

Central Massachusetts Metropolitan Planning Organization (CMMPO)



2026 CMMPO Regional Pedestrian Plan

Technical Appendix

September 2026



Document Prepared by:

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1 Mercantile Street, Suite 520, Worcester MA 01608

2026 CMMPO Regional Pedestrian Plan Technical Appendix Contents

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3. Population Access Analysis
4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score

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2026 CMMPO Regional Pedestrian Plan Technical Appendix

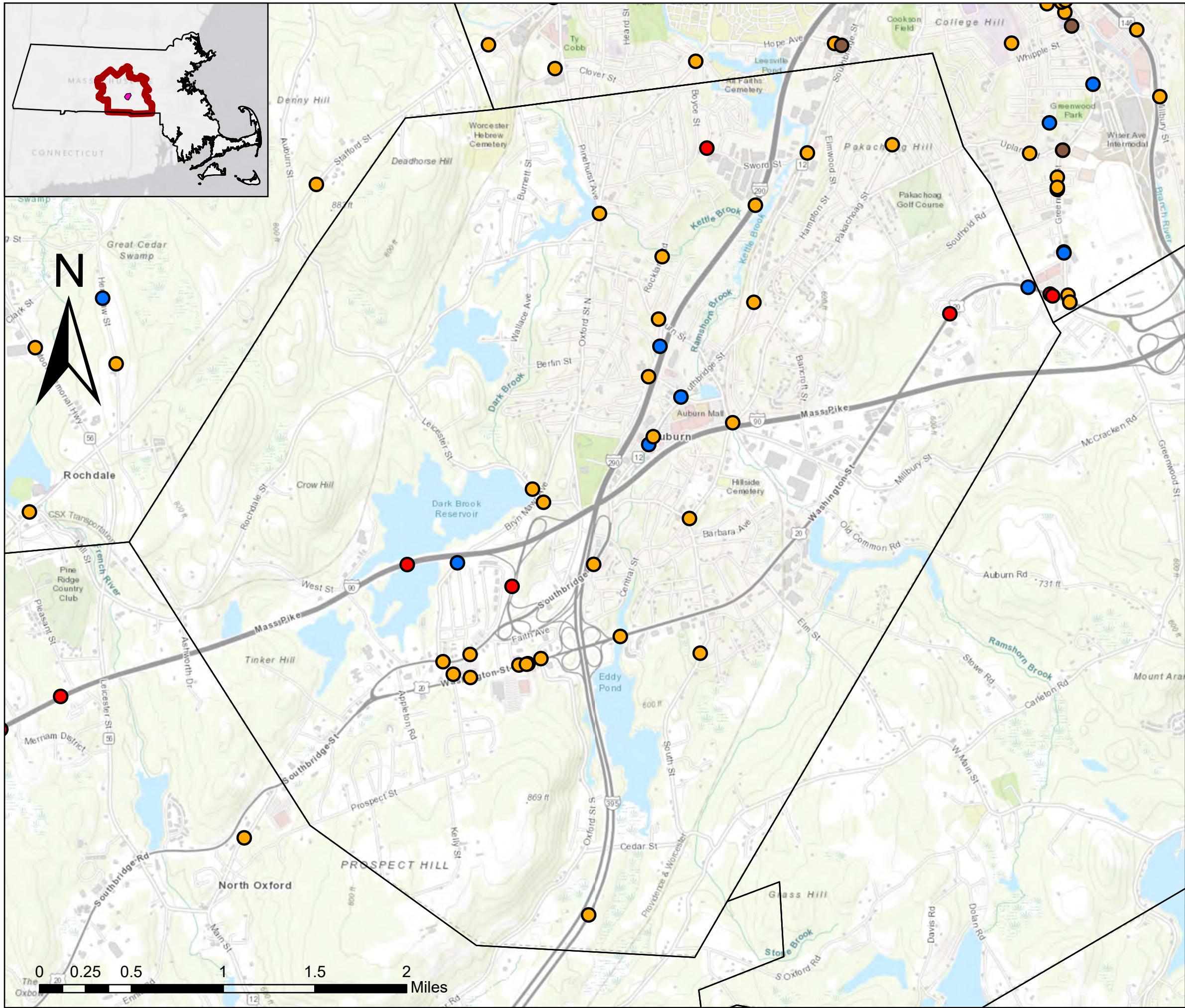
Appendix A: Town Maps, Tables, and Priorities

Municipality: Auburn

Subregion: Southwest

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
2. Walkshed Analysis - Destination Proximity Scores
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5. Table: Top 10 Priority Segments by Weighted Score



Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in AUBURN

Legend

- Pedestrian Crash Severity
- Fatal injury
 - Non-fatal injury
 - Not Reported
 - Property damage only (none injured)
 - Unknown
- Massachusetts Towns
- CMRPC Outline

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Pedestrian Destination Proximity Scoring in AUBURN

Legend

Destination Proximity Score

- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

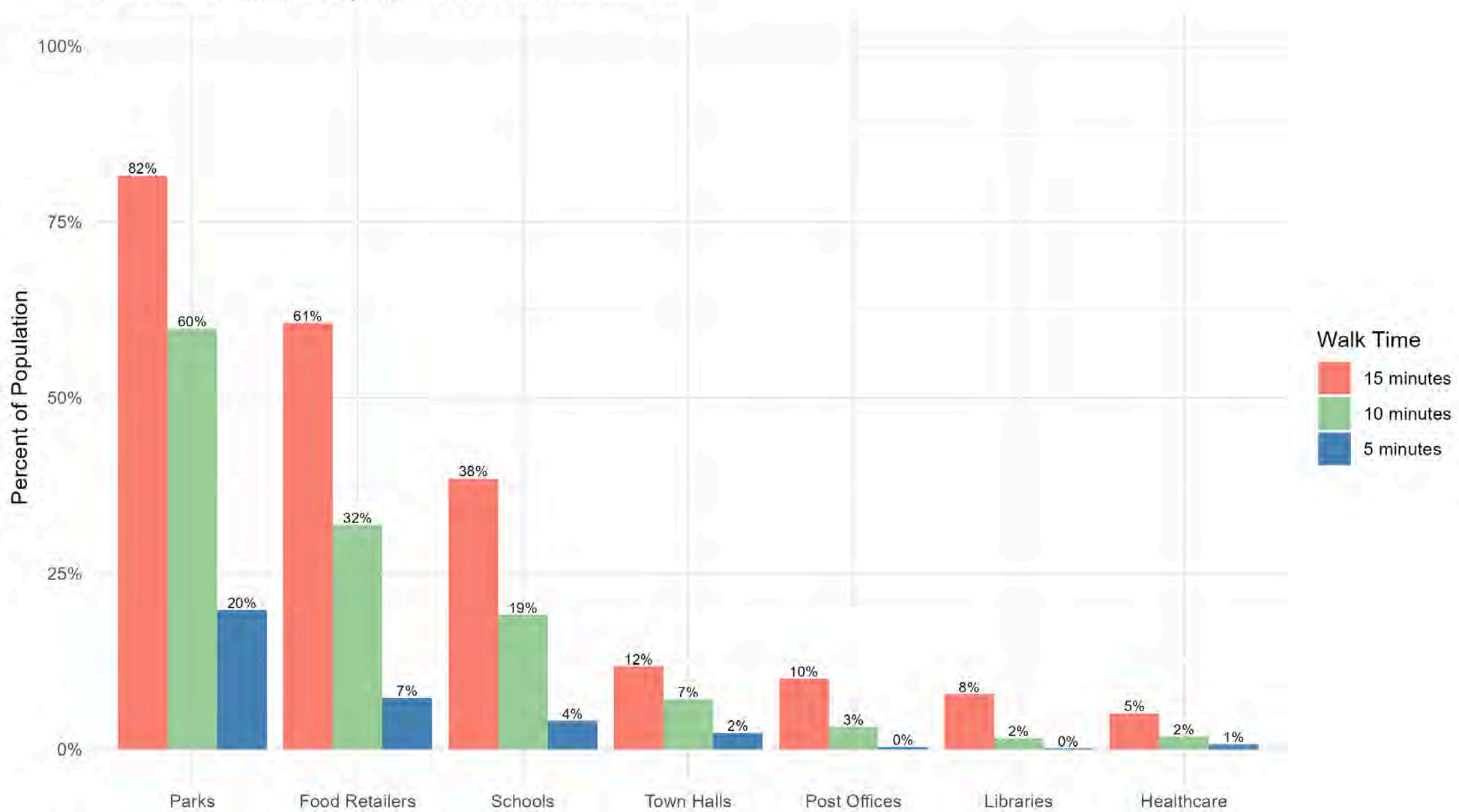
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Percent of Auburn Population Within Walkshed of:



Regional Pedestrian Priorities by Weighted Score in AUBURN

Legend

Regional Pedestrian Priorities

Weighted Score

Low Priority

Medium Priority

High Priority

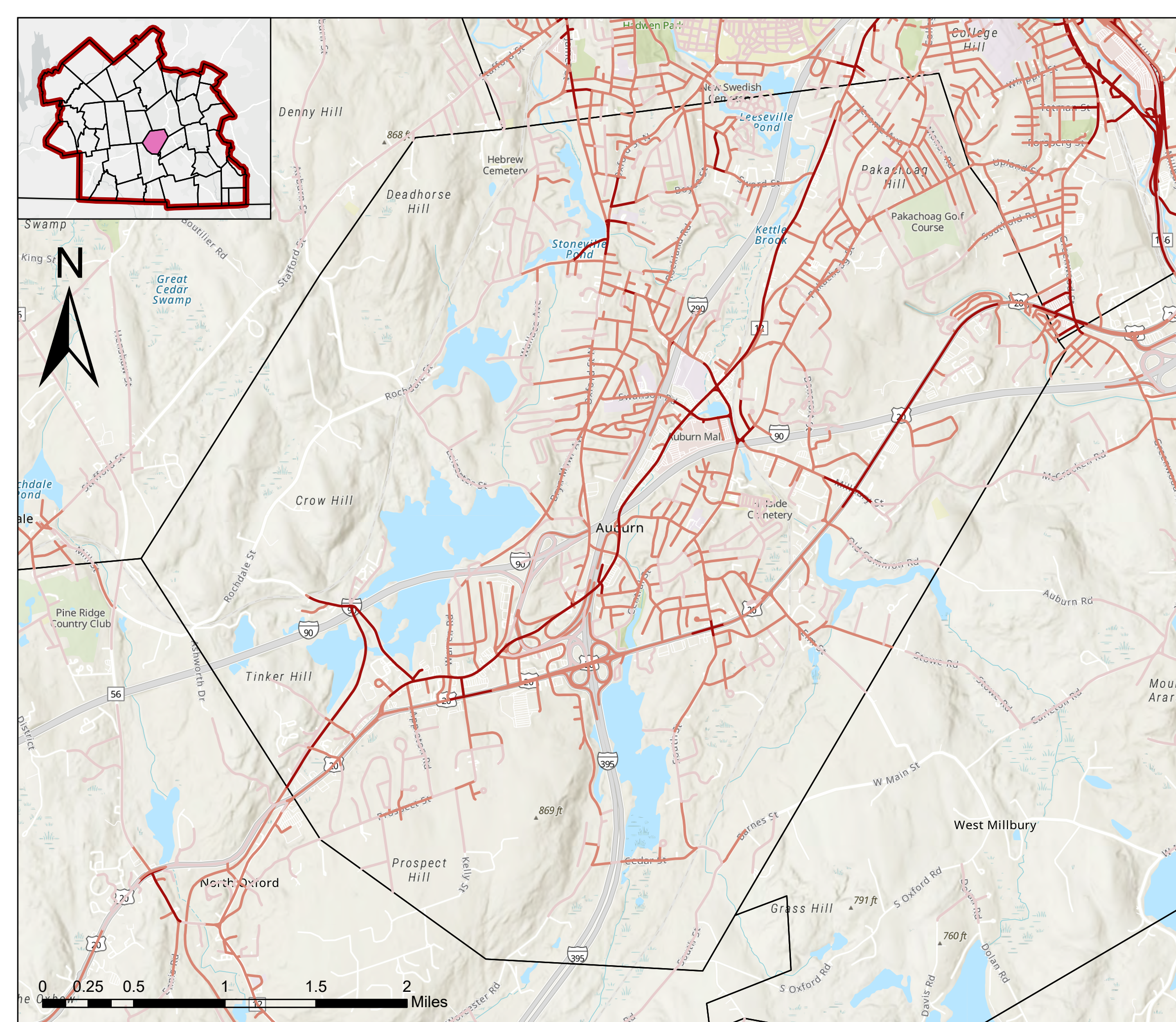
Massachusetts Towns

CMRPC Outline

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Top 10 Scoring Priority Segments in Auburn

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
637	AUBURN	SOUTHBRIDGE STREET	3.4	75.6
636	AUBURN	SOUTHBRIDGE STREET	3.0	66.7
55	AUBURN	AUBURN STREET	2.7	60.0
627	AUBURN	SOUTH STREET	2.7	60.0
635	AUBURN	SOUTHBRIDGE STREET	2.7	60.0
434	AUBURN	OXFORD STREET NORTH	2.5	55.6
718	AUBURN	WASHINGTON STREET	2.5	55.6
433	AUBURN	OXFORD STREET NORTH	2.4	53.3
626	AUBURN	SOUTH STREET	2.4	53.3
717	AUBURN	WASHINGTON STREET	2.4	53.3

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Appendix A: Town Maps, Tables, and Priorities

Municipality: Barre

Subregion: North

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
2. Walkshed Analysis - Destination Proximity Scores
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4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score

Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in BARRE

Legend

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

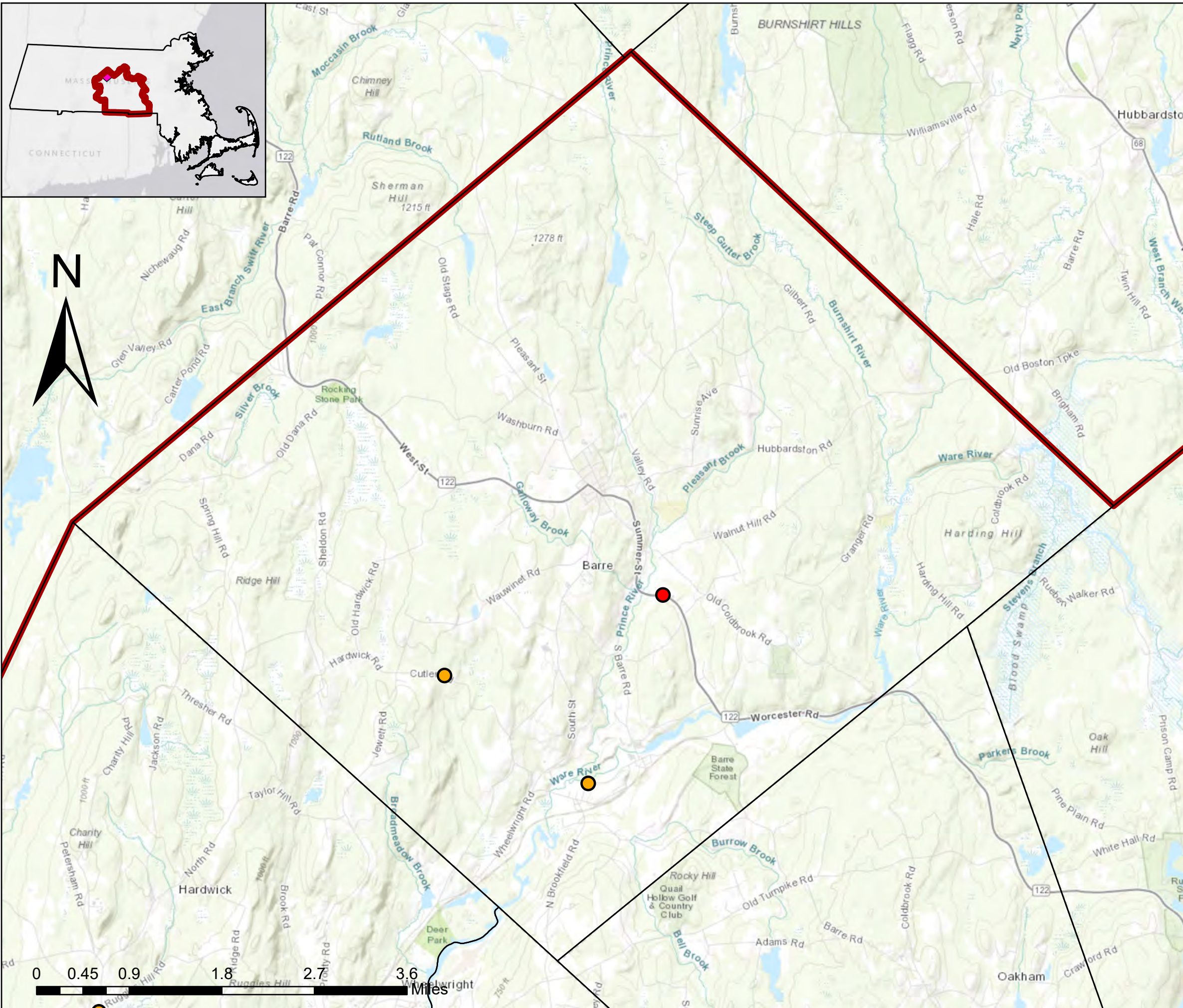
Massachusetts Towns

CMRPC Outline

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Pedestrian Destination Proximity Scoring in BARRE

