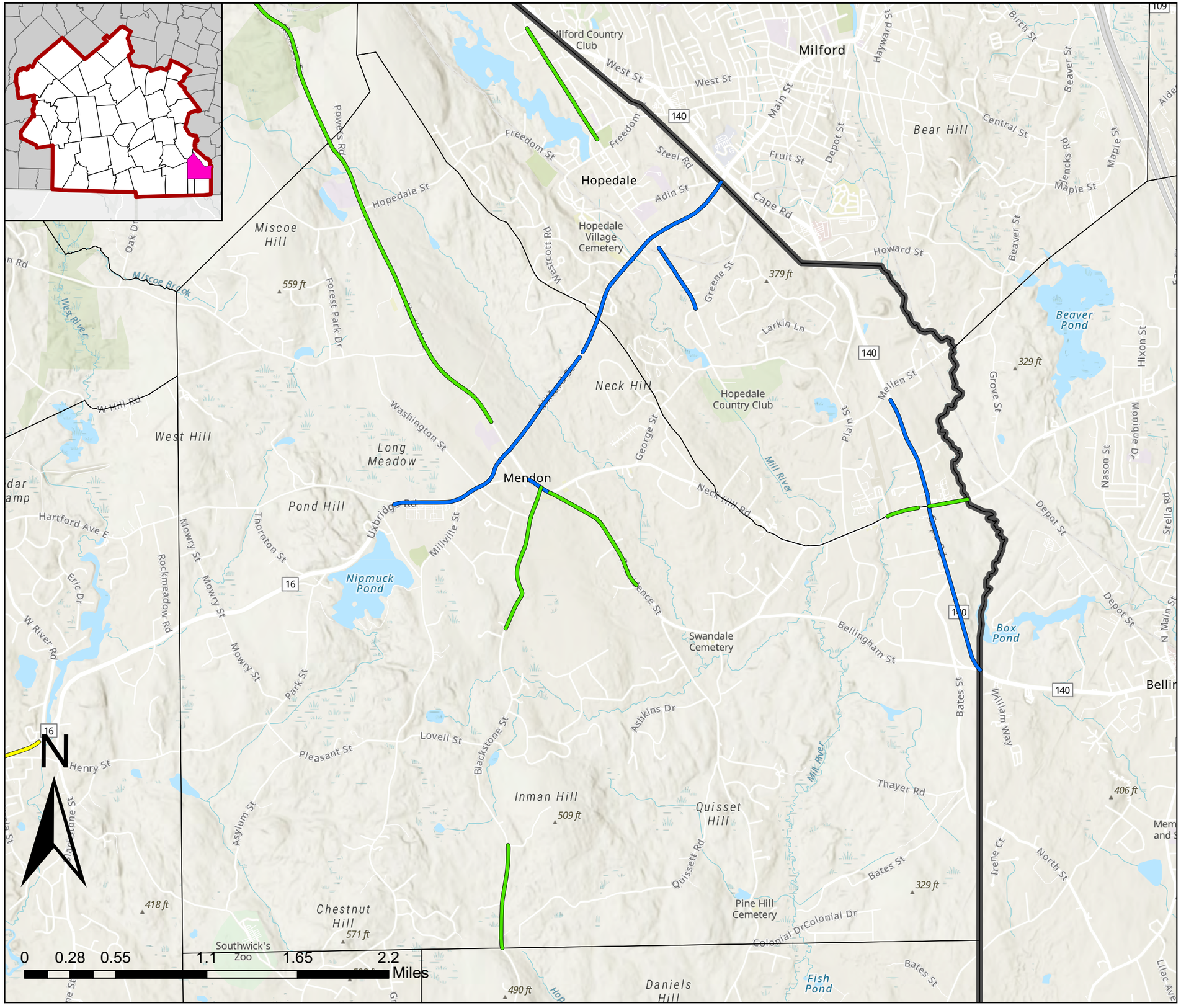
Priority Segments by Weighted Score: MENDON



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

CMRPC Outline

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Town	Roadway (Street Name)	Calculated Weighted Score
Mendon	Hastings Street	2.1
Mendon	Uxbridge Road	2.1
Mendon	Main Street	1.9
Mendon	Cape Road	1.8
Mendon	Milford Street	1.7
Mendon	North Avenue	1.4
Mendon	Providence Street	1
Mendon	Blackstone Street	0.7
Mendon	Hartford Avenue East	0.7

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Millbury

Subregion: Southeast

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in MILLBURY

Legend

Bicycle Crash Severity
- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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0.55 0.28 0 0.55 1.1 1.65 2.2 Miles

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in MILLBURY

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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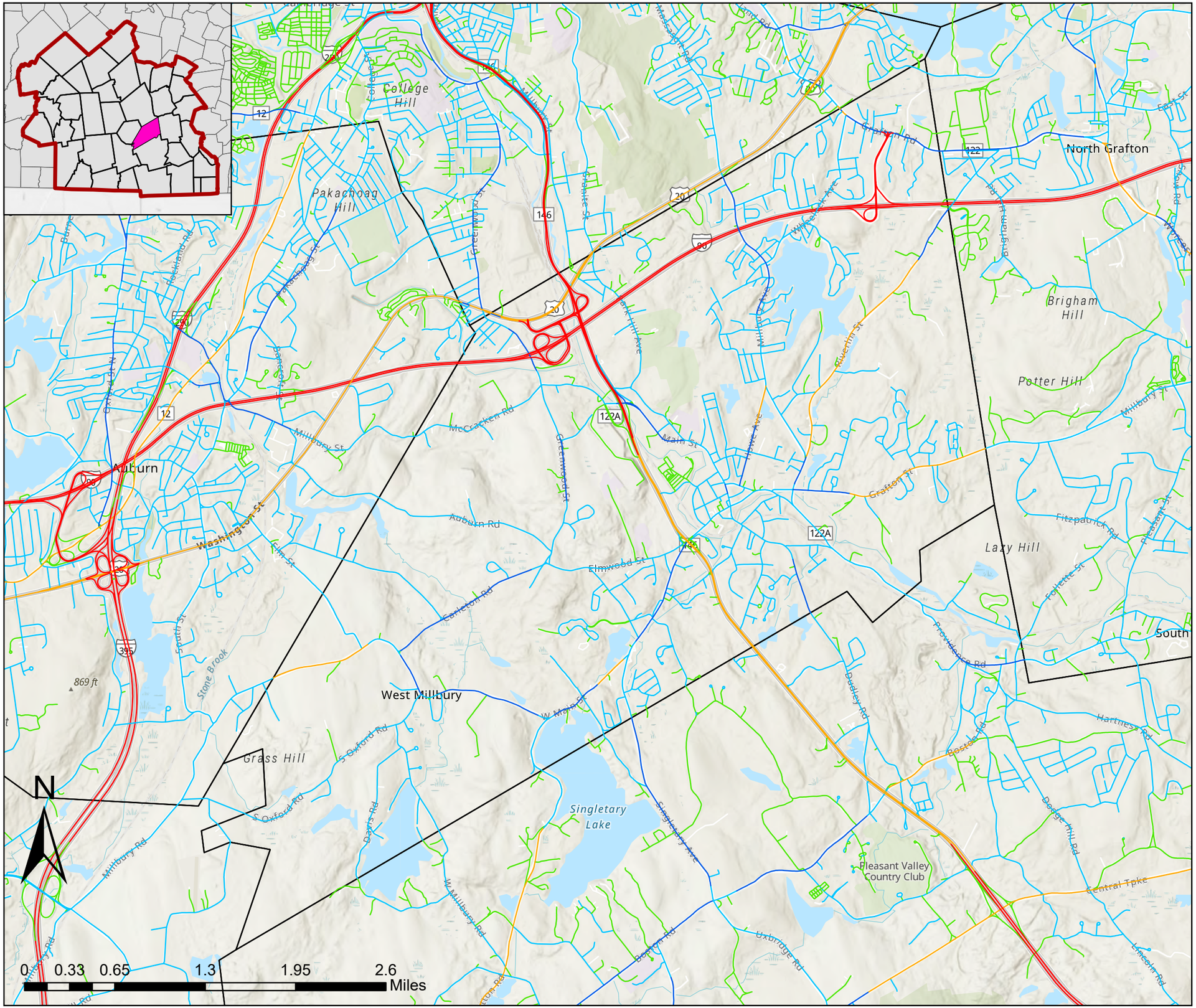
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: MILLBURY



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

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5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: MILLBURY

Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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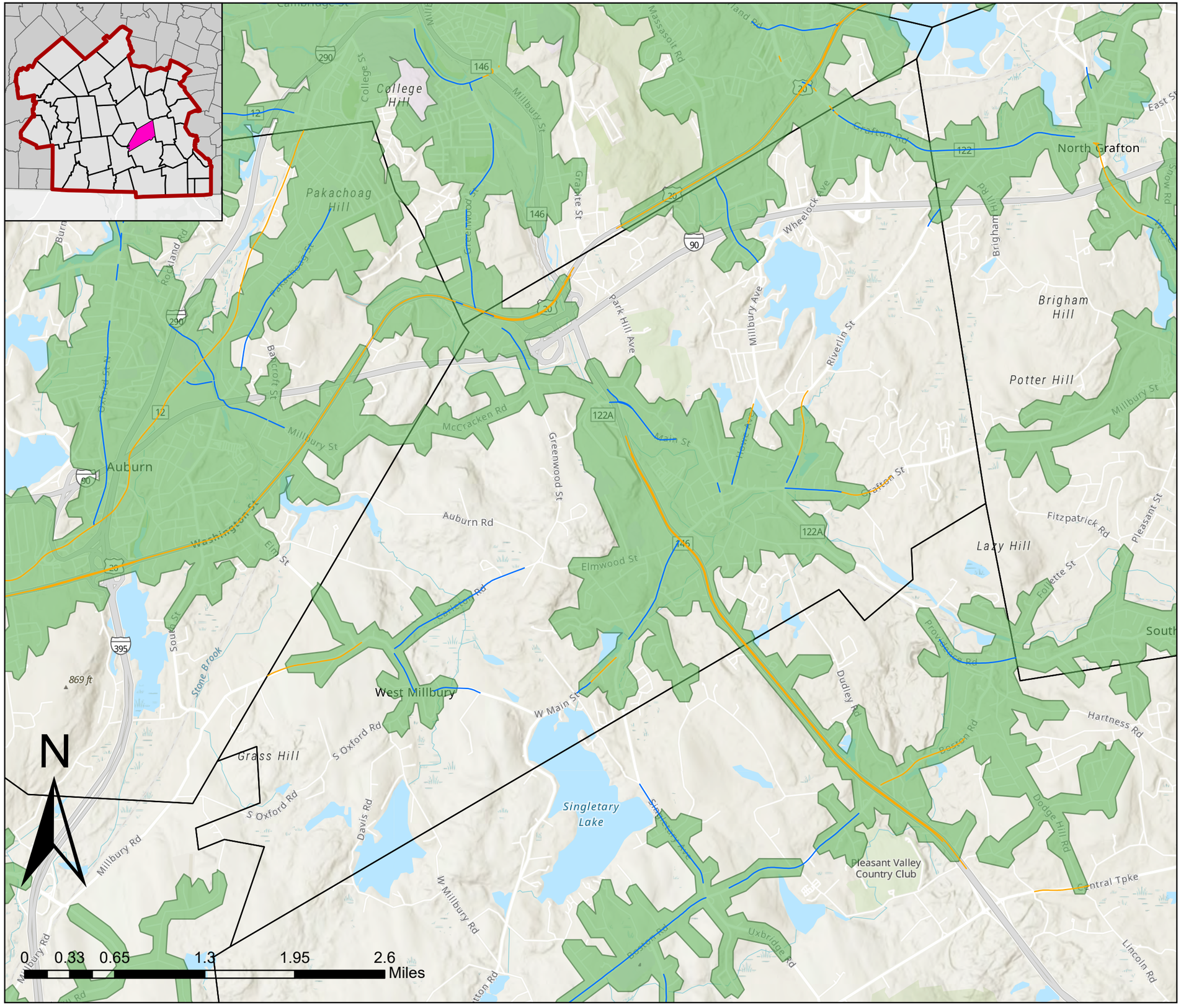
N

0 0.33 0.65 1.3 1.95 2.6 Miles

High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: MILLBURY



Legend

5-Minute Bicycle Travelshed Cutoff
- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating
- 3
- 4

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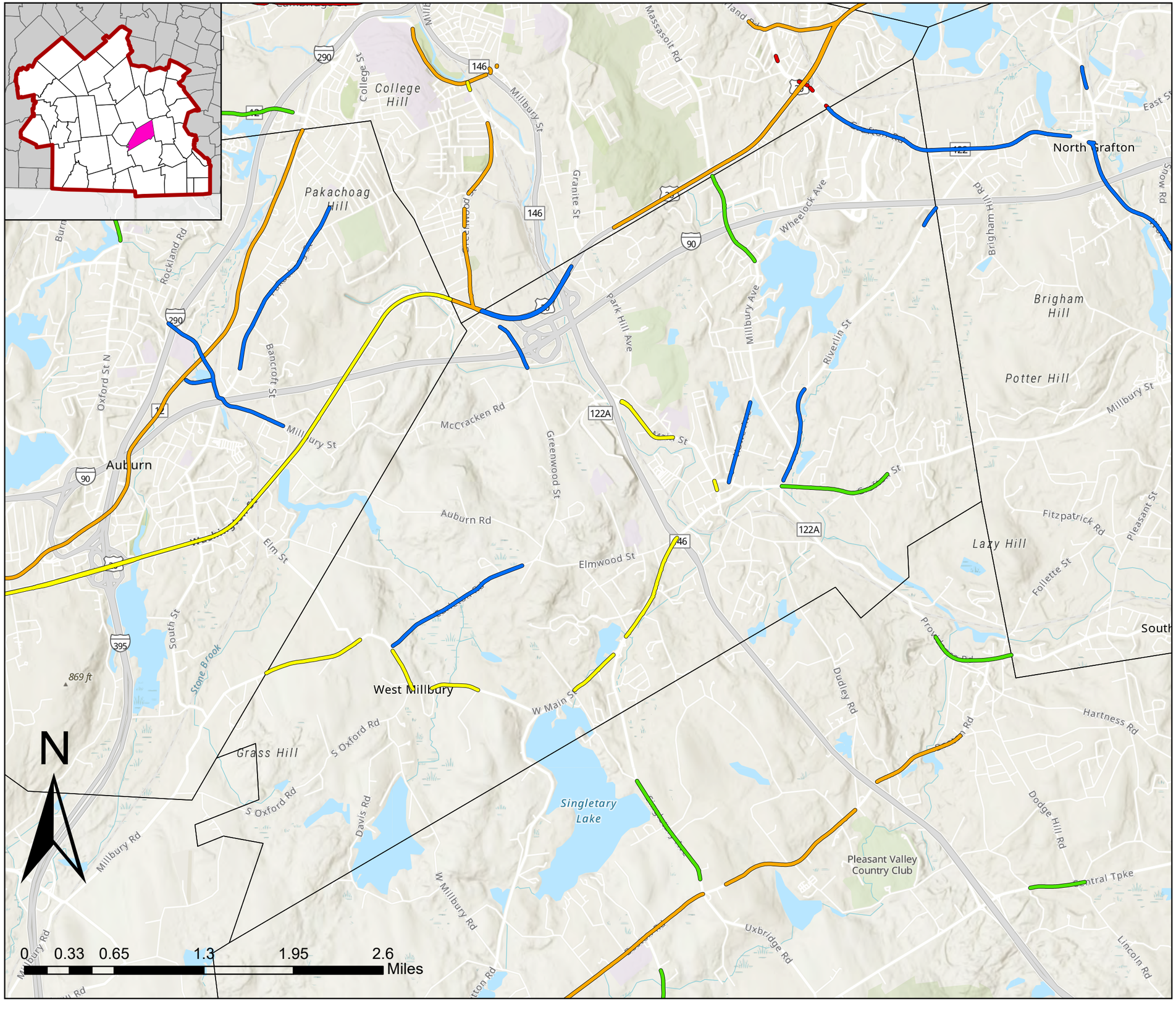
Priority Segments by Weighted Score: MILLBURY



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

CMRPC Outline

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Town	Roadway (Street Name)	Calculated Weighted Score
Millbury	North Main Street	3.1
Millbury	Elm Street	2.9
Millbury	West Main Street	2.3
Millbury	Grafton Road	2.1
Millbury	Howe Avenue	1.9
Millbury	Southwest Cutoff	1.9
Millbury	Carleton Road	1.5
Millbury	Greenwood Street	1.5
Millbury	Riverlin Street	1.5
Millbury	Grafton Street	1.4
Millbury	Millbury Avenue	1.2

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Millville

Subregion: Southeast

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in MILLVILLE

Legend

Bicycle Crash Severity

- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in MILLVILLE

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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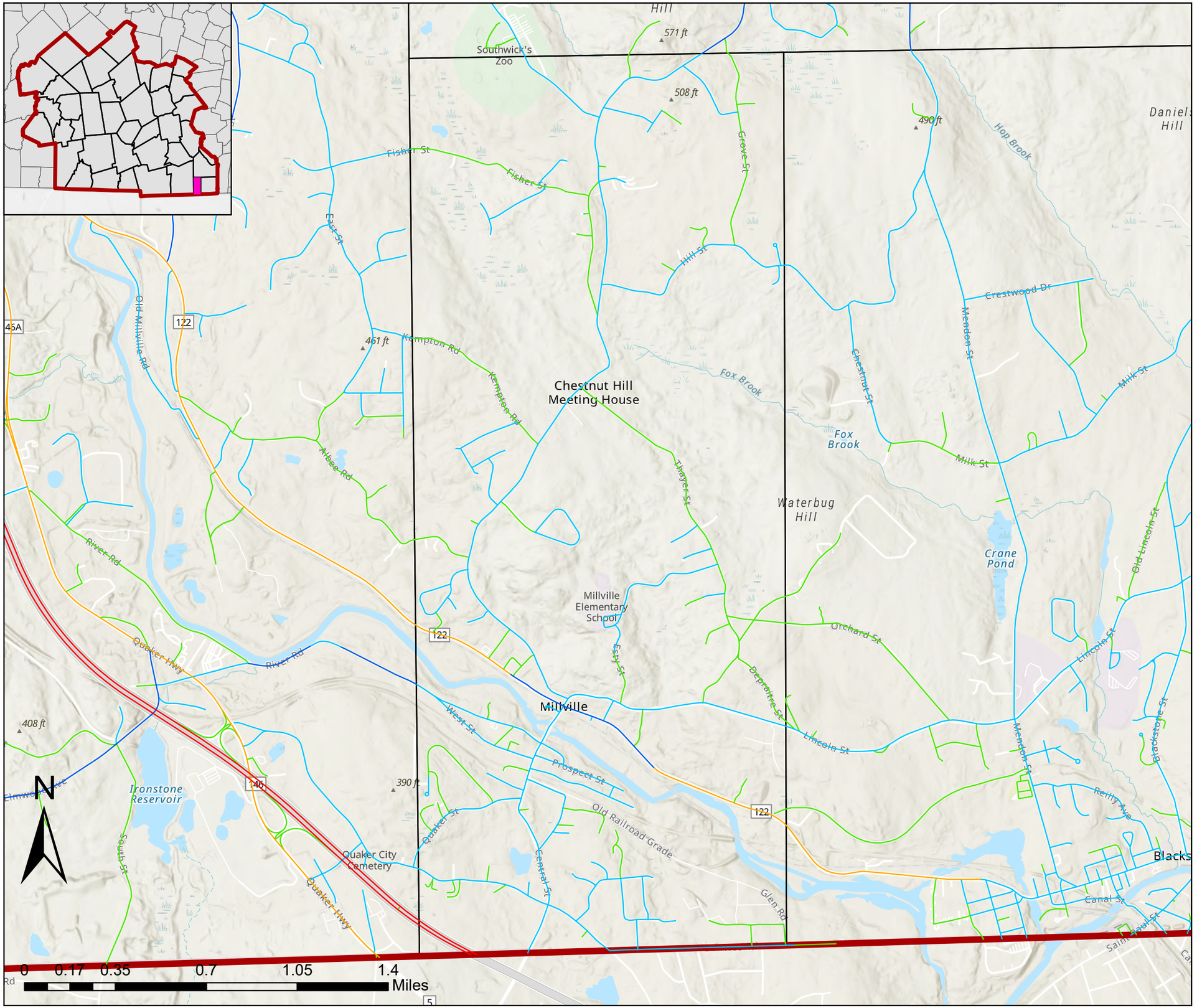
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: MILLVILLE



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

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CMRPCTowns

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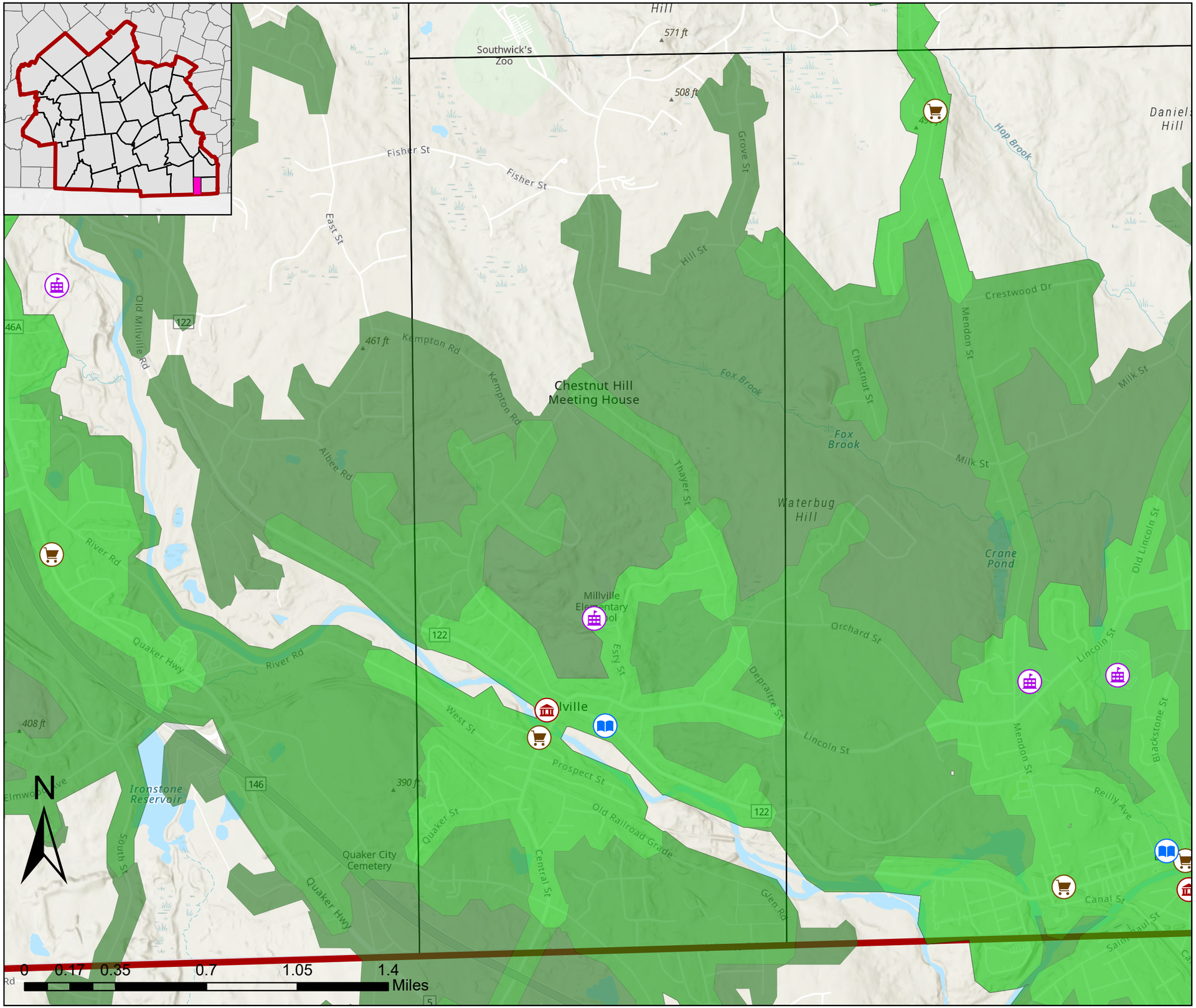
5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: MILLVILLE



Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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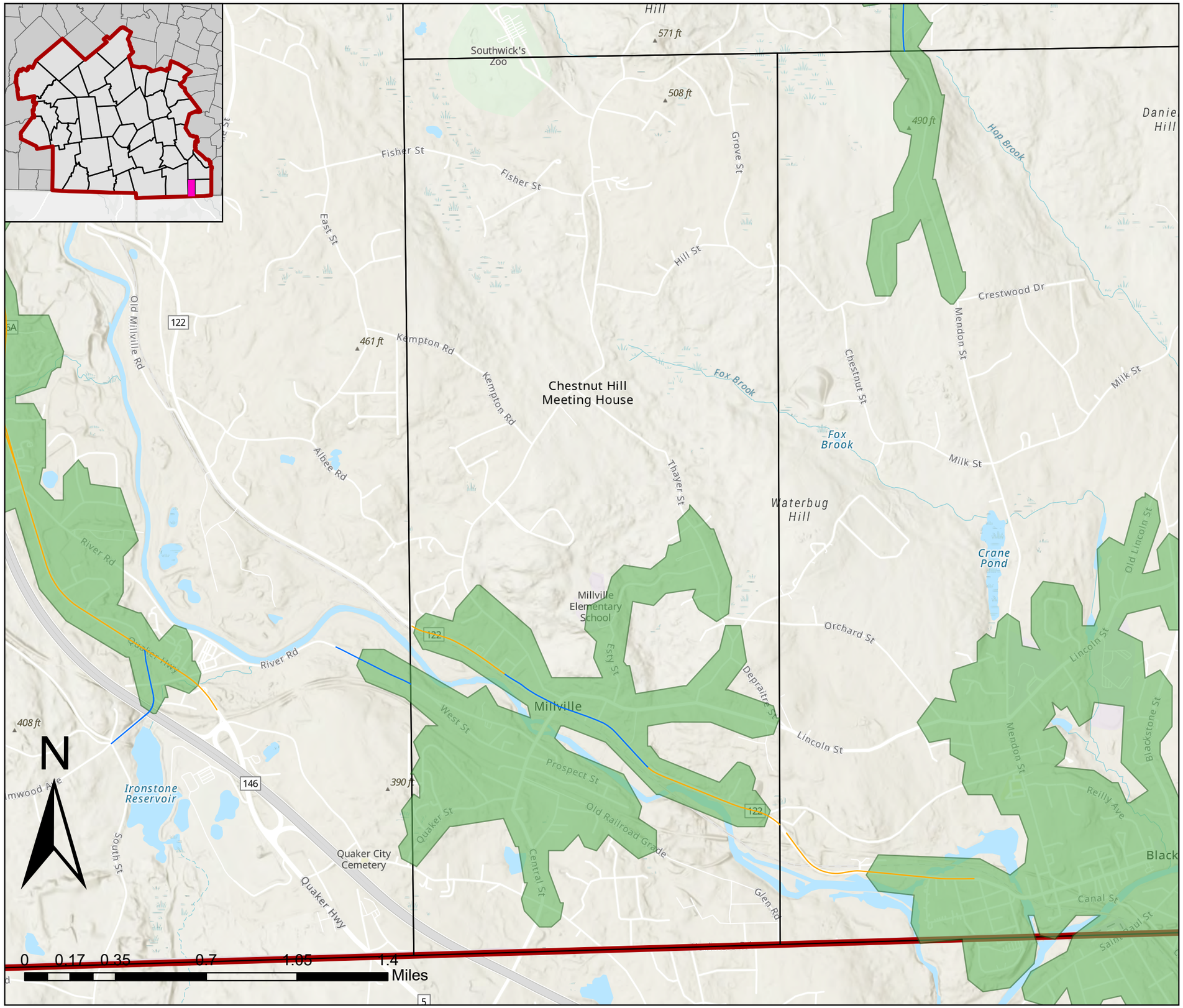
High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: MILLVILLE



Legend

5-Minute Bicycle Travelshed Cutoff
- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating
- 3
- 4

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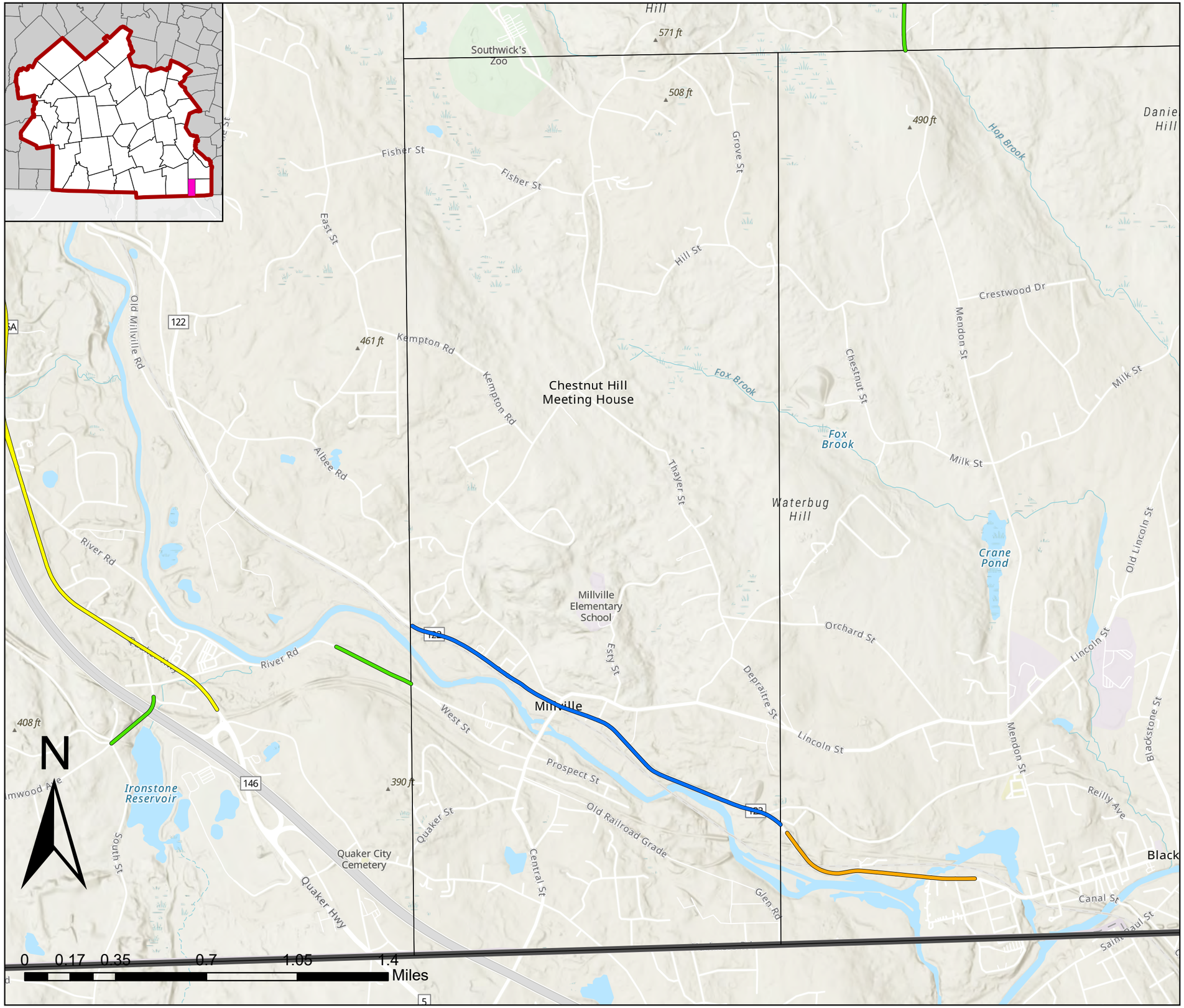
Priority Segments by Weighted Score: MILLVILLE



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

CMRPC Outline

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Town	Roadway (Street Name)	Calculated Weighted Score
Millville	Main Street	1.7

Technical Appendix

Appendix A: Town Maps & Priorities

Town: New Braintree

Subregion: West

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in NEW BRAINTREE

Legend

Bicycle Crash Severity
- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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0.65 0.33 0 0.65 1.3 1.95 2.6 Miles

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in NEW BRAINTREE

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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0.65 0.33 0 0.65 1.3 1.95 2.6 Miles

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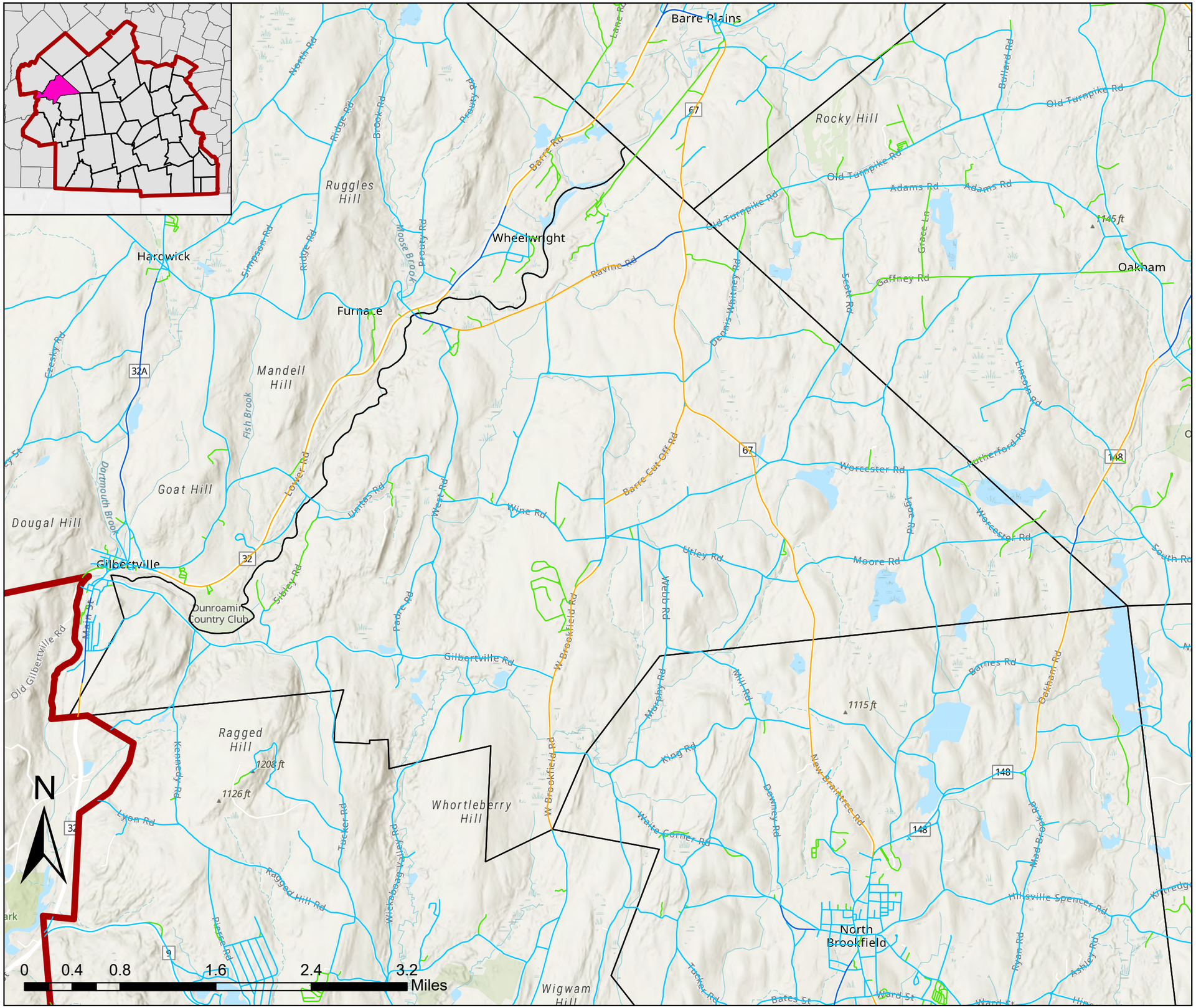
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: NEW BRAINTREE



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

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CMRPCTowns

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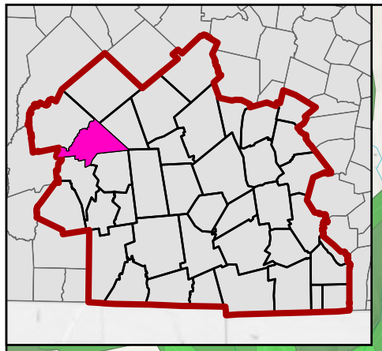
5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: NEW BRAINTREE



Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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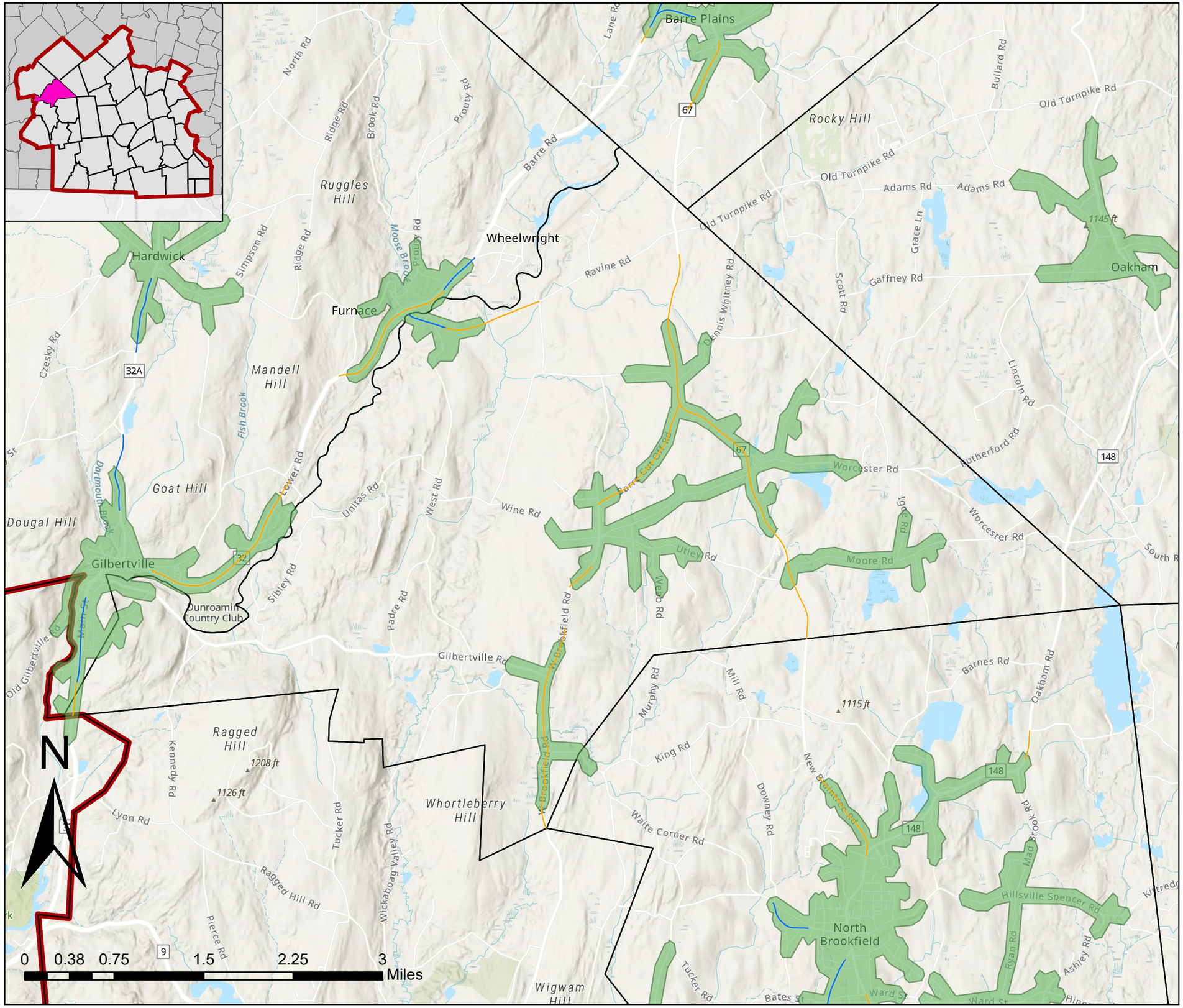
High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: NEW BRAINTREE



Legend

5-Minute Bicycle Travelshed Cutoff
- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating
- 3
- 4

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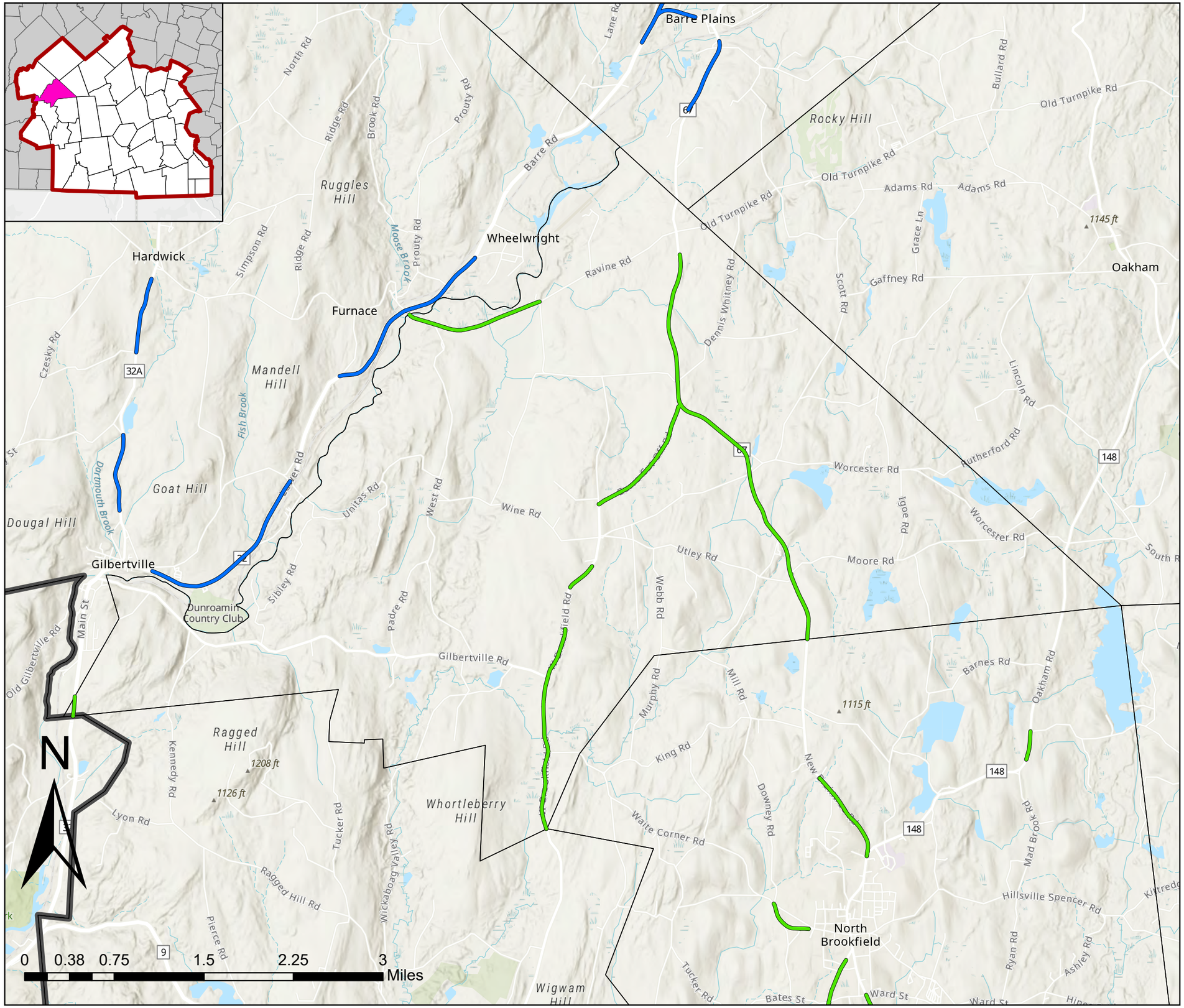
Priority Segments by Weighted Score: NEW BRAINTREE



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

CMRPC Outline

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Town	Roadway (Street Name)	Calculated Weighted Score
New Braintree	Ware Road	1.3
New Braintree	Barre Cut Off Road	1.2
New Braintree	Barre Road	1.2
New Braintree	Hardwick Road	1.2
New Braintree	West Brookfield Road	1.2

Technical Appendix

Appendix A: Town Maps & Priorities

Town: North Brookfield

Subregion: West

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in NORTH BROOKFIELD

Legend

Bicycle Crash Severity

- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in NORTH BROOKFIELD

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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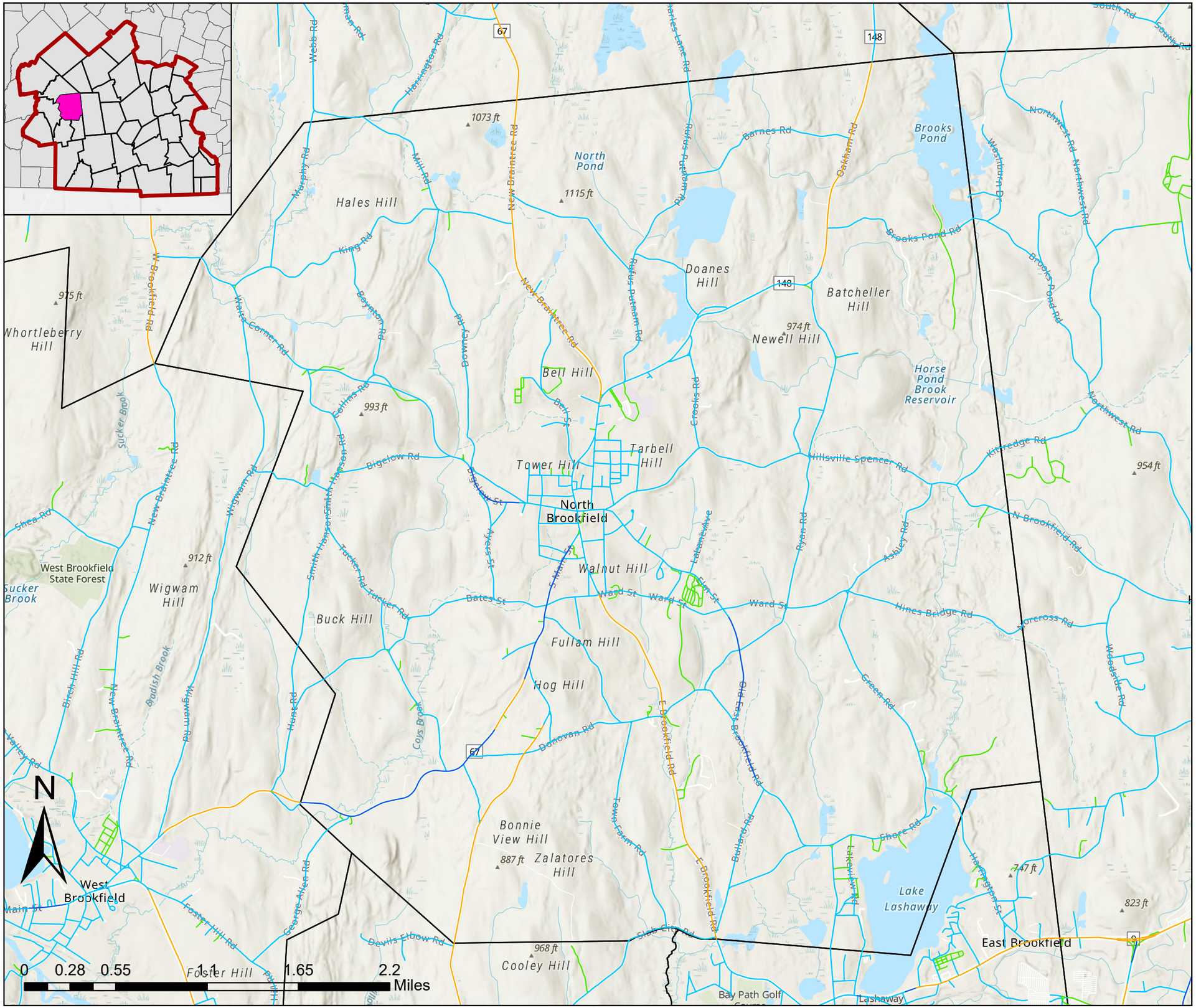
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: NORTH BROOKFIELD



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

- CMRPCOutline
- CMRPCTowns

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5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: NORTH BROOKFIELD

Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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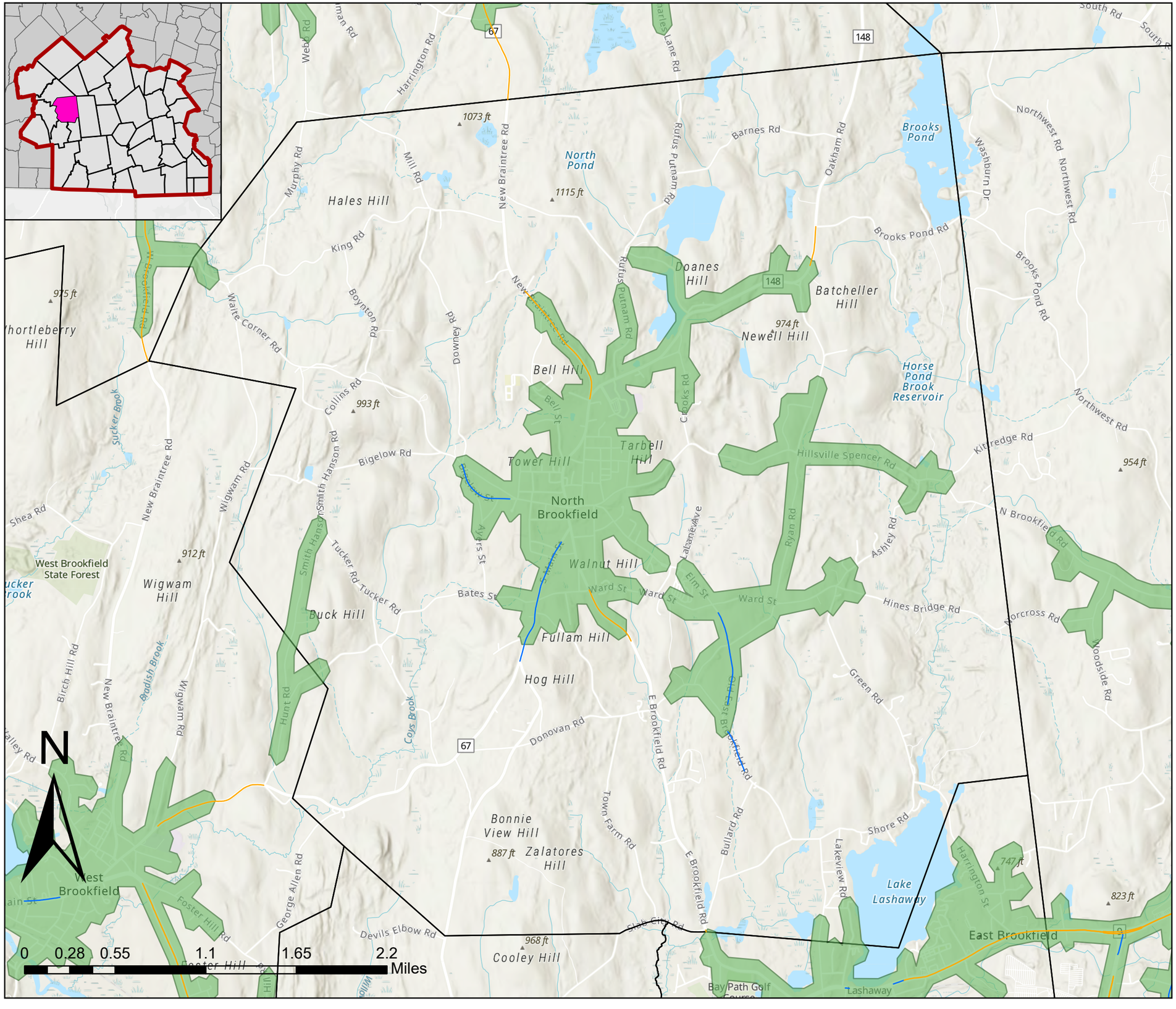
N

0 0.28 0.55 1.1 1.65 2.2 Miles

High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: NORTH BROOKFIELD



Legend

5-Minute Bicycle Travelshed Cutoff
- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds
Level of Traffic Stress Rating
- 3
- 4

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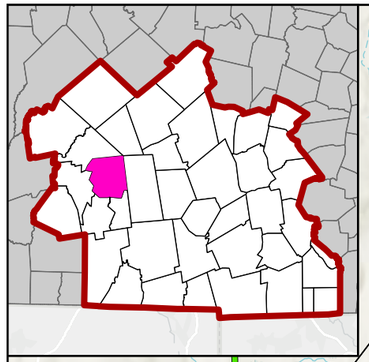
Priority Segments by Weighted Score: NORTH BROOKFIELD



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority
- CMRPC Towns
- CMRPC Outline

N

0 0.28 0.55 1.1 1.65 2.2 Miles

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Town	Roadway (Street Name)	Calculated Weighted Score
North Brookfield	Oakham Road	1.4
North Brookfield	New Braintree Road	1.1
North Brookfield	East Brookfield Road	1
North Brookfield	Bigelow Street	0.8
North Brookfield	South Main Street	0.7
North Brookfield	West Brookfield Road	0.7
North Brookfield	Old East Brookfield Road	0.3

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Northborough

Subregion: Northeast

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in NORTHBOROUGH

Legend

Bicycle Crash Severity
- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in NORTHBOROUGH

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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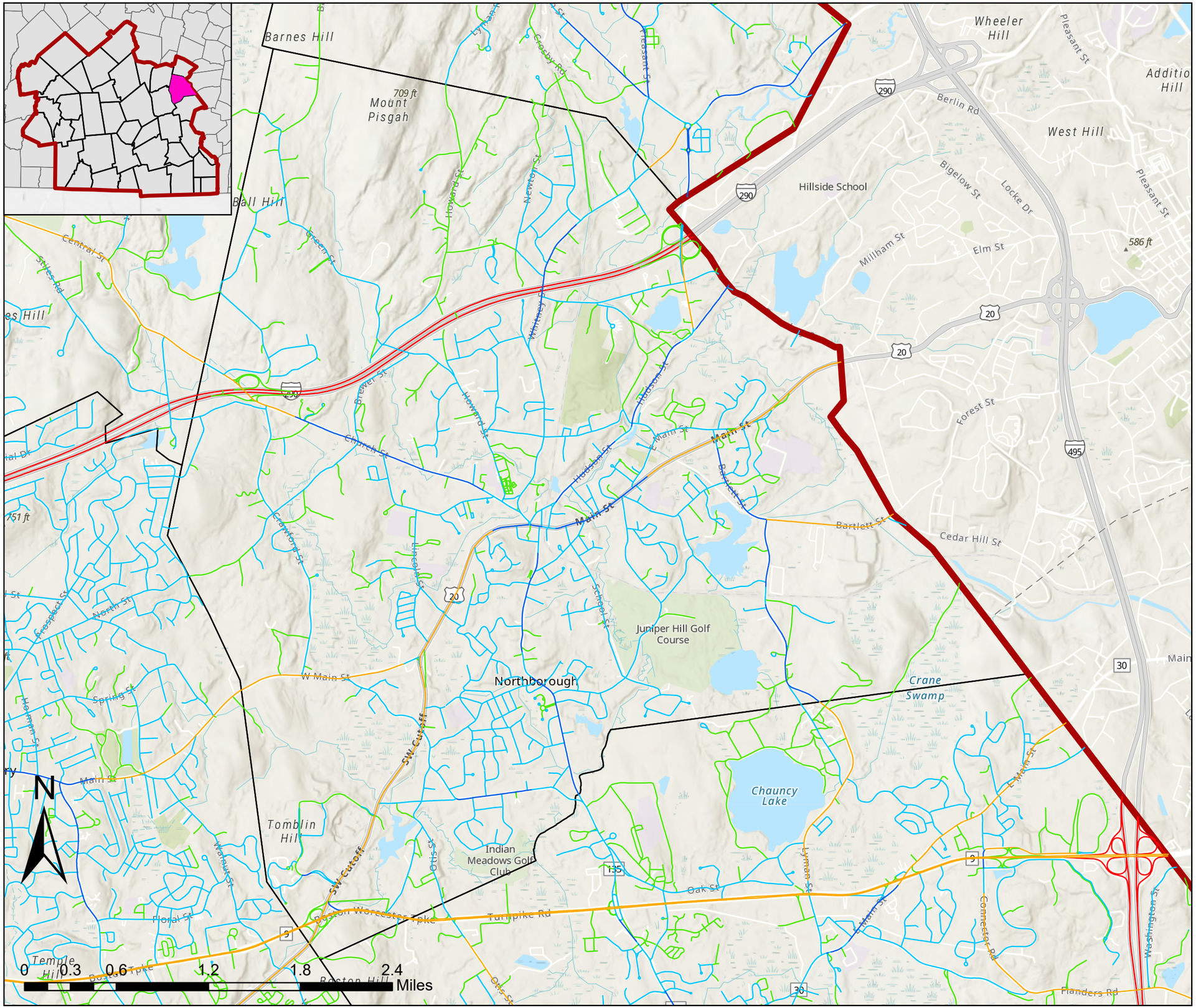
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: NORTHBOROUGH



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

- CMRPCOutline
- CMRPCTowns

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5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: NORTHBOROUGH

Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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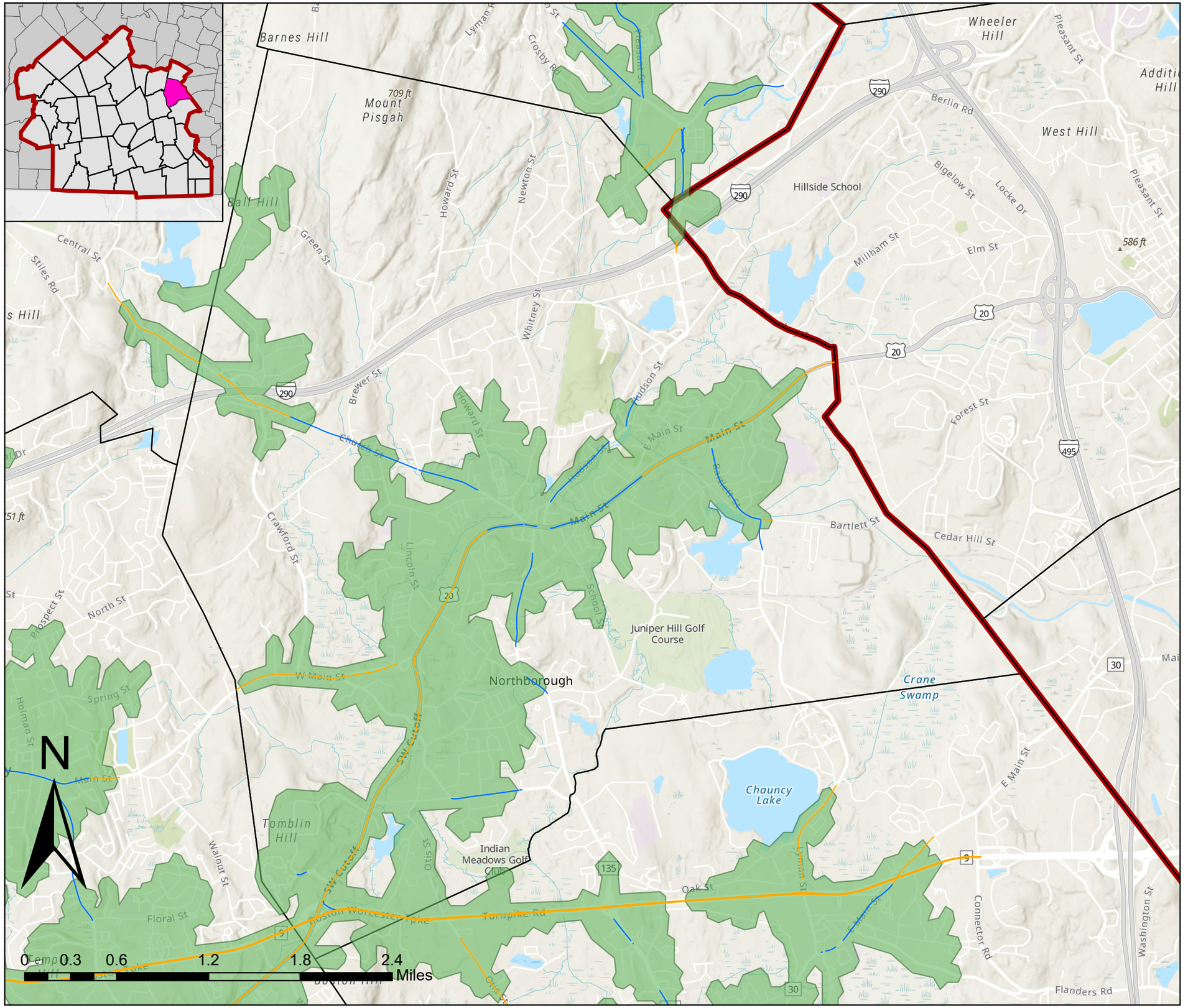
N

0 0.3 0.6 1.2 1.8 2.4 Miles

High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: NORTHBOROUGH



Legend

5-Minute Bicycle Travelshed Cutoff
- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds
Level of Traffic Stress Rating
- 3
- 4

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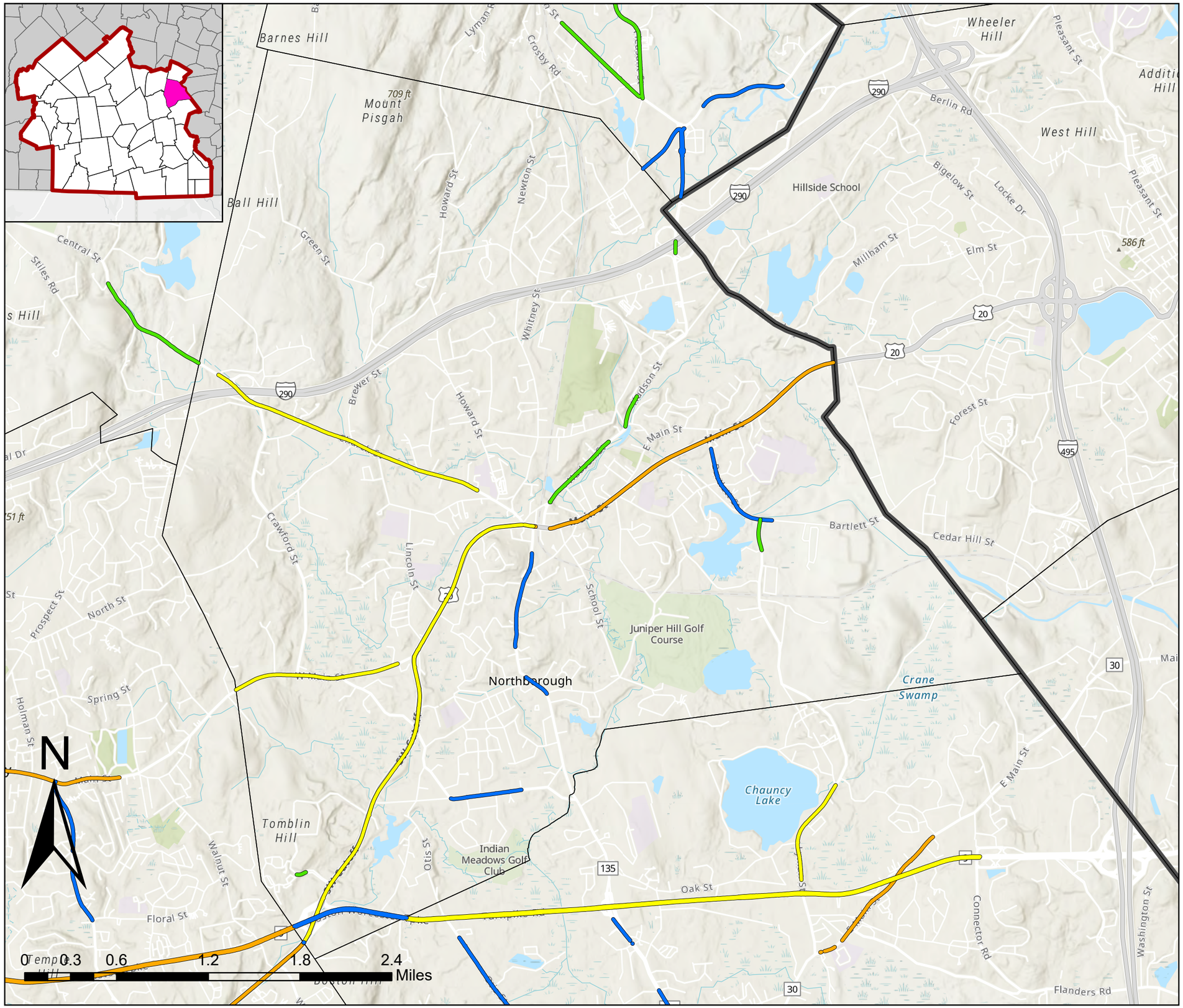
Priority Segments by Weighted Score: NORTHBOROUGH



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

CMRPC Outline

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Town	Roadway (Street Name)	Calculated Weighted Score
Northborough	Main Street	3.6
Northborough	Church Street	3.1
Northborough	West Main Street	2.8
Northborough	Southwest Cutoff	2.4
Northborough	Davis Street	2
Northborough	South Street	2
Northborough	Belmont Street	1.6
Northborough	Hartford Turnpike	1.6
Northborough	Bartlett Street	1.5
Northborough	Northborough Crossing	1.2
Northborough	Ramp-Route 9 WB to Route 20 EB	1.2
Northborough	Hudson Street	1.1
Northborough	Solomon Pond Road	1
Northborough	Lyman Street	0.8
Northborough	Pierce Street	0.3

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Northbridge

Subregion: Southeast

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in NORTHBRIDGE

Legend

Bicycle Crash Severity
- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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0.45 0.23 0 0.45 0.9 1.35 1.8 Miles

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in NORTHBRIDGE

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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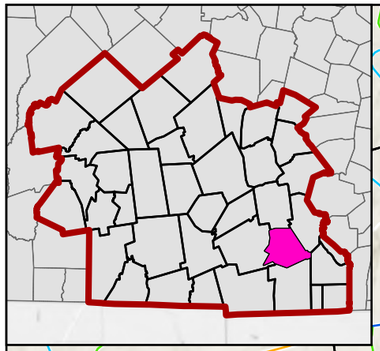

Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: NORTHBRIDGE

Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

- CMRPCOutline
- CMRPCTowns

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5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: NORTHBRIDGE

Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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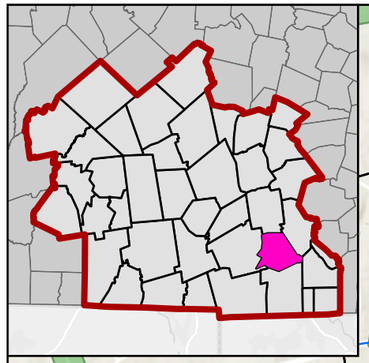
N

0 0.25 0.5 1 1.5 2 Miles



High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: NORTHBRIDGE

Legend

5-Minute Bicycle Travelshed Cutoff

- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating

- 3
- 4

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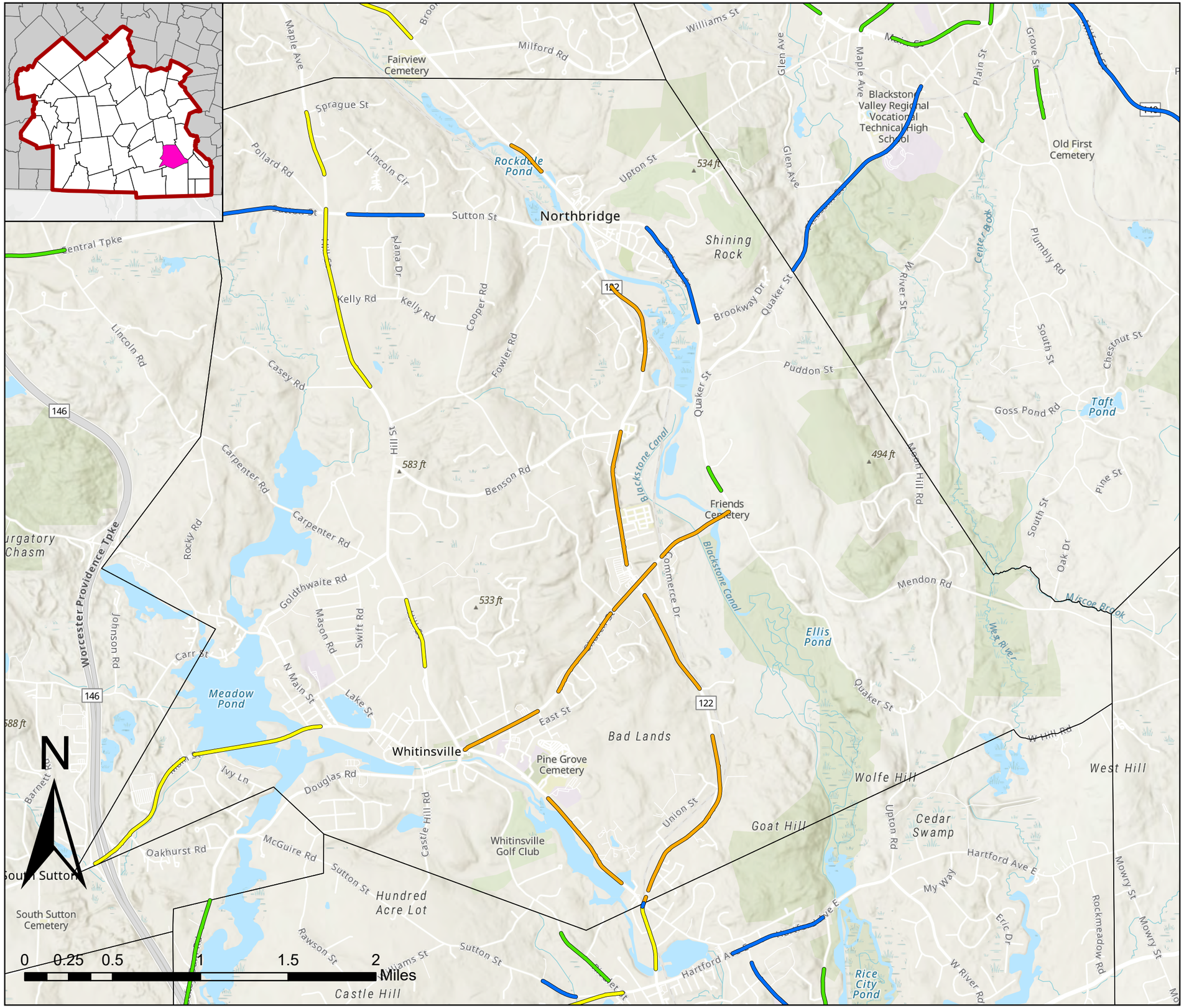
Priority Segments by Weighted Score: NORTHBRIDGE



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

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Town	Roadway (Street Name)	Calculated Weighted Score
Northbridge	Providence Road	4.2
Northbridge	Linwood Avenue	3.6
Northbridge	Church Street	3.3
Northbridge	Main Street	2.8
Northbridge	Hill Street	2.6
Northbridge	School Street	1.6
Northbridge	Sutton Street	1.6
Northbridge	Quaker Street	1.3

Technical Appendix

Appendix A: Town Maps & Priorities

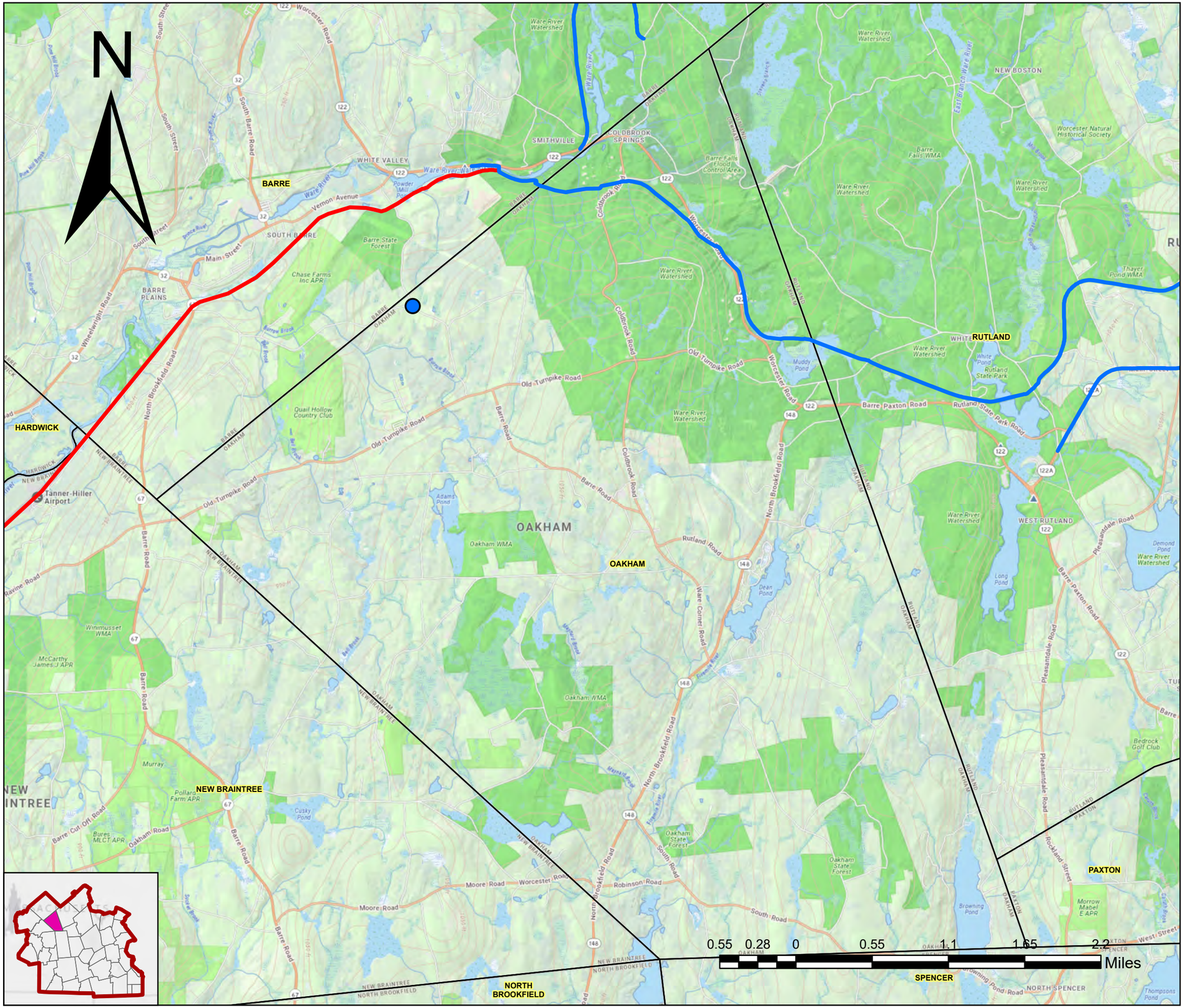
Town: Oakham

Subregion: North

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score (No Priorities Identified in Oakham)
7. Table: Priority Segments by Weighted Score (No Priorities Identified in Oakham)

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in OAKHAM



Legend

Bicycle Crash Severity

- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in OAKHAM

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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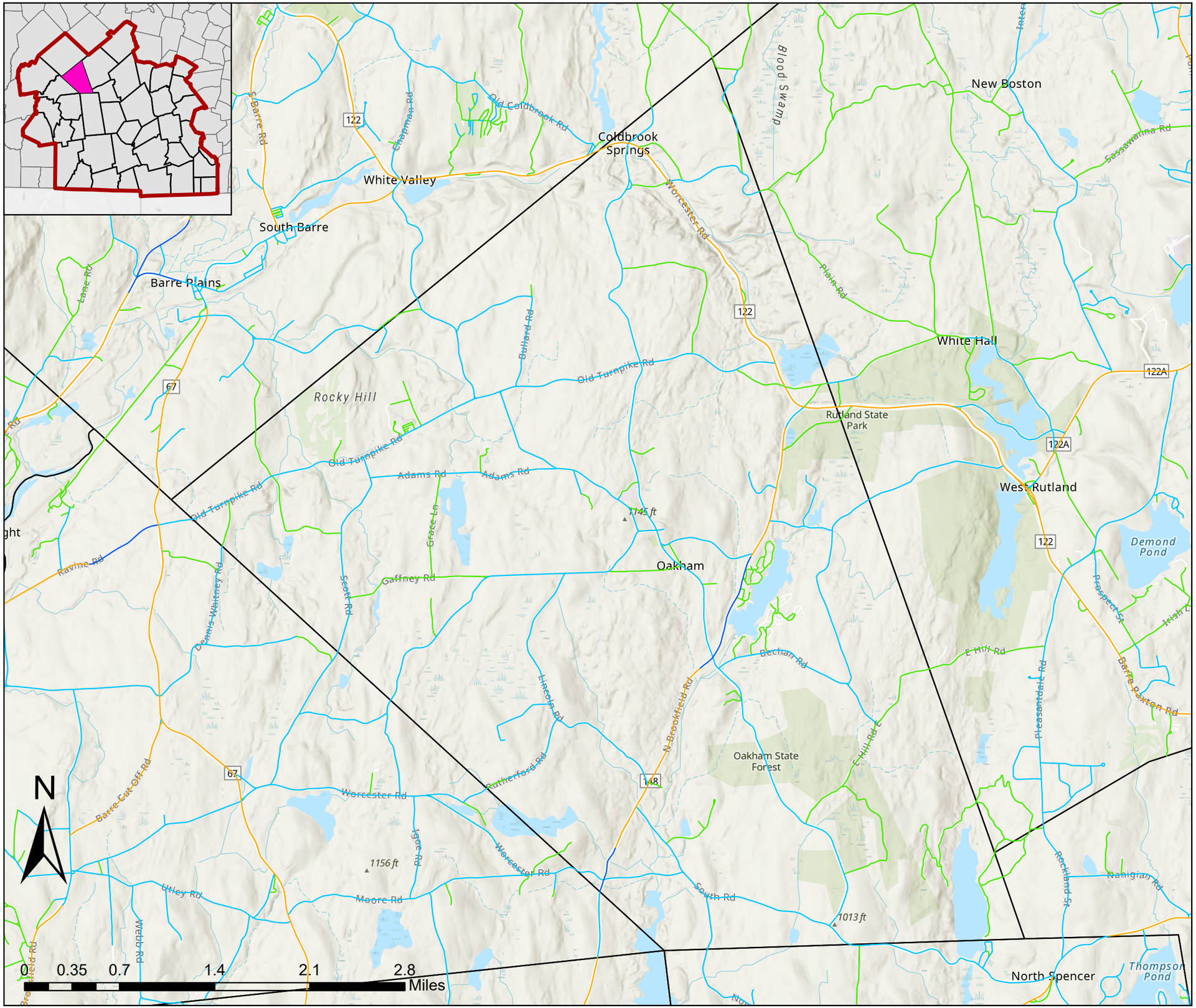
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: OAKHAM



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

- CMRPCOutline
- CMRPCTowns

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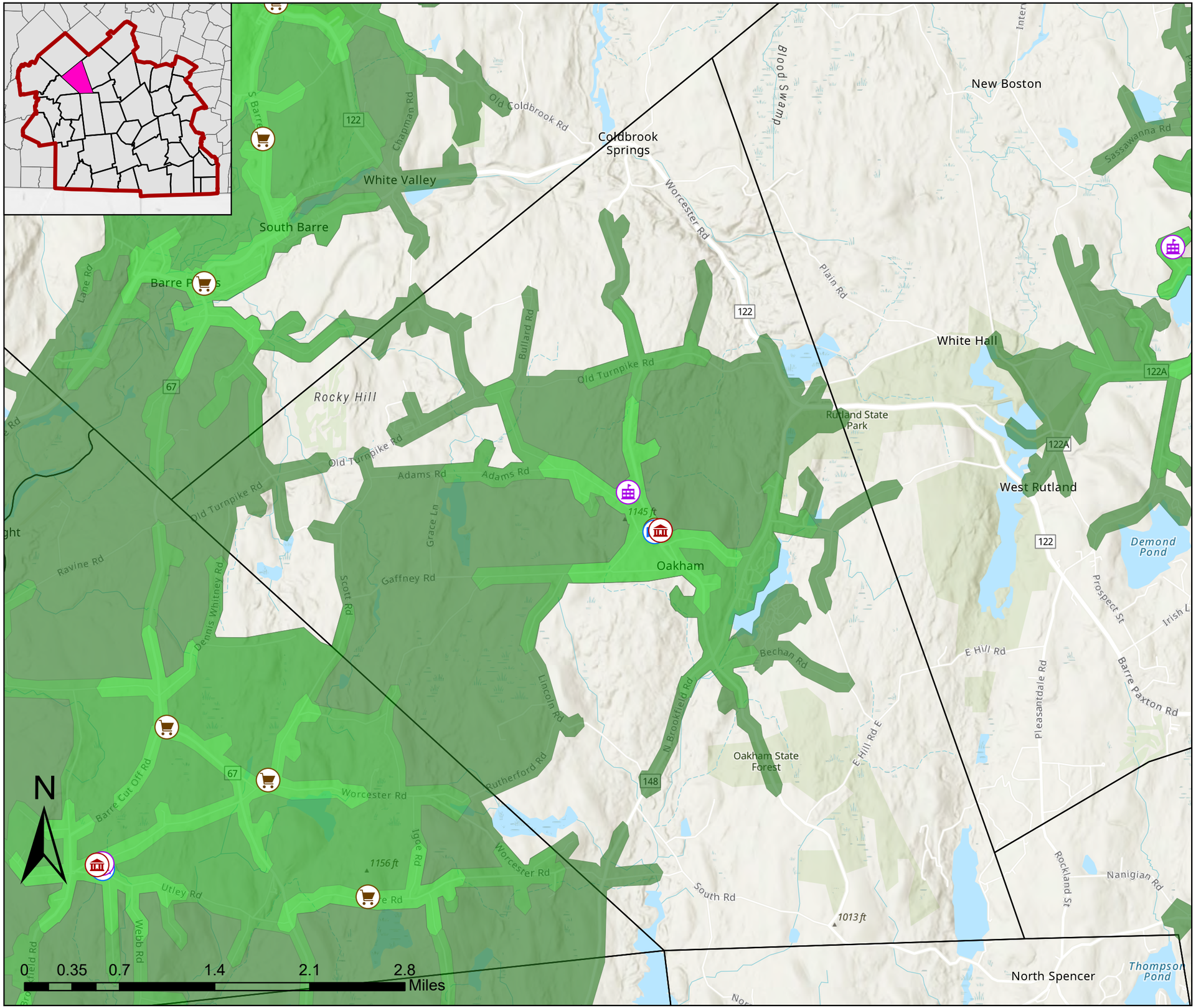
5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: OAKHAM



Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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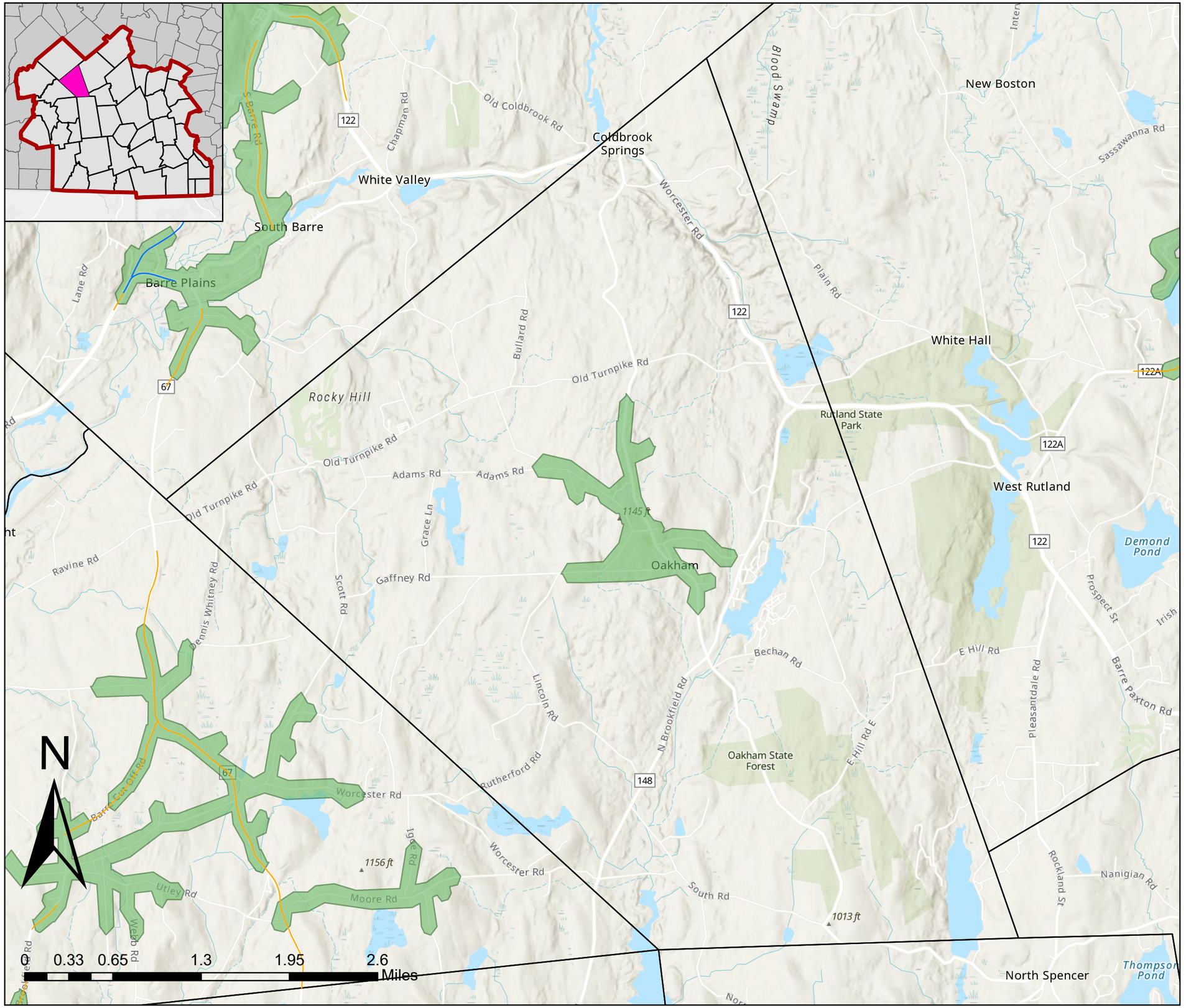