Legend

Destination Proximity Score

- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

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Percent of Barre Population Within Walkshed of:

Percent of Population

100%

75%

50%

25%

0%

Walk Time

- 15 minutes
- 10 minutes
- 5 minutes

58%

Parks

Food Retailers

Post Offices

Libraries

Town Halls

Schools

44%

32%

14%

13%

12%

10%

23%

20%

10%

9%

8%

5%

8%

3%

4%

2%

2%

Regional Pedestrian Priorities by Weighted Score in BARRE

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

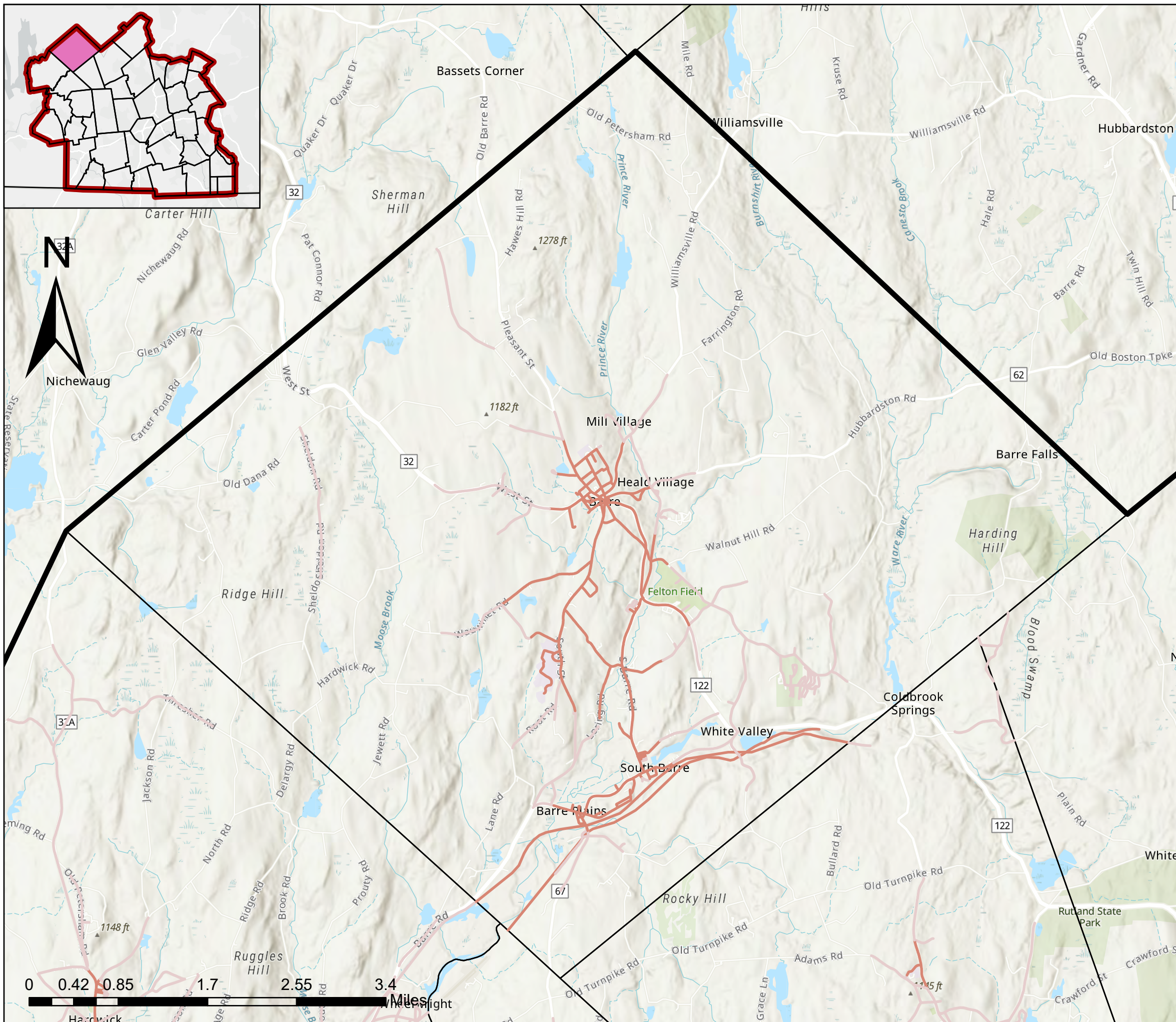
Massachusetts Towns

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Top 10 Scoring Priority Segments in Barre

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
821	BARRE	MAIN STREET	1.7	37.8
849	BARRE	PEACH STREET	1.7	37.8
908	BARRE	WHEELWRIGHT ROAD	1.7	37.8
776	BARRE	BENTLEY ROAD	1.6	35.6
778	BARRE	BROAD STREET	1.6	35.6
807	BARRE	HIGH STREET NORTH	1.6	35.6
814	BARRE	KENDALL STREET	1.6	35.6
864	BARRE	SCHOOL STREET NORTH	1.6	35.6
890	BARRE	UNION STREET	1.6	35.6
912	BARRE	WINTER STREET	1.6	35.6

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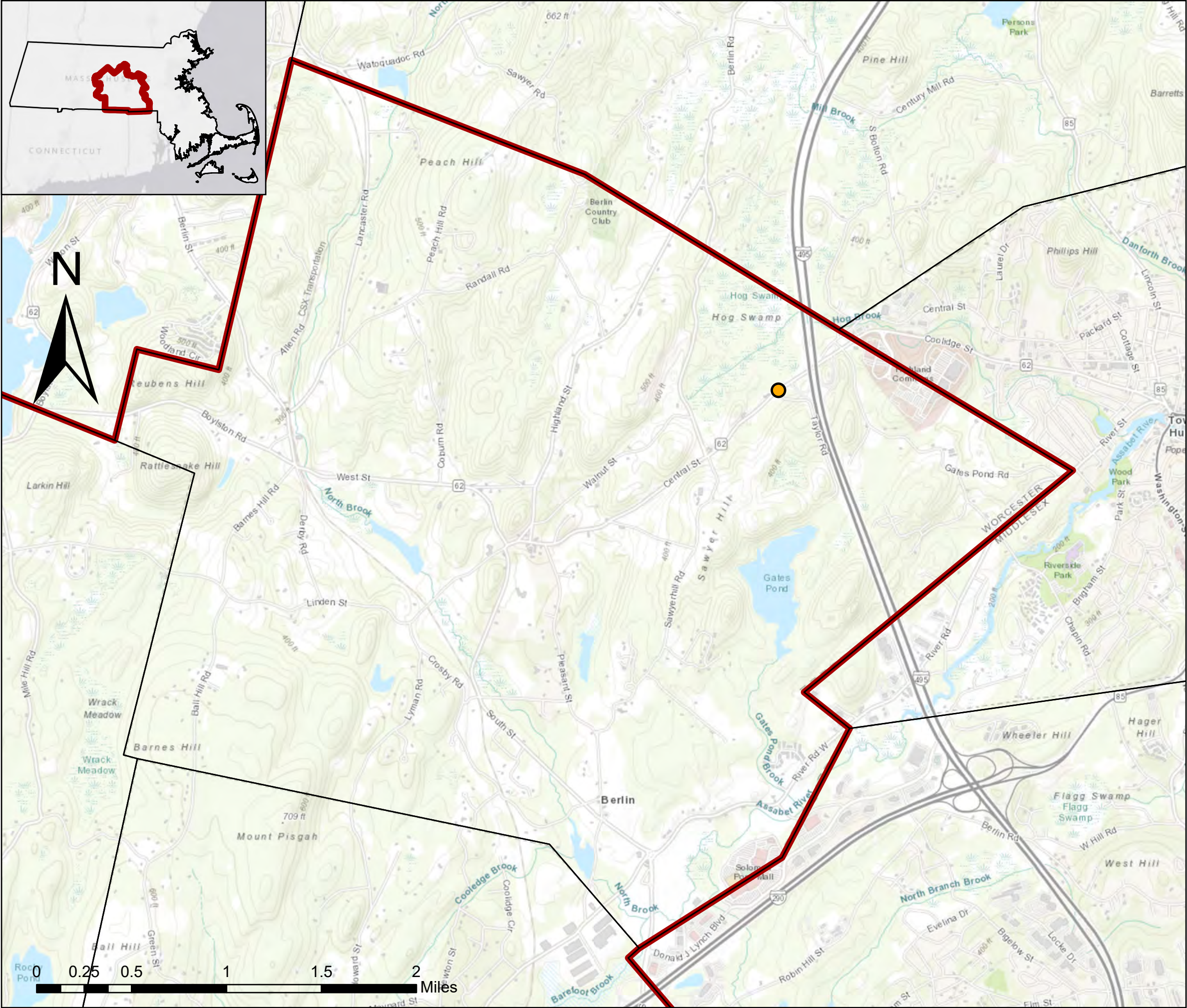
Appendix A: Town Maps, Tables, and Priorities

Municipality: Berlin

Subregion: Northeast

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
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4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score



Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in BERLIN

Legend

Pedestrian Crash Severity

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

Massachusetts Towns

CMRPC Outline

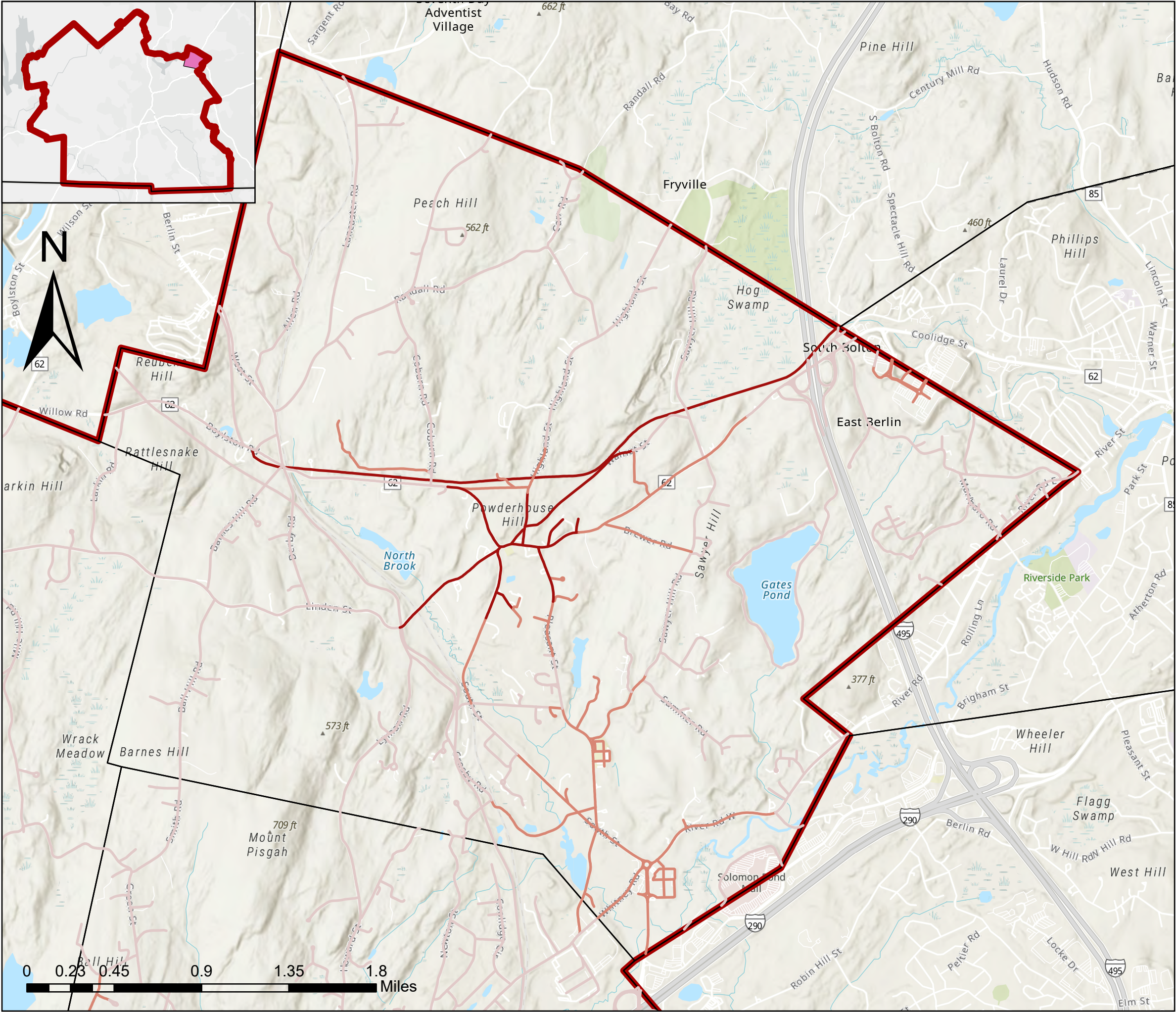
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Pedestrian Destination Proximity Scoring in BERLIN



Legend

Destination Proximity Score

- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

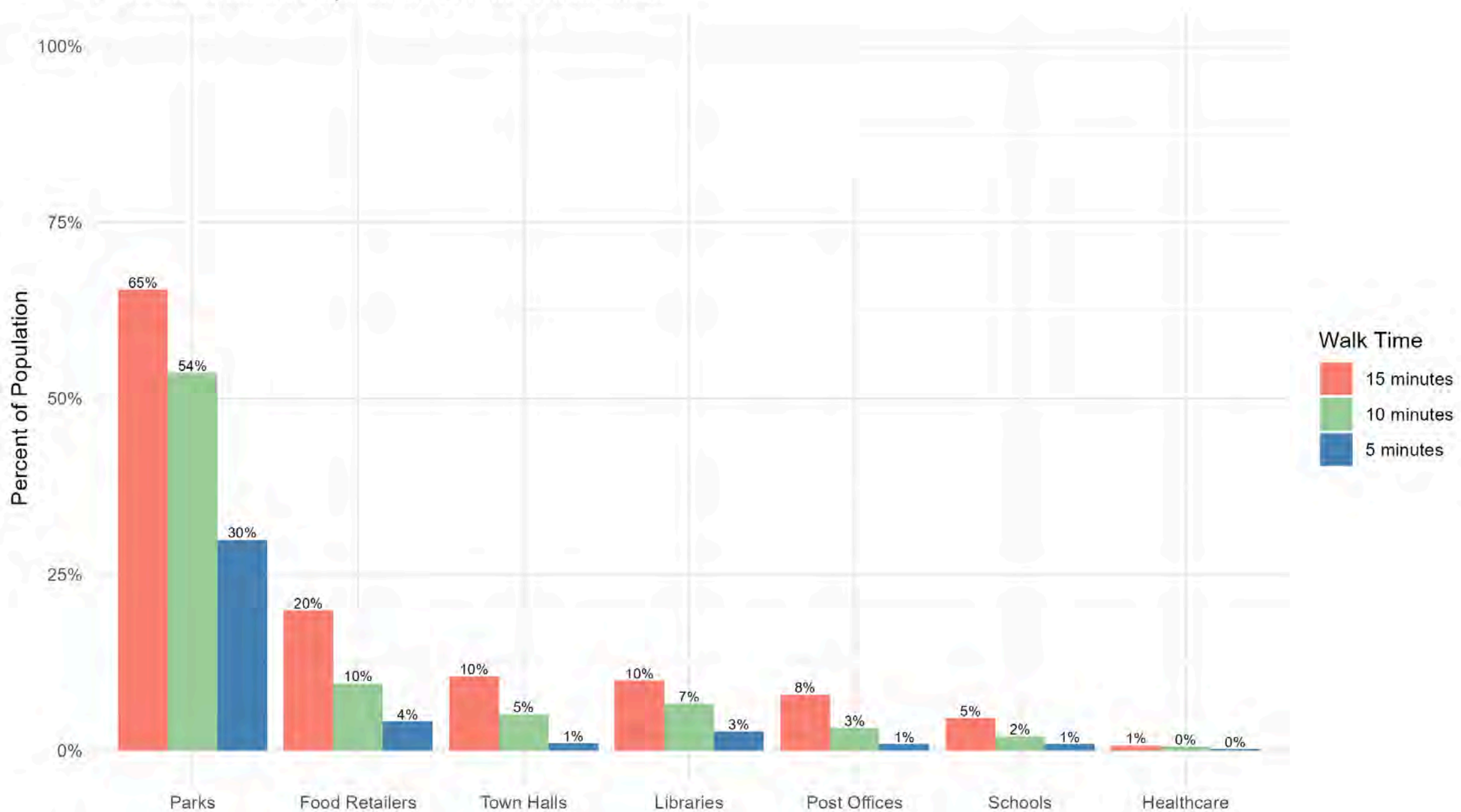
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Percent of Berlin Population Within Walkshed of:



Regional Pedestrian Priorities by Weighted Score in BERLIN

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

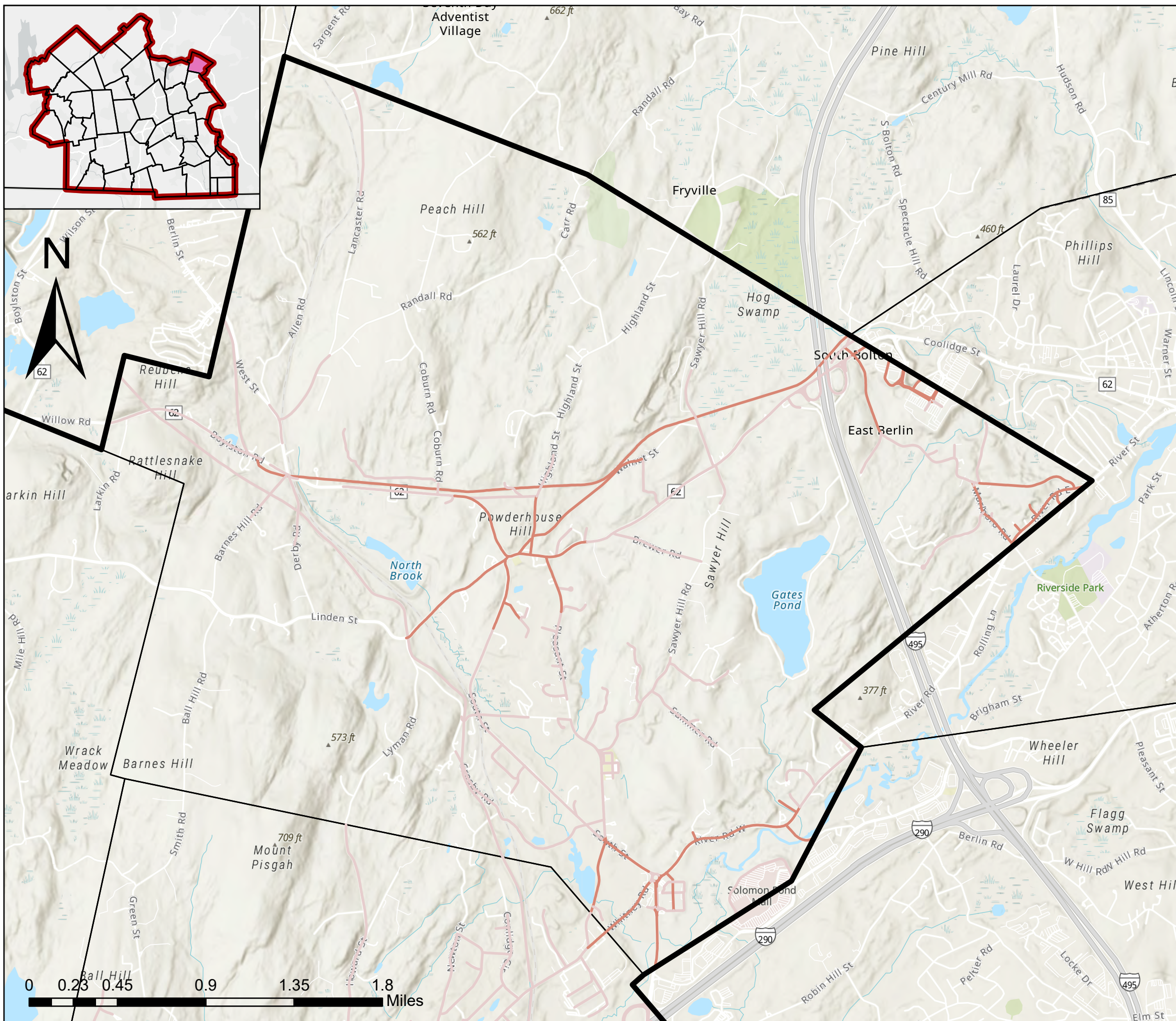
Massachusetts Towns

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Top 10 Scoring Priority Segments in Berlin

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
978	BERLIN	LINDEN STREET	1.6	35.6
1035	BERLIN	WEST STREET	1.6	35.6
939	BERLIN	CARTER STREET	1.5	33.3
1021	BERLIN	SOUTH STREET	1.5	33.3
1031	BERLIN	WALNUT STREET	1.5	33.3
977	BERLIN	LINDEN STREET	1.3	28.9
1004	BERLIN	RIVER ROAD EAST	1.3	28.9
1011	BERLIN	RIVER ROAD WEST	1.3	28.9
938	BERLIN	CARTER STREET	1.2	26.7
944	BERLIN	CENTRAL STREET	1.2	26.7

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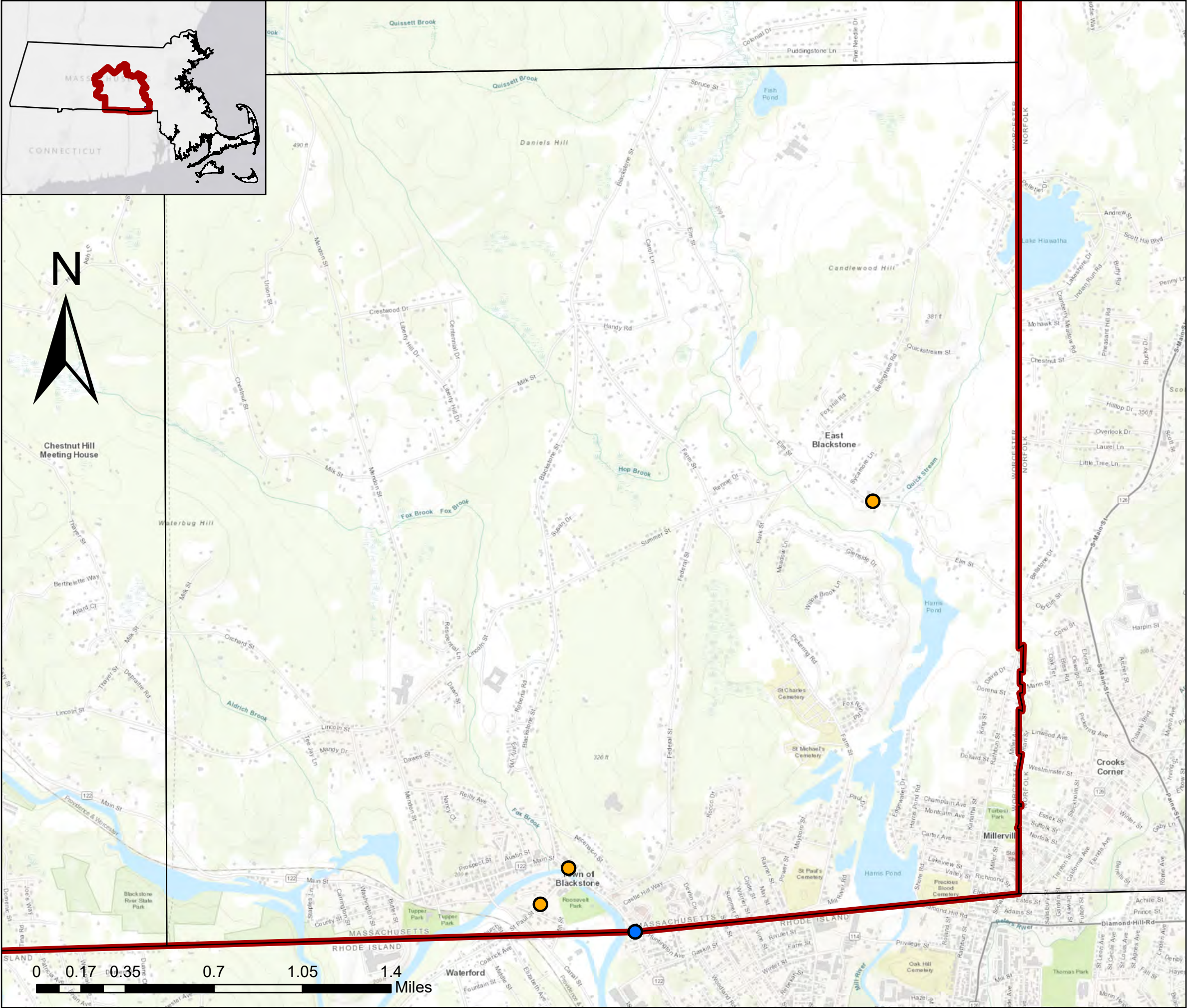
Appendix A: Town Maps, Tables, and Priorities

Municipality: Blackstone

Subregion: Southeast

Maps, Tables, and Priorities

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5. Table: Top 10 Priority Segments by Weighted Score



Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in BLACKSTONE

Legend

Pedestrian Crash Severity

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

Massachusetts Towns

CMRPC Outline

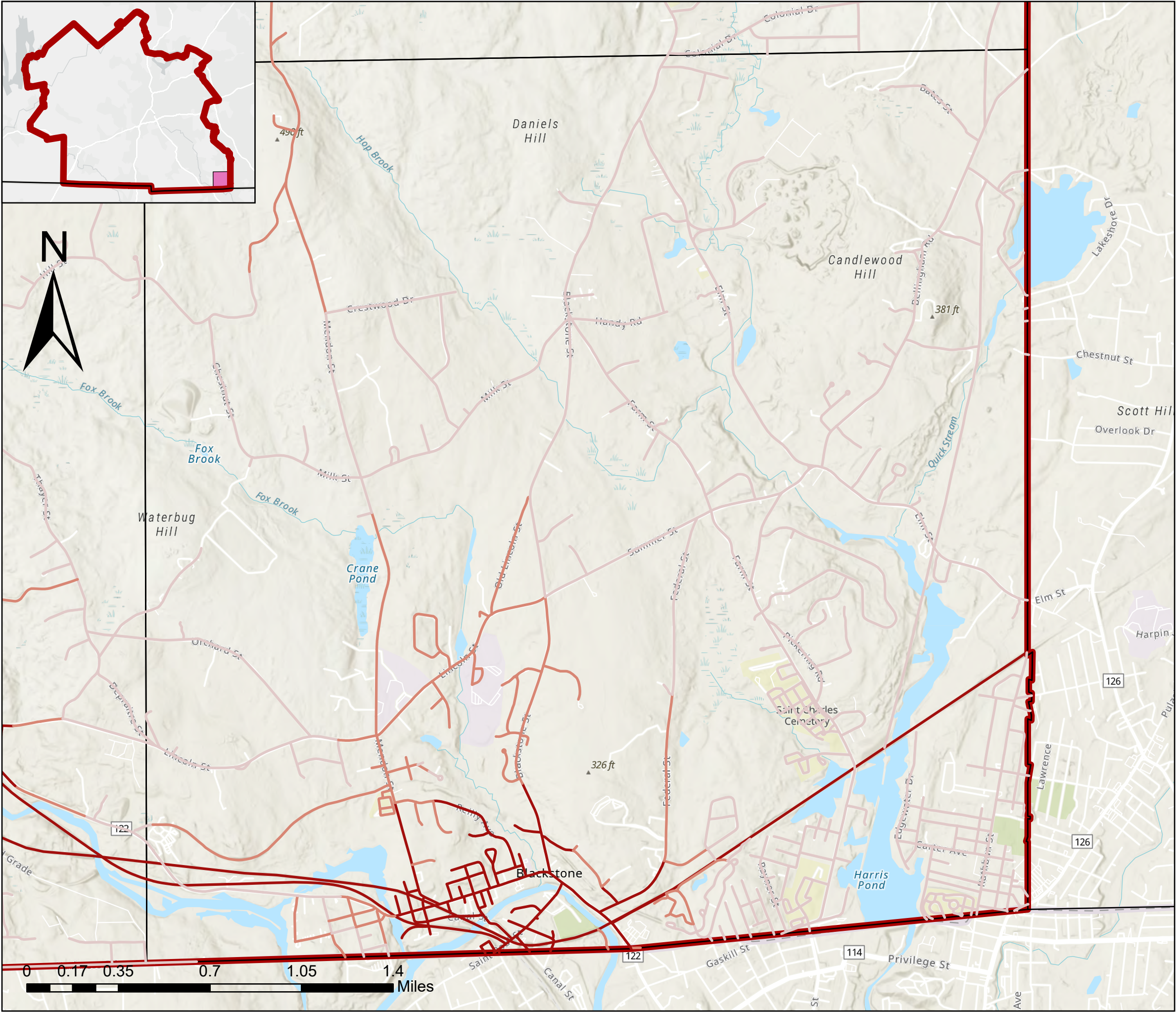
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Pedestrian Destination Proximity Scoring in BLACKSTONE



Legend

Destination Proximity Score

Low

Medium

High

Massachusetts Towns

CMRPC Region Outline

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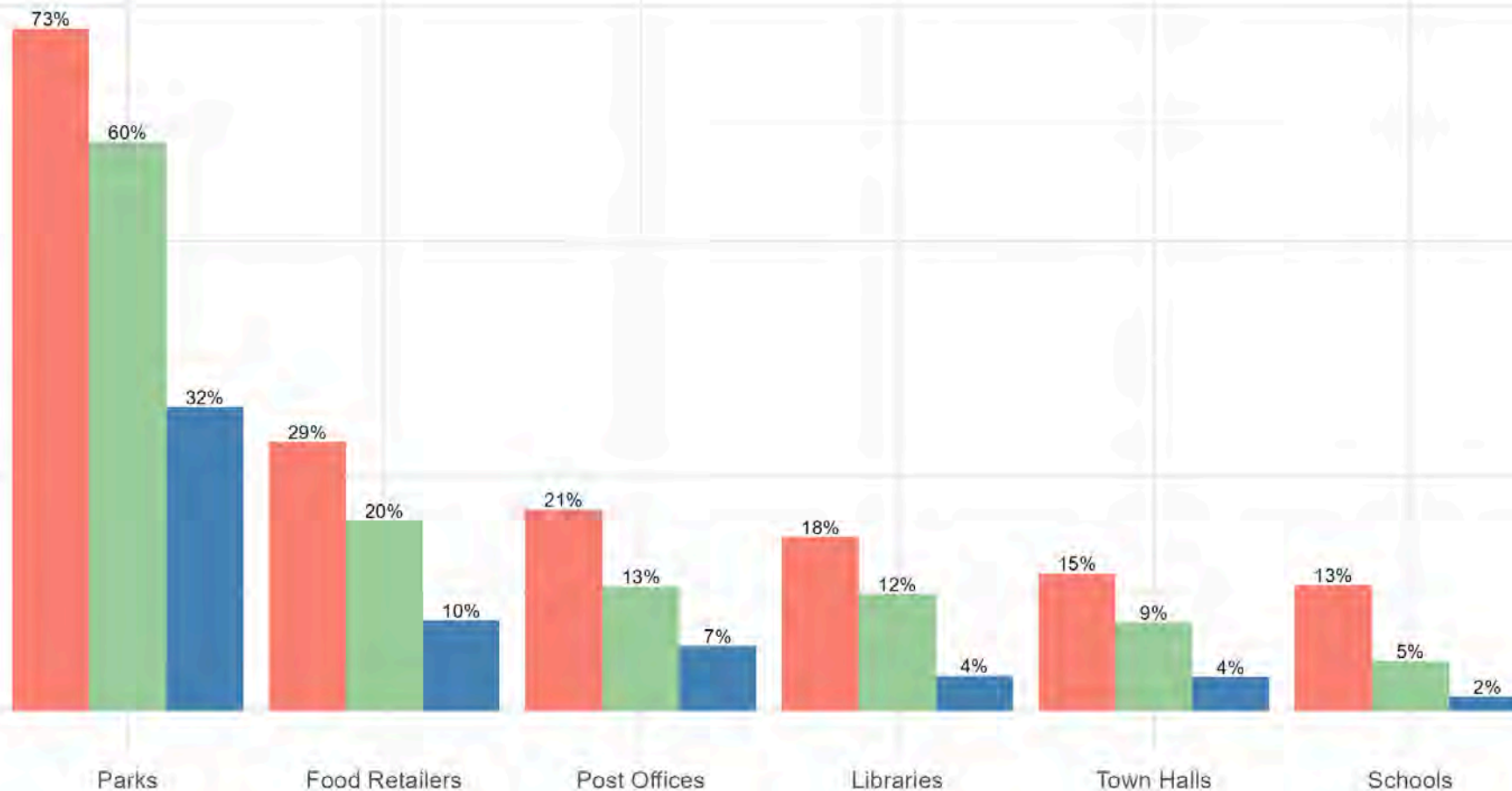
Percent of Blackstone Population Within Walkshed of:

Percent of Population

100%
75%
50%
25%
0%

Walk Time

15 minutes
10 minutes
5 minutes



Regional Pedestrian Priorities by Weighted Score in BLACKSTONE

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

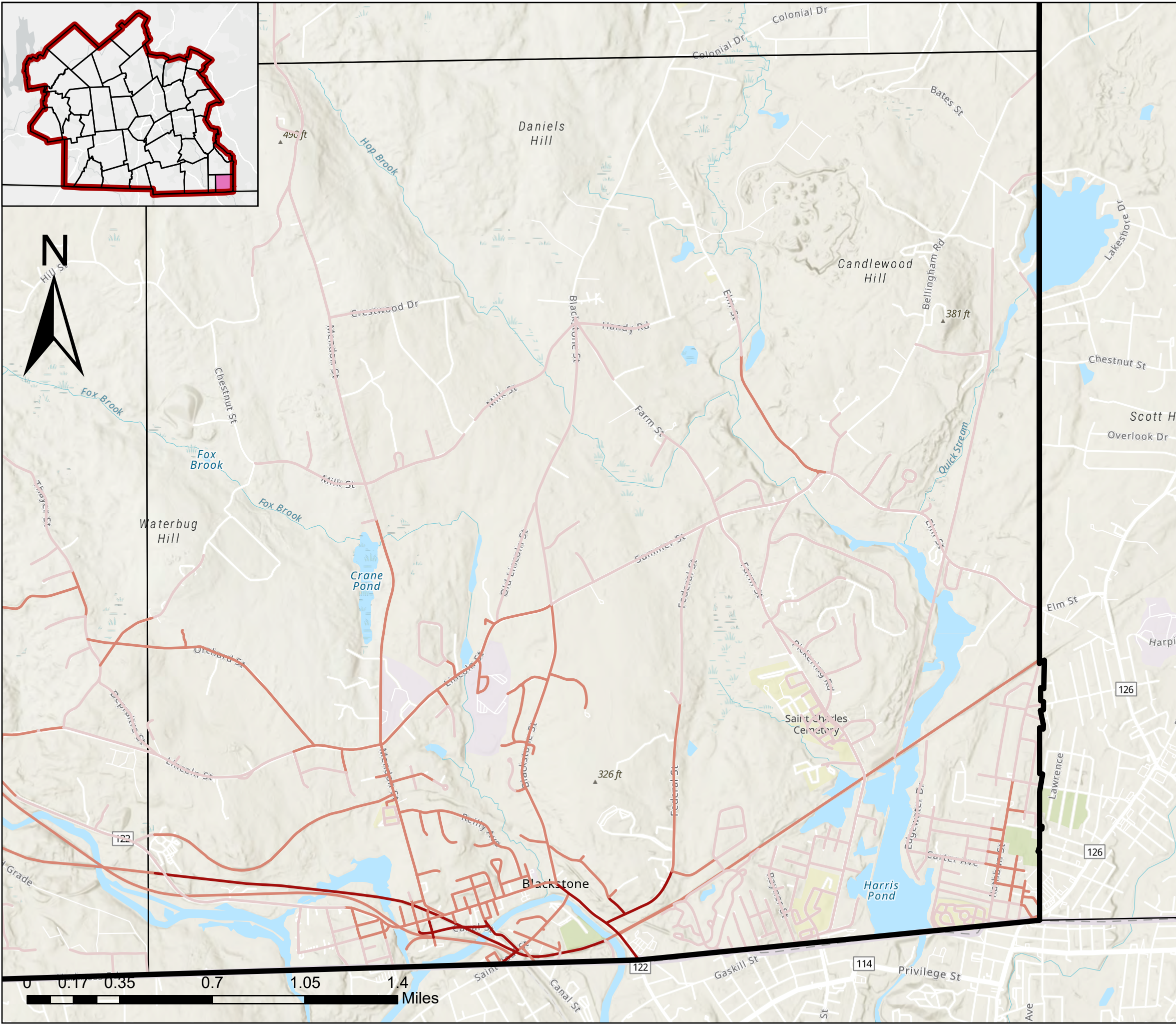
Massachusetts Towns

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Top 10 Scoring Priority Segments in Blackstone

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
1082	BLACKSTONE	CANAL STREET	3.2	71.1
1072	BLACKSTONE	BRIDGE STREET	2.6	57.8
1081	BLACKSTONE	CANAL STREET	2.6	57.8
1239	BLACKSTONE	OLD MENDON STREET	2.6	57.8
1196	BLACKSTONE	MAIN STREET	2.4	53.3
1080	BLACKSTONE	CANAL STREET	2.3	51.1
1079	BLACKSTONE	CANAL STREET	2.0	44.4
1238	BLACKSTONE	OLD MENDON STREET	2.0	44.4
1286	BLACKSTONE	SAINT PAUL STREET	2.0	44.4
1058	BLACKSTONE	ASCENSION STREET	1.9	42.2

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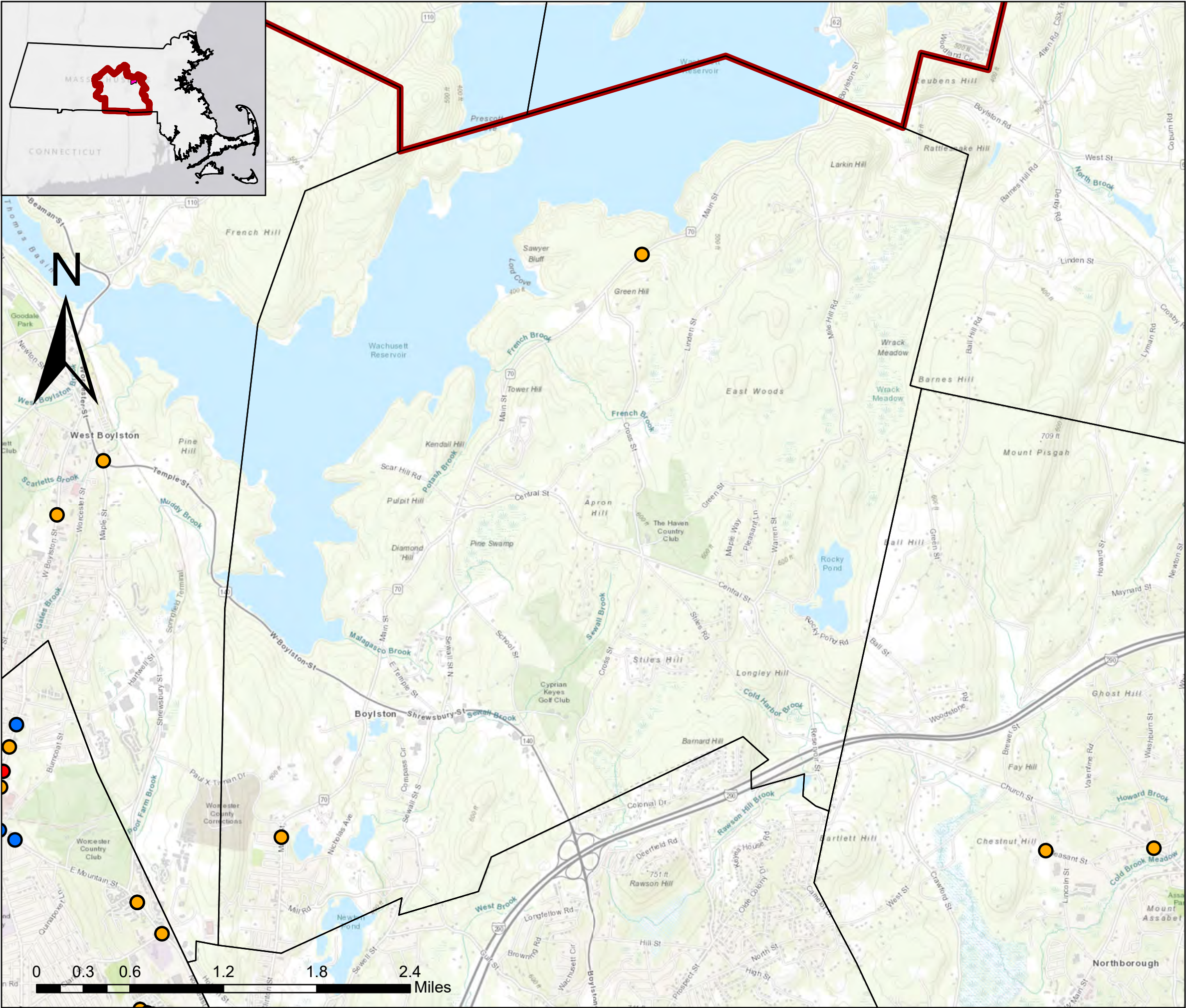
Municipality: Boylston

Subregion: Northeast

Maps, Tables, and Priorities

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Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in BOYLSTON



Legend

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

Massachusetts Towns

CMRPC Outline

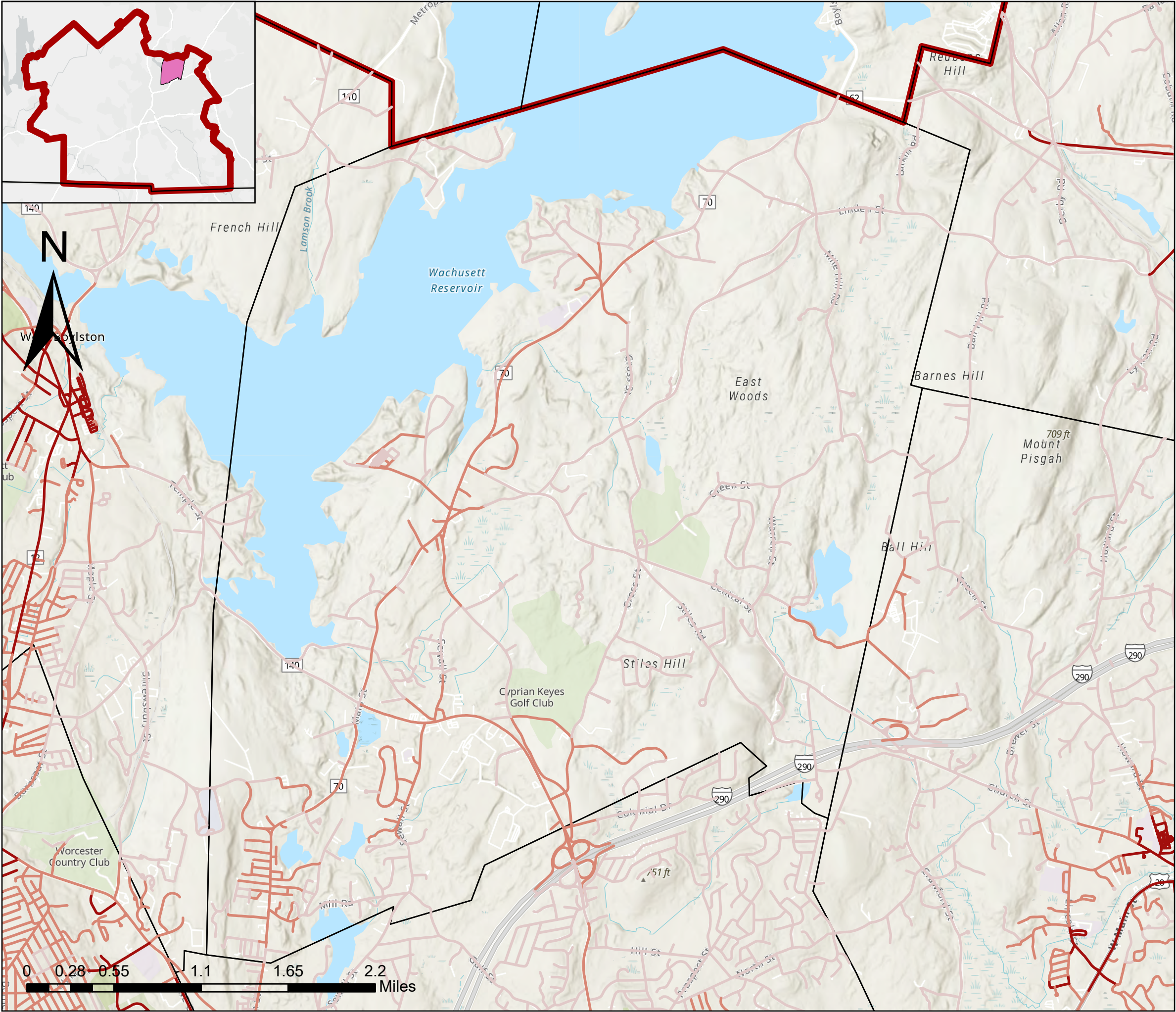
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Pedestrian Destination Proximity Scoring in BOYLSTON



Legend

Destination Proximity Score

- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

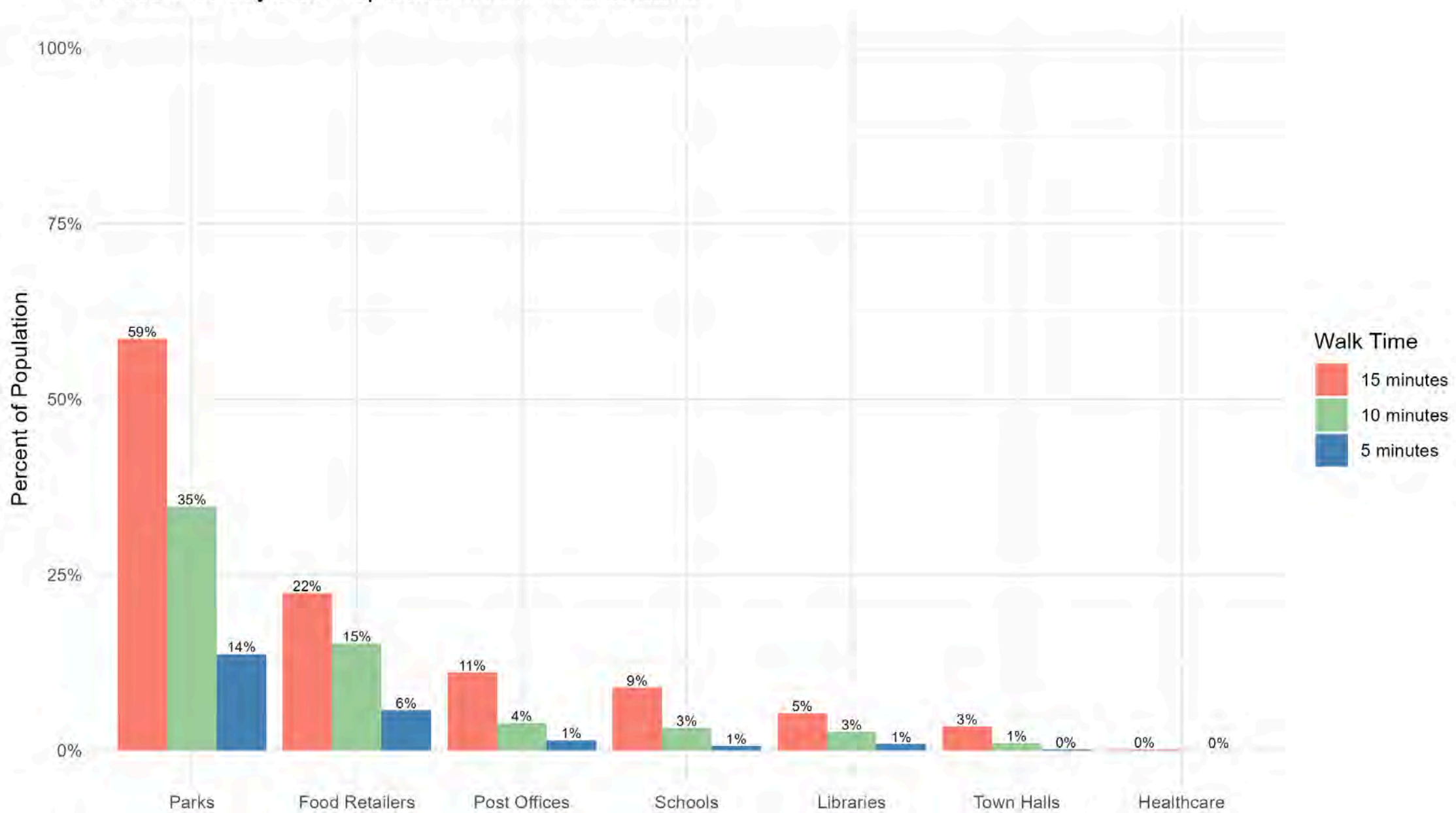
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Percent of Boylston Population Within Walkshed of:



Regional Pedestrian Priorities by Weighted Score in BOYLSTON

Legend

Regional Pedestrian Priorities

Weighted Score

Low Priority

Medium Priority

High Priority

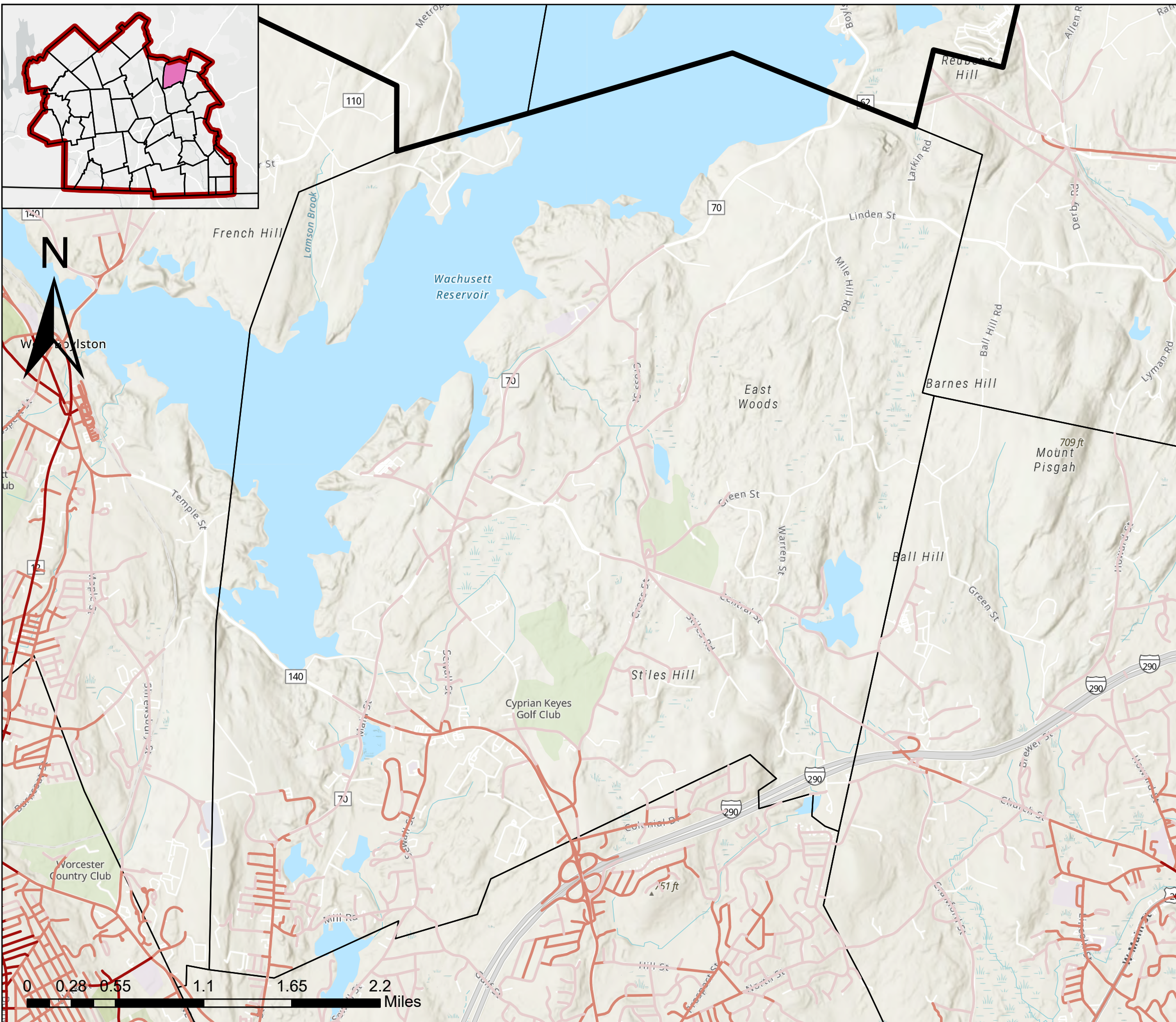
Massachusetts Towns

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Top 10 Scoring Priority Segments in Boylston

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
1440	BOYLSTON	SHREWSBURY STREET	1.4	31.1
1341	BOYLSTON	COMPASS CIRCLE	1.0	22.2
1343	BOYLSTON	COOK STREET	1.0	22.2
1348	BOYLSTON	CROSS STREET	1.0	22.2
1368	BOYLSTON	GLAZIER STREET	1.0	22.2
1397	BOYLSTON	MAIN STREET	1.0	22.2
1436	BOYLSTON	SEWALL STREET SOUTH	1.0	22.2
1439	BOYLSTON	SHREWSBURY STREET	0.8	17.8
1327	BOYLSTON	BELAIR STREET	0.7	15.6
1328	BOYLSTON	BIRCHWOOD DRIVE	0.7	15.6

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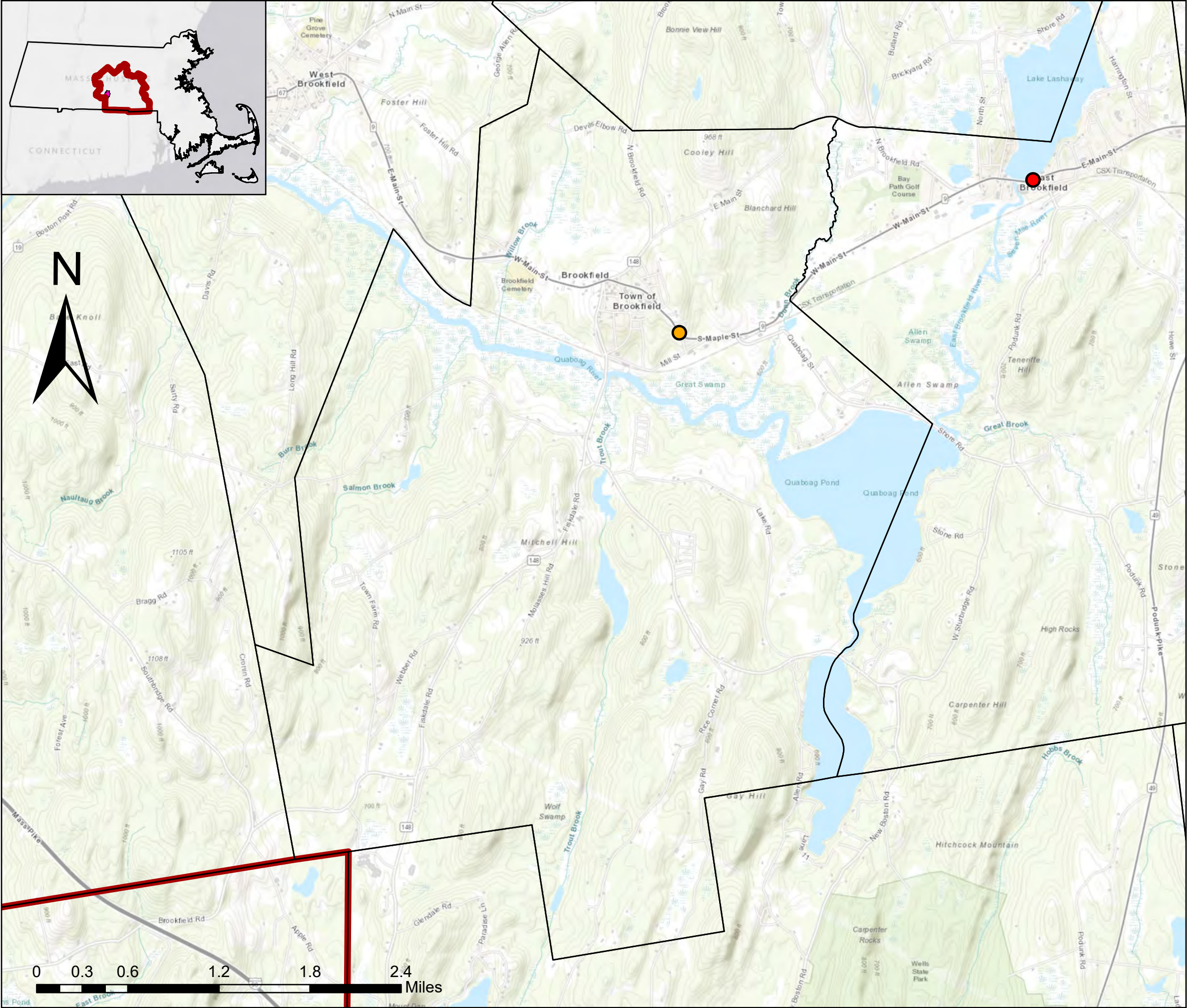
Appendix A: Town Maps, Tables, and Priorities

Municipality: Brookfield

Subregion: West

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
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5. Table: Top 10 Priority Segments by Weighted Score



Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in BROOKFIELD

Legend

Pedestrian Crash Severity

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

Massachusetts Towns

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Pedestrian Destination Proximity Scoring in BROOKFIELD

Legend

Destination Proximity Score

- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

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Percent of Brookfield Population Within Walkshed of:

Percent of Population

100%

75%

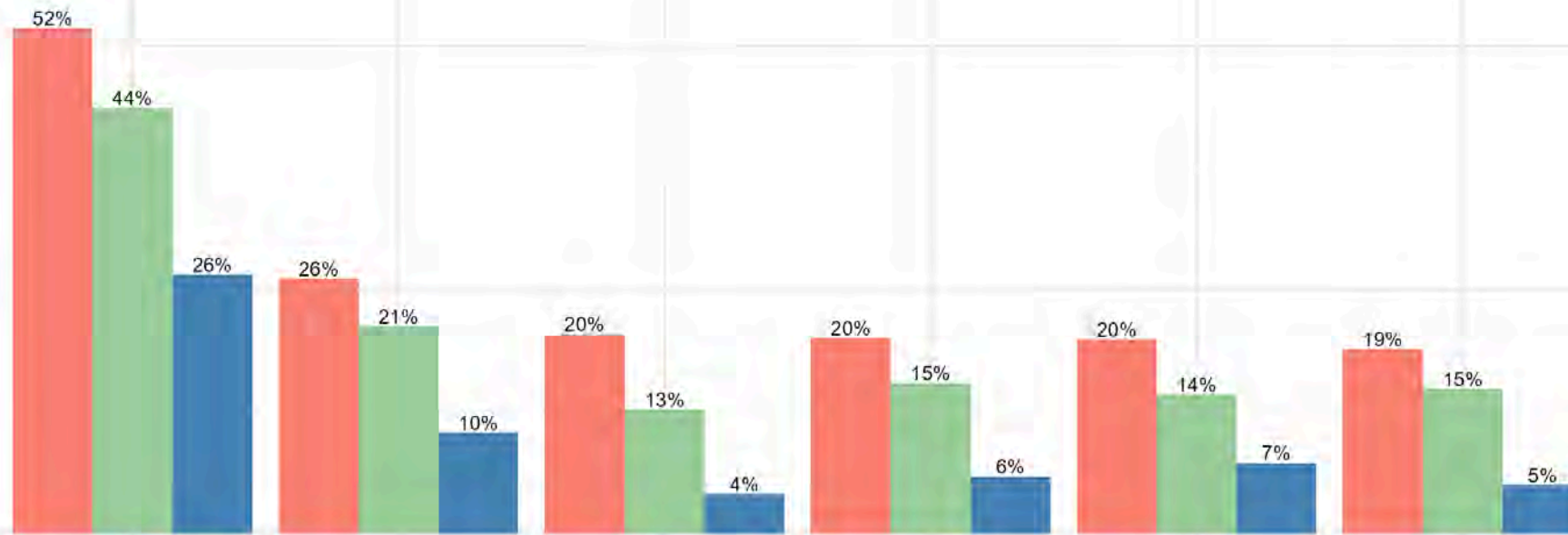
50%

25%

0%

Walk Time

15 minutes
10 minutes
5 minutes



Parks

Food Retailers

Schools

Town Halls

Libraries

Post Offices

Regional Pedestrian Priorities by Weighted Score in BROOKFIELD

Legend

Regional Pedestrian Priorities

Weighted Score

Low Priority

Medium Priority

High Priority

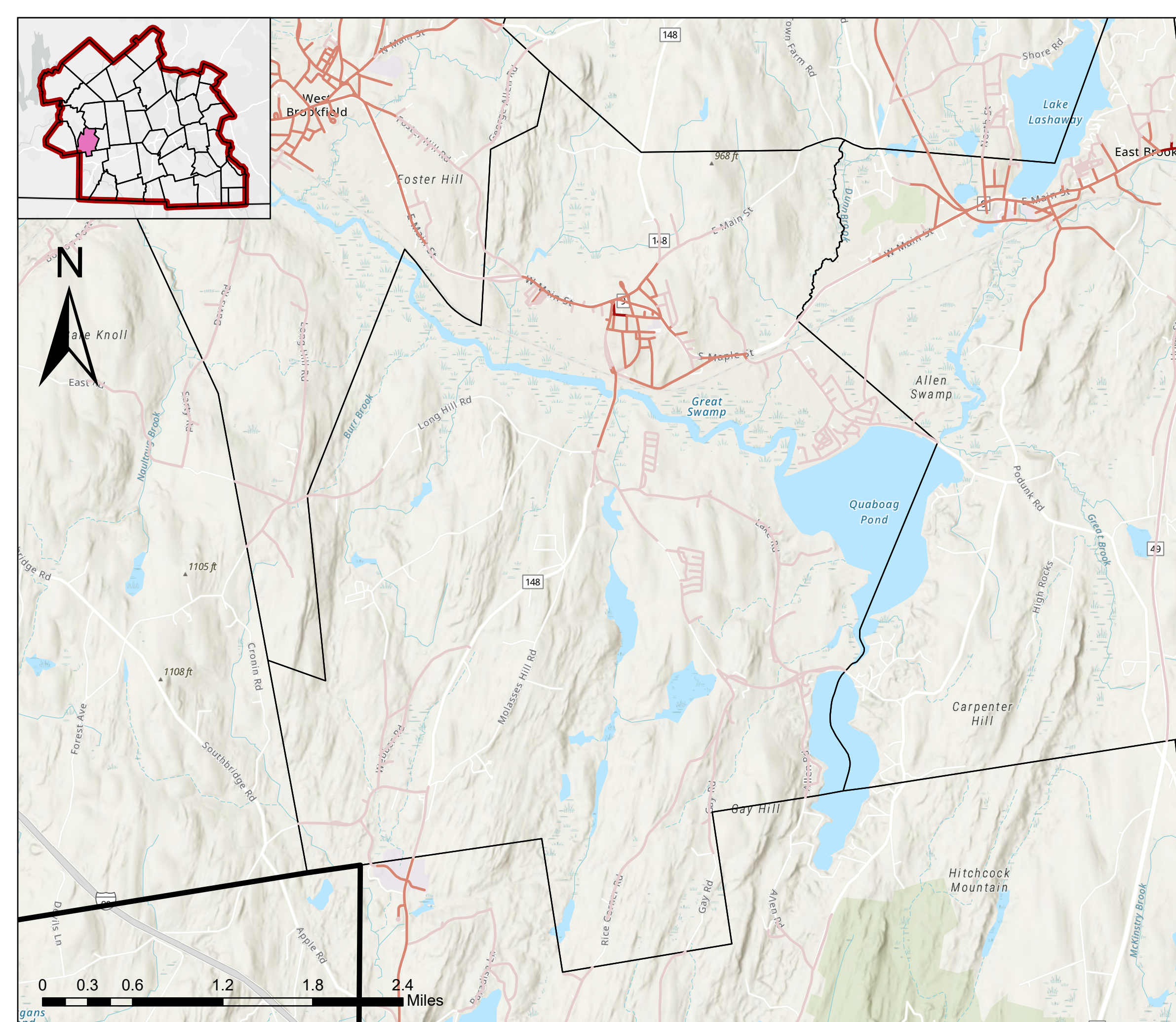
Massachusetts Towns

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Top 10 Scoring Priority Segments in Brookfield

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
1472	BROOKFIELD	CENTRAL STREET	1.9	42.2
1476	BROOKFIELD	COMMON STREET	1.9	42.2
1471	BROOKFIELD	CENTRAL STREET	1.8	40.0
1470	BROOKFIELD	CENTRAL STREET	1.6	35.6
1475	BROOKFIELD	COMMON STREET	1.6	35.6
1557	BROOKFIELD	POST ROAD	1.6	35.6
1562	BROOKFIELD	PROUTY STREET	1.6	35.6
1576	BROOKFIELD	SHERMAN STREET	1.6	35.6
1469	BROOKFIELD	CENTRAL STREET	1.5	33.3
1468	BROOKFIELD	BUTLER AVENUE	1.3	28.9