High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: OAKHAM

Legend

5-Minute Bicycle Travelshed Cutoff

- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating

- 3
- 4

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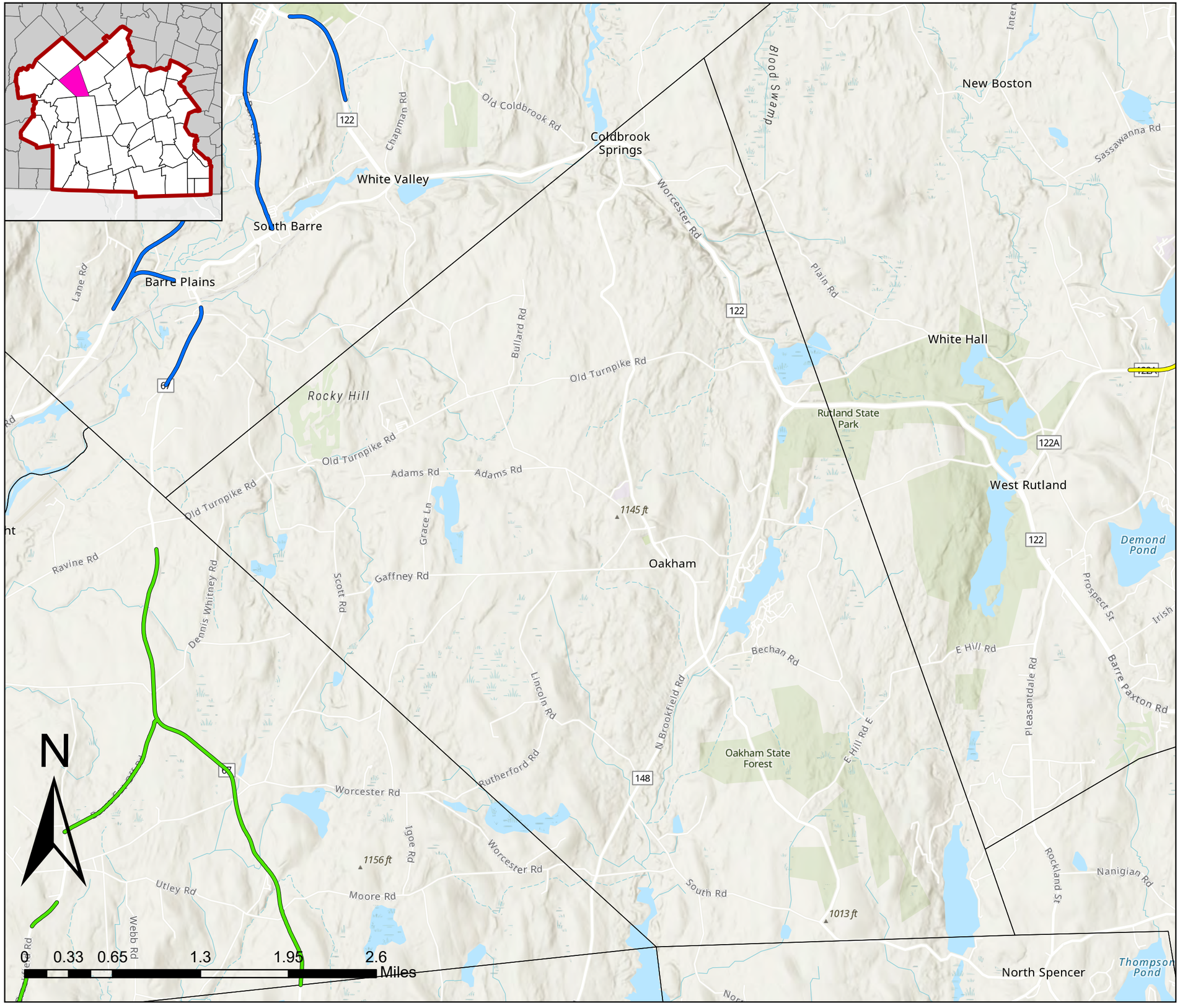
Priority Segments by Weighted Score: OAKHAM



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

CMRPC Outline

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Technical Appendix

Appendix A: Town Maps & Priorities

Town: Oxford

Subregion: Southwest

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in OXFORD

Legend

Bicycle Crash Severity
- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in OXFORD

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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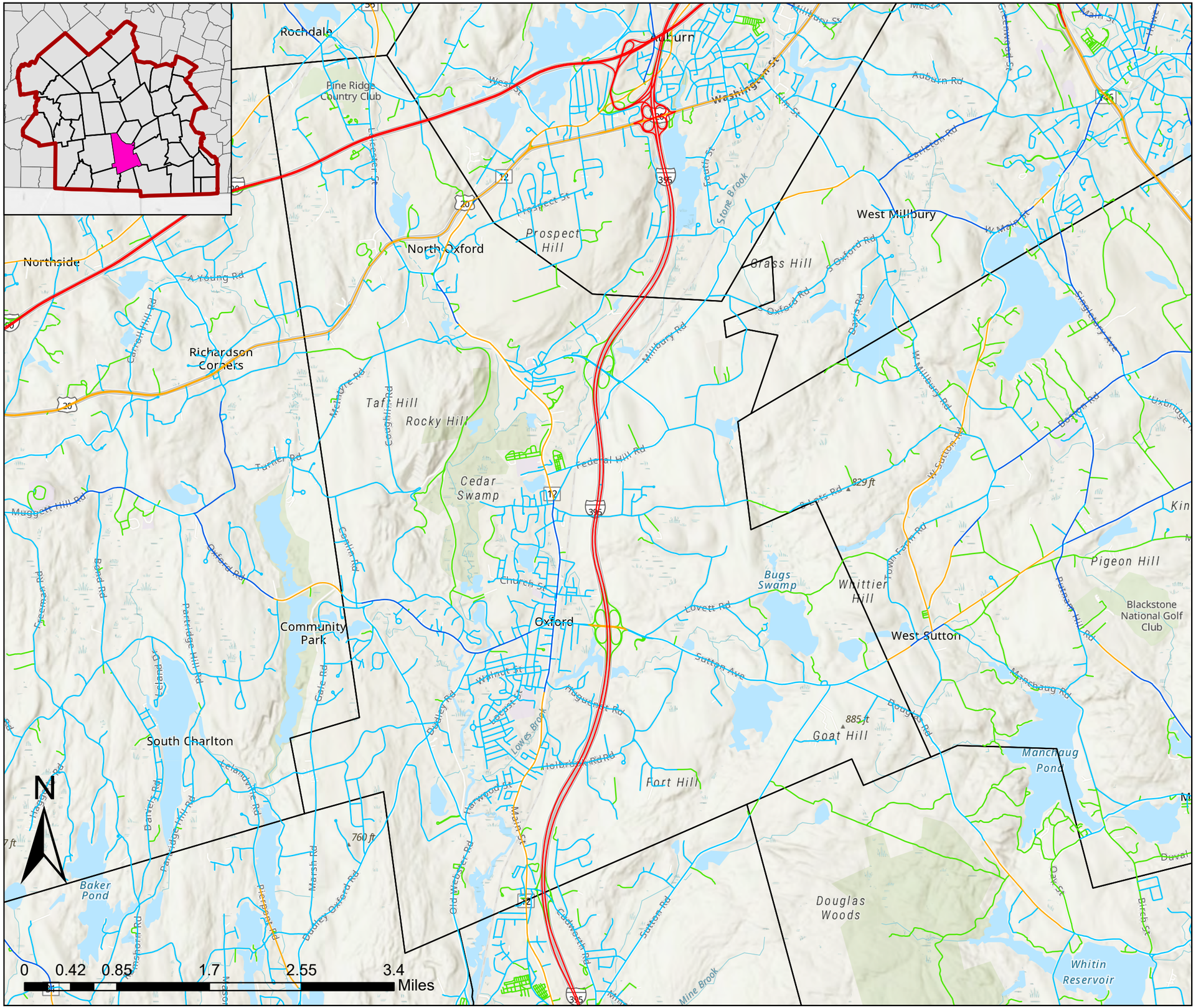
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: OXFORD



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

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CMRPCTowns

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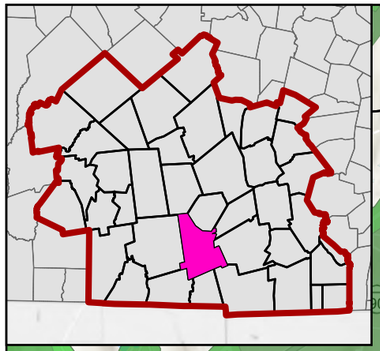
5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: OXFORD



Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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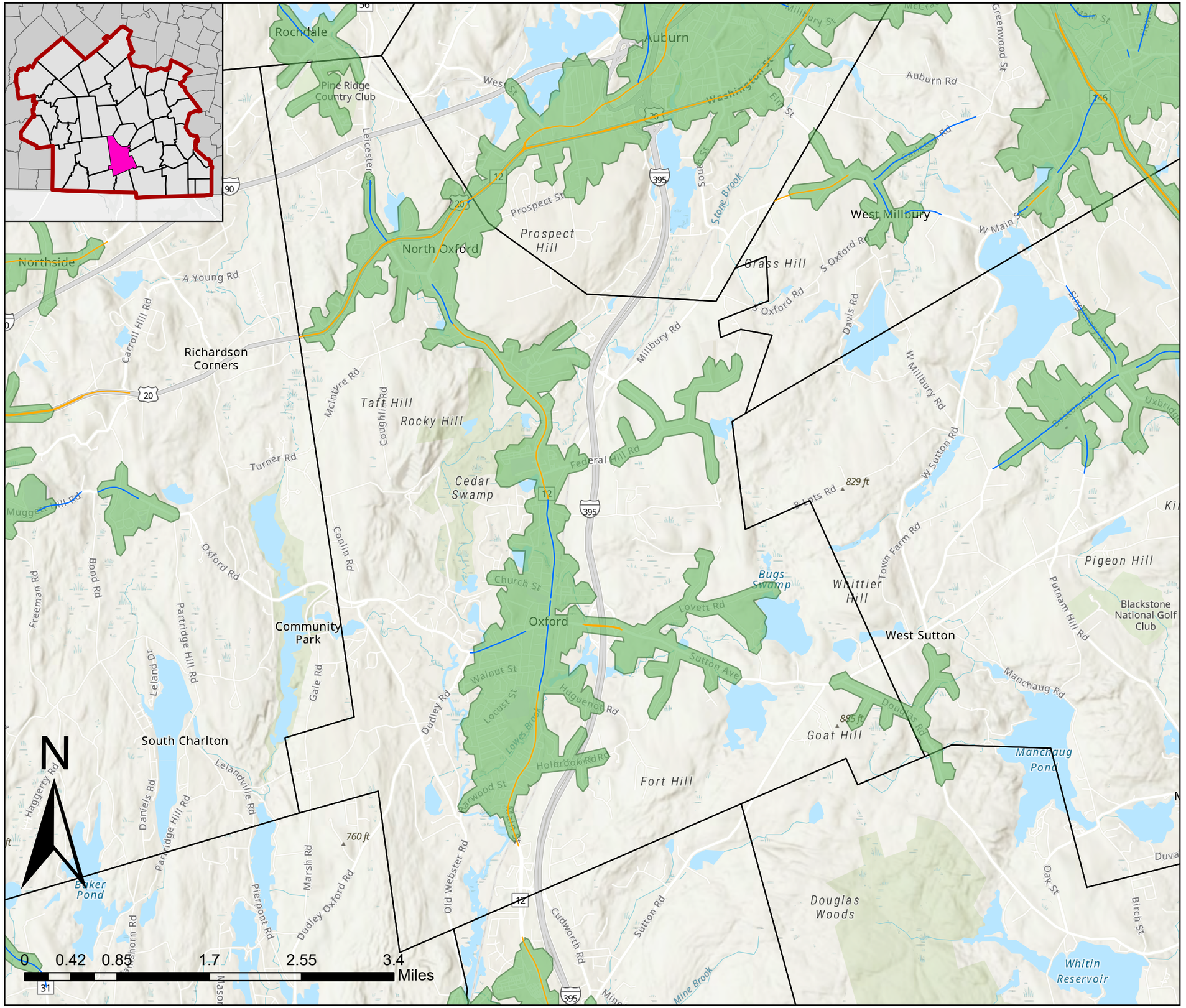
High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: OXFORD



Legend

5-Minute Bicycle Travelshed Cutoff

- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating

- 3
- 4

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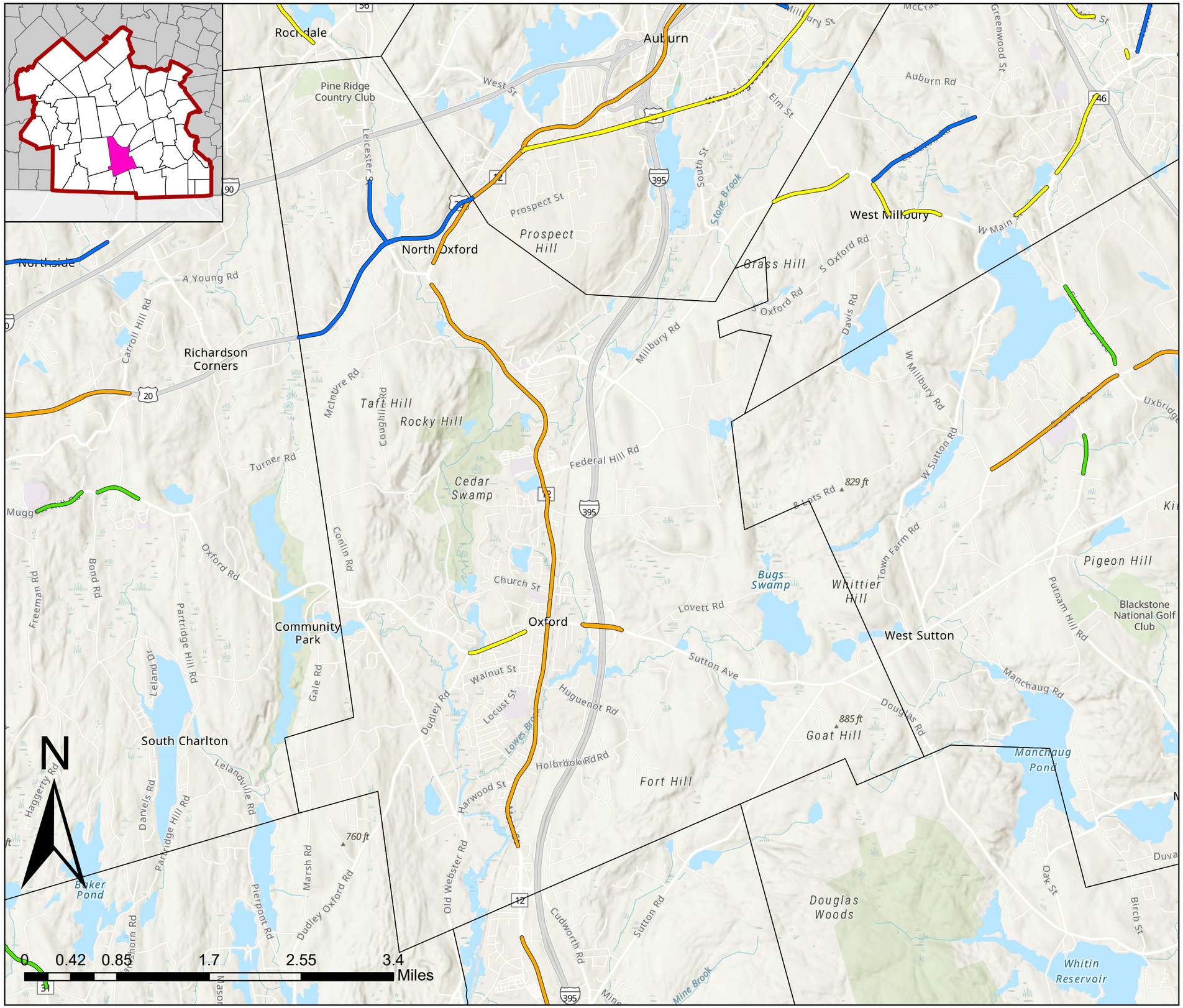
Priority Segments by Weighted Score: OXFORD



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

CMRPC Outline

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Town	Roadway (Street Name)	Calculated Weighted Score
Oxford	Main Street	4.2
Oxford	Sutton Avenue	3.2
Oxford	Charlton Street	2.8
Oxford	Southbridge Road	2.1
Oxford	Leicester Street	1.9

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Paxton

Subregion: North

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in PAXTON

Legend

Bicycle Crash Severity

- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in PAXTON

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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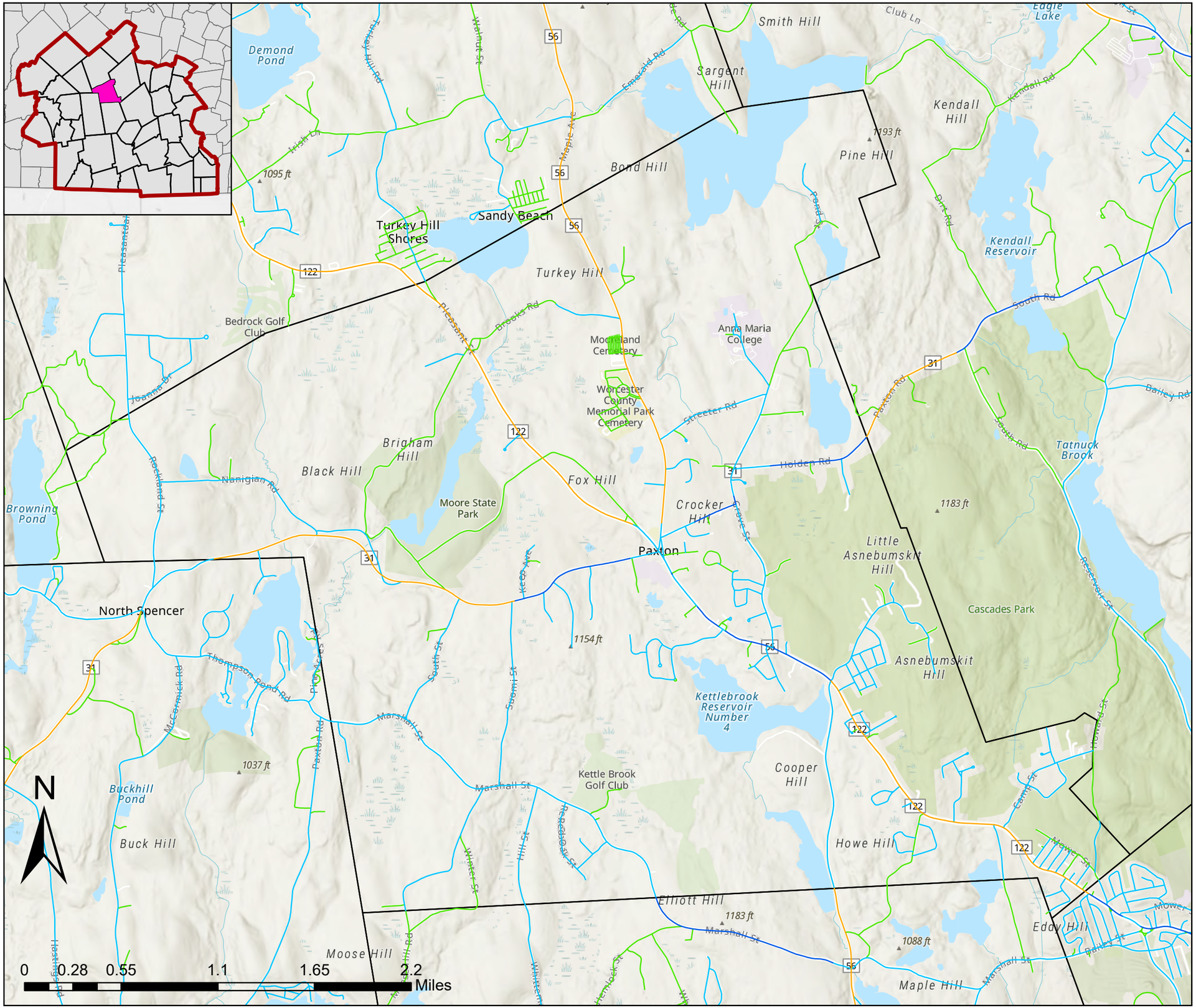
0.45 0.23 0 0.45 0.9 1.35 1.8 Miles

Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: PAXTON



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

CMRPCOutline

CMRPCTowns

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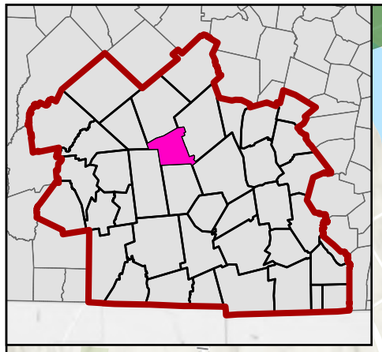
5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: PAXTON



Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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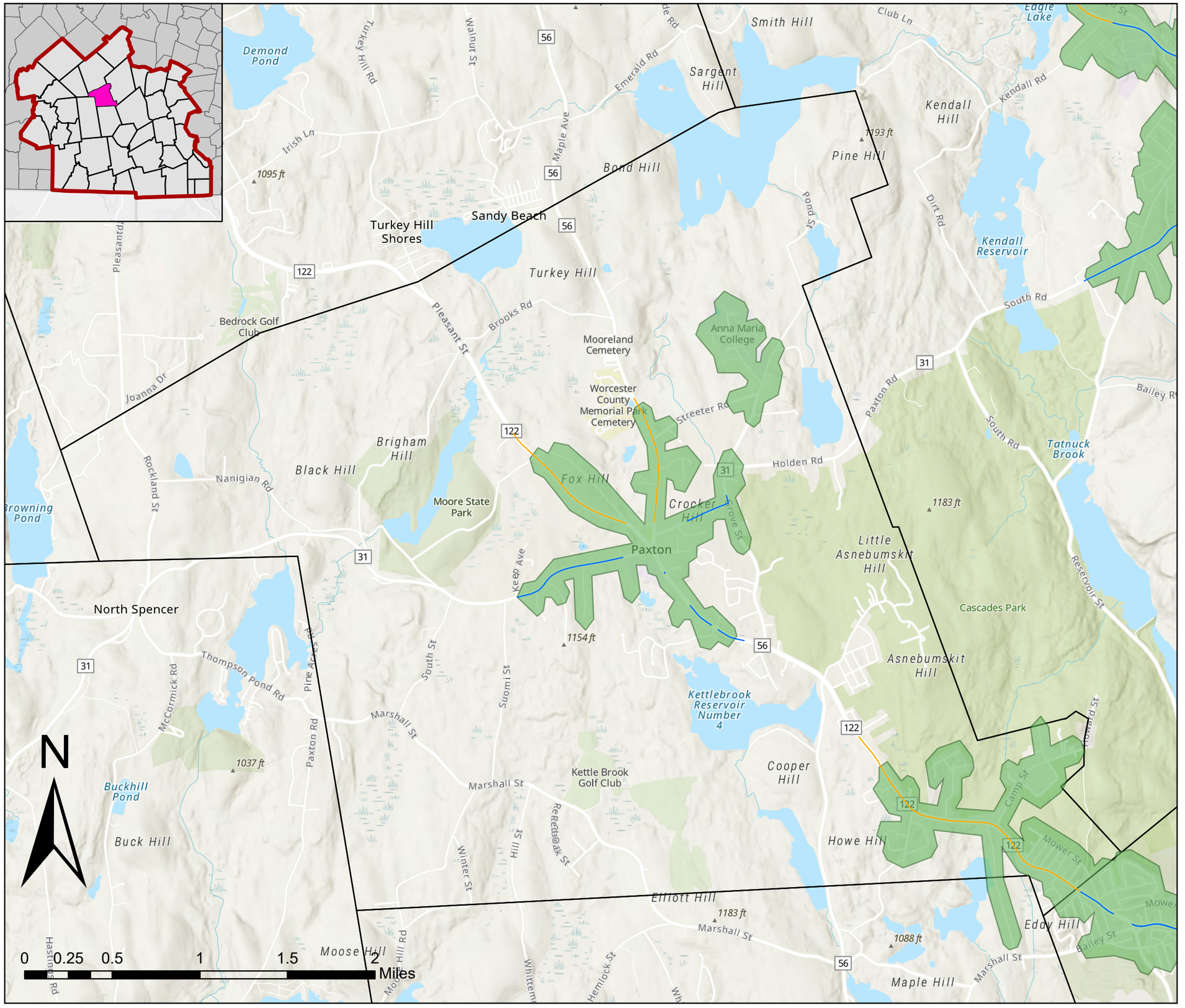
High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: PAXTON



Legend

5-Minute Bicycle Travelshed Cutoff

- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating

- 3
- 4

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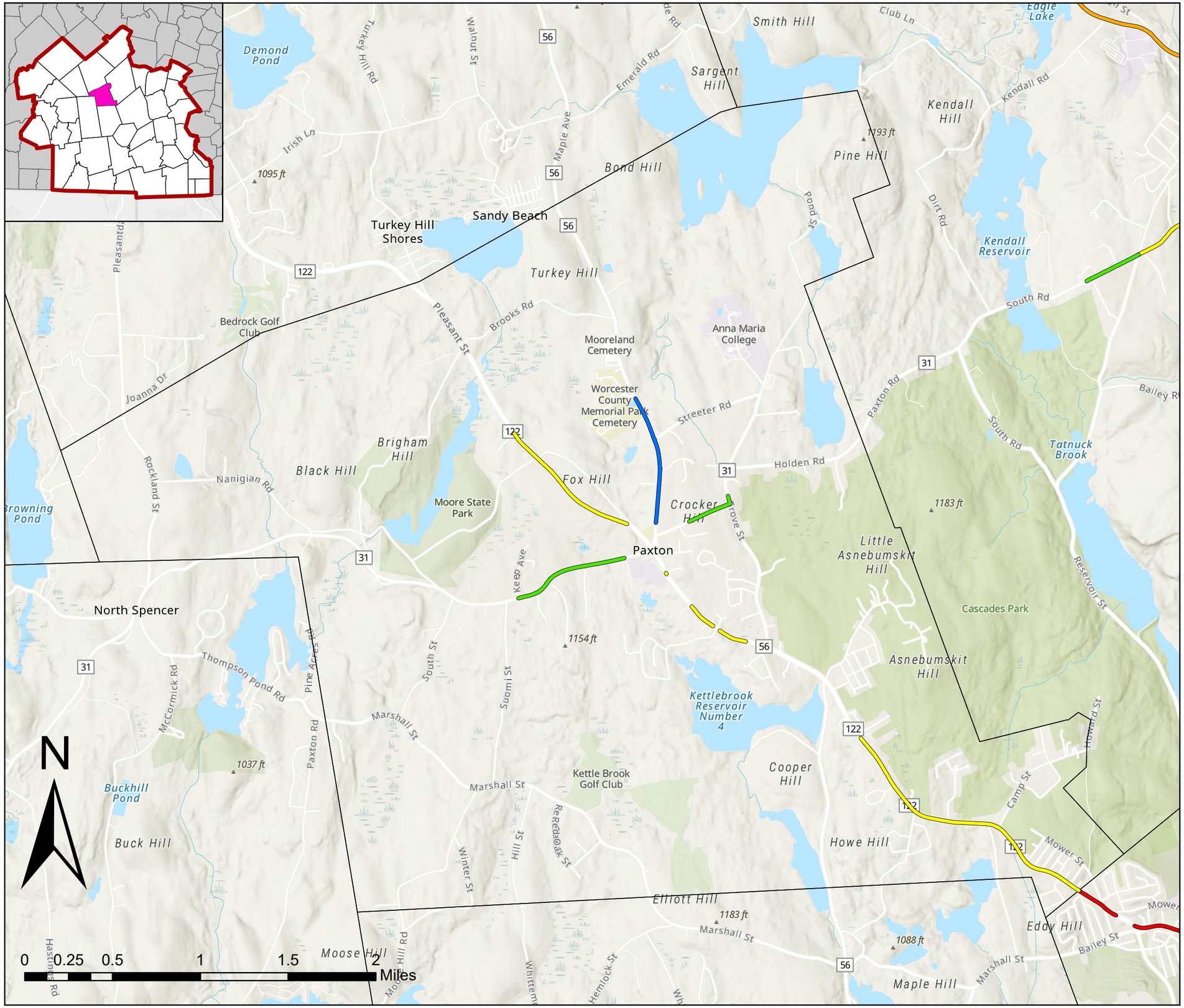
Priority Segments by Weighted Score: PAXTON



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

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Town	Roadway (Street Name)	Calculated Weighted Score
Paxton	Pleasant Street	2.4
Paxton	Richards Avenue	1.5
Paxton	West Street	1.3
Paxton	Grove Street	1.2
Paxton	Maple Street	1.2

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Princeton

Subregion: North

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in PRINCETON

Legend

Bicycle Crash Severity
- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in PRINCETON

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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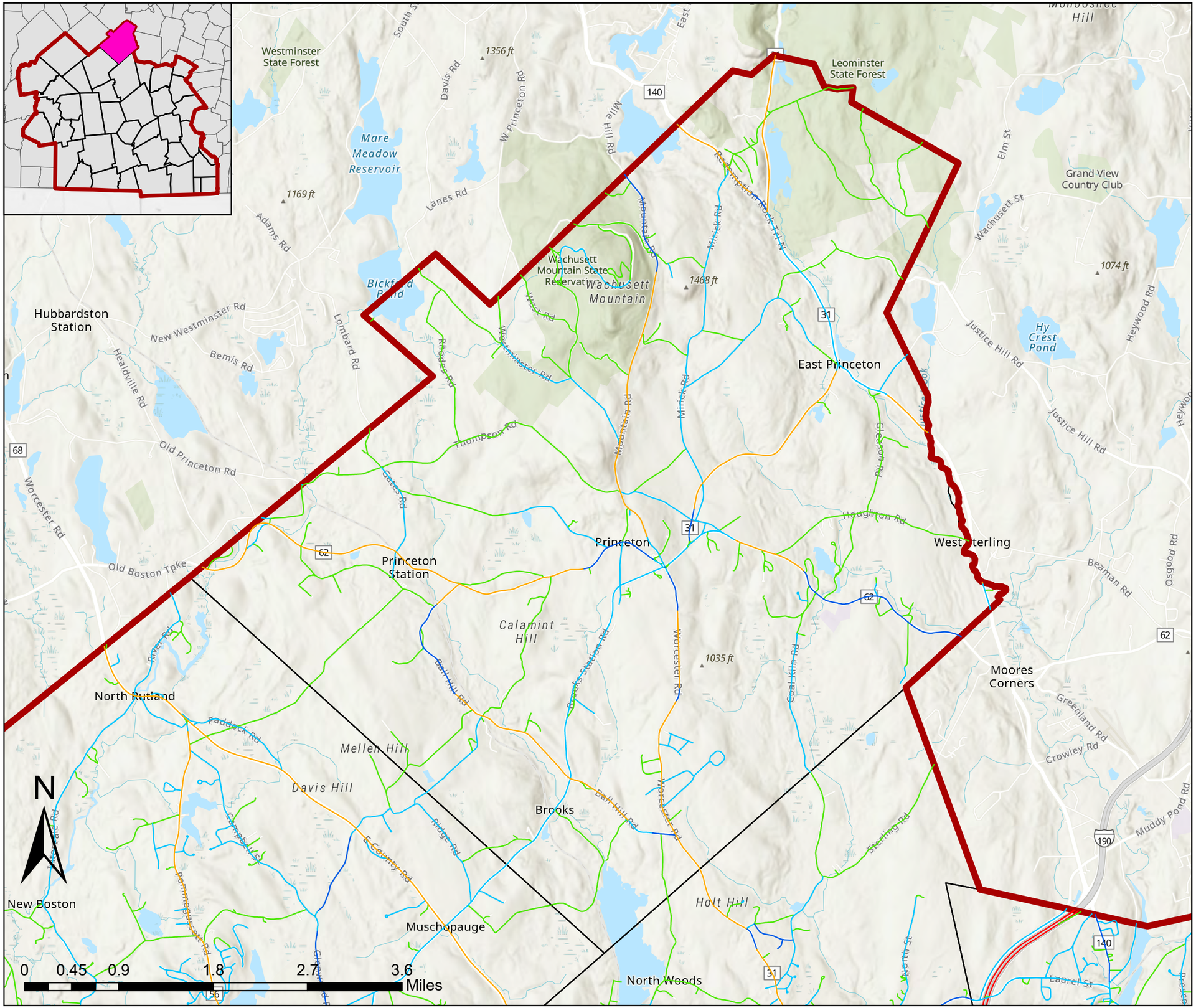
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: PRINCETON



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

- CMRPCOutline
- CMRPCTowns

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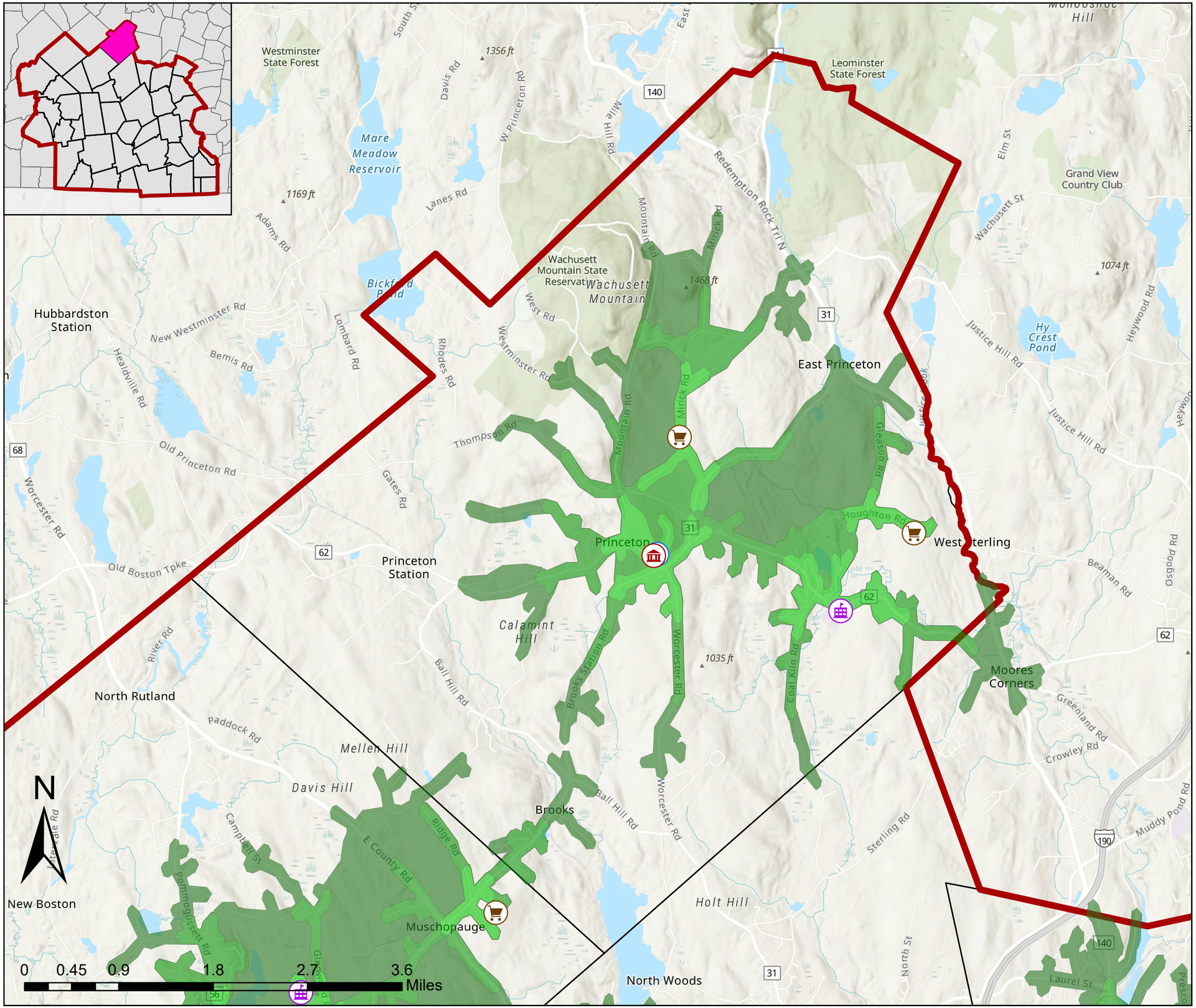
5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: PRINCETON



Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
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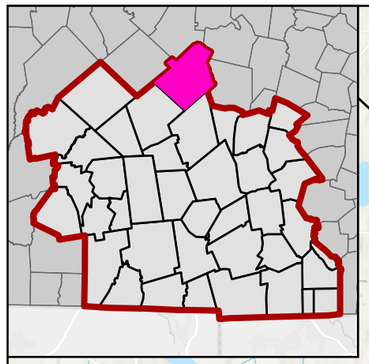

High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: PRINCETON

Legend

5-Minute Bicycle Travelshed Cutoff

- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating

- 3
- 4

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CMMPO
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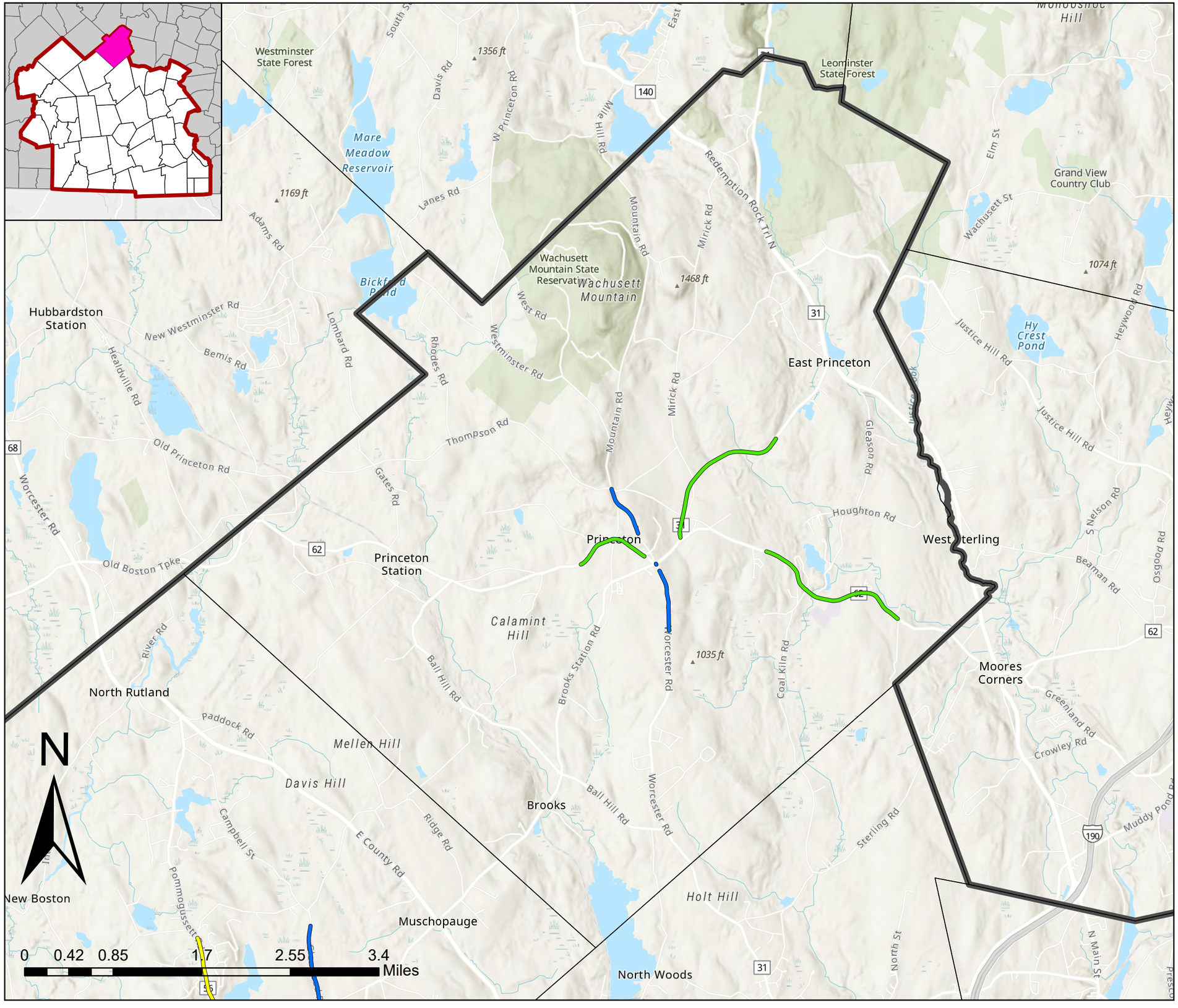
Priority Segments by Weighted Score: PRINCETON



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority
- CMRPC Towns
- CMRPC Outline

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Town	Roadway (Street Name)	Calculated Weighted Score
Princeton	Mountain Road	1.9
Princeton	Worcester Road	1.5
Princeton	Sterling Road	1.3
Princeton	East Princeton Road	1.1
Princeton	Hubbardston Road	0.9

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Rutland

Subregion: North

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in RUTLAND

Legend

Bicycle Crash Severity
- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in RUTLAND

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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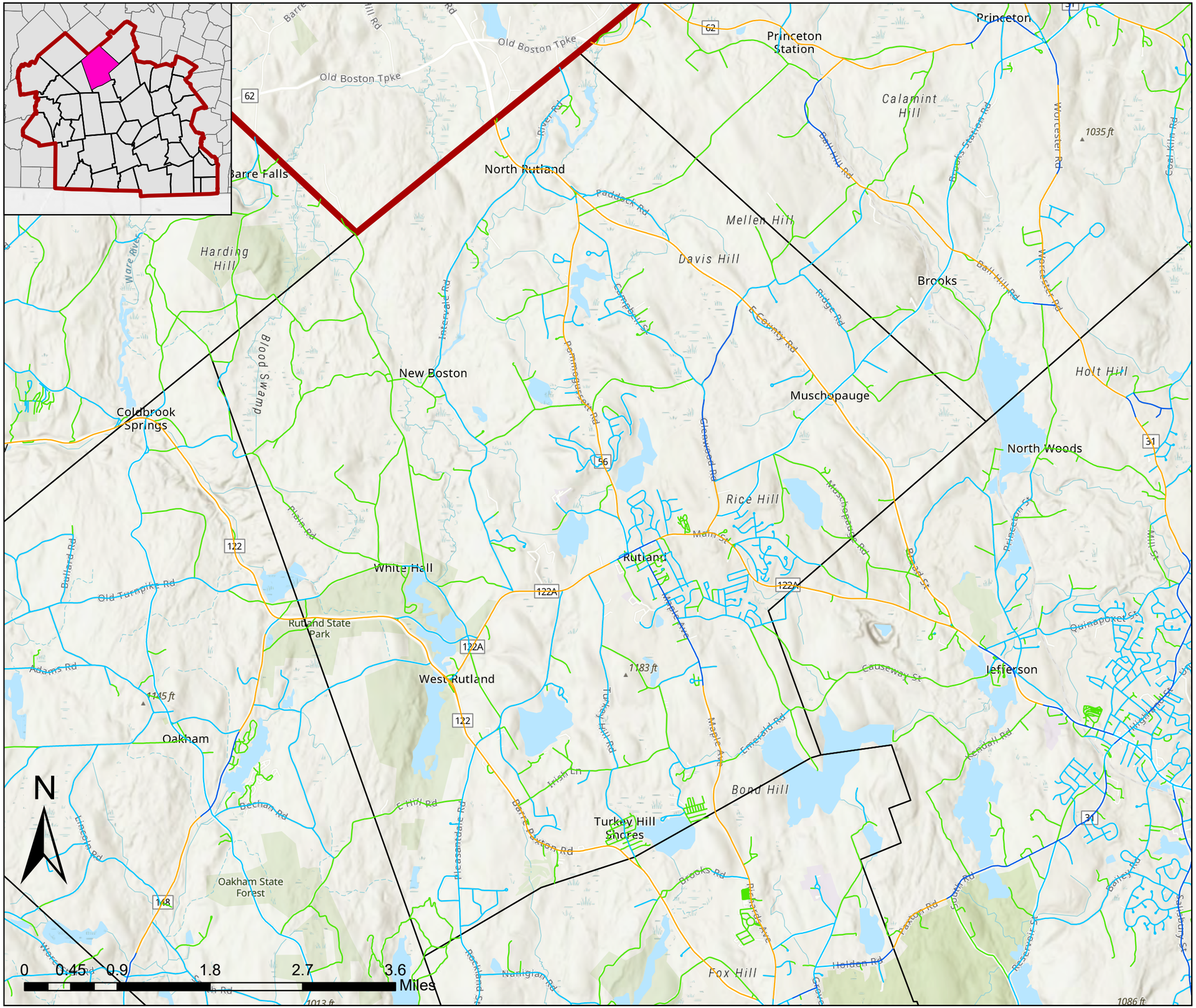
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: RUTLAND



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

- CMRPCOutline
- CMRPCTowns

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5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: RUTLAND

Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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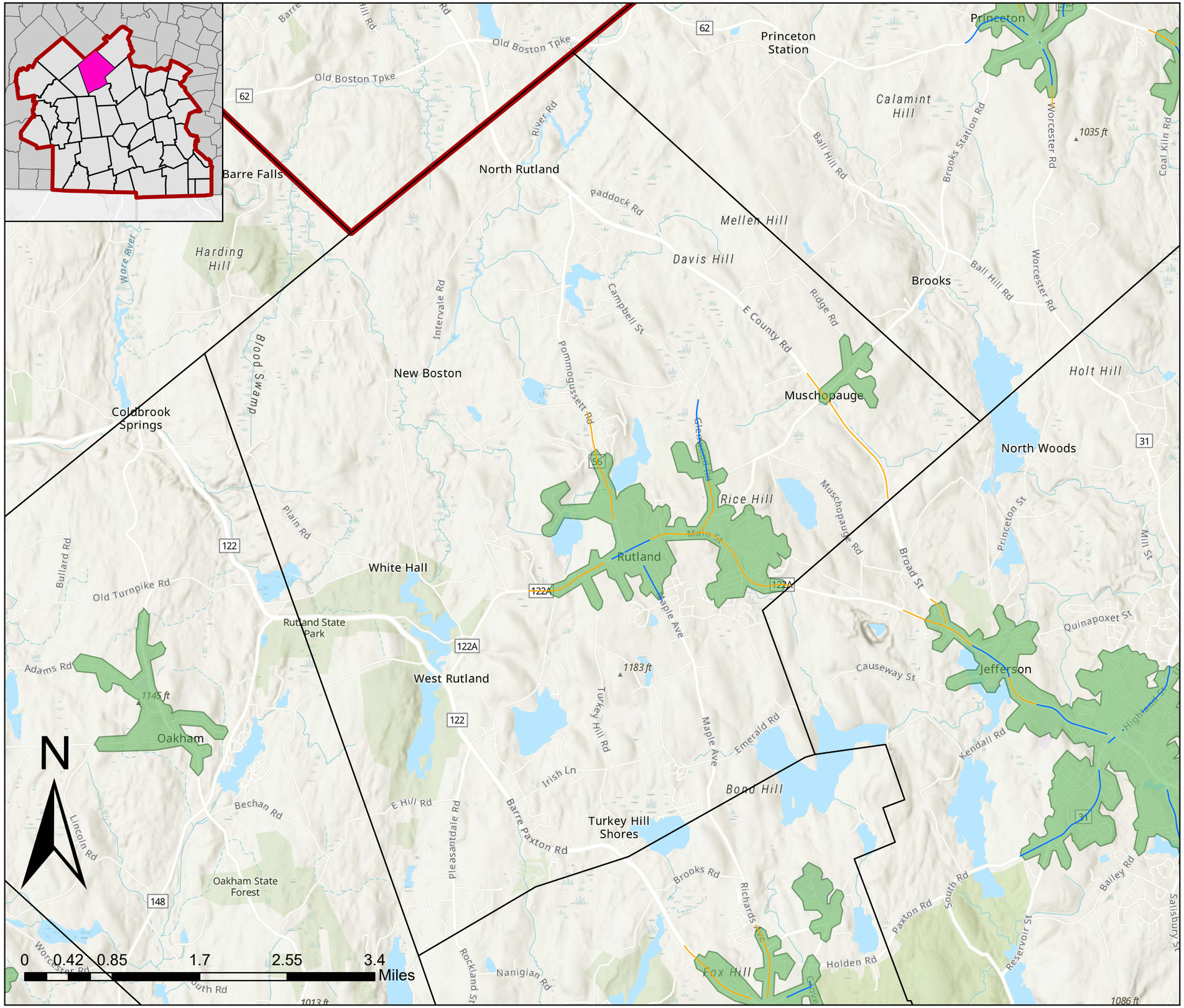
High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: RUTLAND



Legend

5-Minute Bicycle Travelshed Cutoff
- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds
Level of Traffic Stress Rating
- 3
- 4

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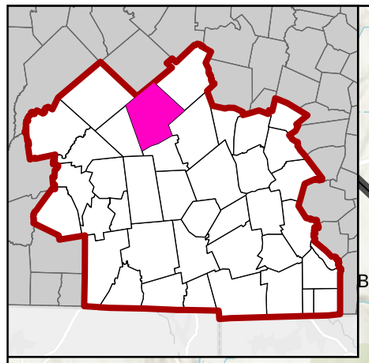
Priority Segments by Weighted Score: RUTLAND



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

CMRPC Outline

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Town	Roadway (Street Name)	Calculated Weighted Score
Rutland	Main Street	2.7
Rutland	E County Road	2.4
Rutland	Maple Avenue	2.4
Rutland	Pommogussett Road	2.3
Rutland	Glenwood Road	1.9

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Shrewsbury

Subregion: Northeast

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in SHREWSBURY

Legend

Bicycle Crash Severity
- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in SHREWSBURY

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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0.55 0.28 0 0.55 1.1 1.65 2.2 Miles

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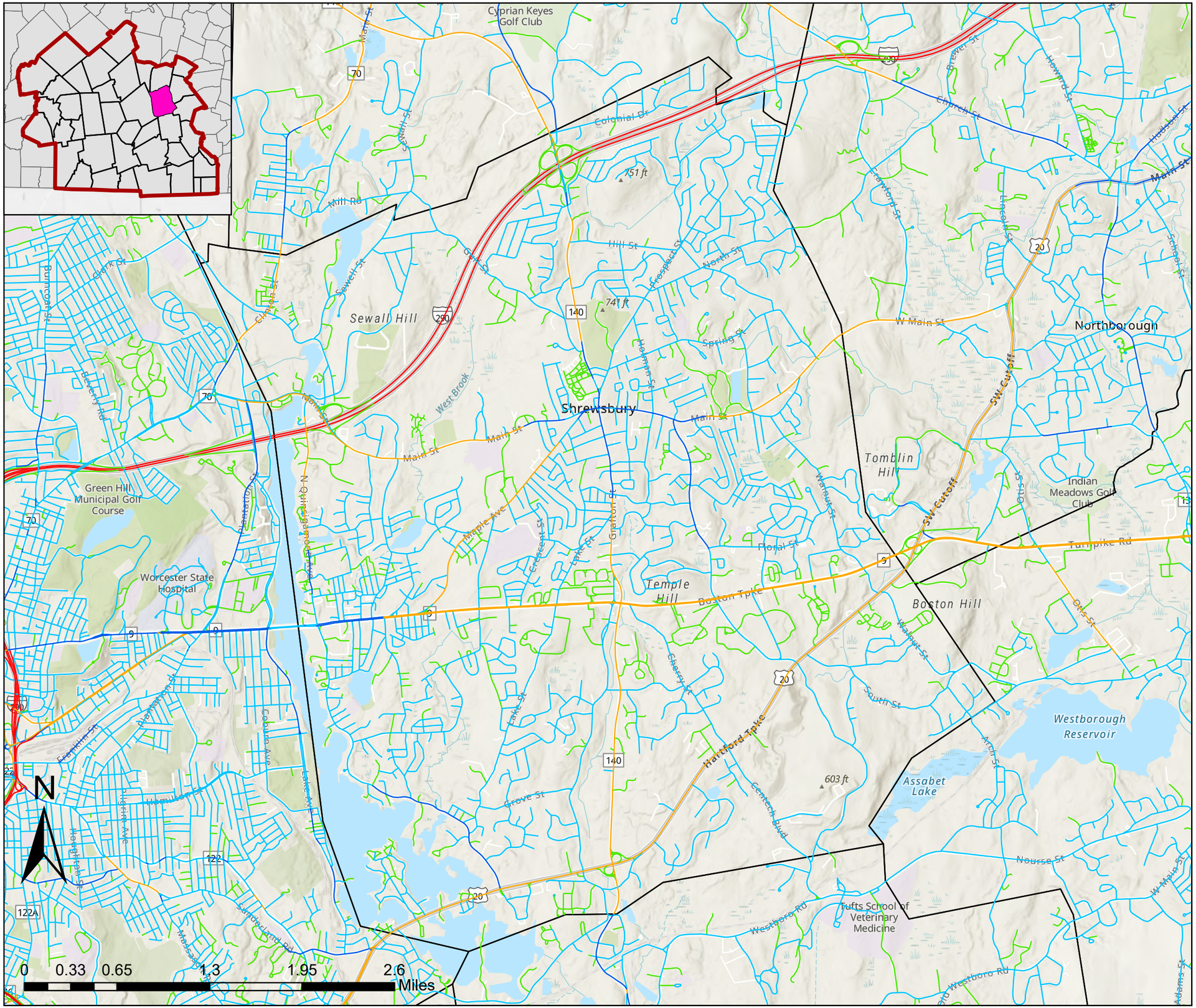
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: SHREWSBURY



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

CMRPCOutline

CMRPCTowns

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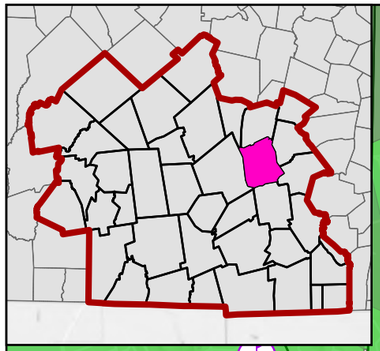
5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: SHREWSBURY



Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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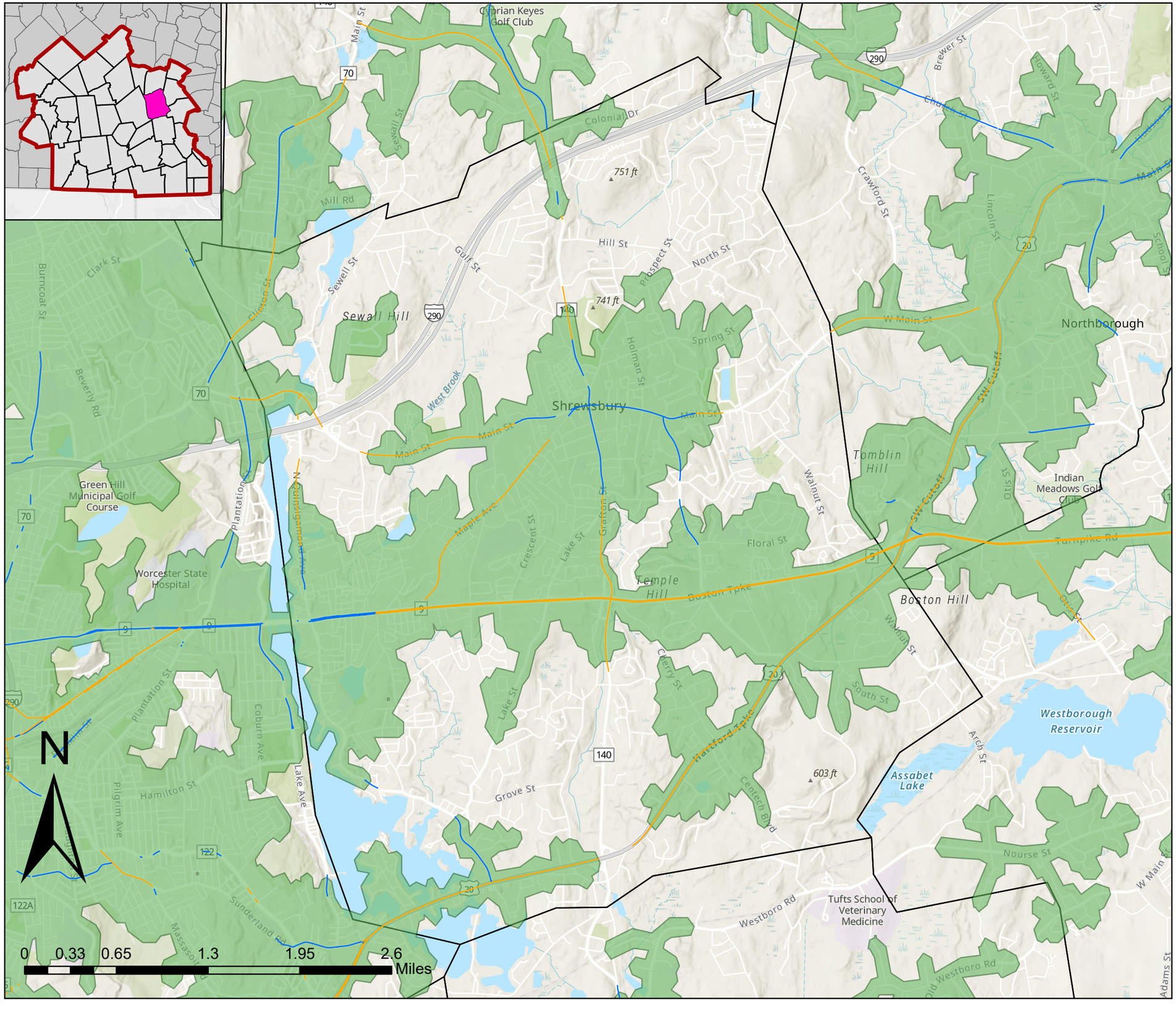
High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: SHREWSBURY



Legend

5-Minute Bicycle Travelshed Cutoff

- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating

- 3
- 4

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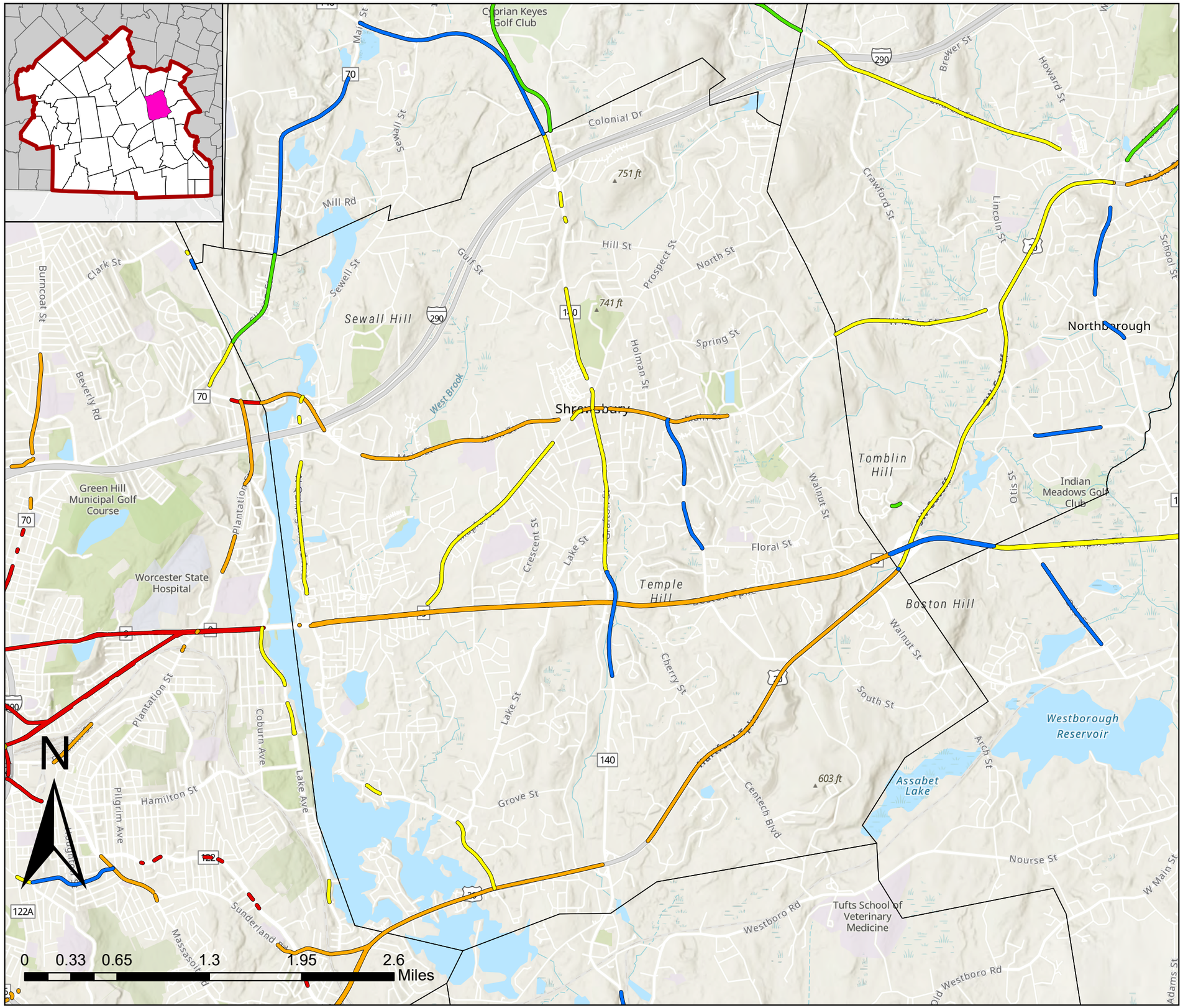
Priority Segments by Weighted Score: SHREWSBURY



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

CMRPC Outline

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Town	Roadway (Street Name)	Calculated Weighted Score
Shrewsbury	Boston Turnpike	3.7
Shrewsbury	Main Street	3.6
Shrewsbury	Hartford Turnpike	3.2
Shrewsbury	Maple Avenue	2.7
Shrewsbury	South Quinsigamond Avenue	2.7
Shrewsbury	Grafton Street	2.4
Shrewsbury	North Quinsigamond Avenue	2.4
Shrewsbury	Boylston Street	2.3
Shrewsbury	Lake Street	2.3
Shrewsbury	Memorial Drive	2
Shrewsbury	South Street	1.9
Shrewsbury	Grafton Circle	1.7
Shrewsbury	Clinton Street	1.3

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Southbridge

Subregion: Southwest

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in SOUTHBRIDGE

Legend

Bicycle Crash Severity
- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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0.55 0.28 0 0.55 1.1 1.65 2.2 Miles

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in SOUTHBRIDGE

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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0.55 0.28 0 0.55 1.1 1.65 2.2 Miles

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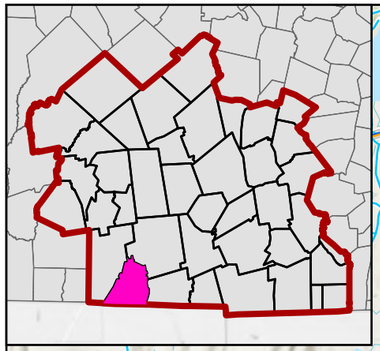
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: SOUTHBRIDGE



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

- CMRPCOutline
- CMRPCTowns

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5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: SOUTHBRIDGE

Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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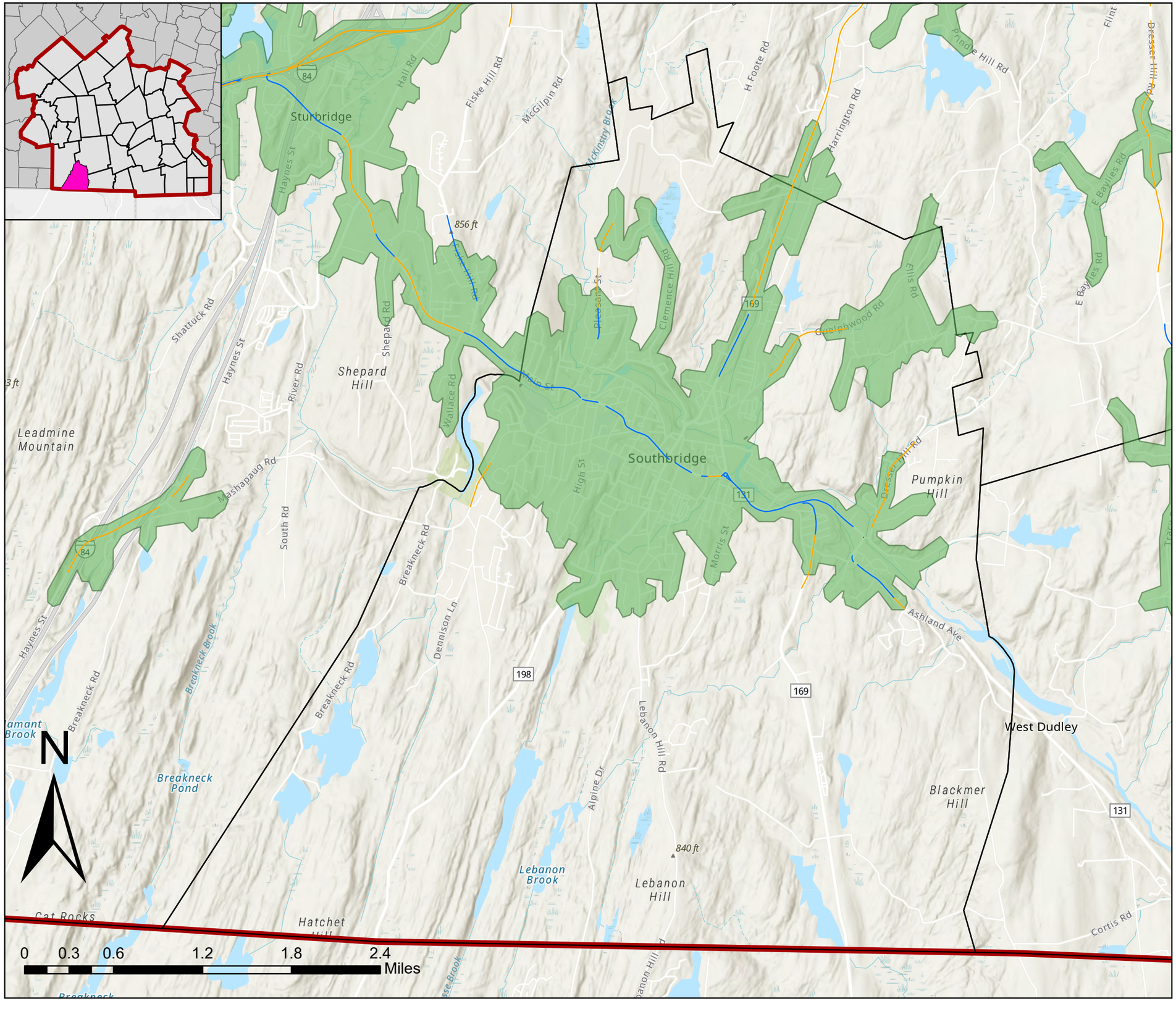
0 0.3 0.6 1.2 1.8 2.4 Miles

High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: SOUTHBRIDGE



Legend

5-Minute Bicycle Travelshed Cutoff
- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds
Level of Traffic Stress Rating
- 3
- 4

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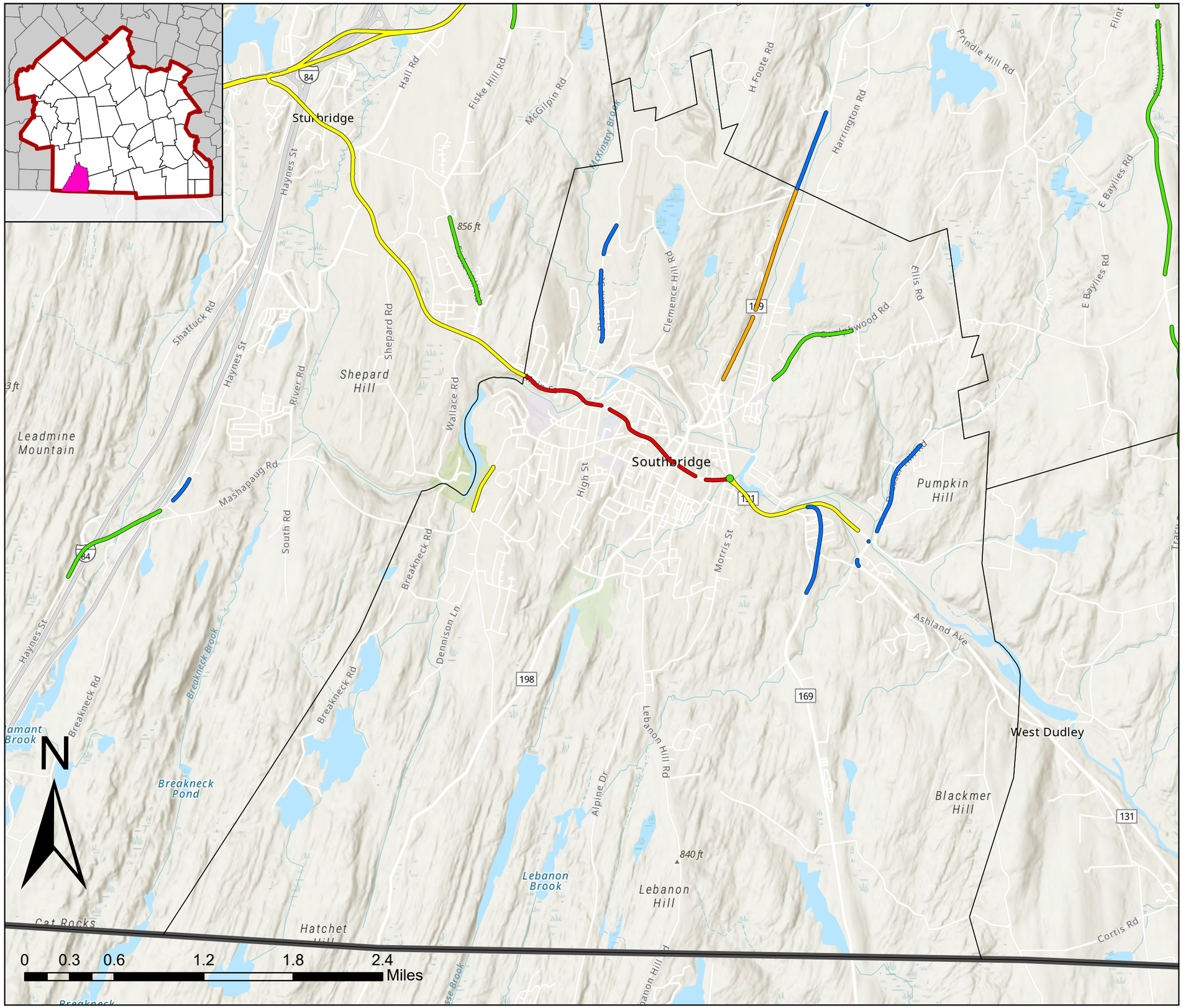
Priority Segments by Weighted Score: SOUTHBRIDGE



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

CMRPC Outline

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Town	Roadway (Street Name)	Calculated Weighted Score
Southbridge	Main Street	4.6
Southbridge	Worcester Street	3.6
Southbridge	South Street	2.5
Southbridge	East Main Street	2.3
Southbridge	Dresser Hill Road	2.2
Southbridge	North Woodstock Road	2.2
Southbridge	Sandersdale Road	1.9
Southbridge	Pleasant Street	1.8
Southbridge	Guelphwood Road	1.4
Southbridge	Southbridge Rotary	1

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Spencer

Subregion: West

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in SPENCER

Legend

Bicycle Crash Severity
- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in SPENCER

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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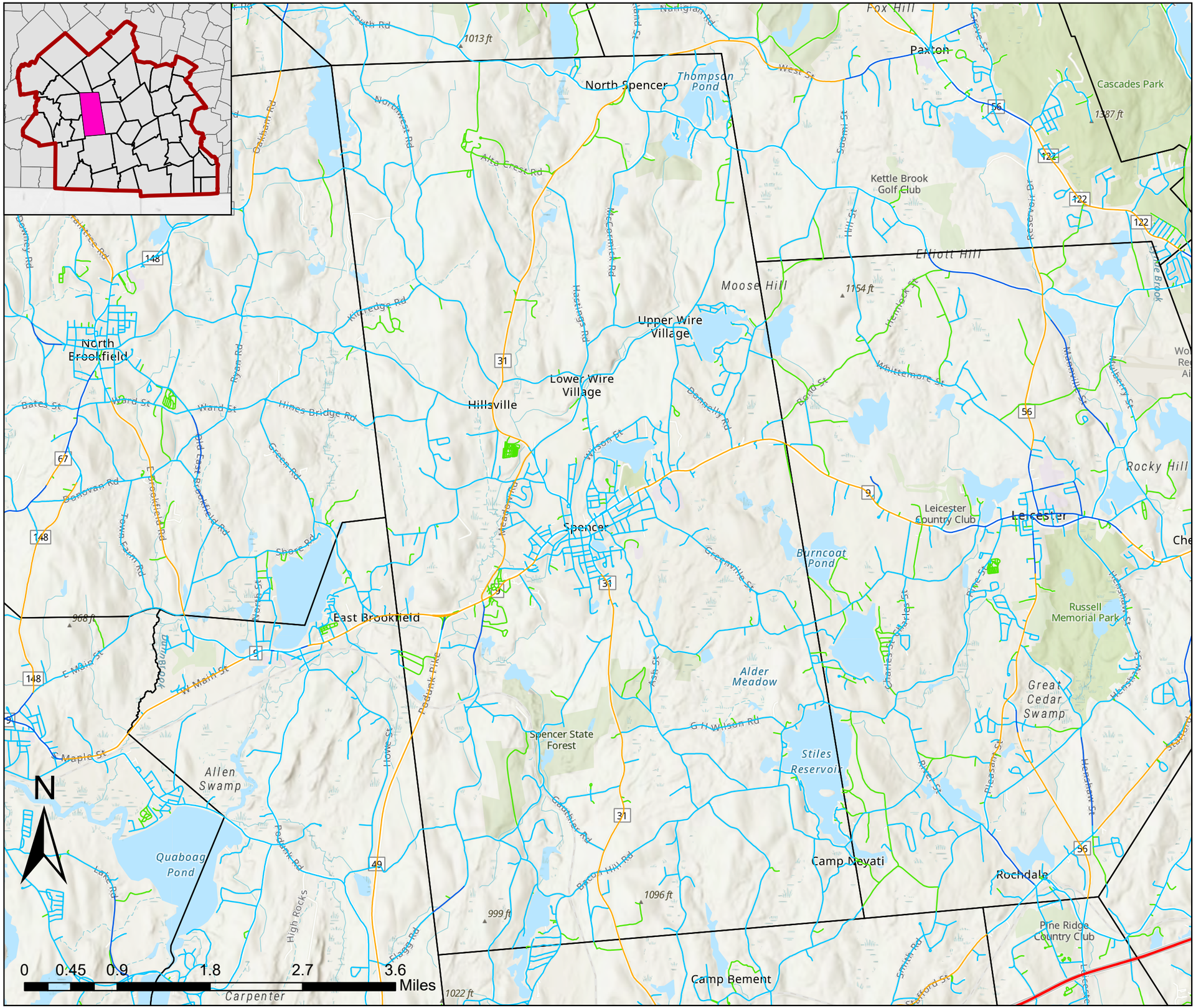
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: SPENCER



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

CMRPCOutline

CMRPCTowns

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5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: SPENCER

Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes

- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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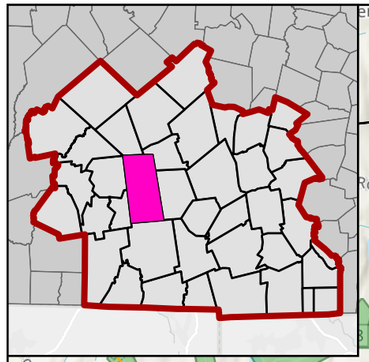
N

0 0.45 0.9 1.8 2.7 3.6 Miles



High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: SPENCER

Legend

5-Minute Bicycle Travelshed Cutoff

- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating

- 3
- 4

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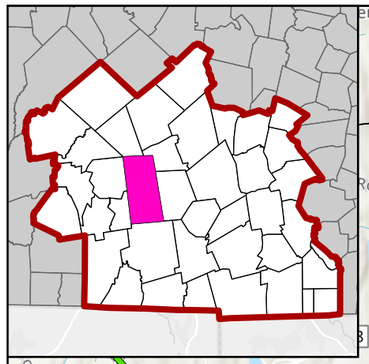
Priority Segments by Weighted Score: SPENCER



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

CMRPC Outline

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Town	Roadway (Street Name)	Calculated Weighted Score
Spencer	Main Street	3.6
Spencer	West Main Street	2.7
Spencer	Maple Street	1.9
Spencer	South Spencer Road	1.8
Spencer	Pleasant Street	1.7
Spencer	North Spencer Road	1.6
Spencer	Meadow Road	1.4
Spencer	Podunk Pike	1

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Sturbridge

Subregion: Southwest

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in STURBRIDGE

Legend

Bicycle Crash Severity

- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in STURBRIDGE

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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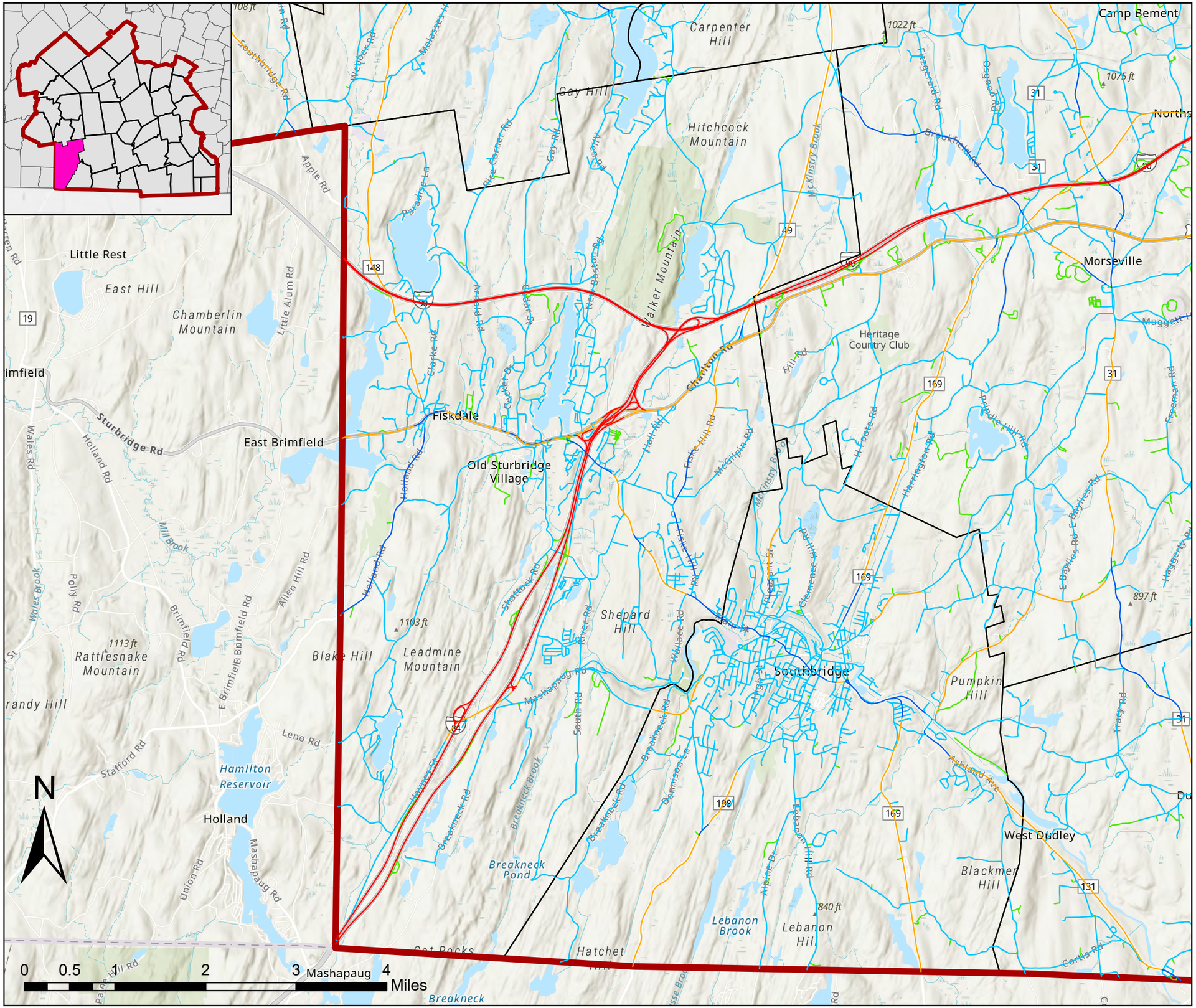
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: STURBRIDGE



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

CMRPCOutline

CMRPCTowns

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5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: STURBRIDGE

Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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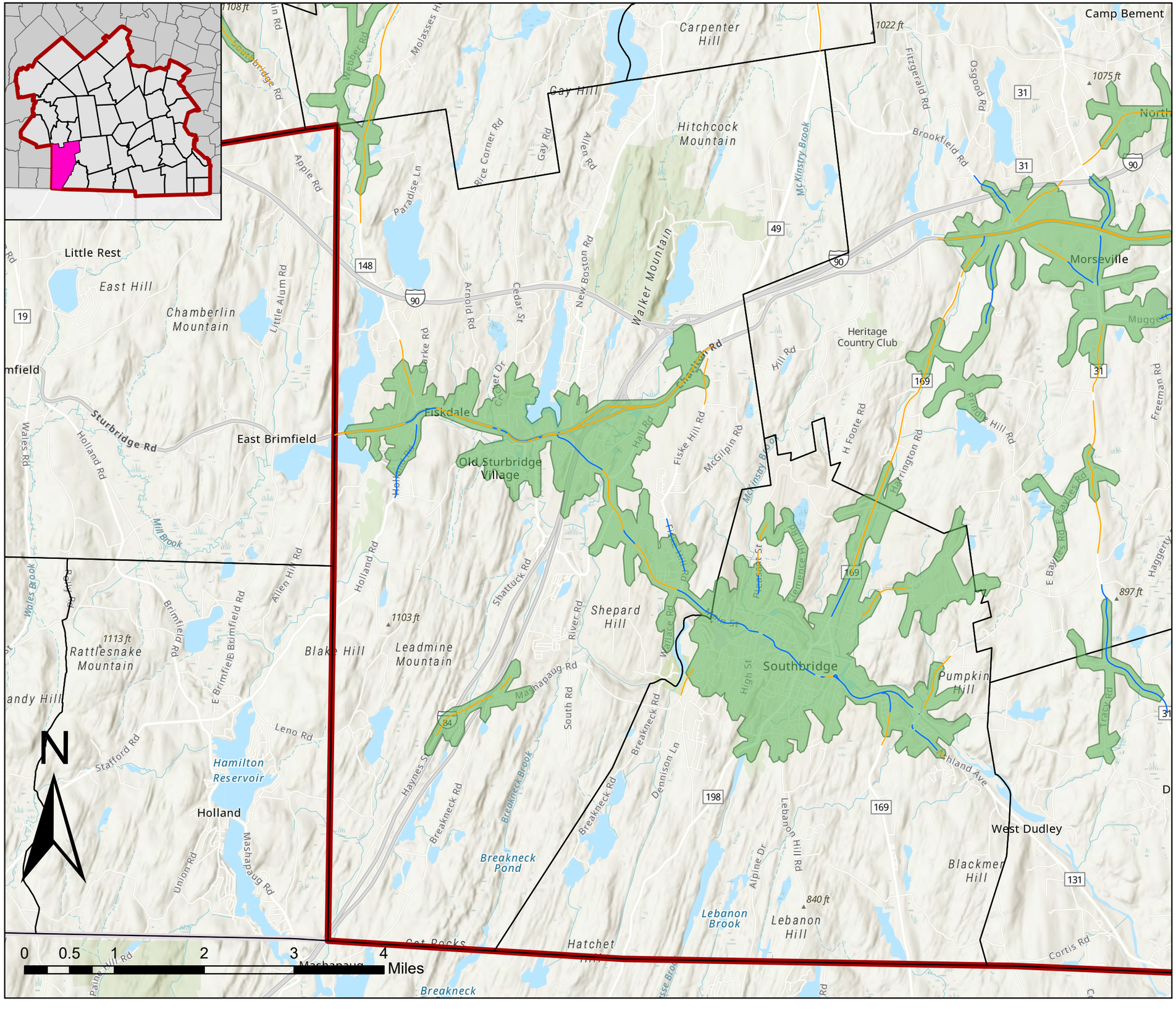
N