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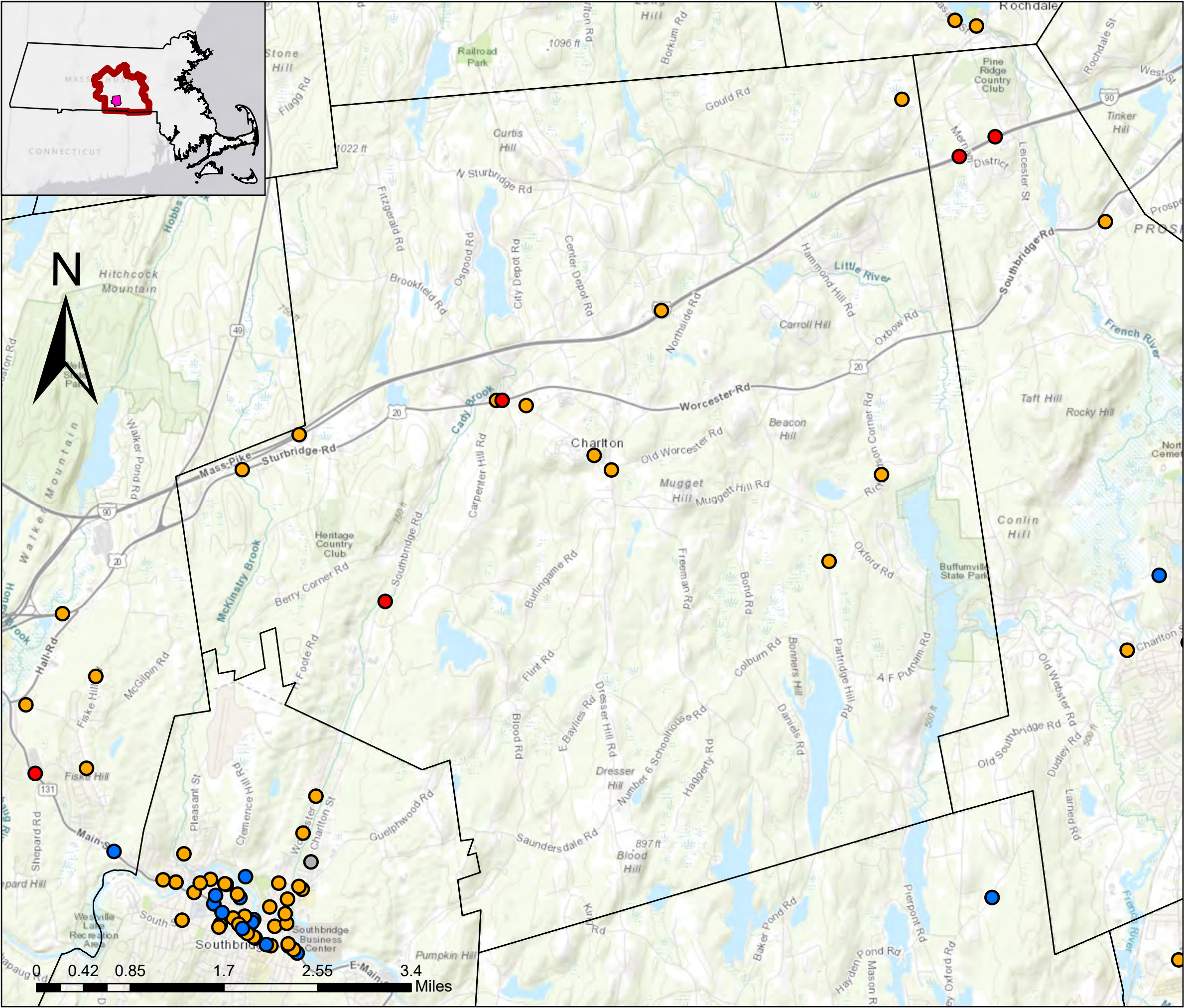
Municipality: Charlton

Subregion: Southwest

Maps, Tables, and Priorities

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Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in CHARLTON



Legend

- Pedestrian Crash Severity
- Fatal injury
 - Non-fatal injury
 - Not Reported
 - Property damage only (none injured)
 - Unknown
- Massachusetts Towns
- CMRPC Outline

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Pedestrian Destination Proximity Scoring in CHARLTON

Legend

Destination Proximity Score

- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

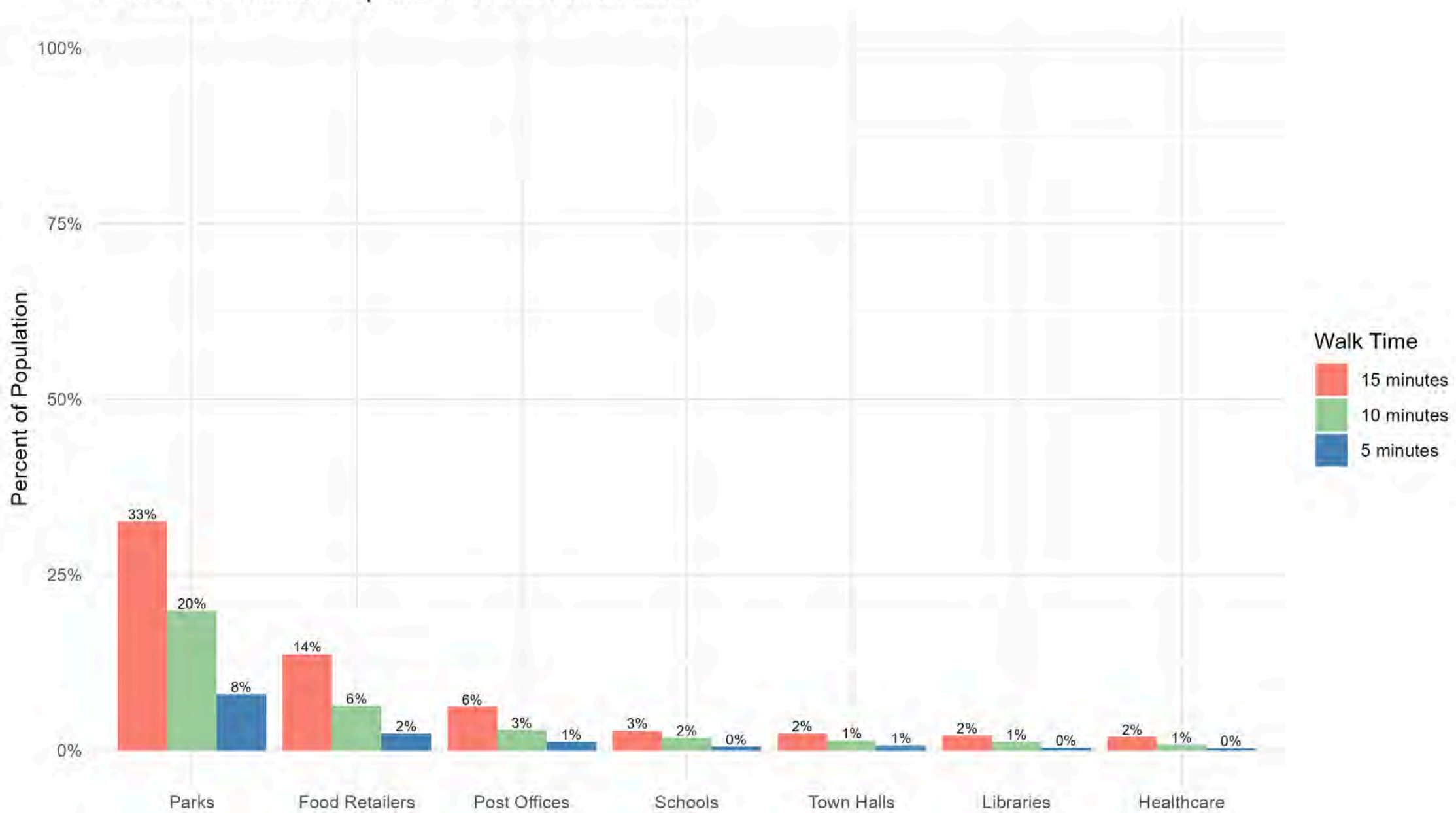
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Percent of Charlton Population Within Walkshed of:



Regional Pedestrian Priorities by Weighted Score in CHARLTON

Legend

Regional Pedestrian Priorities

Weighted Score

Low Priority

Medium Priority

High Priority

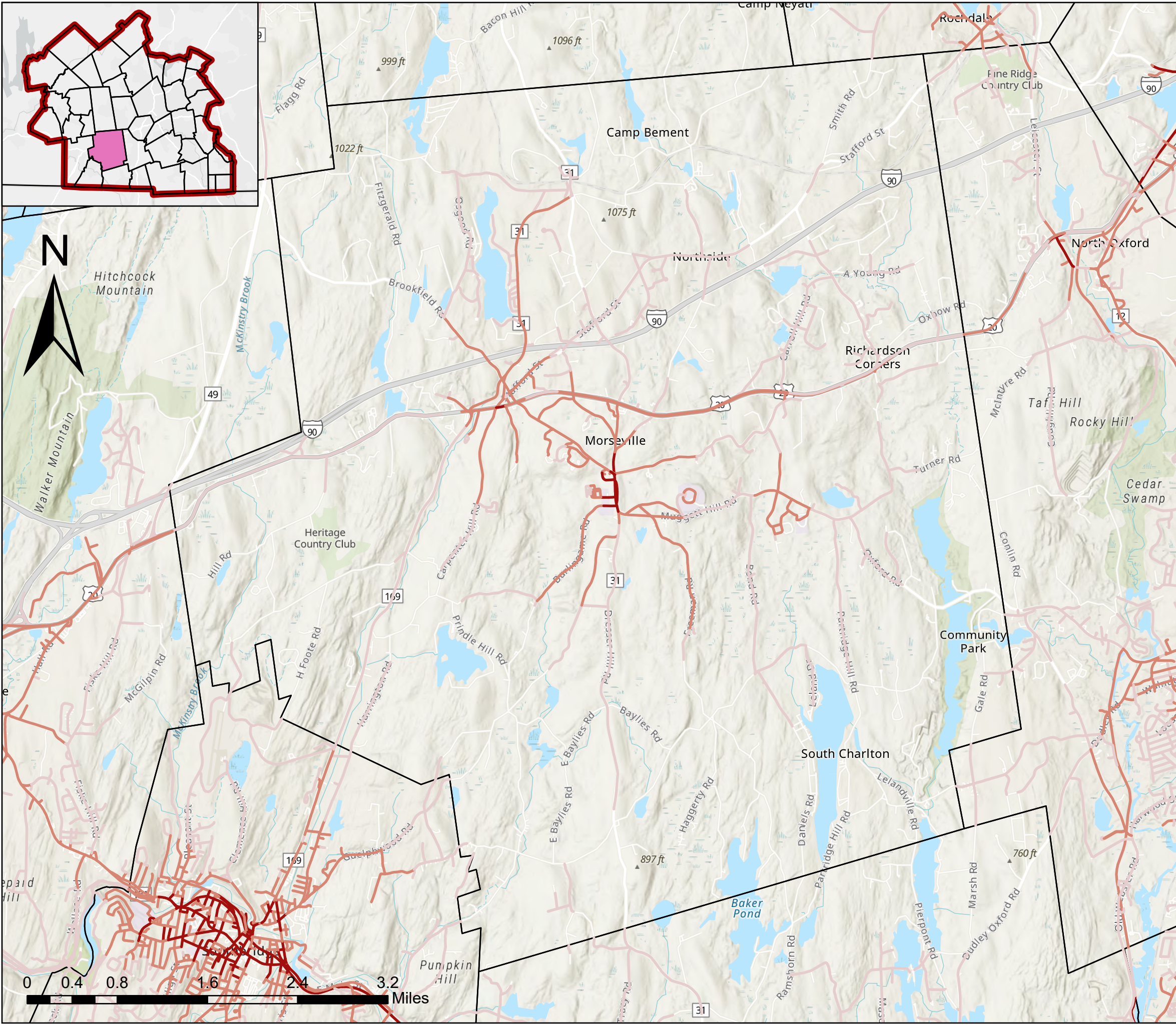
Massachusetts Towns

CMRPC Outline

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Top 10 Scoring Priority Segments in Charlton

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
1703	CHARLTON	MAIN STREET	2.4	53.3
1710	CHARLTON	MASONIC HOME ROAD	2.4	53.3
1713	CHARLTON	MEADOWVIEW ROAD	2.4	53.3
1728	CHARLTON	NORTH MAIN STREET	2.4	53.3
1629	CHARLTON	BURLINGAME ROAD	2.3	51.1
1702	CHARLTON	MAIN STREET	2.3	51.1
1797	CHARLTON	WEST RIDGE CEMETARY ROAD	2.3	51.1
1701	CHARLTON	MAIN STREET	2.1	46.7
1709	CHARLTON	MASONIC HOME ROAD	2.1	46.7
1700	CHARLTON	MAIN STREET	2.0	44.4

2026 CMMPO Regional Pedestrian Plan Technical Appendix

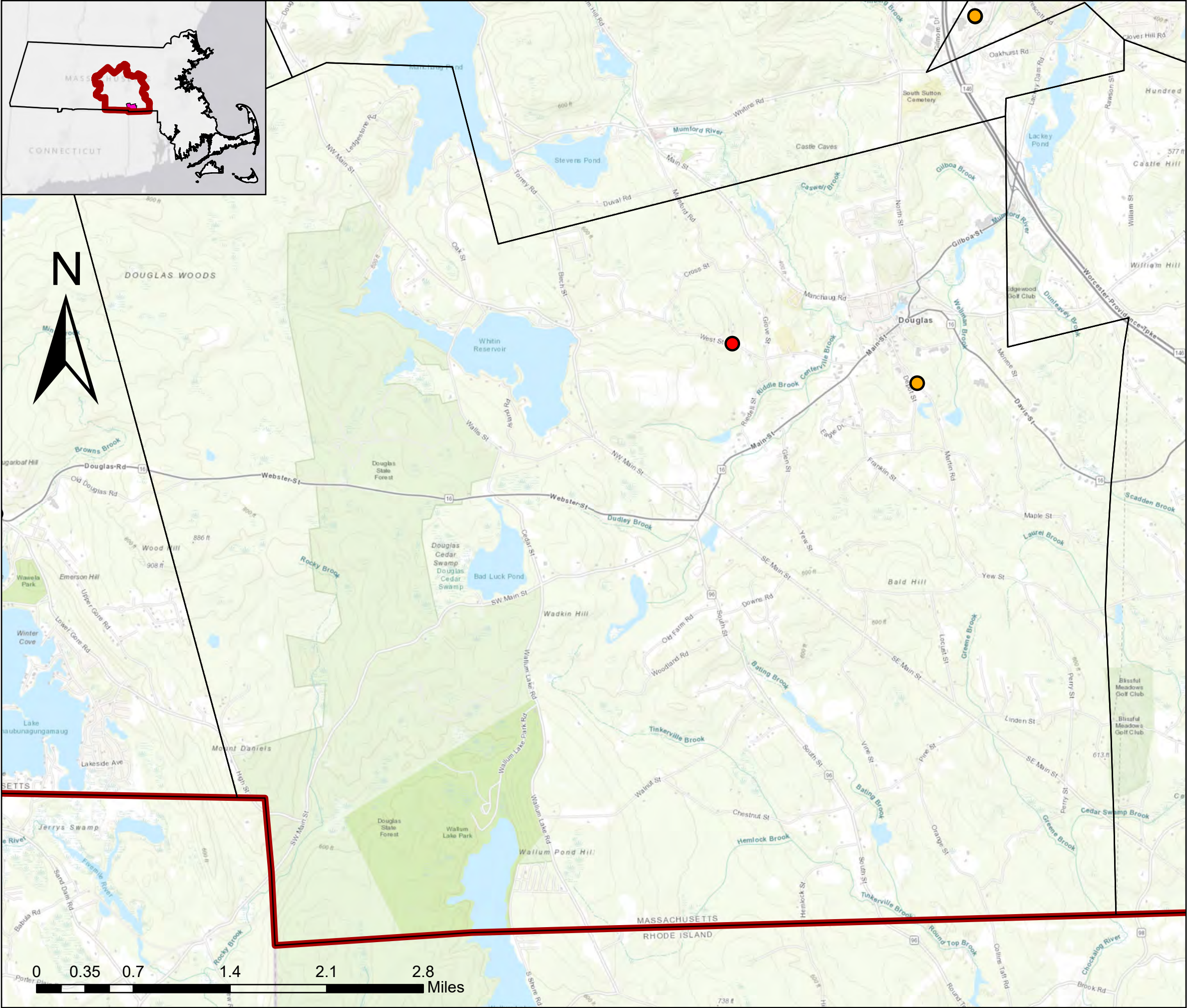
Appendix A: Town Maps, Tables, and Priorities

Municipality: Douglas

Subregion: Southeast

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
2. Walkshed Analysis - Destination Proximity Scores
3. Population Access Analysis
4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score



Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in DOUGLAS

Legend

Pedestrian Crash Severity

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

Massachusetts Towns

CMRPC Outline

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Pedestrian Destination Proximity Scoring in DOUGLAS

Legend

Destination Proximity Score

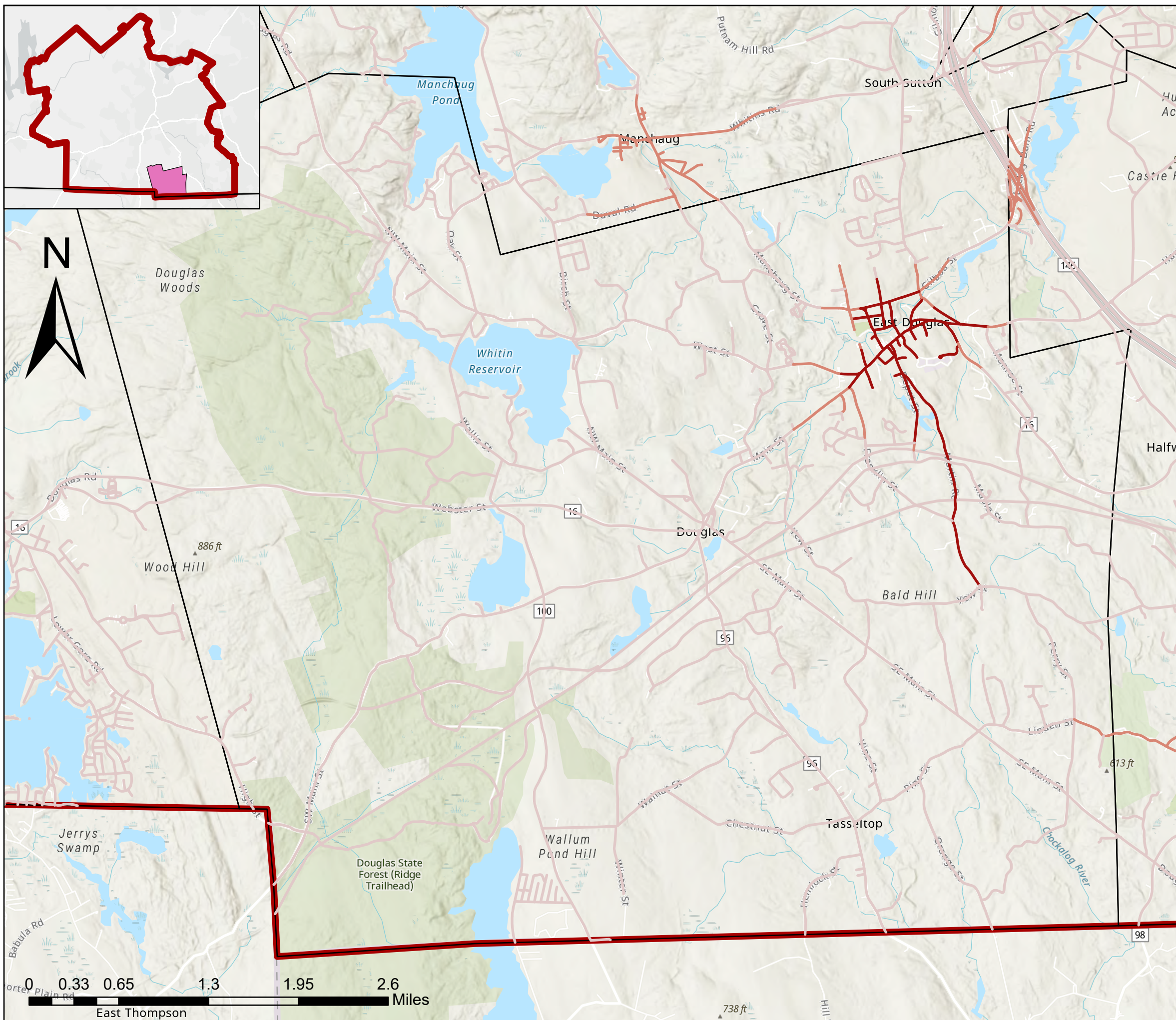
- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

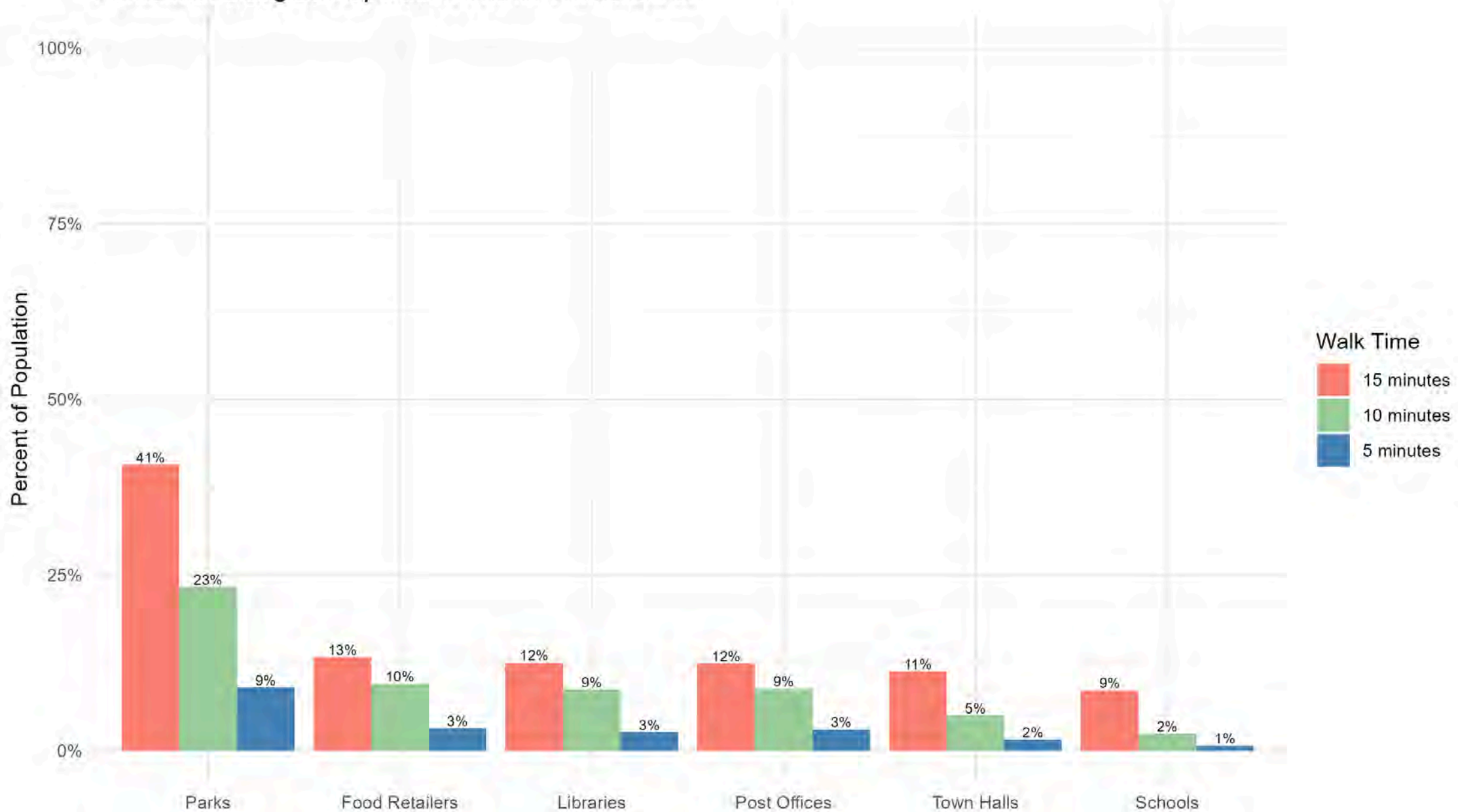
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Percent of Douglas Population Within Walkshed of:



Regional Pedestrian Priorities by Weighted Score in DOUGLAS

Legend

Regional Pedestrian Priorities

Weighted Score

Low Priority

Medium Priority

High Priority

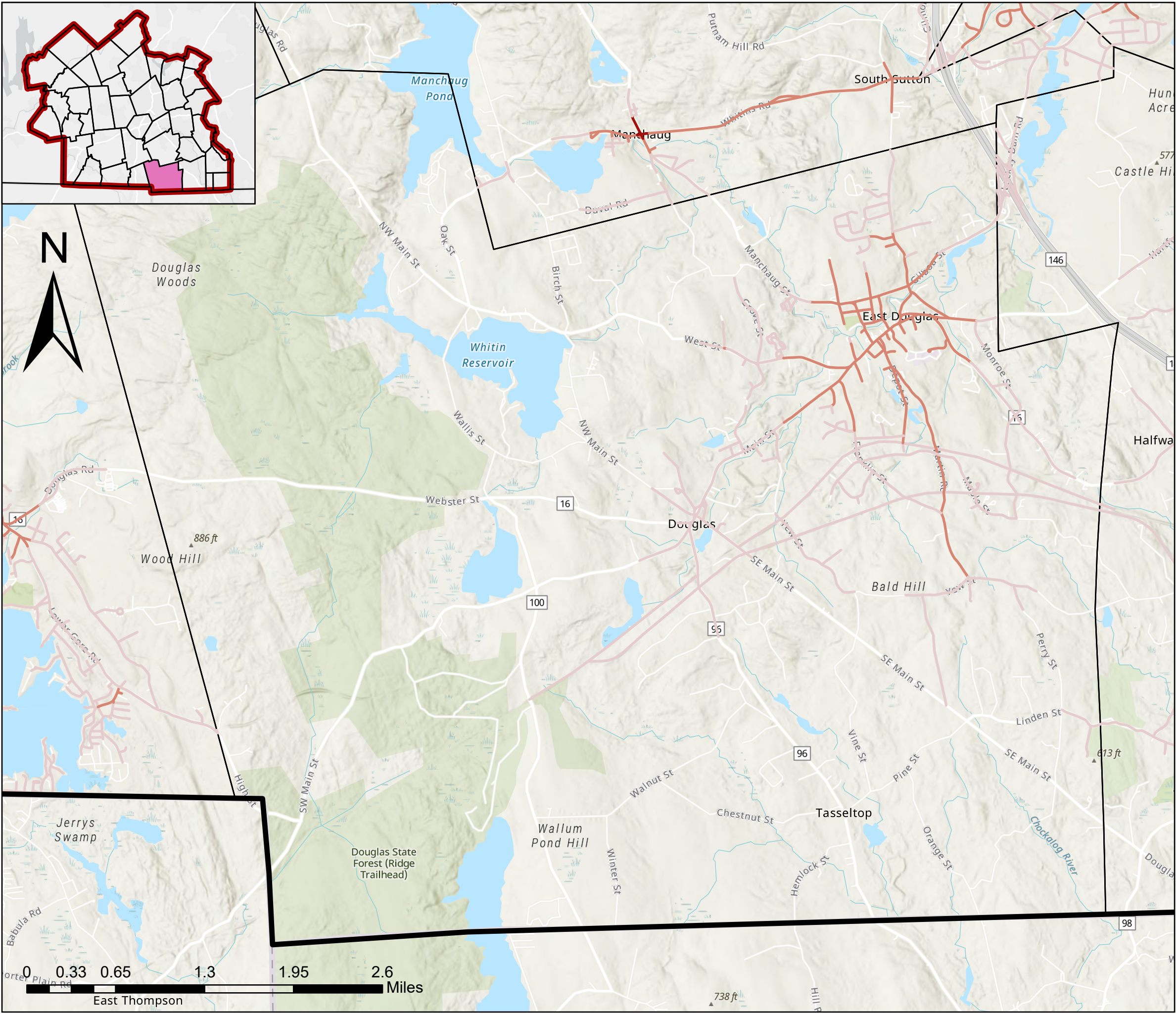
Massachusetts Towns

CMRPC Outline

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Top 10 Scoring Priority Segments in Douglas

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
1822	DOUGLAS	BOWEN COURT	1.6	35.6
1839	DOUGLAS	COOK STREET	1.6	35.6
1852	DOUGLAS	DEPOT STREET	1.6	35.6
1865	DOUGLAS	GILBOA STREET	1.6	35.6
1867	DOUGLAS	GLEASON COURT	1.6	35.6
1885	DOUGLAS	MAIN STREET	1.6	35.6
1903	DOUGLAS	NORTH STREET	1.6	35.6
1908	DOUGLAS	NORTHEAST MAIN STREET	1.6	35.6
1916	DOUGLAS	PLEASANT STREET	1.6	35.6
1926	DOUGLAS	SCHOOL COURT	1.6	35.6

2026 CMMPO Regional Pedestrian Plan Technical Appendix

Appendix A: Town Maps, Tables, and Priorities

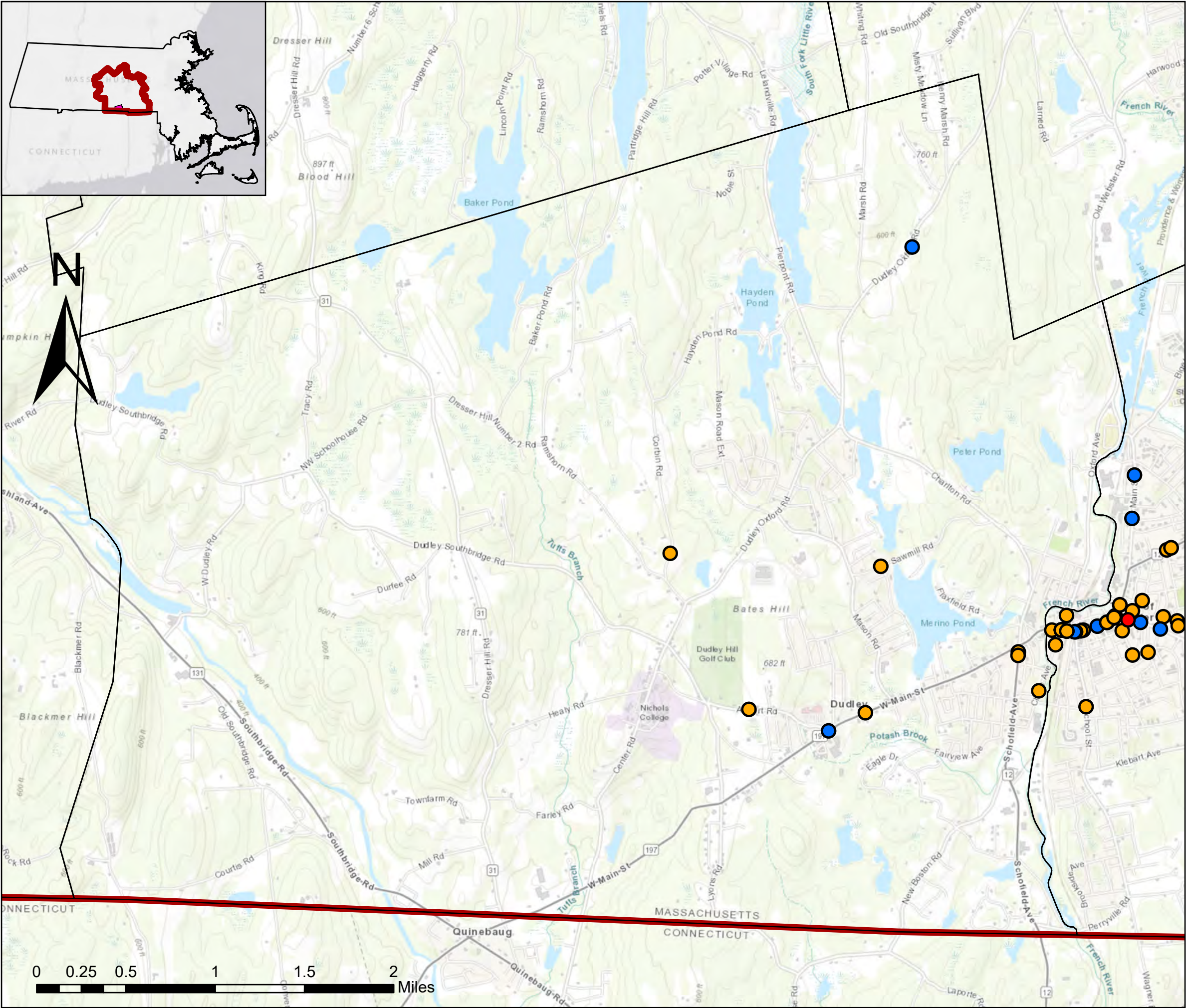
Municipality: Dudley

Subregion: Southwest

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
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5. Table: Top 10 Priority Segments by Weighted Score

Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in DUDLEY



Legend

- Pedestrian Crash Severity
- Fatal injury
 - Non-fatal injury
 - Not Reported
 - Property damage only (none injured)
 - Unknown
- Massachusetts Towns
- CMRPC Outline