0 0.5 1 2 3 4 Miles

High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: STURBRIDGE



Legend

5-Minute Bicycle Travelshed Cutoff

- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating

- 3
- 4

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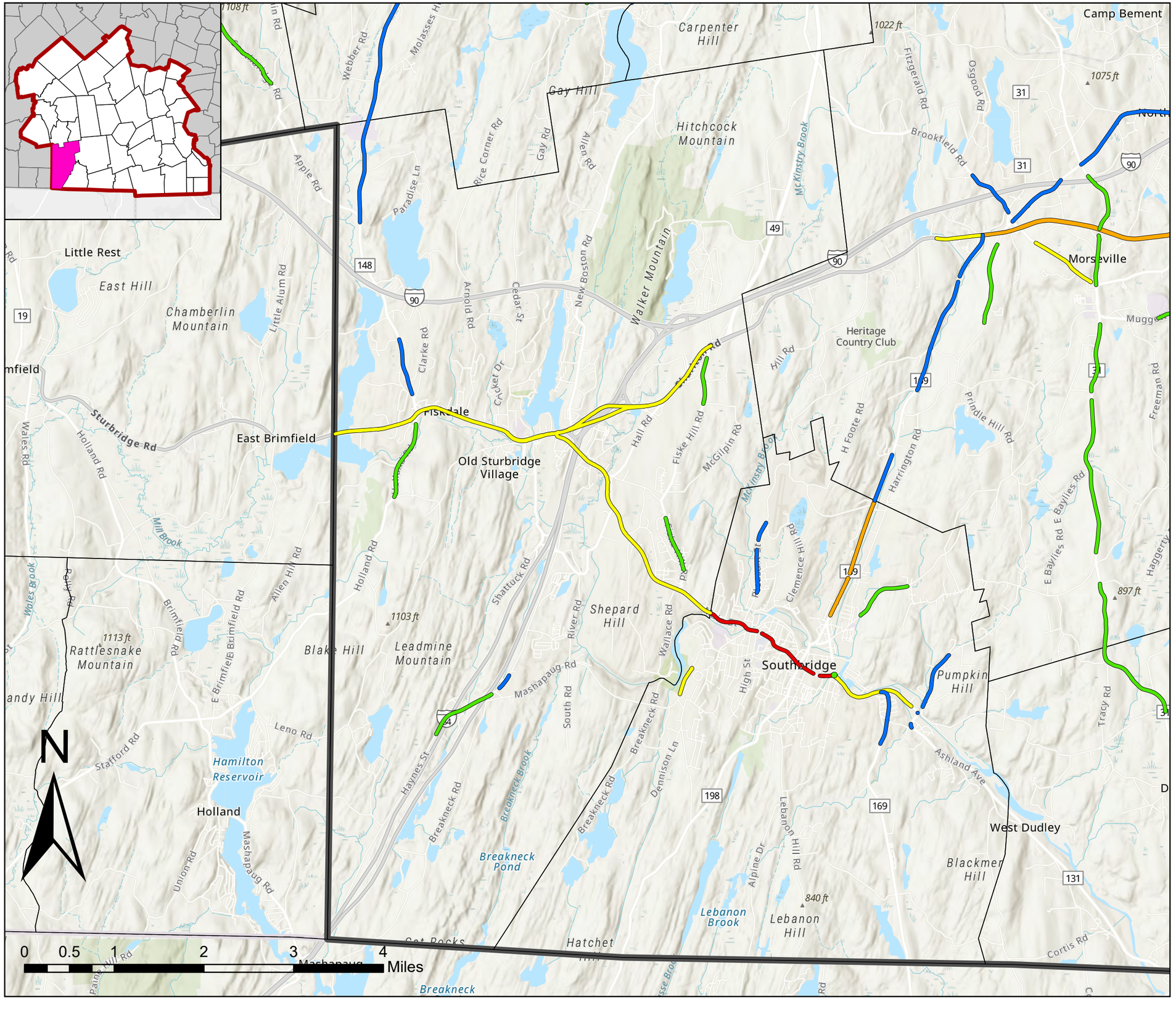
Priority Segments by Weighted Score: STURBRIDGE



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

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Town	Roadway (Street Name)	Calculated Weighted Score
Sturbridge	Main Street	2.8
Sturbridge	Charlton Road	2.5
Sturbridge	Brookfield Road	1.5
Sturbridge	Haynes Street	1.5
Sturbridge	Fiske Hill Road	1.3
Sturbridge	Mashapaug Road	1.1
Sturbridge	Holland Road	0.7

Technical Appendix

Appendix A: Town Maps & Priorities

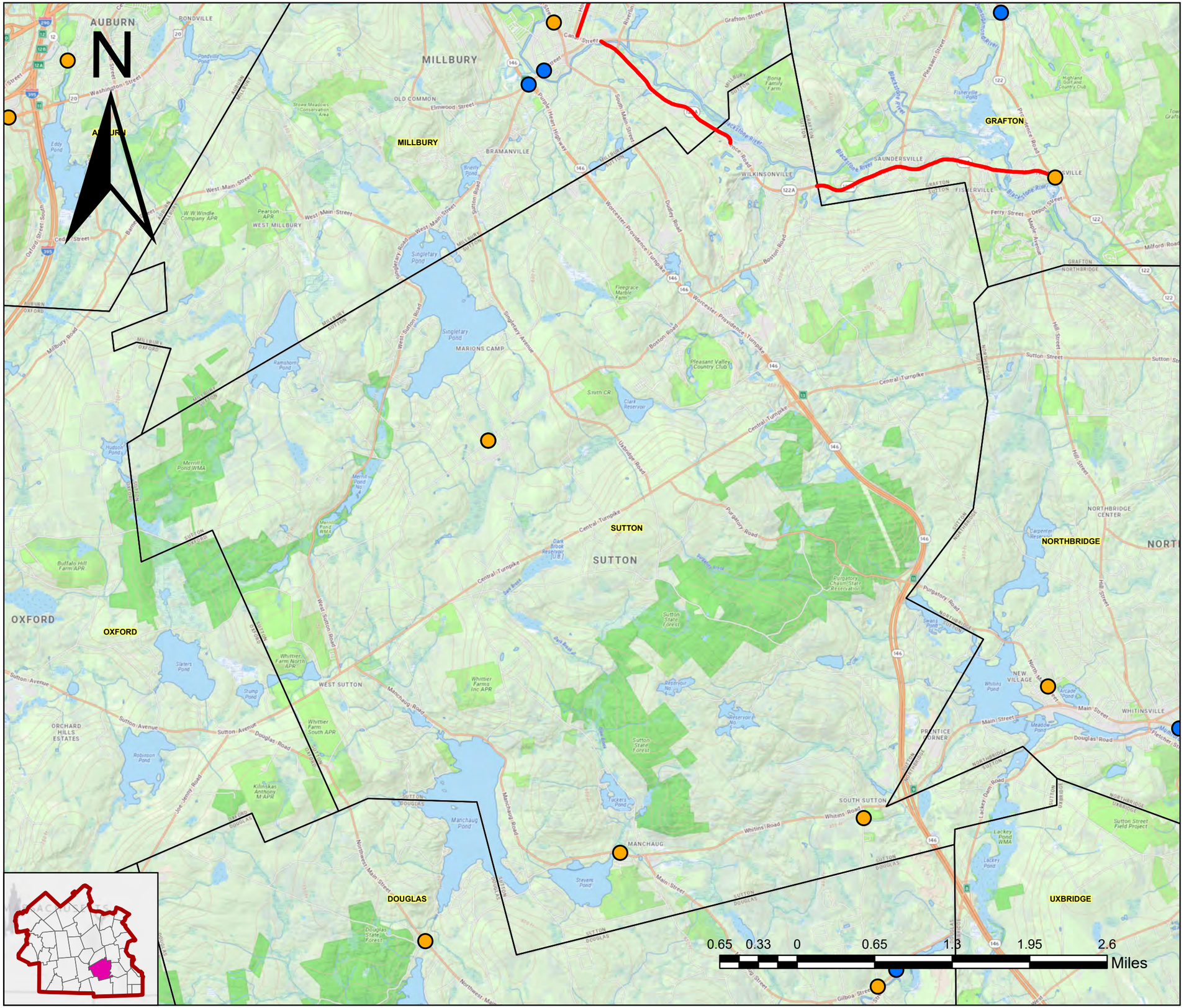
Town: Sutton

Subregion: Southeast

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in SUTTON



Legend

Bicycle Crash Severity

- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in SUTTON

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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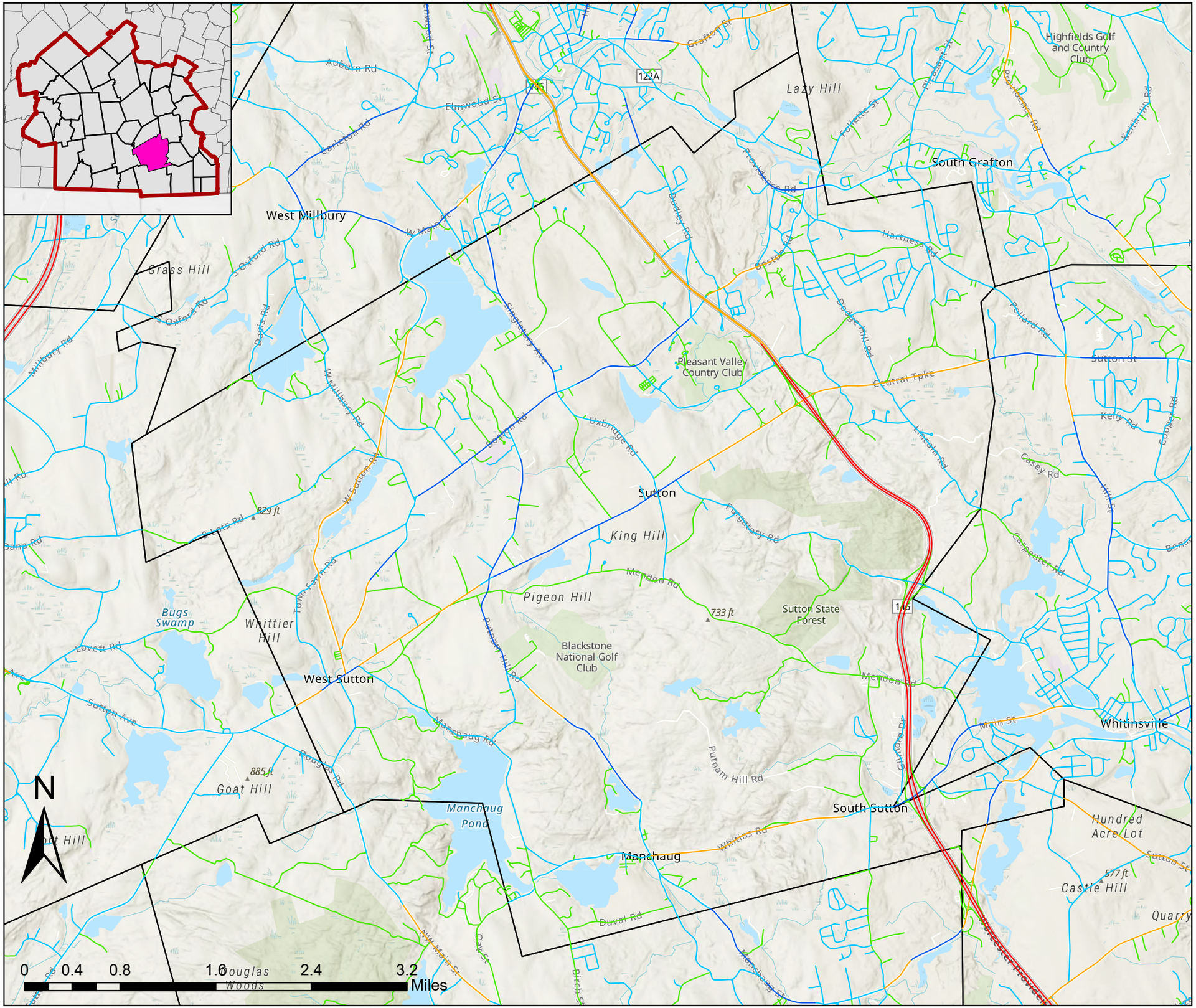
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: SUTTON



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

- CMRPCOutline
- CMRPCTowns

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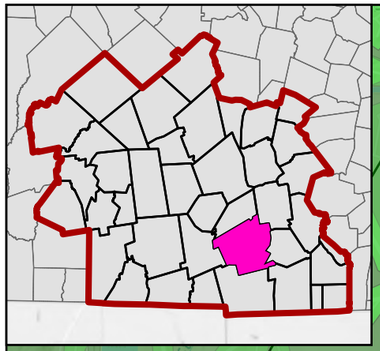
5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: SUTTON



Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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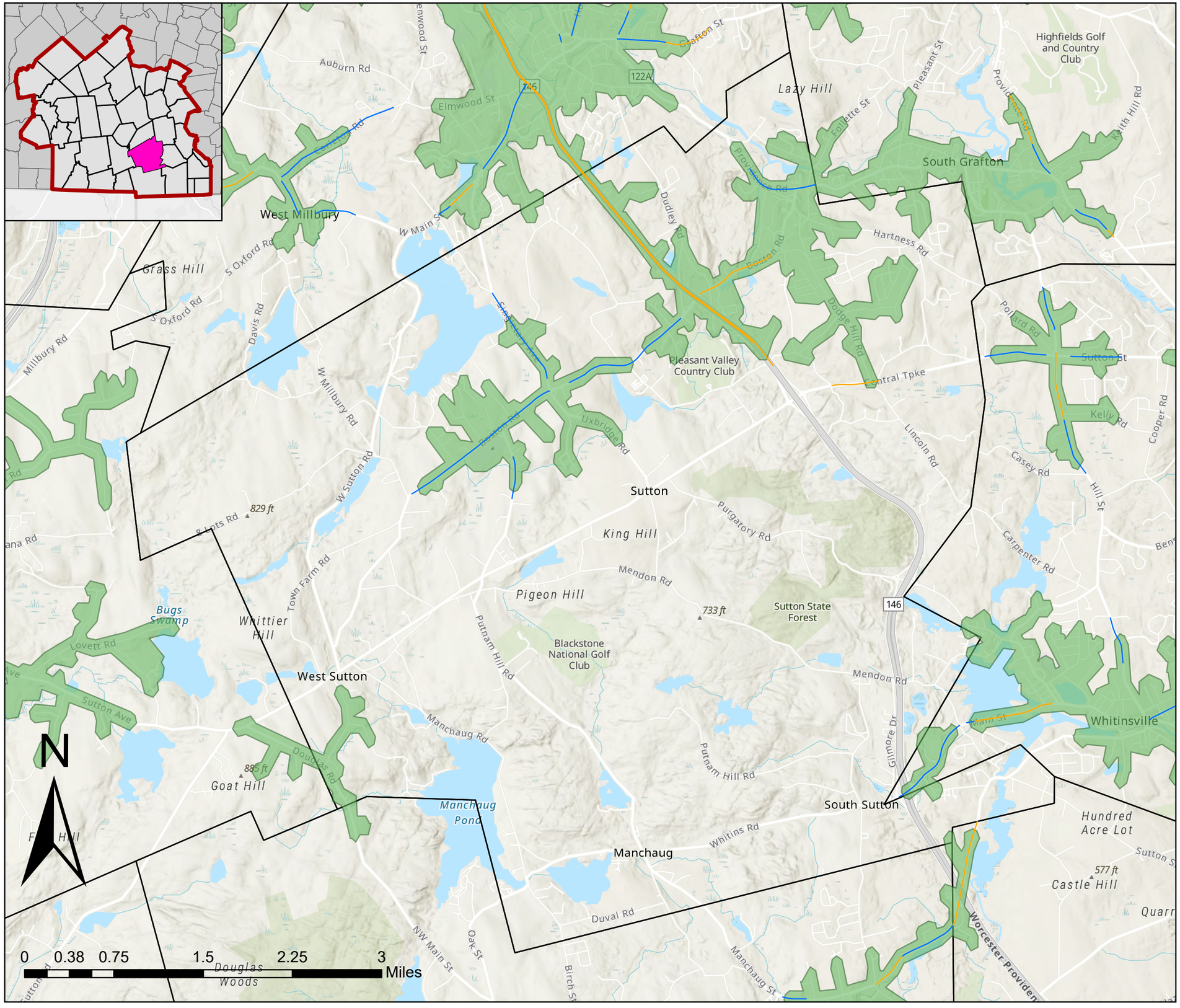
High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: SUTTON



Legend

5-Minute Bicycle Travelshed Cutoff

- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating

- 3
- 4

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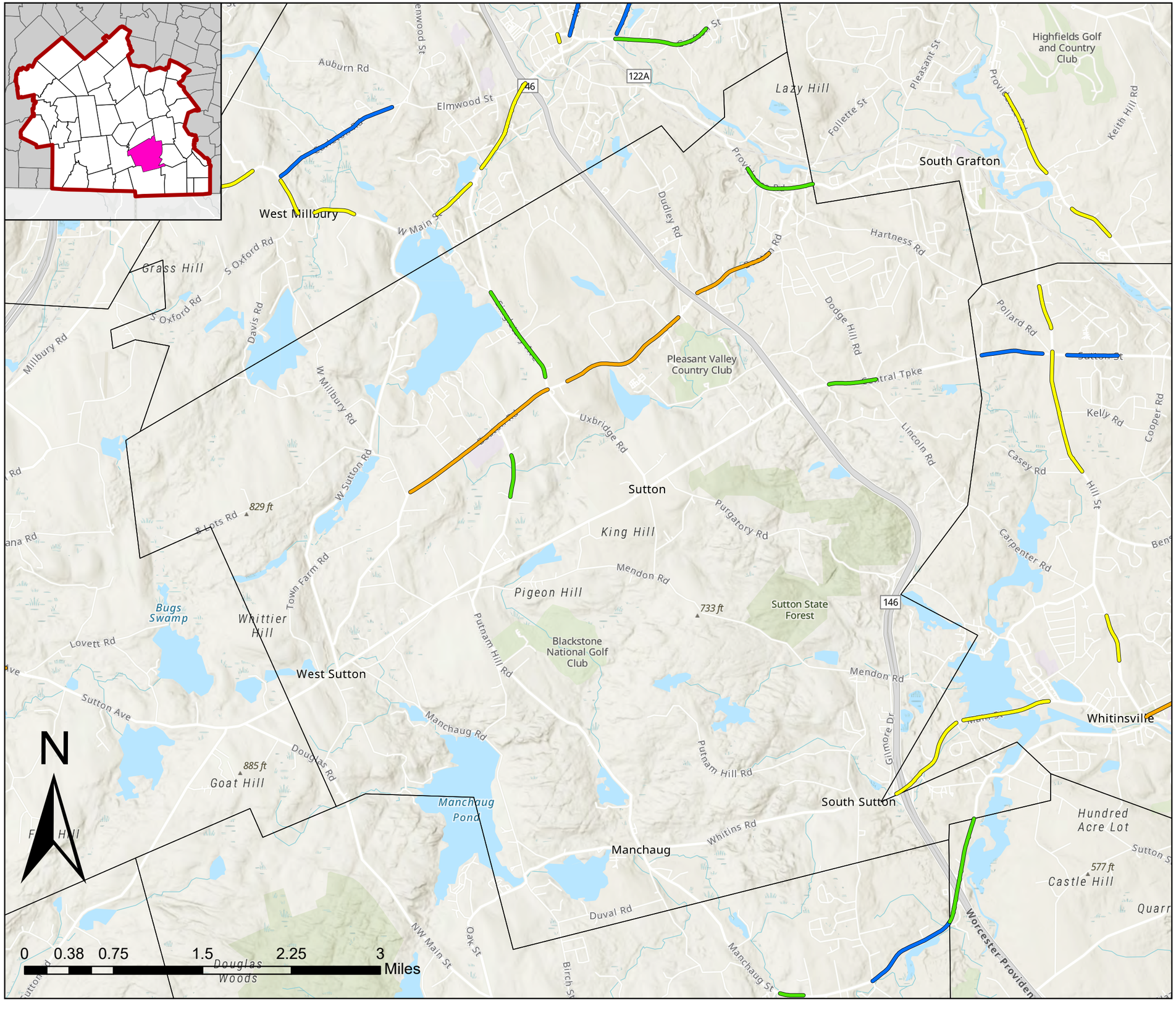
Priority Segments by Weighted Score: SUTTON



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
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CMRPC Towns

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Town	Roadway (Street Name)	Calculated Weighted Score
Sutton	Boston Road	3.3
Sutton	Providence Road	1.4
Sutton	Central Turnpike	1.1
Sutton	Singletary Avenue	0.8
Sutton	Putnam Hill Road	0.7

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Upton

Subregion: Southeast

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
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7. Table: Priority Segments by Weighted Score

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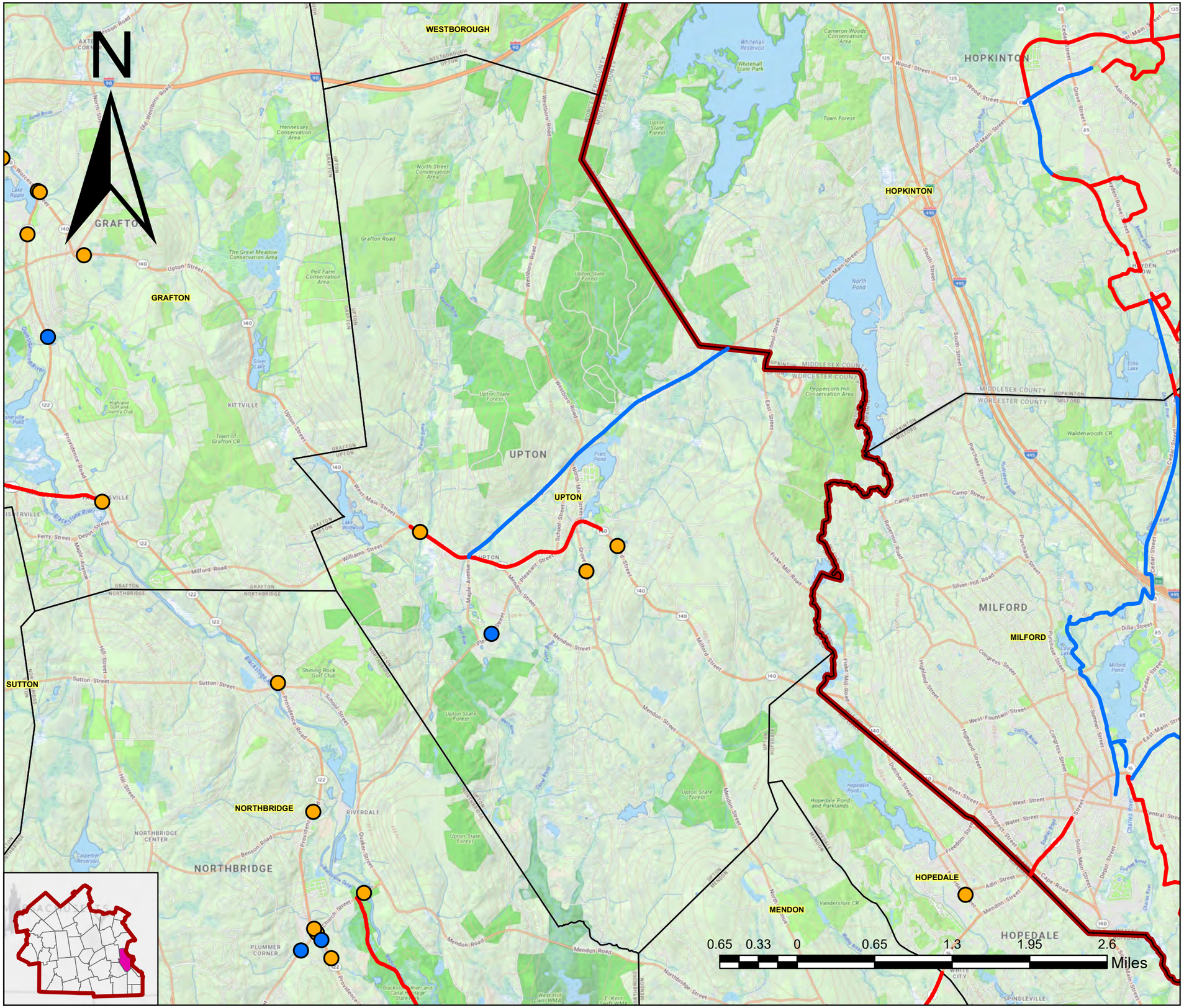

Legend

Bicycle Crash Severity

- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
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- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in UPTON

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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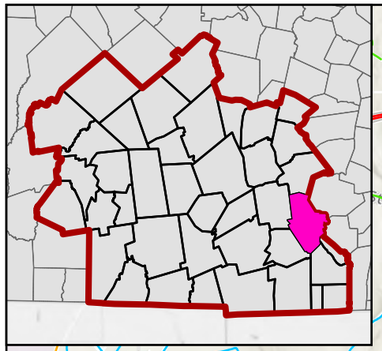
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: UPTON



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

- CMRPCOutline
- CMRPCTowns

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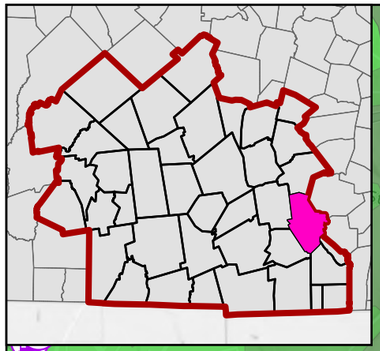
5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: UPTON



Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
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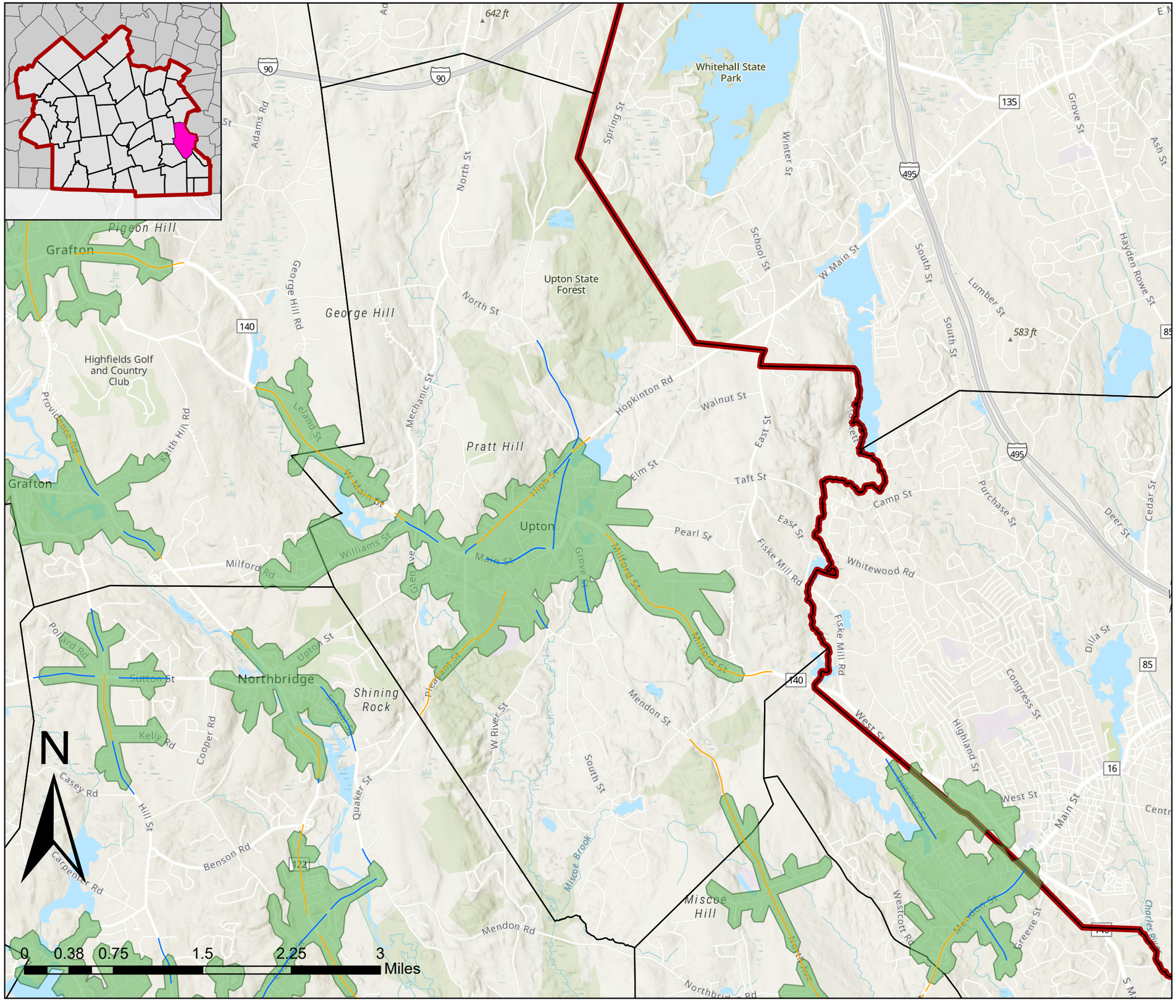

Legend

5-Minute Bicycle Travelshed Cutoff
- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds
Level of Traffic Stress Rating
- 3
- 4

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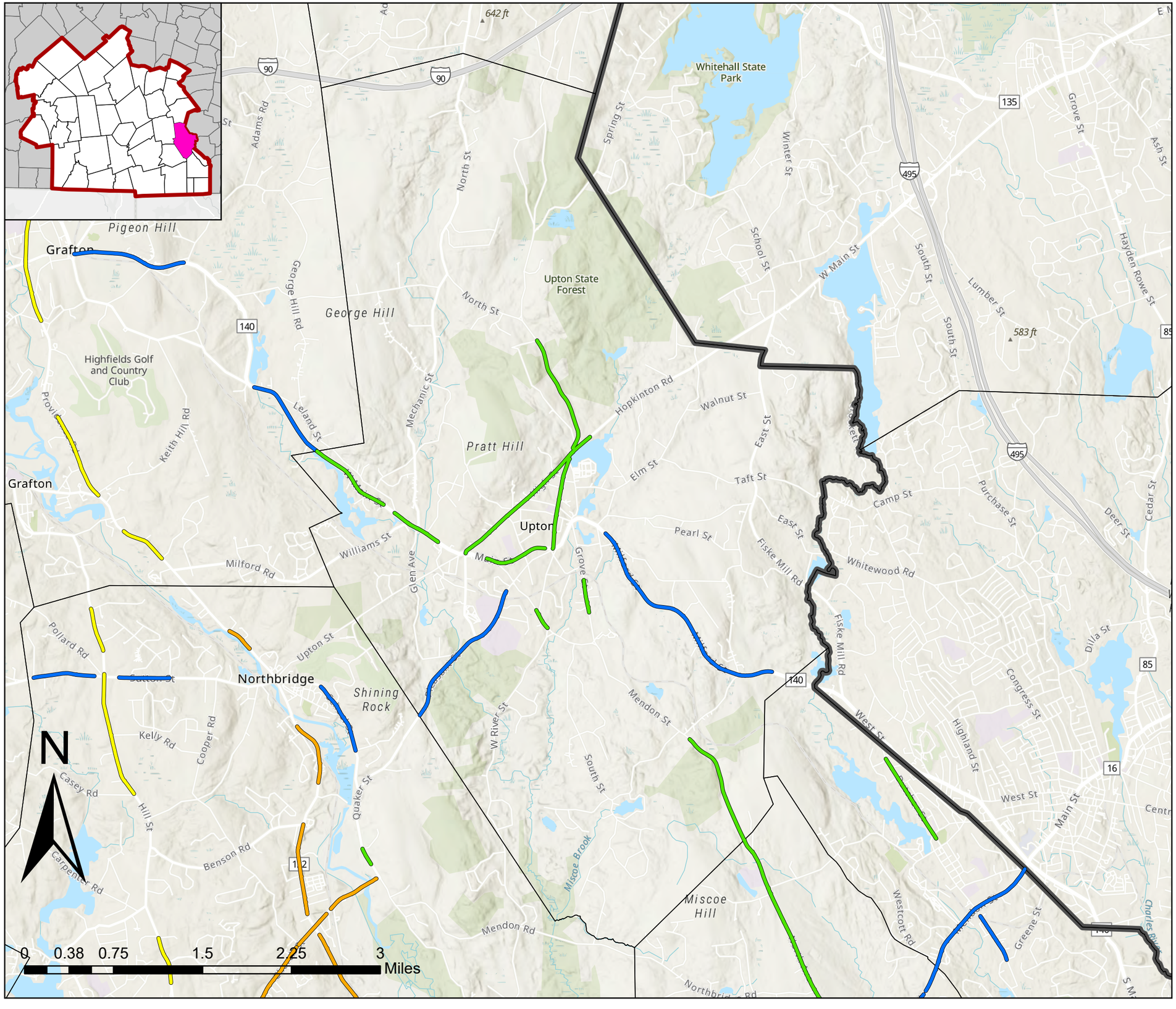
Priority Segments by Weighted Score: UPTON



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

CMRPC Outline

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Town	Roadway (Street Name)	Calculated Weighted Score
Upton	Milford Street	1.8
Upton	Pleasant Street	1.6
Upton	Grove Street	1.3
Upton	West Main Street	1.3
Upton	Hartford Avenue	1.1
Upton	Hopkinton Road	1.1
Upton	Mendon Street	1.1
Upton	High Street	0.8
Upton	Main Street	0.8
Upton	Westboro Road	0.8
Upton	School Street	0.5

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Uxbridge

Subregion: Southeast

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in UXBRIDGE

Legend

Bicycle Crash Severity
- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in UXBRIDGE

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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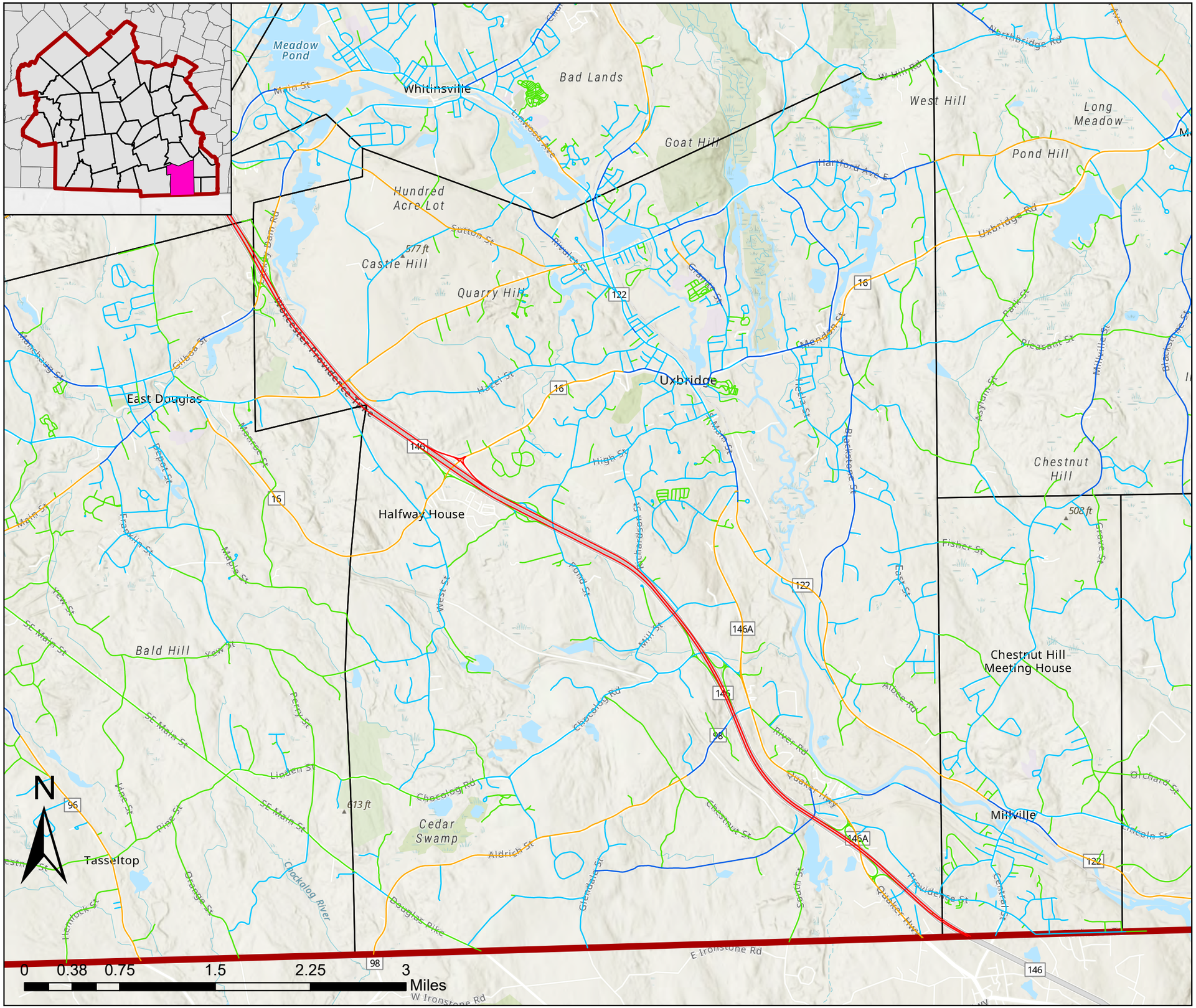
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: UXBRIDGE



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

- CMRPCOutline
- CMRPCTowns

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5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: UXBRIDGE

Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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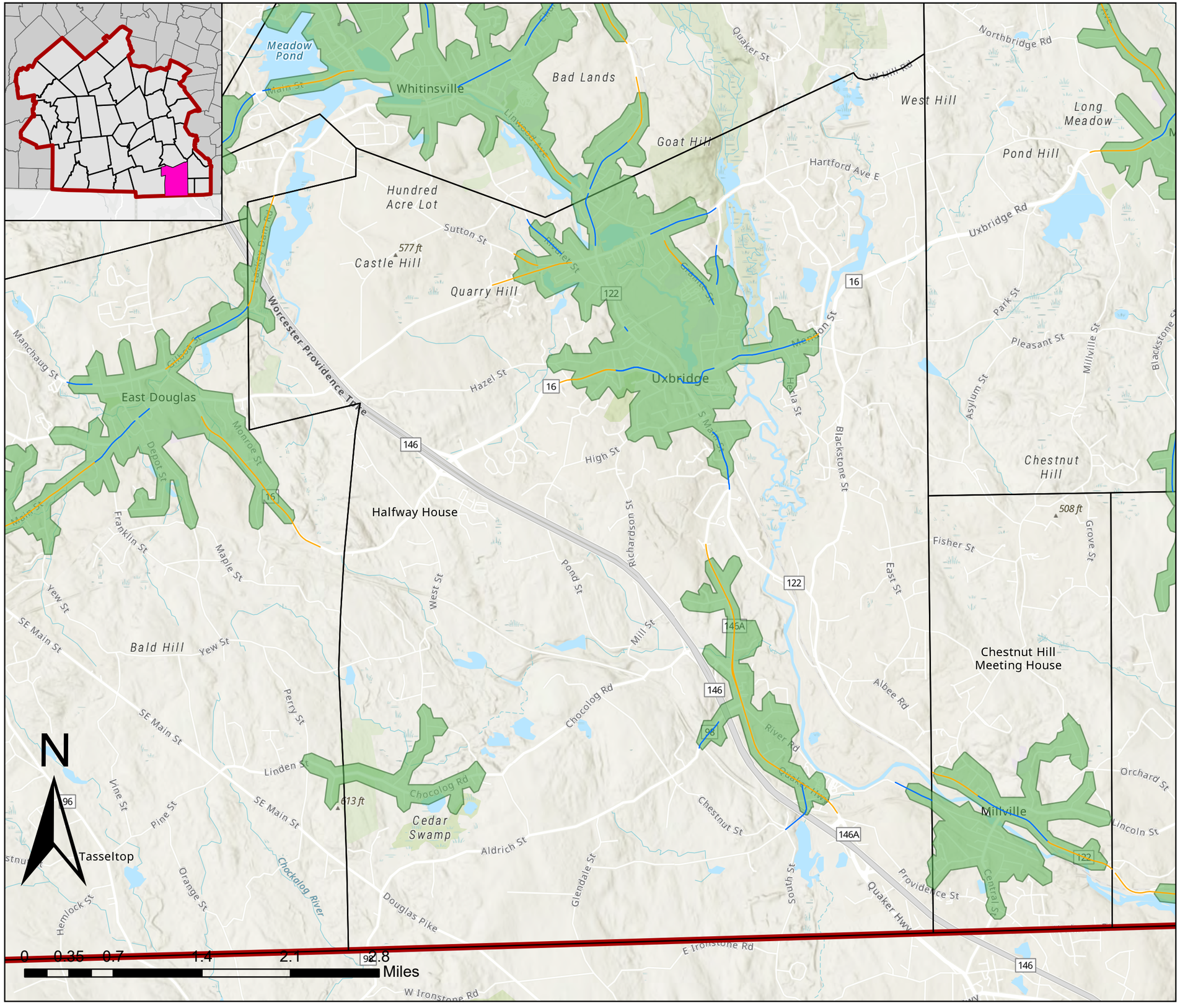
0 0.38 0.75 1.5 2.25 3 Miles

N

High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: UXBRIDGE



Legend

5-Minute Bicycle Travelshed Cutoff

- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating

- 3
- 4

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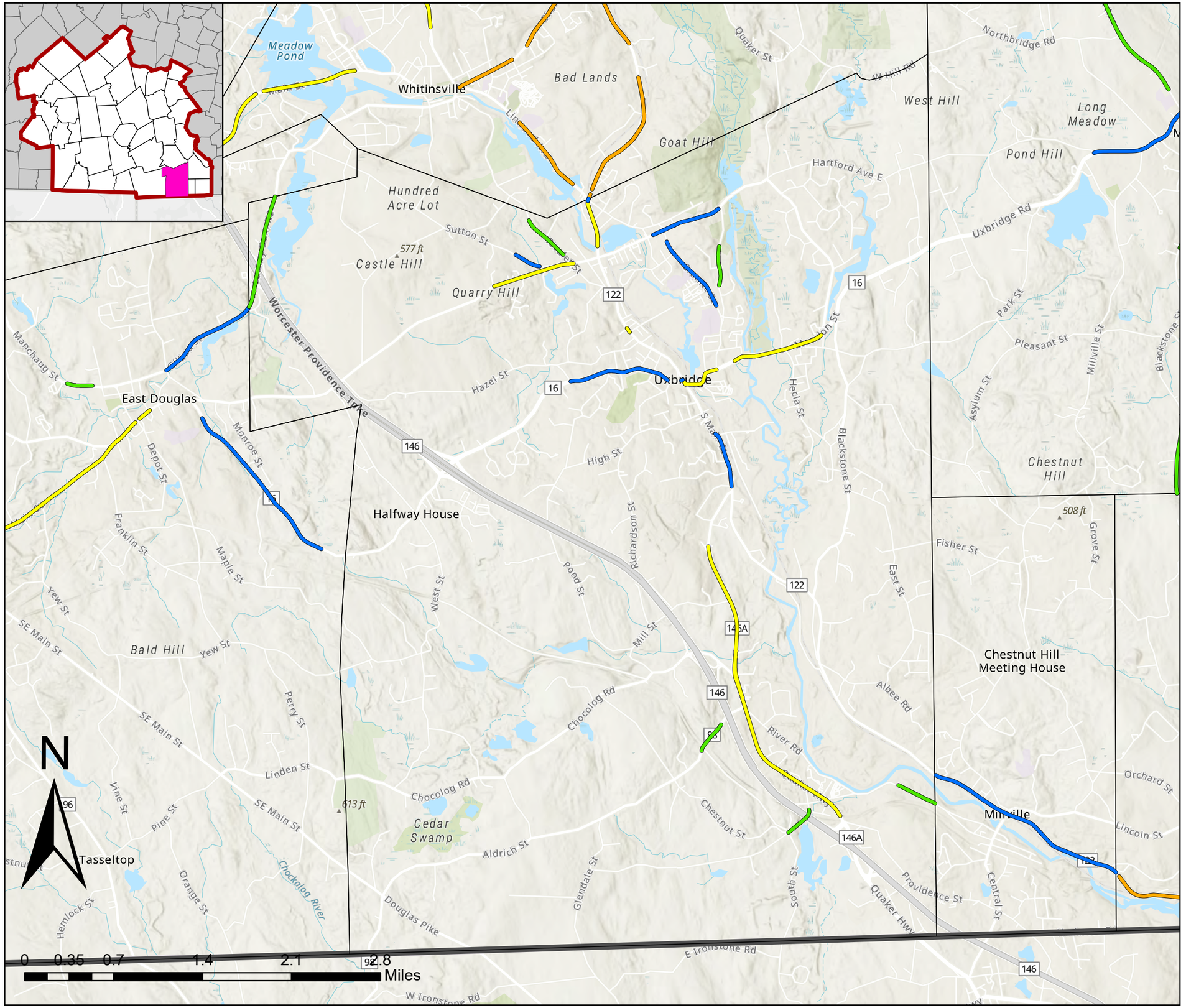
Priority Segments by Weighted Score: UXBRIDGE



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

CMRPC Outline

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Town	Roadway (Street Name)	Calculated Weighted Score
Uxbridge	Mendon Street	3
Uxbridge	Hartford Avenue West	2.7
Uxbridge	North Main Street	2.6
Uxbridge	Quaker Highway	2.5
Uxbridge	South Main Street	1.8
Uxbridge	Douglas Street	1.7
Uxbridge	Hartford Avenue East	1.6
Uxbridge	Providence Road	1.6
Uxbridge	Granite Street	1.5
Uxbridge	Sutton Street	1.5
Uxbridge	Oak Street	1.2
Uxbridge	Rivulet Street	1.2
Uxbridge	Aldrich Street	0.8
Uxbridge	Elmwood Avenue	0.8
Uxbridge	Ironstone Road	0.8
Uxbridge	River Road	0.8
Uxbridge	Lackey Dam Road	0.8

Technical Appendix

Appendix A: Town Maps & Priorities

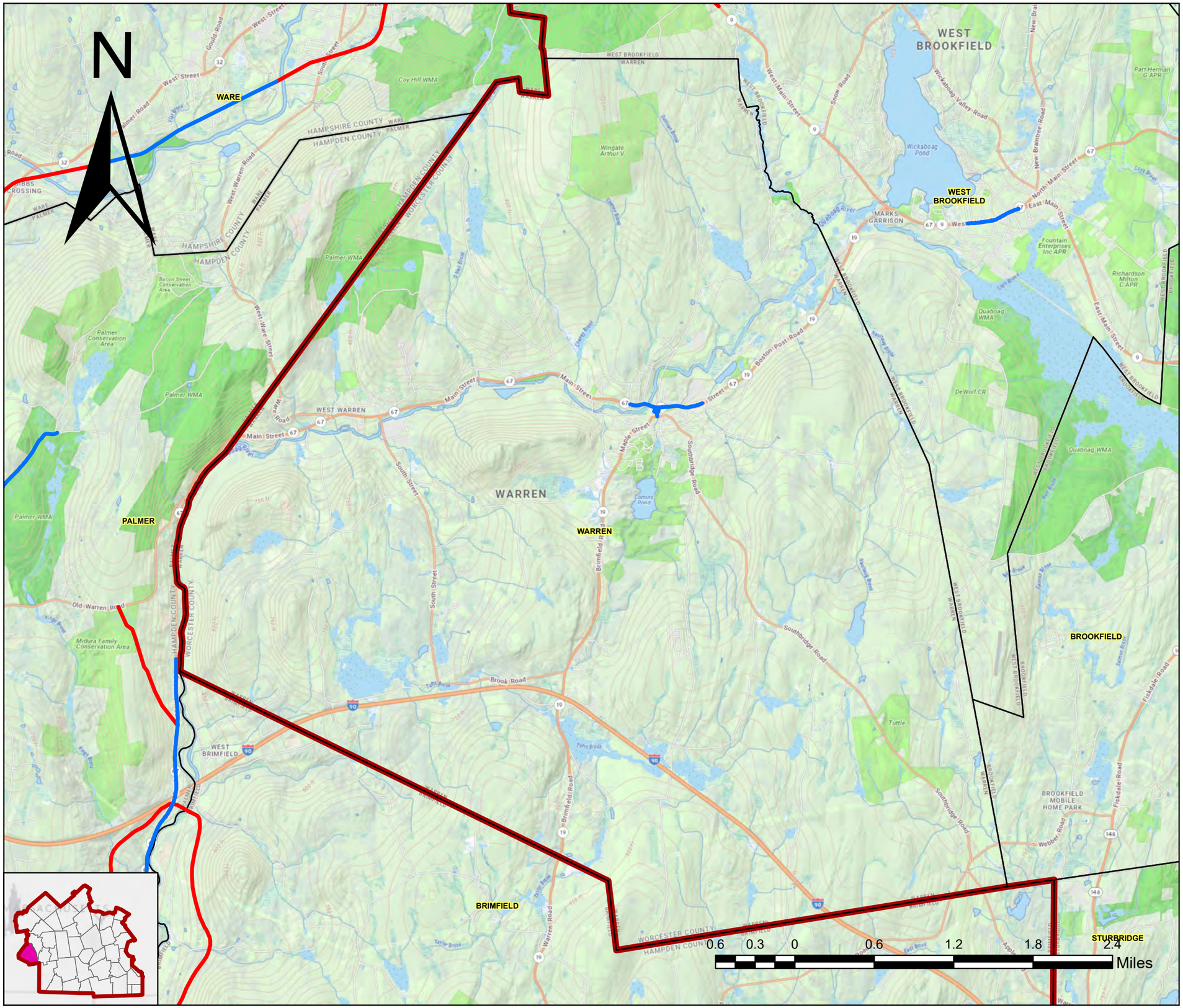
Town: Warren

Subregion: West

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in WARREN



Legend

Bicycle Crash Severity

- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in WARREN

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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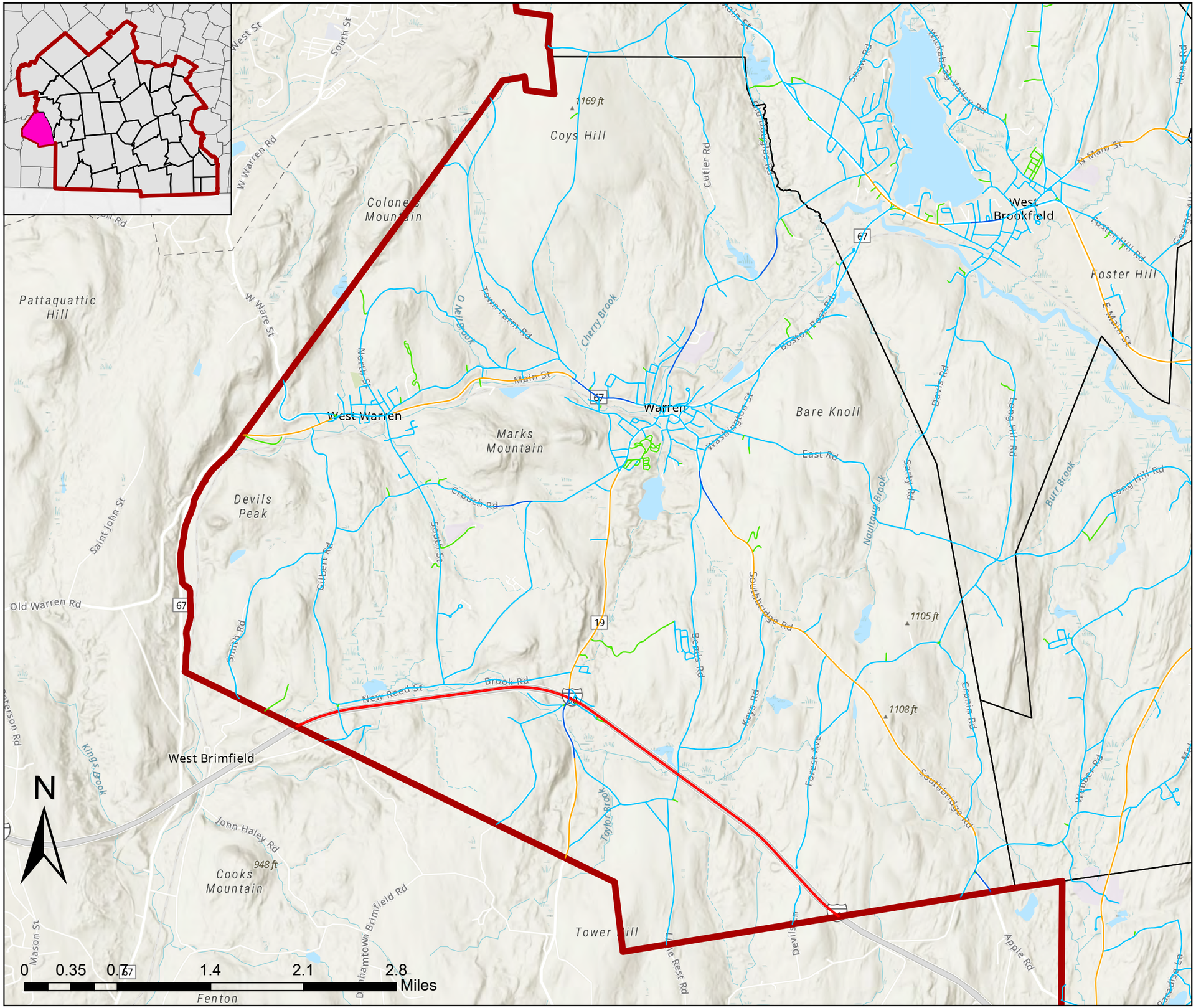
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: WARREN



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

- CMRPCOutline
- CMRPCTowns

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5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: WARREN

Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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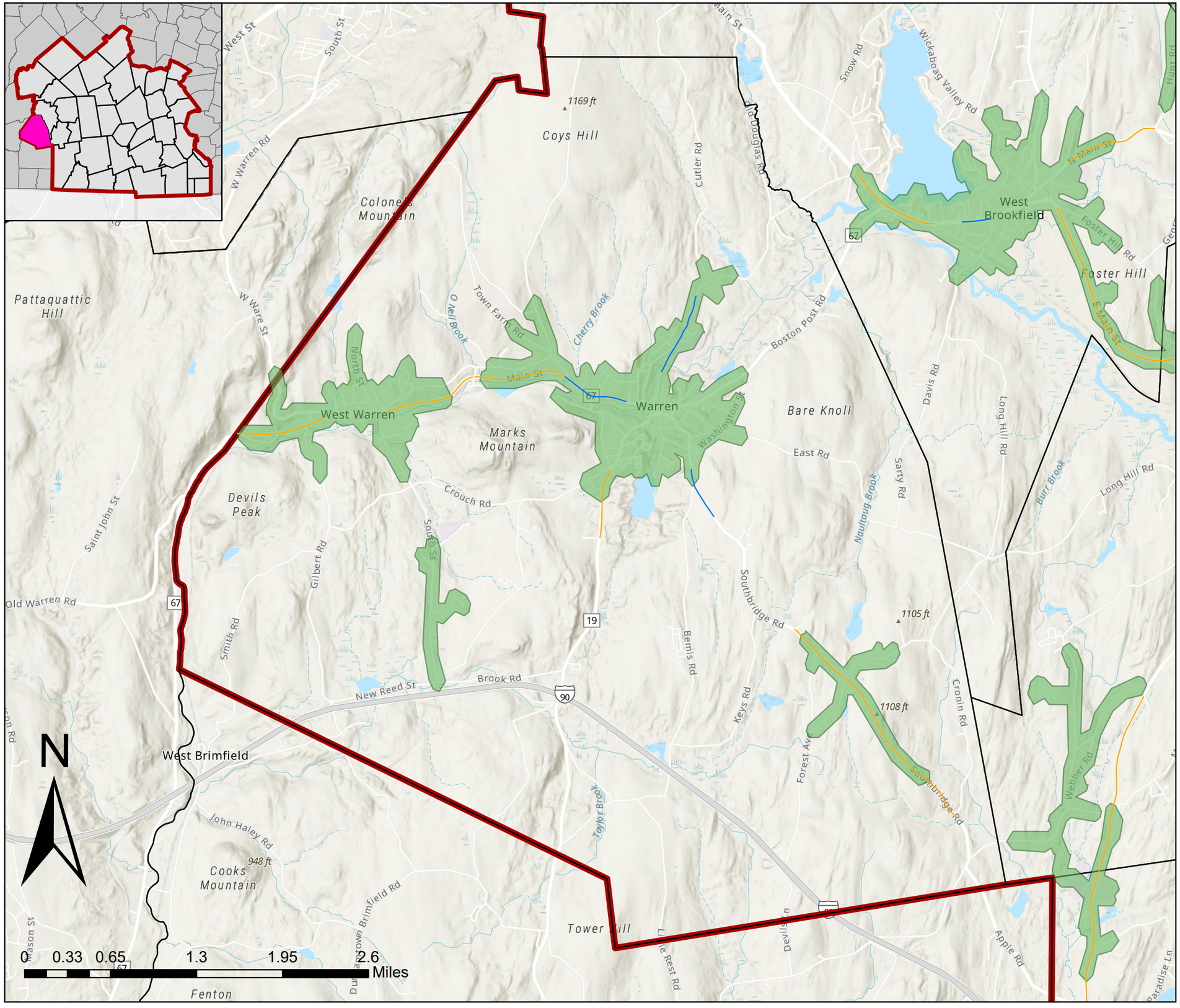
N

0 0.35 0.7 1.4 2.1 2.8 Miles

High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: WARREN



Legend

5-Minute Bicycle Travelshed Cutoff

- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating

- 3
- 4

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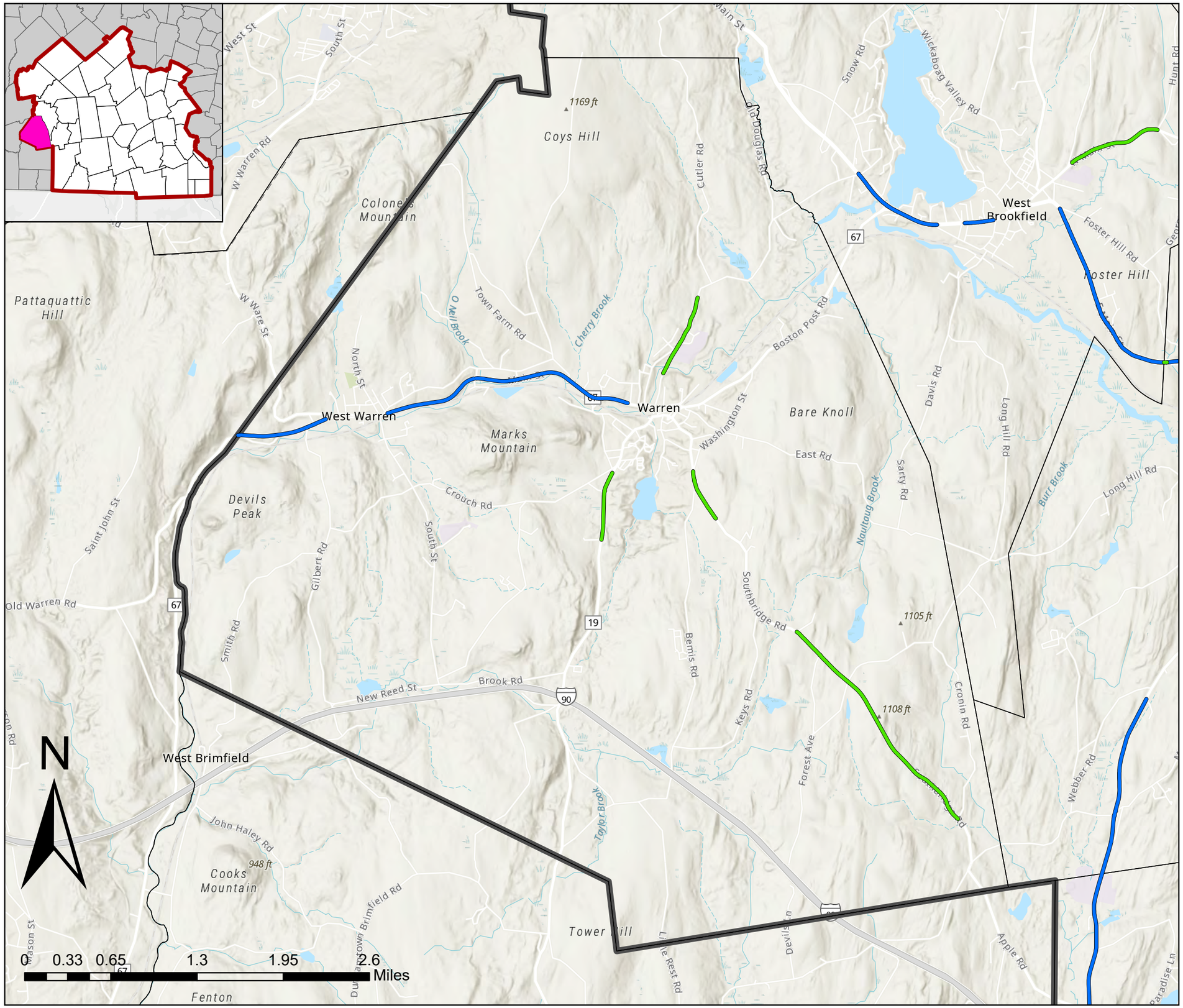
Priority Segments by Weighted Score: WARREN



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

CMRPC Outline

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Town	Roadway (Street Name)	Calculated Weighted Score
Warren	Main Street	2
Warren	Southbridge Road	1.4
Warren	Brimfield Road	1.3
Warren	Old West Brookfield Road	1.1

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Webster

Subregion: Southwest

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in WEBSTER

Legend

Bicycle Crash Severity

- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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0.4 0.2 0 0.4 0.8 1.2 1.6 Miles

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in WEBSTER

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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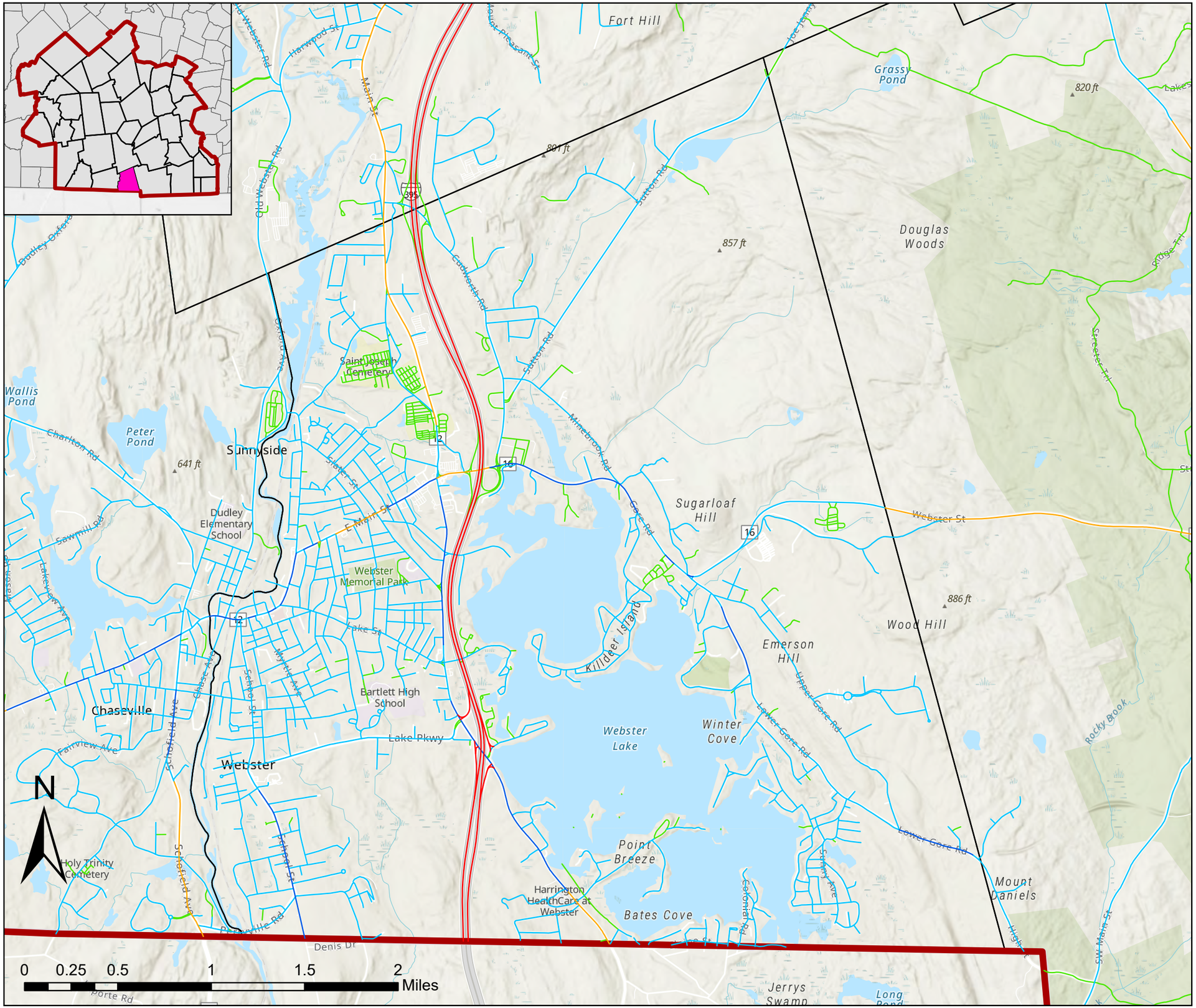
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: WEBSTER



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

- CMRPCOutline
- CMRPCTowns

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5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: WEBSTER

Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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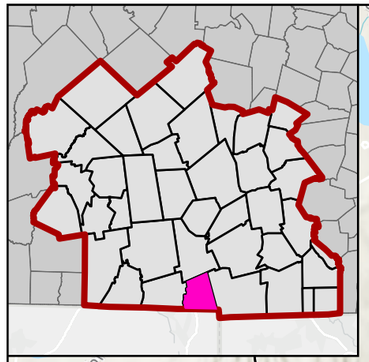

High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: WEBSTER

Legend

5-Minute Bicycle Travelshed Cutoff

- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating

- 3
- 4

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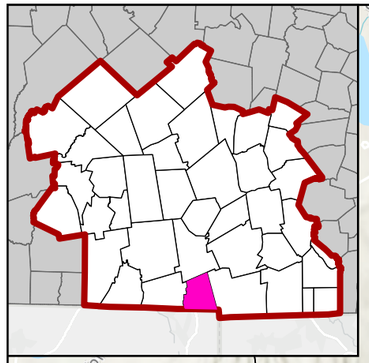
Priority Segments by Weighted Score: WEBSTER



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

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Town	Roadway (Street Name)	Calculated Weighted Score
Webster	East Main Street	4.6
Webster	Worcester Road	3.4
Webster	Thompson Road	3.2
Webster	Main Street	2.7
Webster	South Main Street	2.1
Webster	Gore Road	1.3
Webster	Douglas Road	0.9
Webster	Lower Gore Road	0.4

Technical Appendix

Appendix A: Town Maps & Priorities

Town: West Boylston

Subregion: North

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in WEST BOYLSTON

Legend

Bicycle Crash Severity
- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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0.55 0.28 0 0.55 1.1 1.65 2.2 Miles

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in WEST BOYLSTON

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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0.55 0.28 0 0.55 1.1 1.65 2.2 Miles

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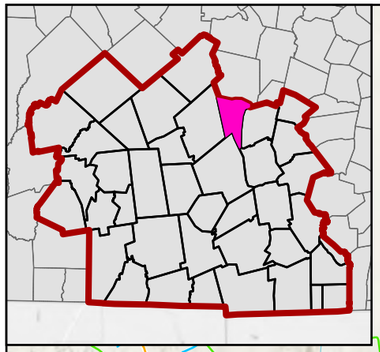

Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: WEST BOYLSTON

Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

CMRPCOutline

CMRPCTowns

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5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: WEST BOYLSTON

Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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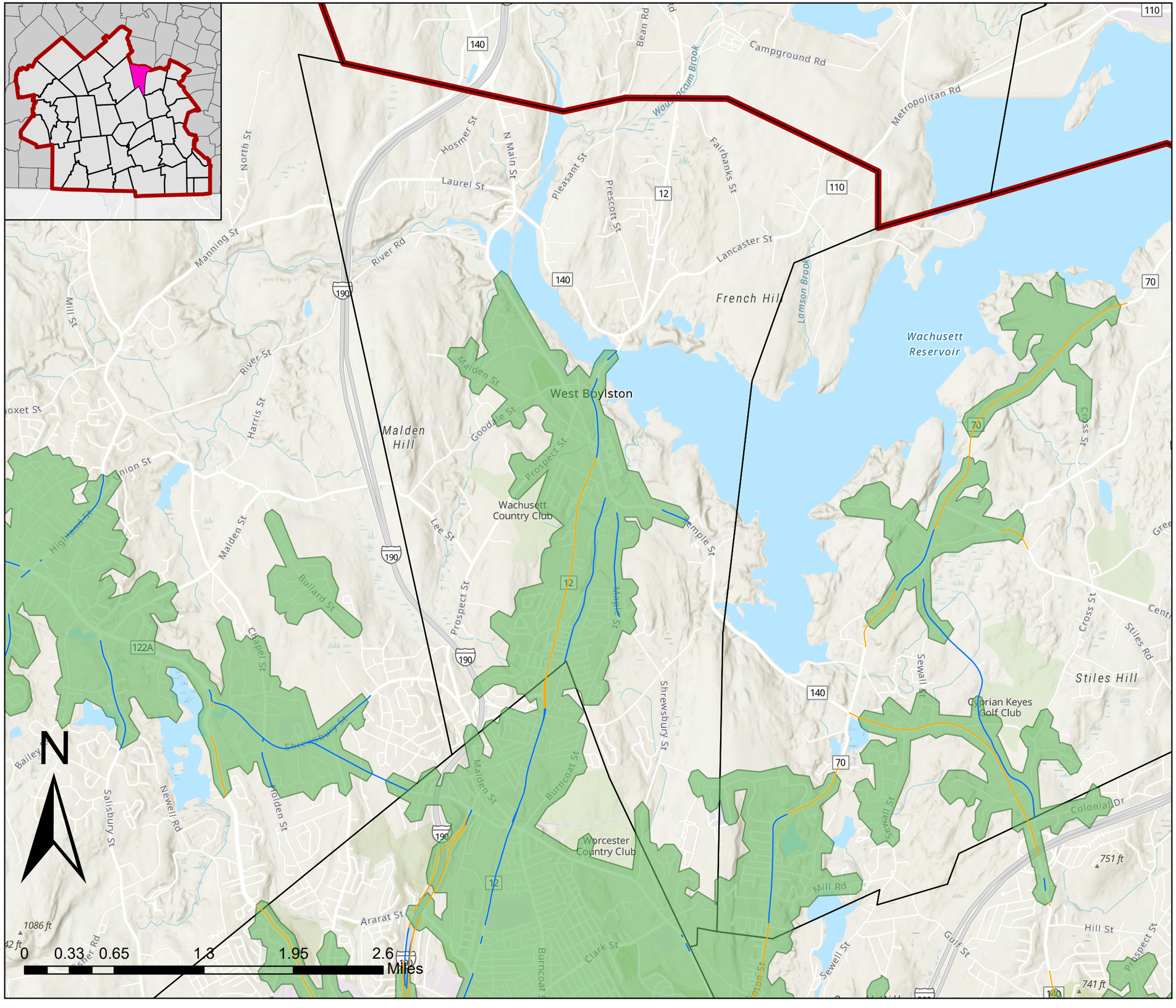
N

0 0.33 0.65 1.3 1.95 2.6 Miles

High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: WEST BOYLSTON



Legend

5-Minute Bicycle Travelshed Cutoff
- 0 - 5 Minutes

CMRPC Towns

CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating
- 3
- 4

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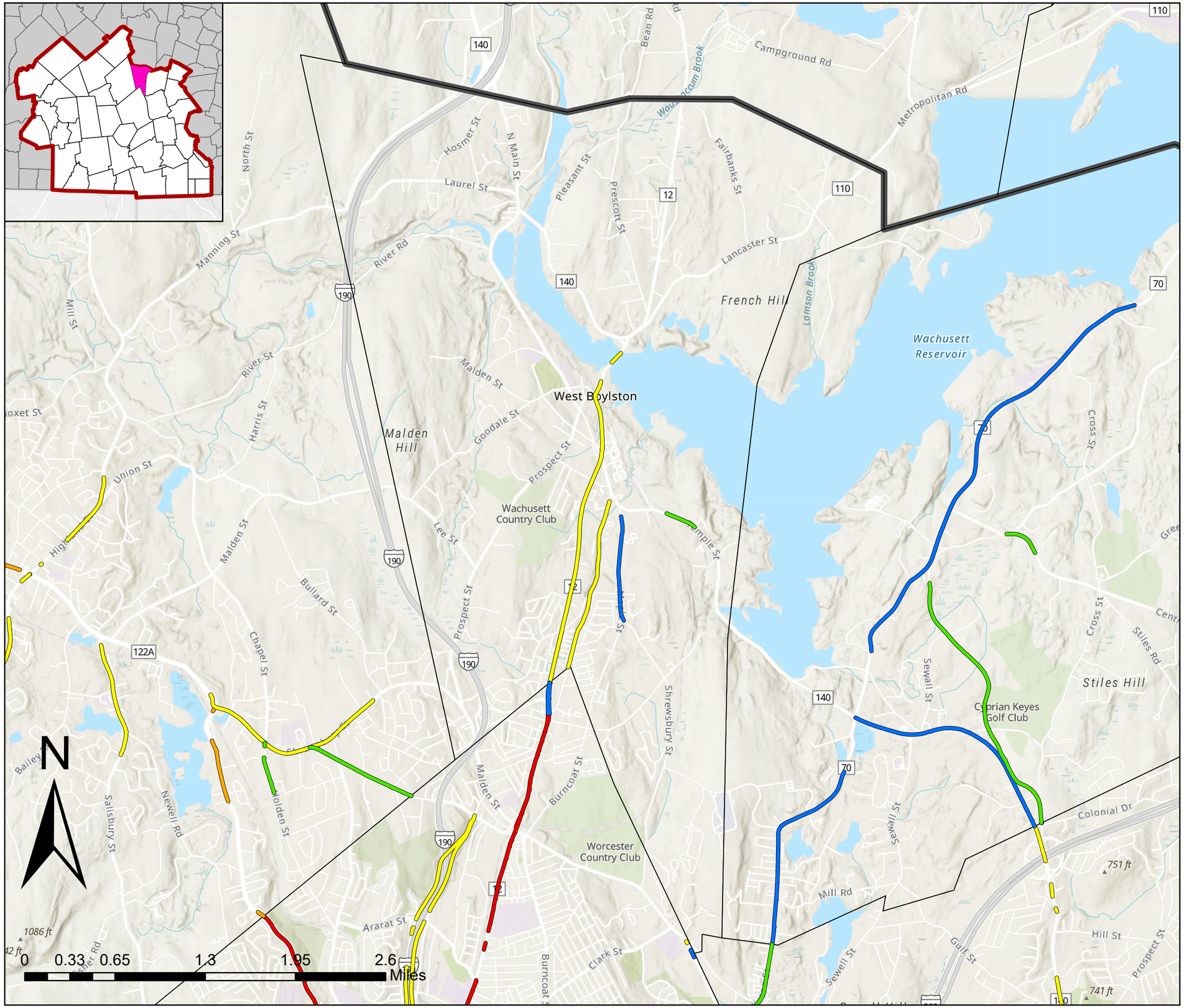
Priority Segments by Weighted Score: WEST BOYLSTON



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

CMRPC Outline

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Town	Roadway (Street Name)	Calculated Weighted Score
West Boylston	West Boylston Street	3
West Boylston	Worcester Street	2.3
West Boylston	Maple Street	1.5
West Boylston	Temple Street	1.2

Technical Appendix

Appendix A: Town Maps & Priorities

Town: West Brookfield

Subregion: West

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in WEST BROOKFIELD

Legend

Bicycle Crash Severity
- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in WEST BROOKFIELD

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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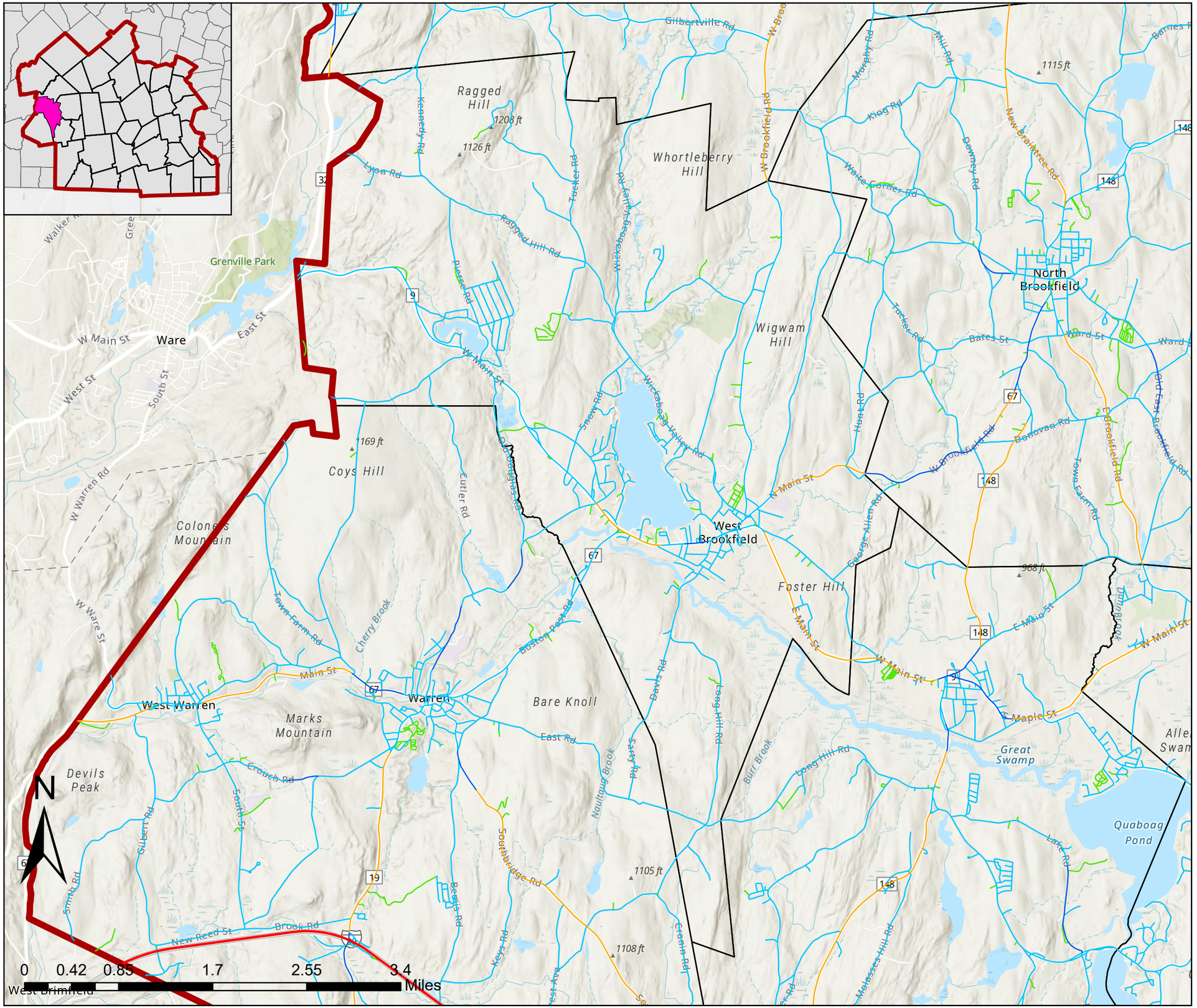
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: WEST BROOKFIELD



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

- CMRPCOutline
- CMRPCTowns

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5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: WEST BROOKFIELD

Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes

- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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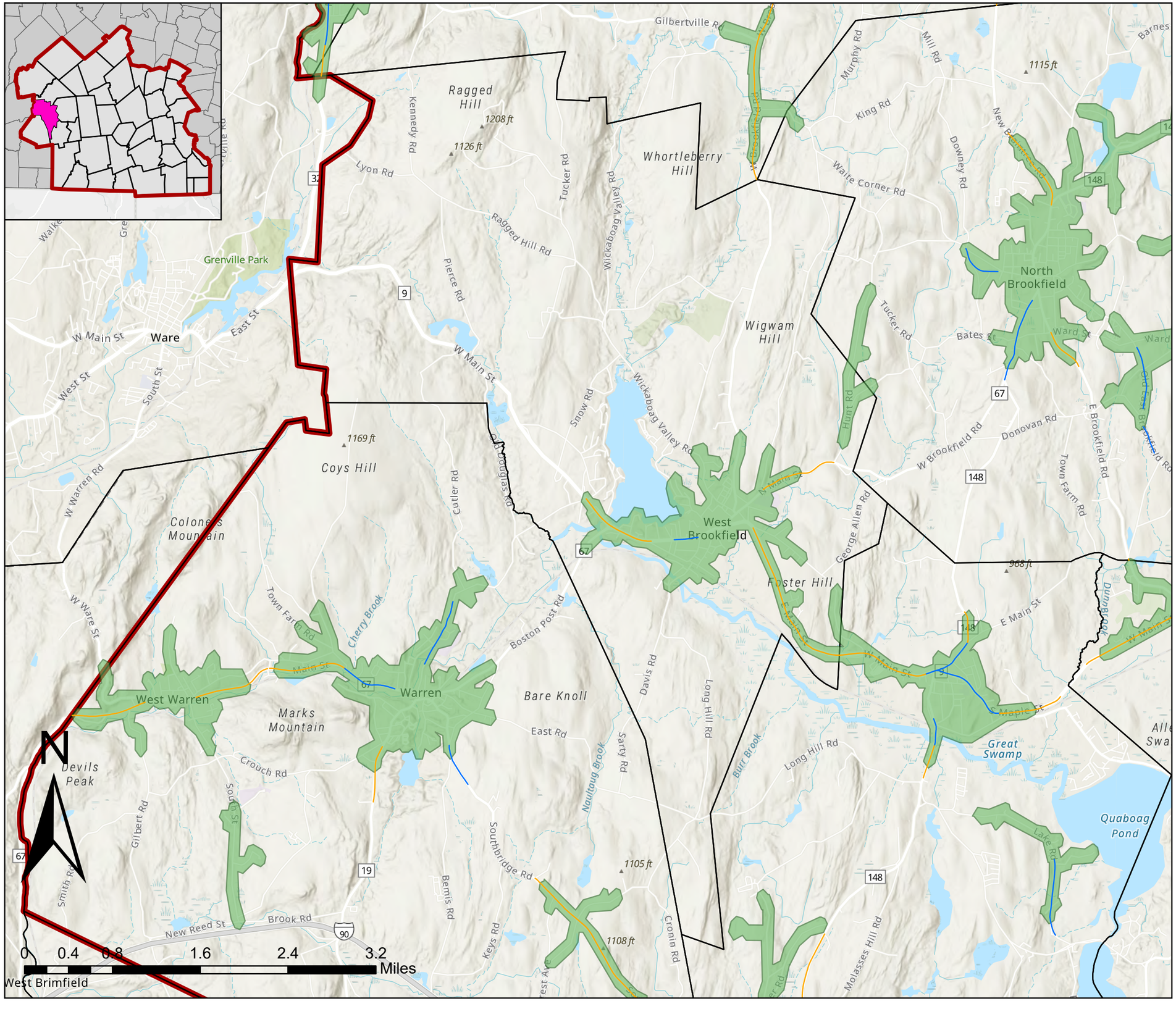
N

0 0.42 0.85 1.7 2.55 3.4 Miles

High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: WEST BROOKFIELD



Legend

5-Minute Bicycle Travelshed Cutoff

- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating

- 3
- 4

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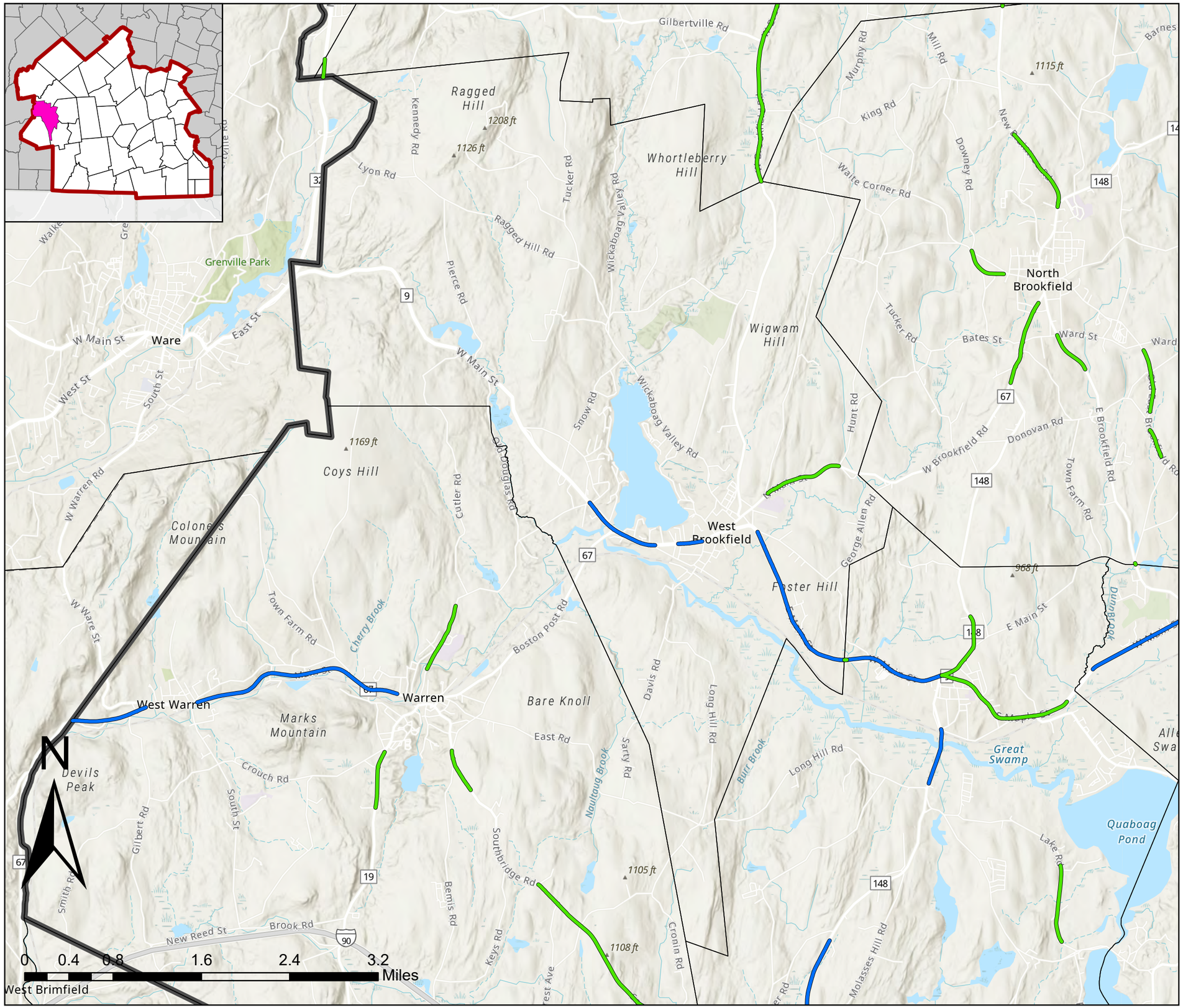
Priority Segments by Weighted Score: WEST BROOKFIELD



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
- 4.3 - 5.5 High Priority

CMRPC Towns

CMRPC Outline

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Town	Roadway (Street Name)	Calculated Weighted Score
West Brookfield	East Main Street	2.1
West Brookfield	West Main Street	2.1
West Brookfield	North Main Street	1.4

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Westborough

Subregion: Northeast

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in WESTBOROUGH

Legend

Bicycle Crash Severity
- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in WESTBOROUGH

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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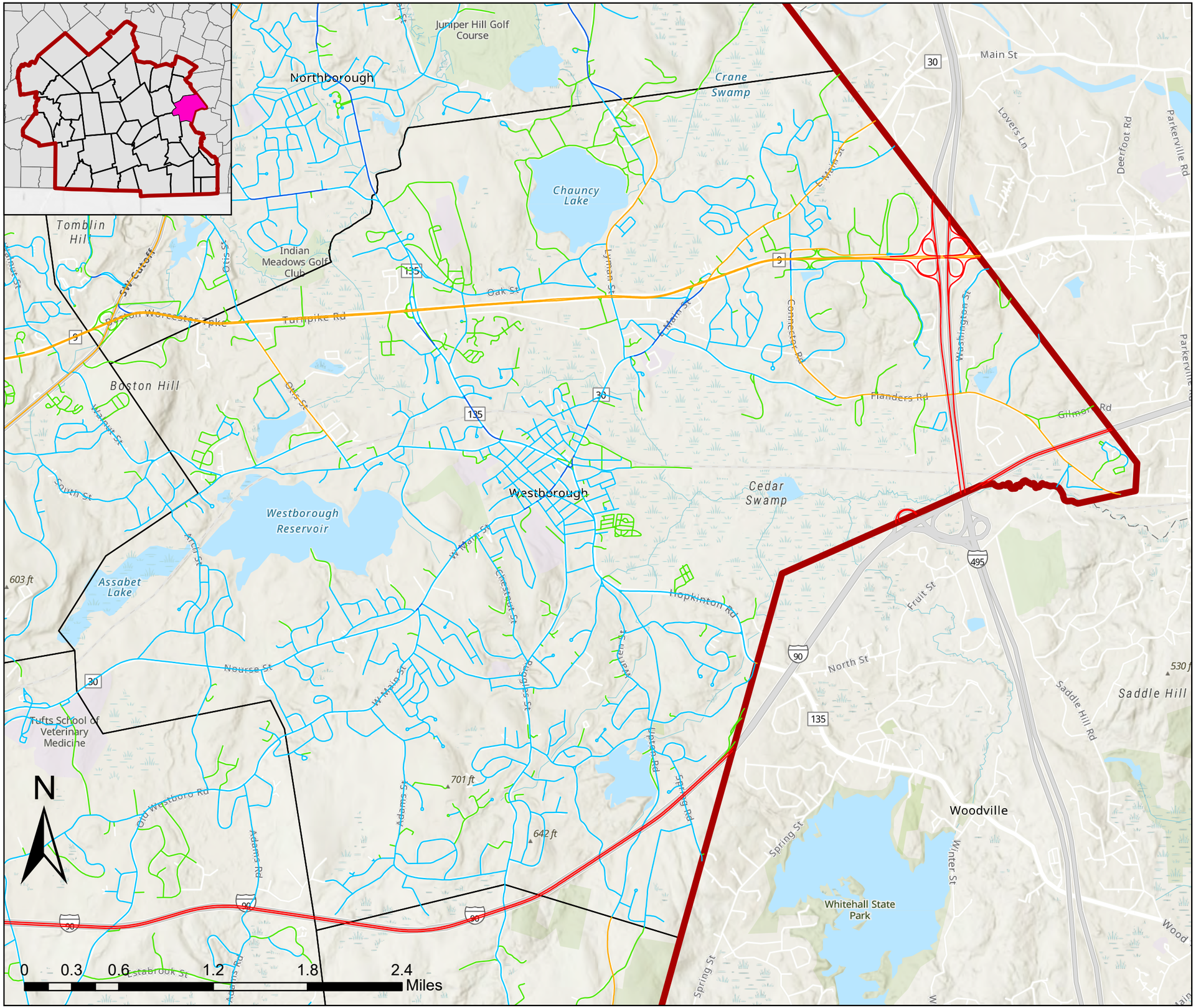
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: WESTBOROUGH



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

- CMRPCOutline
- CMRPCTowns

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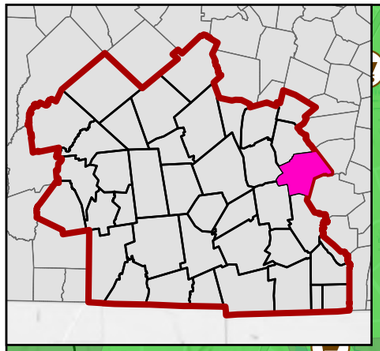
5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: WESTBOROUGH



Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes
- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
- CMRPCTowns

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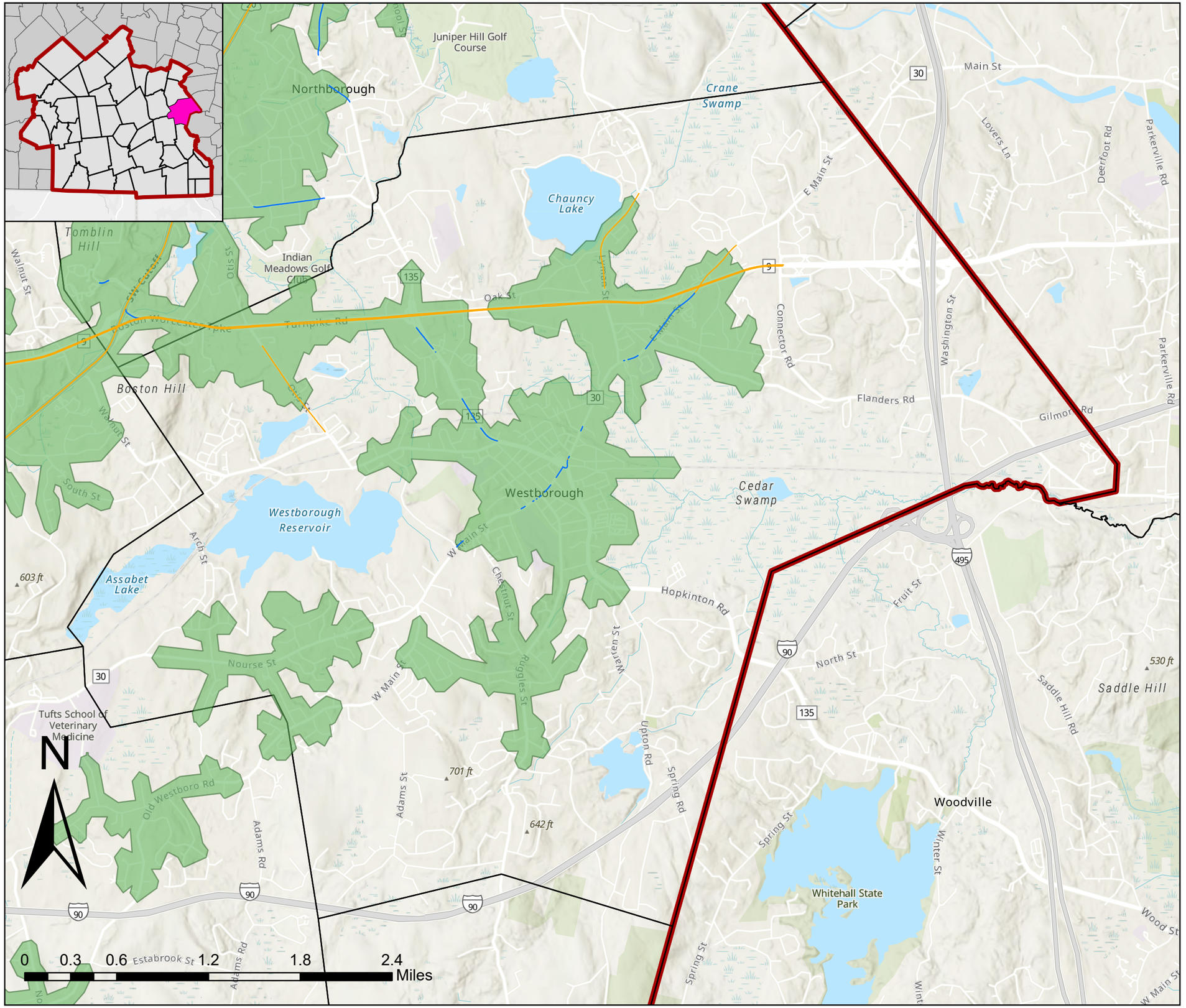
High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: WESTBOROUGH



Legend

5-Minute Bicycle Travelshed Cutoff
- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds
Level of Traffic Stress Rating
- 3
- 4

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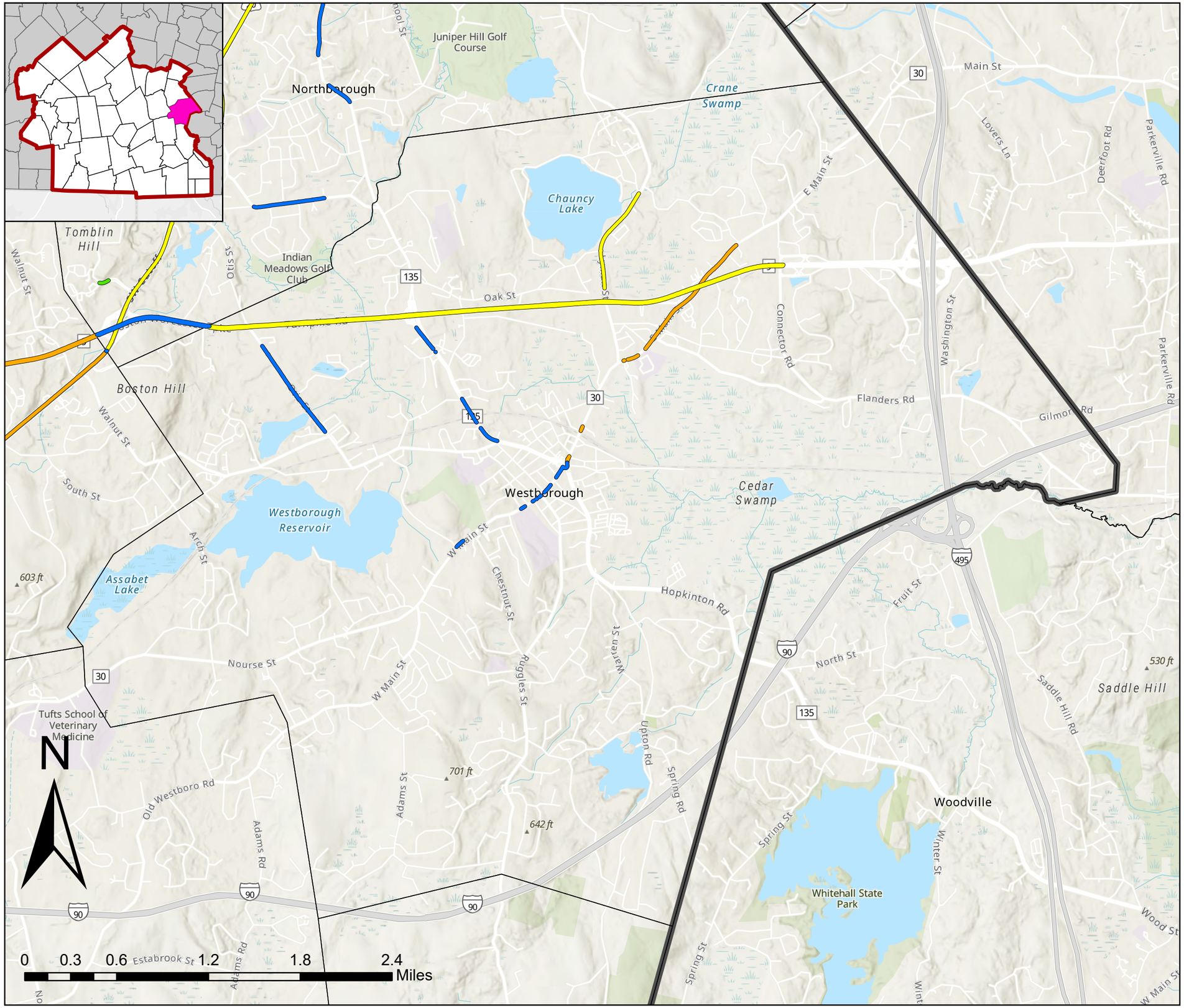
Priority Segments by Weighted Score: WESTBOROUGH



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
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Town	Roadway (Street Name)	Calculated Weighted Score
Westborough	East Main Street	3.8
Westborough	Lyman Street	2.8
Westborough	Turnpike Road	2.5
Westborough	West Main Street	2.2
Westborough	Main Street Rotary	1.8
Westborough	Otis Street	1.7
Westborough	Milk Street	1.6

Technical Appendix

Appendix A: Town Maps & Priorities

Town: Worcester

Subregion: Central

Maps & Priority Table:

1. Bicycle Crashes by Severity with Existing and Planning Bicycle Facilities
2. Bicycle Crashes with MassDOT VRU Primary Risk Road Segments and Intersections
3. Bicycle Level of Traffic Stress (LTS) for All Roadways
4. 5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations
5. High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelshed
6. Priority Segments by Weighted Score
7. Table: Priority Segments by Weighted Score

Reported Bicycle Crashes from 2012-2021 by Crash Severity with Existing and Planned Bicycle Facilities in WORCESTER

Legend

Bicycle Crash Severity
- Fatal injury
- Non-fatal injury
- Not Reported
- Property damage only (none injured)
- Unknown

- Existing Bicycle Facilities
- Planned Bicycle Facilities
- Massachusetts Towns
- CMRPC Outline

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0.8 0.4 0 0.8 1.6 2.4 3.2 Miles

Reported Bicycle Crashes from 2012-2021 with MassDOT VRU Primary Risk Road Segments and Intersections in WORCESTER

Legend

- MassDOT VRU Bicycle Primary Risk Intersections
- Bicyclist Crashes 2012-2021
- Massachusetts Towns
- MassDOT VRU Bicycle Primary Risk Road Segments

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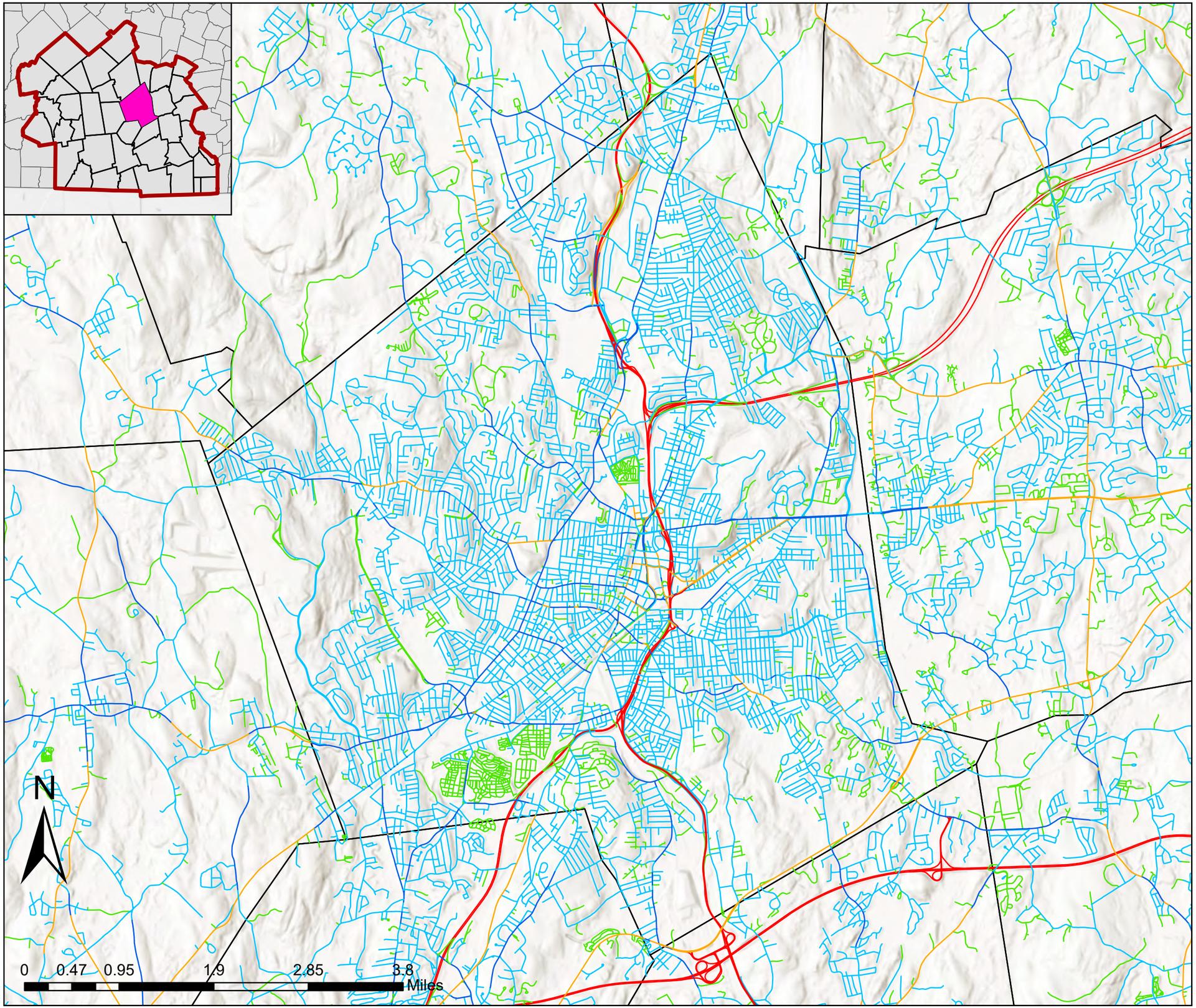
Bicycle Level of Traffic Stress (LTS) Ratings for All Roadways: WORCESTER



Legend

Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress Rating

- 1
- 2
- 3
- 4
- 5

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CMRPCTowns

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5-, 10-, and 15-Minute Bicycle Travelsheds with Destinations: WORCESTER

Legend

5-, 10-, and 15-Minute Bicyle Travelshed Cutoff

- 10 - 15 Minutes
- 5 - 10 Minutes
- 0 - 5 Minutes

- Schools
- Food Stores
- Libraries
- Town and City Halls
- CMRPCOutline
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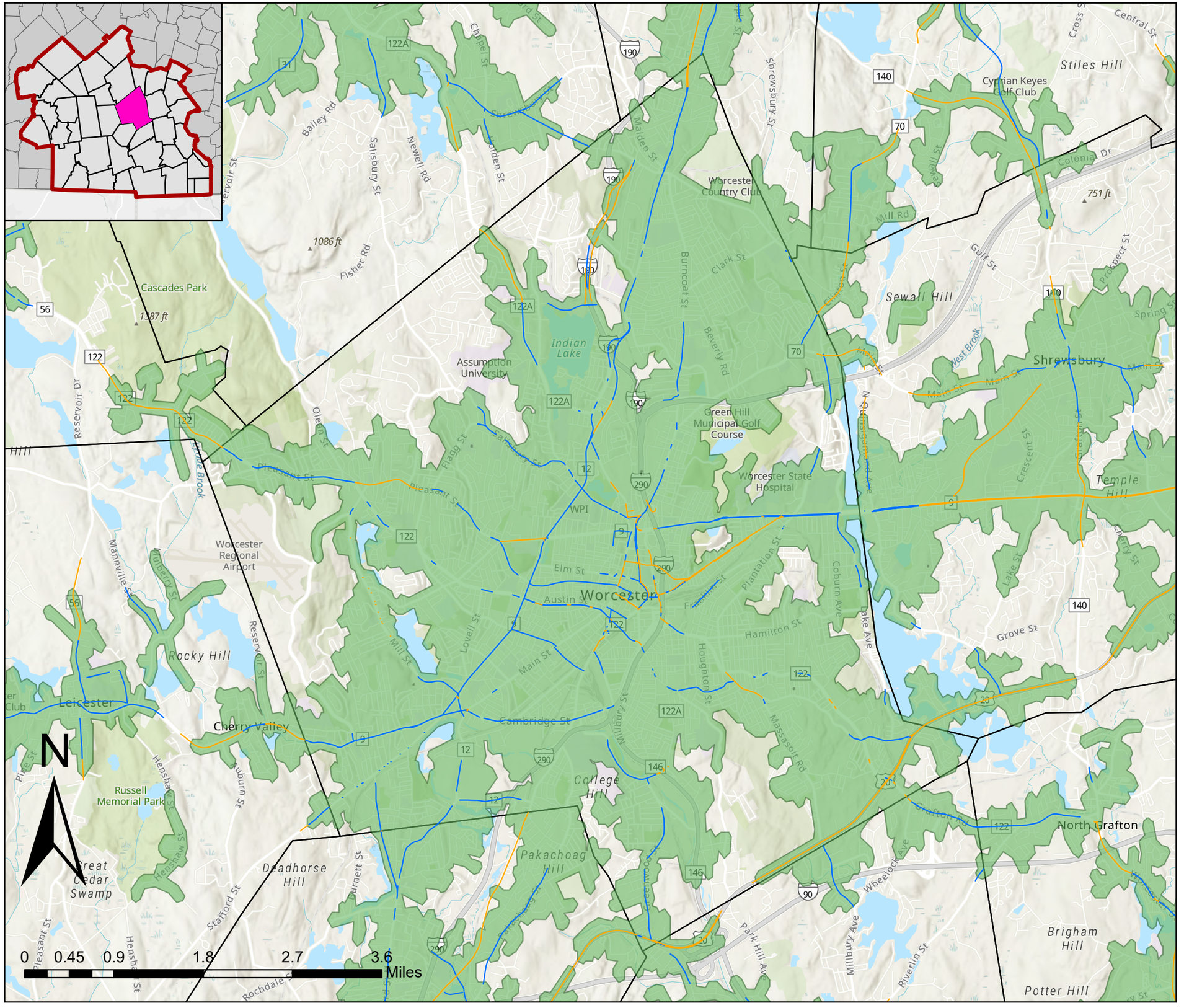
N

0 0.47 0.95 1.9 2.85 3.8 Miles

High Stress Bicycle Segments Intersecting 5-Minute Bicycle Travelsheds: WORCESTER



Legend

5-Minute Bicycle Travelshed Cutoff

- 0 - 5 Minutes
- CMRPC Towns
- CMRPC Outline

High Stress Segments Intersecting 5-Minute Travelsheds

Level of Traffic Stress Rating

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- 4

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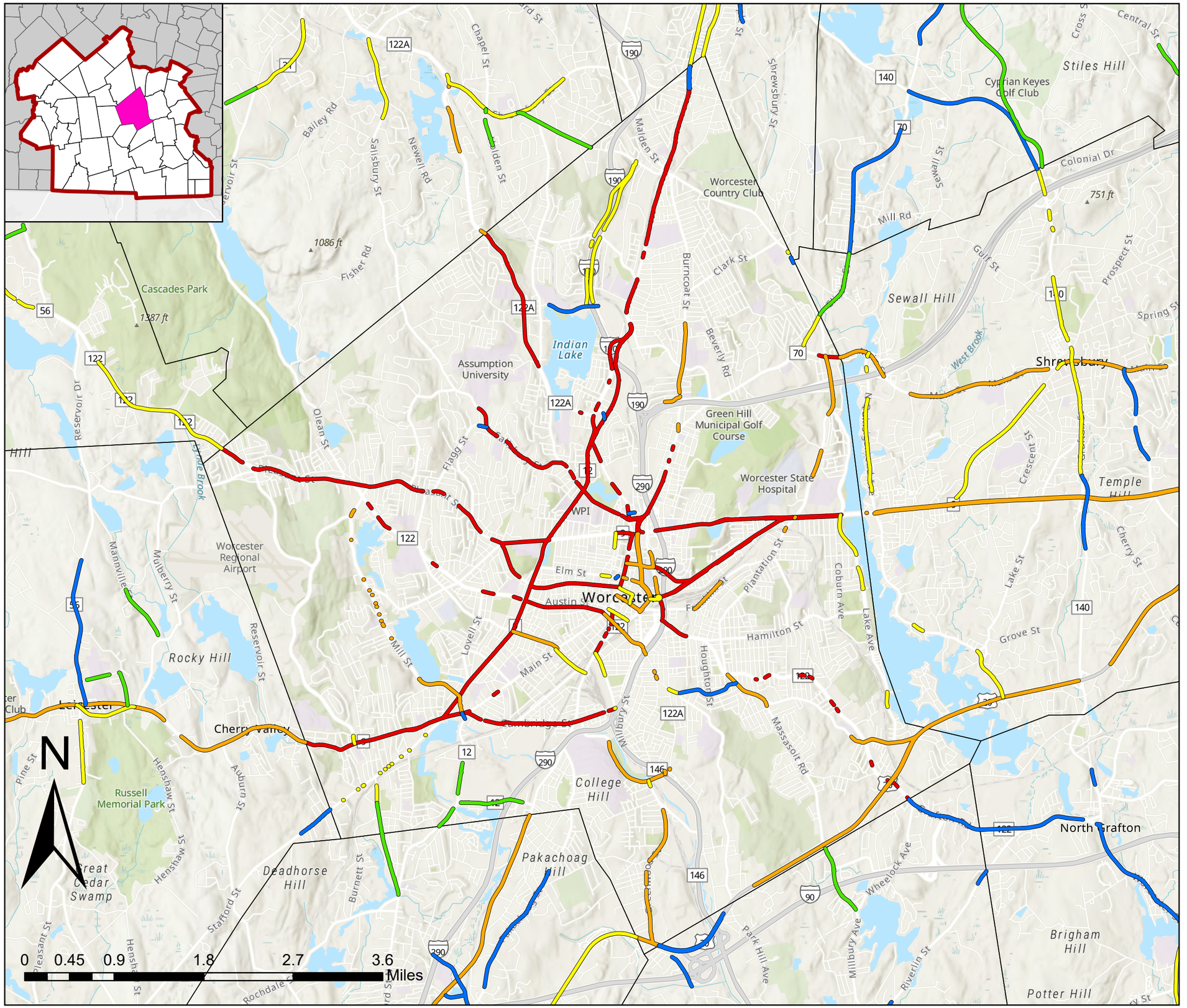
Priority Segments by Weighted Score: WORCESTER



Legend

Priority Segments by Weighted Scores

Priority Level

- 0.30 - 1.4 Low Priority
- 1.5 - 2.2 Low-Medium Priority
- 2.3 - 3.1 Medium Priority
- 3.2 - 4.2 Medium-High Priority
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CMRPC Towns

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Town	Roadway (Street Name)	Calculated Weighted Score
Worcester	Park Avenue	5.5
Worcester	Main Street	5.3
Worcester	Grove Street	5.2
Worcester	Grafton Street	5.2
Worcester	Chandler Street	5.1
Worcester	Salisbury Street	5.1
Worcester	Shrewsbury Street	5.1
Worcester	Lincoln Street	5.1
Worcester	Cambridge Street	5
Worcester	Belmont Street	4.9
Worcester	Southbridge Street	4.9
Worcester	West Boylston Street	4.9
Worcester	Gold Star Boulevard	4.8
Worcester	Highland Street	4.7
Worcester	Pleasant Street	4.5
Worcester	East Central Street	4.4
Worcester	Franklin Street	4.2
Worcester	Madison Street	4.2
Worcester	Millbury Street	4.1
Worcester	Vernon Street	3.9
Worcester	Mill Street	3.7
Worcester	Burncoat Street	3.6
Worcester	McKeon Road	3.6
Worcester	Foster Street	3.5
Worcester	Kelley Square	3.5
Worcester	Martin Luther King Jr Boulevard	3.5
Worcester	May Street	3.5
Worcester	Plantation Street	3.5
Worcester	Summer Street	3.5
Worcester	Southwest Cutoff	3.4
Worcester	Greenwood Street	3.3
Worcester	Major Taylor Boulevard	3.3
Worcester	Massasoit Road	3.2
Worcester	Millbrook Street	3.2
Worcester	Mountain Street West	3.2
Worcester	Sunderland Road	3.2
Worcester	Boylston Street	3.1
Worcester	Frontage Road North	3
Worcester	Myrtle Street	3
Worcester	Church Street	2.8
Worcester	Front Street	2.8
Worcester	Goddard Memorial Drive	2.8
Worcester	Quinsigamond Avenue	2.8
Worcester	Stafford Street	2.8

Town	Roadway (Street Name)	Calculated Weighted Score
Worcester	Francis J McGrath Boulevard	2.7
Worcester	Frontage Road South	2.7
Worcester	Mountain Street East	2.7
Worcester	Lancaster Street	2.6
Worcester	Blackstone River Road	2.5
Worcester	Lake Avenue	2.5
Worcester	Elm Street	2.4
Worcester	James Street	2.4
Worcester	Winthrop Street	2.4
Worcester	Hammond Street	2.3
Worcester	Washington Square	2.3
Worcester	Shore Drive	2.1
Worcester	Elm-Maple Connector	2
Worcester	Mill Street Extension	2
Worcester	Northeast Cutoff	2
Worcester	State Road	1.8
Worcester	Flagg Street	1.7
Worcester	Woodbury Street	1.6
Worcester	Heywood Street	1.5
Worcester	Lexington Street	1.5
Worcester	Webster Street	1.3
Worcester	South Ludlow Street	1.2
Worcester	Hope Avenue	0.7

2025 CMMPO Regional Bicycle Plan

Appendix B: Methodology

Appendix B: Methodology

Safety Analysis

Downloading the Relevant Data Layers

To obtain data on bicycle crashes, bicycle crash data was downloaded from the MassDOT Impact Crash Data Portal. Staff utilized the Data Query and Visualization tool on the MassDOT Impact Crash Data Portal by entering as a guest. Staff selected all the fields in the Crash Data Level Fields to be included in the query to include as much detail as possible in the output. Staff selected Basic Search as the query type and set the crash dates to select the most recent 10-year period of closed data. Crash dates selected are as follows: from 01/01/2012 to 12/31/2021, to include all crash data from the start of 2012 through the end of 2021. This range was chosen because data from 2022 is still considered "open," and thus subject to change. An additional filter was applied to restrict the query to the Central Massachusetts Regional Planning Commission (CMRPC) geographical area. A Person Characteristic filter was also added to select "Bicyclist" as the Non-Motorist type. Results of the query were then visualized. Once data was visualized, it was exported from the MassDOT Impact Crash Data Portal as a CSV file and converted to a shapefile.

Analysis

Once the relevant data layers were obtained, they were imported into ArcGIS Pro for analysis. Various "select by location" and "select by attribute" queries were used to analyze the data and reveal trends over time as well as geospatial trends, contributing to a more nuanced understanding of bicycle safety throughout the CMMPO region.

It is important to note that not all bicycle crashes are reported. There is a myriad of reasons why a person may choose not to report a bicycle crash. In a situation with minimal damage to people or property, involved parties may opt not to report the accident. Additionally, folks who lack health insurance or proper documentation may fear the consequences of reporting a bicycle crash through official channels, even if injury or serious injury has occurred.

Access to Destinations Analysis

Downloading the Relevant Data Layers

The first step in performing the access to destinations connectivity analysis was to decide which destinations would be used in the analysis and obtain the relevant data layers. With assistance from the Bicycle Plan Advisory Committee, it was determined that the following destinations would be ideally suited for the analysis: town & city halls, schools, libraries, and food retailers. The U.S. Department of Housing and Urban Development (HUD) Jobs Proximity Index was utilized to add a component of accessibility to employment centers to the analysis. United States Census population data by blocks was used to understand trip origins. The following data layers were obtained from the following sources:

- Town & City Halls from the CMMPO GIS database
- Schools from the CMMPO GIS database
- Libraries from the CMMPO GIS database
- SNAP Retailer Locations from U.S. Department of Agriculture (USDA)
- Farmers' Market Locations from MassGIS
- Bicycle Facilities (Existing and Planned) from MassDOT's GeoDOT Open Data Portal
- Population data from the U.S. Census Bureau
- Jobs Proximity Index from The U.S. Department of Housing and Urban Development
- Bicycle Level of Traffic Stress (LTS) from MassDOT

Once all the necessary data layers were obtained and added to a map in ArcGIS Pro, several geoprocessing tools were utilized to conduct the analysis.

Service Area Network Analyst

CMMPO staff utilized the Service Area Network Analyst tool to create 5-, 10-, and 15-minute travelsheds around common destinations. To use the Service Area Network Analyst Tool, the first step is to create the Service Area layer. Once the layer has been created, facilities must be imported into the layer to serve as the points from which the travelsheds will be created. Once all the destinations were imported into the Service Area layer, the travel mode had to be selected, and parameters modified to reflect bicycling.

The Service Area Network Analyst does not have a preconfigured bicycling mode, so CMMPO staff opted to select the driving mode, as bicyclists are considered vehicles on the roadway and have the same rights and responsibilities as motorists on most roadways. The

driving mode was modified to more accurately reflect the average bicyclist in Central Massachusetts. Parameters for this travel mode are listed below.

Travel Mode Settings:

Mode: Driving

Direction: Toward Facilities

Cutoffs: 5, 10, 15

Cost Parameters:

- Travel Time Vehicle Maximum Speed: 14.4841 km/h = 9 mph
- Truck Travel Time Vehicle Maximum Speed: 14.4841 km/h = 9 mph

Restrictions:

- Attribute: Avoid Carpool Roads. Parameter: Prohibited
- Attribute: Avoid Express Lanes. Parameter: Prohibited
- Attribute: Avoid Ferries. Parameter: Prohibited
- Attribute: Avoid Gates. Parameter: Prohibited
- Attribute: Avoid Limited Access Roads. Parameter: Prohibited
- Attribute: Avoid Private Roads. Parameter: Prohibited
- Attribute: Avoid Stairways. Parameter: Avoid (high)
- Attribute: Avoid Toll Roads. Parameter: Prohibited
- Attribute: Avoid Toll Roads for Trucks. Parameter: Prohibited

U-Turns: Allowed at dead ends and intersections.

Advanced:

- Hierarchy not used.
- Output Geometry Simplified at 10 meters.

Output Geometry: Polygons, Standard Precision, Dissolve, Disks.

The following additional travel settings were set to determine the area of service towards destinations, as CMMPO staff wanted to determine areas within 5-, 10-, and 15-minute bicycle rides from common destinations. Direction of analysis was set to “Toward

Facilities." Once CMMPO staff ran the analysis, resulting polygon features were created which represent the areas serviced by the destinations, or travelsheds. The network data source used to run the Service Area Network Analyst geoprocessing tool was the ArcGIS Online network dataset, meaning that according to this analysis, bicyclists could ride on any streets except the roadways prohibited by the restrictions listed above.

Priority Identification

In order to identify priority roadways, CMMPO staff utilized a series of queries to isolate roadway segments that were both high stress (LTS Rating 3 or 4) and intersected the 5-minute bicycle travelshed. These roadways represent barriers to a well-connected, low-stress bicycle network, and thus represent the priority roadways for improved bicycle infrastructure. This method identified 328 priority roadways in the CMMPO Region. Due to the nature of the Road Inventory File (RIF) and the Level of Traffic Stress (LTS) Ratings, several identified priority roadway segments were isolated; in other words, intermittent portions of a roadway may have been selected through the methodology, while other portions of that same roadway were not selected. In these cases, CMMPO staff considered the entire roadway a priority, not just isolated segments of that respective roadway. This aligns with the "weakest link" logic of the LTS methodology and promotes greater connectivity throughout the region. As such, detailed "to and from" extents are not specified in the priority list.

Prioritization Scoring

Twelve factors contributed to the scoring of the identified priority roadways, as shown in the table below. Each factor was categorized, and weights were assigned to each category to differentiate levels of importance assigned to each category. Safety related factors were considered the most important, weighted at 40%, and Comfort & Access related factors were also considered important, weighted at 30%. The remaining three categories of factors received a weighting of 10% each, as these factors were important to consider, but not quite as important as the Safety or Comfort & Access related factors.

Factor	Category	Weight
Crash-Based Analysis	Safety	40%
Risk-Based Analysis		
MassDOT VRU Assessment		
Level of Traffic Stress Rating	Comfort & Access	30%
Number of Bicycle Trip Origins (Census Block Group)		
Interactive Map/Survey	Public Participation	10%
Mention in Other Local Survey		
State Priority	State, Regional, and Local Priority Determination	10%
Regional Priority		
Local Priority		
Population (Census Block Group)	Socioeconomic & Demographic	10%
REJ+ Determination (Census Block Group)		

A further breakdown of how each factor was scored is presented in the table below.

Category	Criteria					
Safety (40%)	Crash-Based Analysis		Risk-Based Analysis (MassDOT Network Screening Tool)		MassDOT VRU Assessment	
	Quality	Points	Quality	Points	Quality	Points
	No Crashes	0	Not a Risk Site	0	Not a Risk Site	0
	1-2 Crashes	1	Secondary Risk Intersection(s) or Segment(s)	1	Primary Risk Intersection(s) or Segment(s)	1
	3-5 Crashes	2	Primary Risk Intersection(s) or Segment(s)	2	Primary Risk Intersection(s) and Segment(s)	2
	≥ 6 Crashes	3				
	Presence of KA Crash	1 extra point				
Comfort & Access (30%)	Replica Number of Bicycle Trip Origins (Census Block Group)		BLTS Analysis			
	Quality	Points	Quality (BLTS Rating)	Points		
	≤ 9	0	1 or 2	0		
	10 - 33	1	3	1		
	34 - 105	2	3 and 4 or 4	2		
	≥ 106	3				
Public Participation (10%)	Interactive Map Survey		Mentioned in Other Local Survey			
	Quality	Points	Quality	Points		
	No	0	No	0		
	Yes	1	Yes	1		
State, Regional, and Local Priority Determination (10%)	MassDOT Priority		Local Priority		Regional Priority (previous Bicycle Plan)	
	Quality	Points	Quality	Points	Quality	Points
	Not identified	0	Not identified	0	Not identified	0
	Yes	1	Yes	1	Yes	1
Socioeconomic and Demographic (10%)	Population (Census Block Group)		REJ+ Determination			
	Population	Points	Quality	Points		
	≤ 1114	0	No	0		
	1115 - 2009	1	Yes	1		
	2010 - 2595	2				
	≥ 2596	3				

2025 CMMPO Regional Bicycle Plan

Appendix C: Additional Tables

Tables:

1. Table of Resources for Municipalities
2. Essentials of Bicycle Parking Table
3. Massachusetts State-Preferred Crash Modifications Factors (CMFs)
4. U.S. Department of Transportation Pedestrian and Bicycle Funding Sources
5. CMMPO Subregional Meeting Comments

Table of Resources for Municipalities	
Resource	**Description**
Federal Highway Administration's (FHWA) Proven Safety Countermeasures	The FHWA released a list of proven safety countermeasures. This resource is invaluable; it contains a comprehensive list of safety countermeasures that have been proven to be successful in advancing safety. The CMMPO recommends this resource to all of its communities, as there are countermeasures that can be implemented across all of its communities.
Manual on Uniform Traffic Control Devices for Strees and Highways (MUTCD)	The MUTCD defines standards for the installation and maintenance of traffic control devices on all streets, highways, and bicycle and pedestrians facilities. The CMMPO recommends all transportation projects in the region comply with standards set forth in the MUTCD.
National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide	The NACTO Urban Bikeway Design Guide provides cities with bicycle infrastructure solutions that help create complete streets. Guidance is categorized into three levels: required, recommended, and optional. This resource is applicable to and useful in urban environments and has been approved and officially supported by the FHWA.
American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities	This guide provides distinguished engineering design guidance on physical bicycle infrastructure. While it does encourage flexibility and stresses the roles of planners, designers, and engineers, it also include guidance on how to choose specific bikeway types. This document includes guidance appropriate for rural, suburban, and urban communities.
MassDOT's Municipal Resource Guide for Bikeability	This document, released in May 2019, provides insight pertaining to planning, designing, establishing, and maintaining bicycle infrastructure. Insights are applicable to rural, suburban, or urban communities.
MassDOT's Separated Bike Lane Planning and Design Guide	This document is a resource for the consideration, evaluation, and design of separated bicycle lanes. This guide encourages safe and comfortable accommodations for bicyclists as a way to make our streets more complete.
Essentials of Bike Parking	The Association of Pedestrian and Bicycle Professionals released a guide for understanding and selecting proper bicycle parking infrastructure. Includes discussion of other end-of-trip facilities and the importance of placement.
Pedestrian and Bicycle Information Center	This website contains a lot of valuable information, including statistics, webinars, and resources for the development of bicycle and pedestrian facilities of a variety of types. https://www.pedbikeinfo.org/
FHWA Guidebook for Developing Pedestrian and Bicycle Performance Measures	This document is a helpful resource for the development of active transportation performance measures.

Essentials of Bicycle Parking	
Criteria	**Details**
Supports bicycle upright without putting stress on wheels	The rack should provide two points of contact with the frame—at least 6” apart horizontally. Or, if a rack cradles a bicycle’s wheel, it must also support the frame securely at one point or more. The rack’s high point should be at least 32”.
Accommodates a variety of bicycles and attachments	Select a rack type that accommodates a wide variety of bicycles. Avoid designs and spacing that restrict the length, height, or width of bicycles, attachments, or wheels.
Allows locking of frame and at least one wheel with a U-lock	A closed loop of the rack should allow a single U-lock to capture one wheel and a closed section of the bike frame. Rack tubes with a cross section larger than 2” can complicate the use of smaller U-locks.
Provides security and longevity features appropriate for the intended location	Steel and stainless steel are common and appropriate materials for most general use racks. Use tamper-resistant mounting hardware in vulnerable locations. Rack finish must be appropriate to the location.
Rack use is intuitive	First-time users should recognize the rack as bicycle parking and should be able to use it as intended without the need for written instructions.

Massachusetts State Preferred Crash Modification Factor (CMF)									
Countermeasure	**Crash Type**	**All Severity CMF**	**FI CMF**	**Area Type**	**Prior Condition**	**Site Description**	**Notes**	**Resource 1**	**Resource 2**
Add Separated Bike Lane	Vehicle-Bicycle	0.26	0.26	Urban	No Bicycle Infrastructure	Urban Street	Assumed KABC CMF applies to all because all Bike crashes are assumed to be KABC	http://www.cmfclearinghouse.org/detail.cfm?facid=4097	
Add Separation between Road and Bike Lane	Vehicle-Bicycle	0.63	0.63	Urban	Bike Lane with No Buffer	Urban Street		Cross-Sectional Comparison of Cycle Track and Bike Lane CMF	
Add Shared Use Path	Vehicle-Bicycle	0.75	0.75	Urban	No Shared Use Path Present	Principal Arterial Other, Minor arterial, major and minor collectors		http://www.cmfclearinghouse.org/detail.cfm?facid=9250	
Bike box	Vehicle-Bicycle	0.65	0.65	Urban	No Bike Box	Signalized Intersection		Herrstedt, L., M.A. Nielsen, L. Agústson, K.M.L. Krogsgaard, E. Jørgensen, and N.O. Jørgensen. Safety of Cyclists in Urban Areas: Danish Experiences. Copenhagen, Denmark: Danish Road Directorate, 1994 via Signalized Intersections Informational Guide	
Bike lane	All	0.72	0.93	Urban	No Bike Lane	Urban Street	FI CMF only applicable for Method 3. Weighted average from http://www.cmfclearinghouse.org/study_detail.cfm?stid=618. KABC CMF is a weighted average of all KABC CMFs in the study	http://www.cmfclearinghouse.org/study_detail.cfm?stid=618	
Implement Leading Pedestrian Interval	All	0.9	0.83	Urban and Suburban	No Leading Pedestrian Interval	Urban Signalized Intersection	FI CMF only applicable for Method 3	http://www.cmfclearinghouse.org/detail.cfm?facid=9902	http://www.cmfclearinghouse.org/detail.cfm?facid=9901
Install Pedestrian Countdown Timer	All	0.912	0.952		No Pedestrian Countdown Timer	4- legged signalized Intersection with Pedestrian Crossing	FI CMF only applicable for Method 3.	http://www.cmfclearinghouse.org/detail.cfm?facid=8791	http://www.cmfclearinghouse.org/detail.cfm?facid=8790
Install Raised Pedestrian Crossing	All	0.7	0.64		Flat Pedestrian Crossing	Pedestrian Crossing	FI CMF only applicable for Method 3.	Bahar, G., Parkhill, M., Hauer, E., Council, F., Persaud, B., Zegeer, C., Elvik, R., Smiley, A., and Scott, B. "Prepare Parts I and II of a Highway Safety Manual: Knowledge Base for Part II". Unpublished material from NCHRP Project 17-27, (May 2007).	https://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwasa18041/fhwasa18041.pdf

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Highway, Transit, and Safety Funds

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf -- December 30, 2024

This table indicates likely eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects need to meet program eligibility requirements. See notes and basic program requirements below, with links to program information. Project sponsors should integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects.

	Pedestrian and Bicycle Funding Opportunities: Highway, Transit, and Safety Funds **Key:** $ = Activity likely eligible. Restrictions may apply, see program notes and guidance. ~$ = Eligible, but not competitive unless part of a larger project.																											
	Federal Highway Administration														Federal Lands			Loan	OST Grant					OST Loan		FTA			NHTSA	
Activity or Project Type	ATIIP	BRI	CRP	CMAQ	HSIP	RHCP	NHPP	PROT	STBG	TAP	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TTPSF	SIBs	INFRA	RAISE	SS4A	Thrive	RRIF	TIFIA	FTA	AoPP	TOD	402	405
Access enhancements to public transportation (benches, bus pads, lighting, shade)	$		$	$			$	$	$	$				$	$	$		$	$	$	~$		~$	~$	$				
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan development and updates	$		$						$	$	$		$		$	$					$	TA				$	~$		
ADA compliance retrofits; removal of accessibility barriers	$	$	$				$	$	$	$	$	$		$	$	$		$	$	$	~$		~$	~$	$				
Bicycle plans	$		$					$	$	$		$	$		$	$	$				$				$	$	~$		
Bicycle helmets (project or training related)	~$				$				$	$SRTS		$				$												$	
Bicycle helmets (safety promotion)	~$				$				$	$SRTS		$				$													
Bicycle lanes on road	$		$	$	$	$	$	$	$	$		$		$	$	$	$	$	~$	~$	$		~$	~$	$				
Bicycle parking (see Bicycle Parking Solutions)	$		$	$			$		$	$	$	$		$	$	$		$	~$	~$	~$		~$	$	$				
Bicycle racks on transit	$		$	$					$	$					$	$		$		~$	~$			~$	$				
Bicycle repair station (air pump, simple tools, electric outlets)	$		$						$	$					$	$		~$		~$	~$		~$	~$	$				
Bicycle share (capital and equipment including charging stations and outlets; not operations)	$		$	$			$		$	$					$	$		$	~$	~$	~$		~$	~$	$				
Bicycle storage or service centers (e.g. at transit hubs) including charging stations and outlets; not operations	$		$	$					$	$					$	$		$		~$	~$		~$	$	$				
Bridges / overcrossings for pedestrians and/or bicyclists	$	$	$	$	$	$	$	$	$	$	$	$			$	$	$	$	$	$	$		~$	~$	$				
Bus stop enhancements (ADA compliance, benches, lighting, shelters, shade)	$		$	$			$	$	$	$				$	$	$		$	$	$	~$		~$	~$	$				
Charging stations for electric bicycles and scooters	$		$	$					$	$	$				$	$		$					~$	~$					
Coordinator positions: State/local (CMAQ/STBG limited)				$					$	$SRTS		$				$					~$								
Community Capacity Building (develop organizational skills and processes)	~$												$			$					~$	TA				~$	~$		
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	$		$	~$	$	$	$	$	$	$	$	$		$	$	$	$	$	$	$	$		~$	~$	$				
Curb ramps	$	$	$	~$	$	$	$	$	$	$	$	$		$	$	$	$	$	$	$	$		~$	~$	$				
Counting equipment	$				$	$	$		$	$	$	$	$		$	$	$		$		~$			~$	$				
Data collection and monitoring for pedestrians and/or bicyclists	$		$		$	$	$		$	$	$	$	$		$	$	$	~$	$	$	$			~$	$	~$	~$		
Demonstration projects (temporary pedestrian and bicycle projects, sometimes referred to as quick-build projects)	$				$	$			$	$	$	$			$	$	$	$			$								
Emergency and evacuation routes for pedestrians and/or bicyclists	$		$				$	$	$	$	$	$			$	$		$	$	$	~$			$	$	~$	~$		
Encouragement and education activities related to safe access for bicyclists and pedestrians	~$		~$	$	$				$	$SRTS	$	$	$			$					~$								
Equipment: specialized equipment for maintaining pedestrian and bicycle facilities (sweepers, miniplows).	~$		~$	~$					$	$	$				$	$	$	$			~$								
Historic preservation (pedestrian, bicycle, transit facilities)	~$		$						$	$				$	$	$		$		~$	~$		~$	~$	$				
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, lighting, shade, trees, water); usually part of larger project	$		$				~$	$	$	$					$	$		$	~$	~$	~$		~$	~$	$				
Lighting (pedestrian and bicyclist scale with pedestrian/bicyclist project)	$		$	~$	$	$	$	$	$	$	$	$		$	$	$	$	$	$	$	$		~$	~$	$				
Maps (for pedestrians and/or bicyclists) (see Idea Book)	$		$	$					$	$		$	$	$		$					$				$				
Micromobility projects, including scootershare (capital and equipment, including vehicles, charging stations and outlets; not operations)	$		$	$					$	$					$	$		$		$	~$		~$	~$					
Paved shoulders for pedestrian and/or bicyclist use	$	$	$	$	$	$	$	$	$	$		$		$	$	$	$	$	~$	$	$		~$	~$	~$				
Pedestrian plans	$		$					$	$	$		$	$		$	$	$		~$	$	$				$	$	$		
Public education and awareness programs to inform motorists and nonmotorized road users on nonmotorized road user safety	~$				$				$	$SRTS		$				$					$							$	$
Public involvement to inform decisionmaking	$	$	$	$	$	$	$	$	$	$	$	$	$	~$	$	$	$	$	$	$	$	TA	$	$	$	$	$	$	

	Pedestrian and Bicycle Funding Opportunities: Highway, Transit, and Safety Funds **Key:** $ = Activity likely eligible. Restrictions may apply, see program notes and guidance. ~$ = Eligible, but not competitive unless part of a larger project.																											
	Federal Highway Administration														Federal Lands			Loan	OST Grant				OST Loan		FTA			NHTSA	
Activity or Project Type	ATIIP	BRI	CRP	CMAQ	HSIP	RHCP	NHPP	PROT	STBG	TAP	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TTPSF	SIBs	INFRA	RAISE	SS4A	Thrive	RRIF	TIFIA	FTA	AoPP	TOD	402	405
Rail at-grade crossings	$		$		$	$	$	$	$	$	$	$			$	$	$	$	$	$	~$		$	$	$				
Recreational trails	$							$	$	$	$			$	$	$		$		$	~$			~$					
Resilience improvements to pedestrian and bicycle facilities or to protect or enhance use.	$	~$	~$	~$			$	$	$	$	$	$	note	$	$	$		$	$	$	~$		~$	~$					
Resurfacing, restoration, and rehabilitation for pedestrian and bicycle facilities, including preventive maintenance and bridge retrofits	$	~$	$	~$	$	$	$	$	$	$	$	$		$	$	$		$	$	$	~$				~$				
Road Diets (pedestrian and bicycle portions)	$		$	$	$		$	$	$	$		$			$	$	$	$	$	$	$		~$	$	~$				
Road Safety Assessment for pedestrians and bicyclists	$				$	$			$	$			$		$	$	$	$			$	TA		~$		~$			
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike traffic safety laws	~$				$				$	$SRTS		$	$			$		$			$					~$	~$	$	$
Safety education positions					$				$SRTS	$SRTS		$				$					$							$	
Safety enforcement (including police patrols)					$				$SRTS	$SRTS		$				$					$							$	$
Safety program technical assessment (for peds/bicyclists)	~$				$				$SRTS	$SRTS		$	$		$	$					$	TA						$	
Separated bicycle lanes	$	$	$	$	$	$	$	$	$	$		$		$	$	$	$	$	$	$	$		~$	~$	$				
Shared use paths, transportation trails, rail-trails, rails-with-trails	$		$	$	$	$	$	$	$	$	$	$		$	$	$	$	$	$	$	$		~$	~$	$				
Sidewalks (new, rehabilitation, or retrofit)	$	$	$	$	$	$	$	$	$	$	$	$		$	$	$	$	$	$	$	$		~$	~$	$				
Signs, signals, signal improvements (including accessible pedestrian signals). See Cross-cutting notes.	$		$	$	$	$	$	$	$	$		$		$	$	$	$	$	$	$	$		~$	~$	$				
Signing for pedestrian or bicycle routes	$		$	$	$		$	$	$	$		$		$	$	$	$	$	$	$	$		~$	~$	$				
Spot improvement programs (programs of small projects to enhance pedestrian and bicycle use or correct problems)	$		$	~$	$	$	$		$	$	$	$			$	$	$	$	$	$	$		~$	~$	$				
Stormwater mitigation related to pedestrian and bicycle project impacts	$				$	$	$	$	$	$	$	$	note		$	$	$	$	$	$	~$		~$	~$	$	note	note		
Technical Assistance (see Cross-cutting notes)	~$			~$	$				$	$	$	$	note			$	$				~$	TA							
Traffic calming	$		$		$		$	$	$	$		$			$	$	$	$	$	$	$		~$	~$	$				
Trail bridges	$		$	~$	$	$	$	$	$	$	$	$			$	$	$	$	$	$	~$		~$	$					
Trail construction and maintenance equipment; specialized equipment for trail safety education and trail assessments	$		~$						$	$	$				~$	~$	~$				~$		~$	~$					
Trail/highway crossings and intersections	$	$	$	~$	$	$	$	$	$	$	$	$		$	$	$	$	$	$	$	$		~$	~$					
Trailside and trailhead facilities (restrooms, water, electric charging, but not general park amenities)	$		~$						$	$	$			$	$	$		$		~$			~$	~$					
Training related to program goals	~$			$	$				$	$	$	$	$			$					$	TA				~$	~$	$	
Training for law enforcement on pedestrian and bicyclist safety laws	~$			~$	$				$SRTS	$SRTS		$				$					$					~$	~$	$	$
Tunnels / underpasses for pedestrians and/or bicyclists	$		$	$	$	$	$	$	$	$	$	$			$	$	$	$	$	$	$		$	$	$				
Vulnerable Road User Safety Assessment (23 U.S.C. 148(l))	$				$				$	$		$	$			$	$	$				TA				~$	~$		

Abbreviations (alphabetical order)

ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973
AoPP: Areas of Persistent Poverty Program
ATIIP: Active Transportation Infrastructure Investment Program [web link under development]
BIL: Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act (Pub. L. 117-58)
BRI: Bridge Programs, including: BFP: Bridge Formula Program; BIP: Bridge Investment Program; BRR: Bridge Replacement and Rehabilitation Program
CMAQ: Congestion Mitigation and Air Quality Improvement Program
CRP: Carbon Reduction Program
FLTTP: Federal Lands and Tribal Transportation Programs: Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program, Federal Lands Planning Program and related programs for Federal and Tribal lands such as the Nationally Significant Federal Lands and Tribal Projects program
FTA: Federal Transit Administration Capital Funds
HSIP: Highway Safety Improvement Program
IIJA: Infrastructure Investment and Jobs Act (Pub. L. 117-58), also known as the Bipartisan Infrastructure Law
INFRA: Infrastructure for Rebuilding America Discretionary Grant Program
NHPP: National Highway Performance Program
NHTSA 402: National Highway Traffic Safety Administration State and Community Highway Safety Grant Program
NHTSA 405(g): National Highway Traffic Safety Administration National Priority Safety Programs (Nonmotorized safety)
NSBP: National Scenic Byways Program
PLAN: Statewide Planning and Research (SPR) or Metropolitan Planning funds (FHWA and/or FTA funding)
PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation
RAISE: Rebuilding American Infrastructure with Sustainability and Equity

RHCP: Railway-Highway Crossings (Section 130) Program RRIF: Railroad Rehabilitation and Improvement Financing (loans) RTP: Recreational Trails Program SIBs: State Infrastructure Banks SRTS: Safe Routes to School Program (and related activities) SS4A: Safe Streets and Roads for All STBG: Surface Transportation Block Grant Program	TAP: Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program, Transportation Enhancements) Thrive: Thriving Communities Initiative (TA: Technical Assistance) TIFIA: Transportation Infrastructure Finance and Innovation Act (loans) TOD: Transit-Oriented Development TTP: Tribal Transportation Program TTPSF: Tribal Transportation Program Safety Fund

Cross-cutting notes

This table indicates likely eligibility for pedestrian, bicycle, and micromobility activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects must meet program eligibility requirements. See notes and links to program information below. Although the primary focus of this table is stand-alone activities and projects, programs can also fund pedestrian and bicycle facilities as part of larger projects. Project sponsors are encouraged to consider Complete Streets and Networks that routinely integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects. The Federal-aid eligibility of the pedestrian and bicycle elements are considered under the eligibility criteria applicable to the larger highway project. Pedestrian and bicycle activities also may be characterized as environmental mitigation for larger highway projects, especially in response to impacts to a Section 4(f) property or work zone safety, mobility, and accessibility impacts on bicyclists and pedestrians.

- See FHWA's Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America.
- See FHWA Bicycle and Pedestrian Planning, Program, and Project Development (Guidance), Publications, Pedestrian and Bicyclist Safety, and Bicycle transportation and pedestrian walkways statute at 23 U.S.C. 217.
- Bicycle Project Purpose: 23 U.S.C. 217(i) requires that bicycle facilities "be principally for transportation, rather than recreation, purposes". However, 23 U.S.C. 133(b)(7) and 133(h) authorize recreational trails under STBG and TAP, therefore, 23 U.S.C. 217(i) does not apply to trail projects (including for bicycle use) using STBG or TAP funds. Section 217(i) applies to bicycle facilities other than trail-related projects, and section 217(i) applies to bicycle facilities using other programs (NHPP, HSIP, CMAQ). The transportation requirement under section 217(i) only applies to bicycle projects, not to any other trail use or transportation mode.
- Demonstration projects may include temporary installations to determine if a longer-term project is feasible.
- Signs, signals, signal improvements includes ensuring accessibility for persons with disabilities. See Accessible Pedestrian Signals. See also Proven Safety Countermeasures, such as Bicycle Lanes, Crosswalk Visibility Enhancements, Leading Pedestrian Interval signals, Lighting, Medians and Pedestrian Refuge Islands, Pedestrian Hybrid Beacons, Rectangular Rapid Flashing Beacons, and Walkways.
- Technical Assistance includes assisting local agencies and other potential grantees to identify pedestrian and bicycle safety and infrastructure issues, and to help them develop and implement successful projects. Technical assistance may be authorized under a program or sometimes as a limited portion of a program. See FHWA links to Technical Assistance and Local Support.
- The DOT Navigator is a resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services.
- Aspects of DOT initiatives may be eligible as individual projects. Activities above may benefit safe, comfortable, multimodal networks; environmental justice; and equity.
- Occasional DOT or agency incentive grants may be available for specific research or technical assistance purposes.
- Operation costs: In general, ongoing and routine operation costs (such as ongoing costs for bike sharing or scooter sharing) are not eligible unless specified within program legislation. See links to program guidance for more information.

Non-Federal Matching: Most Federal transportation financial assistance programs require a non-Federal match, which means a portion of the project cost will not be reimbursed or paid with Federal funds (unless otherwise authorized by Federal statute). This amount, typically stated as a percentage of the total project cost, is referred to as the non-Federal share. The non-Federal share requirement may be provided as cash in the form of direct contributions from State budgets, financial contributions from municipal or county governments, or funding from private sector partners or stakeholders; or third party in-kind, in the form of non-cash contributions such as donated services, property, or equipment. A few programs have provisions to allow the use of other Federal funds to satisfy the non-Federal share. Resources exist to support applicants in identifying matching funds. The DOT Navigator includes a guide to understanding non-Federal match requirements. FHWA released a memorandum on non-Federal matching requirements in 2019. The Coordinating Council on Access and Mobility (CCAM) has a Federal Fund Braiding Guide to provide information on matching funds.

Program-specific notes

DOT funding programs have specific requirements that activities and projects must meet. Eligibility must be determined on a case-by-case basis. See links to program guidance for more information.

FHWA Programs

- ATIIP (IIJA § 11529): Subject to appropriations. Projects costing at least $15,000,000 to develop or complete active transportation networks and spines, or at least $100,000 to plan or design for active transportation networks and spines.
- BRI: BFP, (IIJA, Div. J, title VIII, para. (1)), BIP (23 U.S.C. 124), BRR (Department of Transportation Appropriations Act, 2022): For specific highway bridge projects and highway bridge projects that will replace or rehabilitate a bridge; project must consider pedestrian and bicycle access as part of the project and costs related to their inclusion are eligible under these programs.
- CRP (23 U.S.C. 175): Projects should support the reduction of carbon dioxide emissions from on-road highway sources.
- CMAQ (23 U.S.C. 149): Projects must demonstrate emissions reduction and benefit air quality. See the CMAQ guidance for a list of projects that may be eligible for CMAQ funds. CMAQ funds may be used for shared use paths, but not for trails that are primarily for recreational use.
- HSIP (23 U.S.C. 148): Projects must be consistent with a State's Strategic Highway Safety Plan and (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem. Certain noninfrastructure safety projects can also be funded using HSIP funds as specified safety projects. See also Proven Safety Countermeasures.
- RHCP (23 U.S.C. 130): Projects at all public railroad crossings including roadways, bike trails, and pedestrian paths.
- NHPP (23 U.S.C. 119): Projects must benefit National Highway System (NHS) corridors and must be located on land adjacent to any highway on the National Highway System (23 U.S.C. 217(b)).
- PROTECT (23 U.S.C. 176): Funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related. With certain exceptions, the focus must be on supporting the incremental cost of making assets more resilient.
- STBG (23 U.S.C. 133): Broad eligibility for pedestrian, bicycle, and micromobility projects under 23 U.S.C. 206, 208, and 217 (23 U.S.C. 133(b)(7)). Activities marked "$SRTS" means eligible only as an SRTS project benefiting schools for kindergarten through 12th grade. Nonconstruction projects related to safe access for bicyclists and pedestrians (such as bicycle and pedestrian education) are eligible under STBG (23 U.S.C. 217(a)).
- TAP (23 U.S.C. 133(h)): Broad eligibility for pedestrian, bicycle, and micromobility projects. Activities marked "$SRTS" means eligible only as an SRTS project benefiting schools for kindergarten through 12th grade. Also eligible under STBG.

- RTP (23 U.S.C. 206): Projects for trails and trailside and trailhead facilities for any recreational trail use. RTP projects are eligible under TA Set-Aside and STBG.
- SRTS (23 U.S.C. 208): Projects for any SRTS activity. FY 2012 was the last year for dedicated - funds, but funds are available until expended. SRTS projects are eligible under TA Set-Aside and STBG.
- PLAN (23 U.S.C. 134 and 135): Funds must be used for planning purposes, for example: Maps: System maps and GIS; Safety education and awareness: for transportation safety planning; Safety program technical assessment: for transportation safety planning; Training: bicycle and pedestrian system planning training. Transportation planning associated with activities would be eligible, SPR and PL funds are not available for project implementation or construction.
- NSBP (23 U.S.C. 162): Discretionary program subject to annual appropriations. Projects must directly benefit and be located on or near an eligible designated scenic byway.

FHWA Federal Lands Programs

- FLTTP (23 U.S.C. 201-204): Projects must provide access to or within Federal or Tribal lands. Programs include: Federal Lands and Tribal Transportation Programs (Federal Lands Access Program, Federal Lands Transportation Program, Federal Lands Planning Program) and related programs for Federal and Tribal lands such as the Nationally Significant Federal Lands and Tribal Projects (NSFLTP) program.
  - Federal Lands Transportation Program (23 U.S.C. 203): For Federal agencies for projects that provide access within Federal lands.
  - Federal Lands Access Program (FLAP) (23 U.S.C. 204): For State and local entities for projects that provide access to or within Federal or Tribal lands.
- TTP (23 U.S.C. 202): For federally recognized Tribal governments for projects within Tribal boundaries and public roads that access Tribal lands.
- TTPSF (23 U.S.C. 202(e)(1) and 23 U.S.C. 148(a)(4)): Grants available to federally recognized Indian Tribes through a competitive, discretionary program to plan and implement transportation safety projects.

FHWA Loan Program

- SIBs (23 U.S.C. 610): Loans for any highway, transit, or other transportation projects, including rail, aviation, and intermodal facilities, eligible for financing or aid under any Federal act or program. SIBs can make loans or provide other forms of credit assistance to public or private entities for eligible projects using funds from their highway, transit, or rail accounts. They can also make loans for rural infrastructure projects using funds from the rural projects fund. Loans or credit assistance can be subordinated to other debt financing. The maximum amount of assistance varies. Loans or credit from the highway, transit, or rail accounts can cover up to 100 percent of the project costs. Loans from the rural projects fund can cover up to 80 percent of the project costs.
- The IIJA allows SIBs to borrow from TIFIA at a reduced interest rate to capitalize a Rural Projects Fund to lend to sponsors of rural infrastructure projects.

OST Grant Programs

- INFRA (IIJA § 11110): Funds projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
- RAISE (IIJA § 21202): Funds capital and planning grants to help communities build transportation projects that have significant local or regional impact and improve safety and equity.
- SS4A (IIJA § 24112): Discretionary program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Projects must be identified in a comprehensive safety action plan (§ 24112(a)(3)).
- Thrive (Department of Transportation Appropriations Act, 2022 (Pub. L. 117-103, div. L, title I): Technical assistance, planning, and capacity-building support in selected communities.

OST Loan Programs

- RRIF (Chapter 224 of title 49 U.S.C.): Program offers direct loans and loan guarantees for capital projects related to rail facilities, stations, or crossings. Pedestrian and bicycle infrastructure components of "economic development" projects located within ½-mile of qualifying rail stations may be eligible. May be combined with other grant sources.
- TIFIA (Chapter 6 of title 23 U.S.C.): Program offers secured loans, loan guarantees, or standby lines of credit for capital projects. Minimum total project size is $10 million; multiple surface transportation projects may be bundled to meet cost threshold, under the condition that all projects have a common repayment pledge. May be combined with other grant sources, subject to total Federal assistance limitations.

FTA Programs

- FTA (49 U.S.C. 5307): Multimodal projects funded with FTA transit funds must provide access to transit. See Bicycles and Transit Fact Sheet, Flex Funding for Transit Access, and the FTA Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law.
  - Formula fund programs (49 U.S.C. 5303, 49 U.S.C. 5305, 49 U.S.C. 5307, 49 U.S.C. 5309, 49 U.S.C.5339, 49 U.S.C. 5310, and 49 U.S.C. 5311) such as the Urbanized Area Formula Grants and the Non-Urbanized Area Formula Grants may support bicycle improvements as Transit Enhancements, including bicycle and pedestrian access, historic preservation of transportation facilities, bus shelters, landscaping and scenic beautification, and public art, etc.
  - Bicycle infrastructure plans and projects must be within a 3-mile radius of a transit stop or station. If more than 3 miles, within a distance that people could be expected to safely and conveniently bike to the particular stop or station.
  - Pedestrian infrastructure plans and projects must be within a ½ mile radius of a transit stop or station. If more than ½ mile, within a distance that people could be expected to safely and conveniently walk to the particular stop or station.
  - FTA funds cannot be used to purchase bicycles for bike share systems.
- FTA AoPP Provides funds to entities that are eligible recipients or subrecipients under 49 U.S.C. 5307, 49 U.S.C. 5310, or 49 U.S.C. 5311 that are located in, and will assist Areas of Persistent Poverty or Historically Disadvantaged Communities ((Further Consolidated Appropriations Act, 2020 (Pub. L. 116-94); Consolidated Appropriations Act, 2021 (Pub. L. 116-260)). AoPP funds multimodal planning, engineering, and technical studies, or financial planning to improve transit services, facilities, and access in areas experiencing long-term economic distress. Only funds planning and related activities; capital project funding and purchases are not eligible. Funding last authorized in 2021; however, there is potential for additional future funding.
- FTA TOD: Provides planning grants to support community efforts to improve safe access to public transportation, services, and facilities, including for pedestrians and cyclists. The grants help organizations plan for transportation projects that connect communities and improve access to transit and affordable housing. Only funds planning activities: capital project funding and purchases are not eligible.

NHTSA Programs

- NHTSA 402 (23 U.S.C. 402): Project activity must be included in the State's Annual Grant Application. See: https://www.nhtsa.gov/highway-safety-grants-program/highway-safety-plans-annual-reports-grant-applications.
- NHTSA 402 (23 U.S.C. 402) Public Participation and Engagement (Involvement) to inform the State Highway Safety Office's decision-making must be paid from Section 402 Planning & Administration Funds
- NHTSA 405 (23 U.S.C. 405): Funds are subject to eligibility, application, and award. Project activity must be included in the State's Annual Grant Application. The Bipartisan Infrastructure Law expanded the eligible use of funds for a Section 405 Nonmotorized Safety grant beginning in FY 2024. See 23 U.S.C. 1300.26. For prior year grant awards, FAST Act eligible uses remain in place.
- Project agreements involving safety education, or any other positions must specify hours of eligible activity required to perform the project.

North Subregional Town	Bike	Ped	Combined
Barre			
Holden	• Starting with existing infrastructure that can accommodate bicycle infrastructure. • Choose roads with more gradual slopes.	• Pedestrian facilities are lacking and need an update.	• Bike and ped became more of a topic of discussion but there have been no changes since 2018. • Main St, completed from Shrewsbury St to Route 31. • Shrewsbury Street Project is %40 – %50 complete. • Manning St crossing • Connectivity from rail trail crossing to Trout Brook • Connectivity from the MCRT to the center of town. • Advertising at Goodisles and other food locations • Start with arterials that can accommodate curb to curb.
Oakham			
Paxton			
Princeton			
Rutland			
West Boylston	• Route 140 (Temple St) is a road that would be great for bicycle infrastructure. will be redone, hopefully using complete streets funding to improve. • Route 110 Lancaster St can use an extra	• Priorities, sidewalks- built on the Wachusett Reservoir side to the town center. • RCCP (Matt & Will) are updating the sidewalks on the Open Space and Recreation Plan	• Route 12 has no shoulder, no sidewalks, and would definitely need bike infrastructure. • Worcester Bus does not go all the way up to the MCRT • Regional Routes – priority to make link

	shoulder (Minor Importance) • Getting more bicycle access for Worcester to the other towns to get ice cream.	• Sidewalk updates from reservoir to center of town. • Sidewalk running along crescent street and the lower portion of Newton St • North Main St near oakdale the MCRT parking lot, almost got it to the I-90 • Going south from the MCRT, the sidewalk goes up to the bridge but then stops. • Get a sidewalk all around the Thomas basin loop then head down to where the sidewalk stops east of the old stone reservoir. • From the high school, south of the rail trail (Thomas Street) needs sidewalks.	from Worcester all the way up to Mt Wachusett.

Northeast Subregional Town	**Bike**	**Ped**	**Combined**
Berlin			
Boylston	• Trail connectivity with a bike path linking Boylston and west Boylston Rail Trail	• Will put in sidewalks and a RRFB to cross 140	• The update of the masterplan in 2022 • Multi use and shared use paths along Route 140 • Two open space projects, Camp Harrington, and 30 acres in-between

			school street and route 140. • Complete streets program on Route 70 • The infrastructure
Northborough	• Blake/Pierce Streetscape Improvement Project is currently in design and seeking $2.1 million in construction funding. • The aqueduct bridge multi-use path is also in preliminary design. • Installed bike racks at parks. •	• Install rectangular rapid flashing beacons (RRFB) at 6 crosswalks. • Replaced sidewalks on Stratton Way, Warren Drive, Emerson Road, and Thoreau Road. • Constructed an accessible walkway around the Senior Center pond. In progress are: • New sidewalks on Allen Street, Monroe Street, and Gale Street this year. • New RRFBs at 7 new locations.	• Yes- the Town is now a Completes Streets Community and adopted a Prioritization Plan identifying priorities in 2023. • Map them.
Shrewsbury	• Bike lanes on centech BLVD • Mode shift opportunities, transition those networks from bike to bus and bus back to bike etc.	• Pedestrian crossing around the intersection near white city after the bridge.	• Looking in 2026 to do a master plan update. • Looking to implement complete streets programs • Received funding for North Quinsigamond Ave down to Main St • Been doing open space acquisitions • Multi use trail around Jordan Park • Some interest in the BWALT but remains contentious.

			• Camp Wanagans parking out front and an ADA trail. • Mapping areas in the town to implement multi use paths on one side of the road to connect with the major trails. • Route 140 from downtown Shrewsbury up through Boylston and west Boylston to MCRT • Study of the shared use path on one side of the road. • Initial mapping of the power line trails that cross route 9 • What is the comfort level of the pedestrian infrastructure! Resources are something that is always a need. There is not enough! How do we provide resources or overcome those challenges.
Westborough	• Carruth section of BWALT within Section 5 opened last Fall. • There are also in-process projects like BWALT sections 1 and 2, where designs have been completed, but not construction/implementation. • SRTS projects- Fisher Street from Gibbons/Armstrong Schools to the Assabet River	• One comment made was super wide paths are hard to get buy in. Are there ways to support narrower paths that wont have as much of an impact on	• Not changed, but expanded. Once the BWALT became a town project moving forward with implementation, we've been exploring more on-road improvements for cyclists,

	and East Main from Hastings School to Thomas Newton Drive •	Conservation, etc? •	pedestrians, and other vulnerable road users. • Not sure how to answer this other than "yes, please do so". There may be connectivity for cyclists. They could show where potential connections could go. • BWALT and subsequent connections to the Mass Central Rail Trail, train station, Boston • Our Downtown Plan should provide recommendations on how to make connections to bike/walk to downtown area • Potential connections for BWALT to downtown •

Southeast Subregional Town	**Bike**	**Ped**	**Combined**
Blackstone			
Mendon			
Douglas			
Northbridge	• Without funding for the bikeway, it will not be a priority for Northbridge in DCR land, and there is no layout for out. They want the bikeway offroad, they don't want it shared, and they don't want it on Route 122 and School st. Intended to	• Liking sidewalks being accessible town wide, and Route 122 Providence Rd, sidewalk improvements and expansions with gaps with no sidewalks	• No priorities have necessarily changed but the lack of funding is really something to be looked at • Currently taking on a complete streets project on Laramie Ave

	be along the river and would want to see it there • Regional Blackstone River Bikeway -off road along river & not on road; agree tough(est) segments but Northbridge should not compromise -the bikeways vision was/is to be along the river	• ADA improvements • Upgrading drainage on Upton Street in Northbridge so it isn't destroyed so it remains someplace you still walk • ADA improvements (town-wide) & improvements along Providence Road (RT122) including expanding sidewalks connecting the gaps (Rockdale to Plummers corner & Linwood to Plummers) • Additionally, extending sidewalks along Main Street from current terminus through to Walmart	• Currently undertaking the Masterplan update. So, incorporate those goals into the Master Plans.
Grafton	• Blackstone River Bikeway and really build out their corridors to make sure it is accessible.	• Huge push for sidewalks at the moment • Route 142 A work, Route 140 work to improve pedestrian access • Working with private developers to strongly encourage the work on the sidewalk network	• Working on shared streets and spaces grant to try and extend pedestrian and bicycle infrastructure to parks in north Grafton looking for funding, survey work done by VHB • Complete streets and ADA transition plans. • Just implement suggestions from the 2016 plan creating multimodal paths through major thoroughfares Route 30, 122, etc.

			• More bike and ped improvements. • Utilizing the plans they have in place to be updated and aligned with their priorities
Sutton		• For sidewalks the public wants as many sidewalks in as many places as they can get • Huff Rd from field complex to senior center, complete streets project and one approved for one near the town hall and one queued up for Wilkinson village connecting the elderly housing to seating on 122 at Providence Rd and Boston Rd • Lots of trail stuff • Sidewalks along the entirety of Boston rd and the central TPKE and Blackstone River Bikeway	• No priorities have changed • The towns are holding open space for the routes, but nothing has happened.
Hopedale			
Upton	• The state is proposing a TIP project along 140 for bike lanes	• Looking to come up with a comprehensive sidewalk plan, with a focus on the village areas and associated with the Upton center area • Building out sidewalk systems	• No change in priorities • Interesting to see if there are needs for connecting more rural streets with Main st and Route 140

		with breaks, making a loop with the center and checking poor conditions and improving ADA accessibility • Completed sidewalk pedestrian crossing improvements Hartford Ave north Hopkinton Rd and high St tip project. • Reconstruction of Fisk with traffic calming, tying into the State tip which is pedestrian improvements. • Maple St connecting BVT and Nipmuc to the center. A sidewalk on Mendon rd to the regional school district schools.	
Millbury	• Shared street project to connect downtown to the existing Blackstone bikeway at the terminus of 146 • MassDOT RIOW 122 and 122 a show up as a proposed bike path, would like to see that, is a walking path right now but could be more of a shared-use path	• Corrected a lot of ADA issues • Sidewalk extension to the senior center	• Downtown revitalization project, two phases completed, streetscape redone for the downtown, complete street, mass works, and stormwater funding. • Looking to continue the work in other streets downtown
Uxbridge	• The bikeway has been non-existent, and they would like to have it made	• Big push for sidewalks • Sidewalks have no formal plan, but they got a grant from	• Route 16 Douglas Street TIP project encompasses a shared use path

	• Route 142 has bike accommodation on it • One planned project on Douglas St TIP project.	MOD to evaluate sidewalks and ramps.	• Complete streets approved, a couple shared spaces, East and west Hartford Ave, Granite St Shared streets project finished • The lack of state level focus has been the major issue
Millville			

Southwest Subregional Town	**Bike**	**Ped**	**Combined**
Auburn	• Challenge is funding for any new bike racks or striping • State roads can be challenging to get DOT to include Rt 12 to Oxford for bike lanes. • Connect the Blackstone Bikeway. Option when building the trail to connect with Auburn.	• Pedestrian prioritization plan was done last year so that is up to date.	• Working on a rail trail feasibility study, an abandoned rail running along Route 20. • Chapter 90 funds may help but priorities have not changed much. • TIP project in Drury square with marks done (2020-2021 TIP).
Dudley			
Charlton			
Oxford			• Feasibility study for the cross-town rail trail. Southern portion designed out looking for funding sources. • No real updates to the prioritizations • TIP in Main st for a multi-use path along main St. • Not sure anything specific since 2018.

			Hoping to get striping done • The Rail Trail mentioned earlier they submitted for the second phase to do preliminary investigations and work.
Southbridge			
Sturbridge	• the grand trunk trail is being designed as a bike path, all efforts are changing from bike to rail trail not in the main area. • Not aware of any recent projects with bike lanes other than the signs for 4ft apart. • Bike connections up to other major roads on 148 and other connecting roads.	• Having sidewalks on Route 20 with no telephone polls in the middle and sidewalks on both sides. • Really concentrate on making the major road in town walkable. • New handicap ramps on Route 20 with telephone polls in the middle blocking them from using.	• Priorities have not changed • MassDOT is trying to get a TIP project to get over 84 for the Grand Trunk Rail Trail. Design is done but have a 2-million-dollar connection to get over the river to Route 120. Still gaps but they are getting smaller and smaller. • Not enough room on route 20 Sturbridge, not even wide enough sidewalks with telephone polls on it • Had more engagement with MassDOT and the shared use paths efforts. They see the lack of width in the ROW in Sturbridge. Shared paths are the best way around. • Forcing DOT to be more compliant with their own regulations and requirements • The Trails committee is worried that

			CMRPC is not collaborating with pioneer valley as route 20 and 148 is a huge portion to be able to make those connections better and to map them much better.
Webster			

Central Subregional Town	Bike	Ped	Combined
Worcester	• Since 2018, the city has added bicycle facilities on Mill St, Stafford St, Main St (from Chandler to Highland St), Grove St, and the Kelley Square area (Harding St specifically had a bike lane addition from Madison St up to Winter St and up to Lamartine St when the roundabout was installed). Green Island Blvd/Lamartine also had bicycle facilities installed during this time period. The bike lanes on Hamilton St were also expanded up to the Grafton St intersection when the roundabout was constructed. • An aspirational bike/ped project for our community would be to have a fully connected bike network. The prioritization of the proposed bike and micromobility network identified in MAP is a	• Shared-use paths are an important component of a 'comfort' bike/ped network and should be looked at as part of a whole network. They will be categorized differently than bike lanes and separated bike lanes. Worcester does not have many shared-use paths, and the ones we do have are relatively short in terms of distance. If we can find ways to connect and expand shared used paths within the city but also with neighboring towns, that would be great. •	• Since 2018, the City of Worcester established a department to specifically focus on transportation initiatives for the city. Since the establishment of DTM, the city developed the first long-range transportation plan, which outlined strategies and priorities for how to improve the transportation network, including bicycle/pedestrian transportation. So, short answer is yes – in the sense that we now have clearly defined goals and a guiding document we can follow to begin implementing better bike/ped facilities. • I'm not sure if you're including existing facilities, but if a data layer is needed for Worcester, I'd be happy to

	starting point to achieve this vision. •		share our existing facilities layer.