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Pedestrian Destination Proximity Scoring in DUDLEY

Legend

Destination Proximity Score

- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

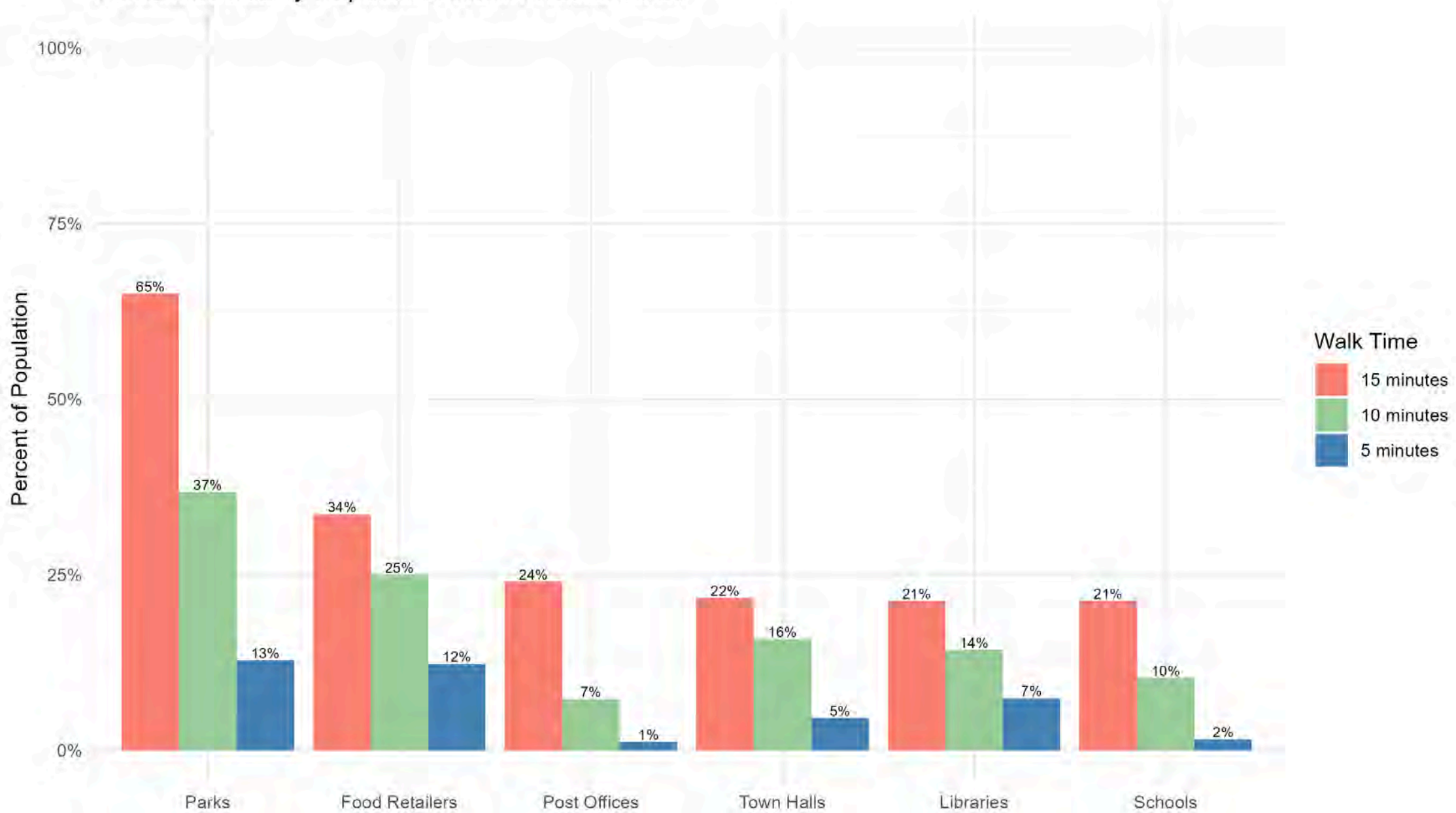
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Percent of Dudley Population Within Walkshed of:



Regional Pedestrian Priorities by Weighted Score in DUDLEY

Legend

Regional Pedestrian Priorities

Weighted Score

Low Priority

Medium Priority

High Priority

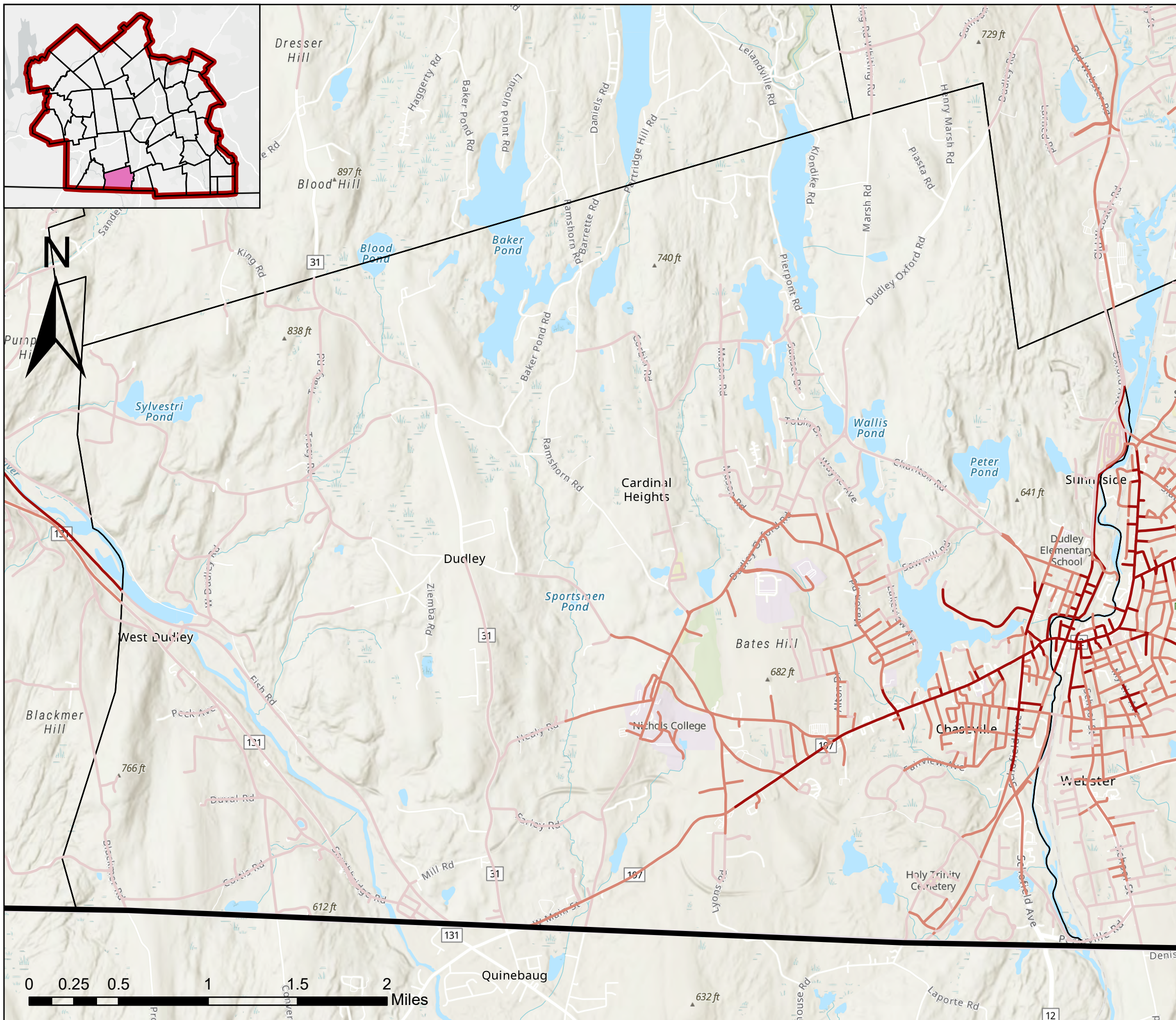
Massachusetts Towns

CMRPC Outline

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Top 10 Scoring Priority Segments in Dudley

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
2191	DUDLEY	OXFORD AVENUE	3.2	71.1
2168	DUDLEY	MILL STREET	2.9	64.4
2177	DUDLEY	OAK STREET	2.9	64.4
2190	DUDLEY	OXFORD AVENUE	2.9	64.4
2258	DUDLEY	VILLAGE STREET	2.9	64.4
2273	DUDLEY	WEST MAIN STREET	2.9	64.4
2272	DUDLEY	WEST MAIN STREET	2.8	62.2
2010	DUDLEY	CHARLTON ROAD	2.6	57.8
2078	DUDLEY	FLAXFIELD ROAD	2.6	57.8
2189	DUDLEY	OXFORD AVENUE	2.6	57.8

2026 CMMPO Regional Pedestrian Plan Technical Appendix

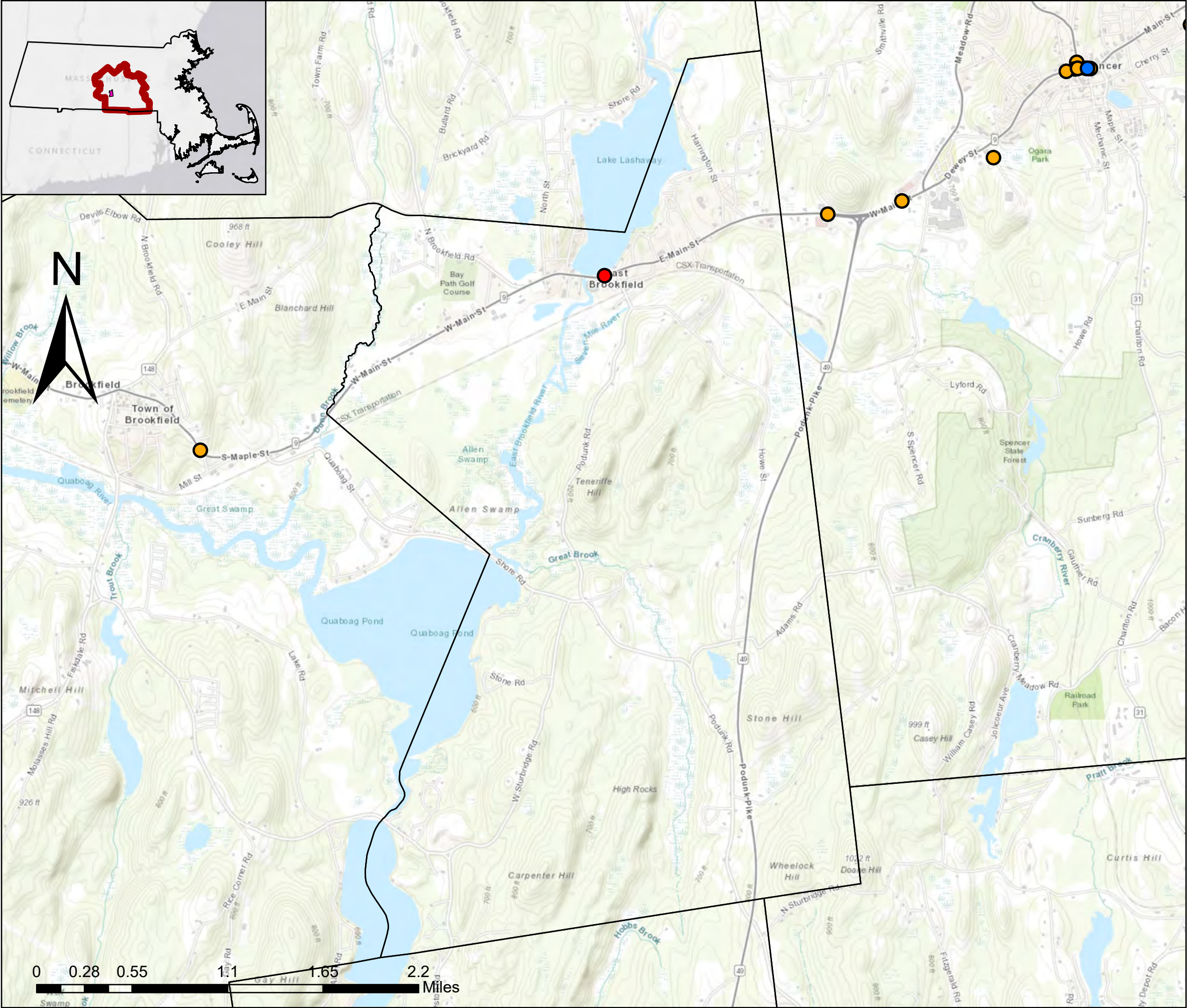
Appendix A: Town Maps, Tables, and Priorities

Municipality: East Brookfield

Subregion: West

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
2. Walkshed Analysis - Destination Proximity Scores
3. Population Access Analysis
4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score



Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in EAST BROOKFIELD

Legend

Pedestrian Crash Severity

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

Massachusetts Towns

CMRPC Outline

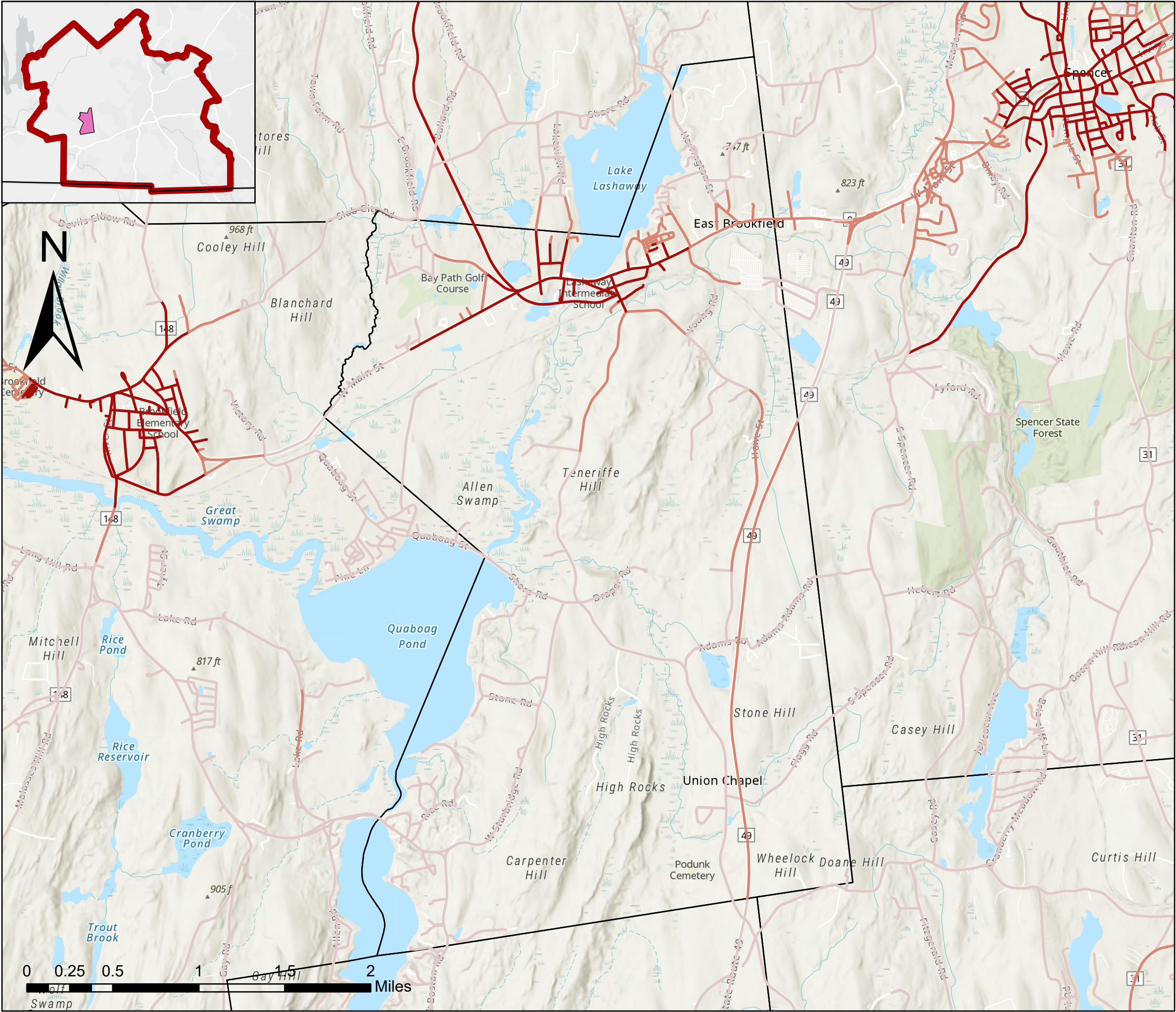
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Pedestrian Destination Proximity Scoring in EAST BROOKFIELD



Legend

Destination Proximity Score

- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

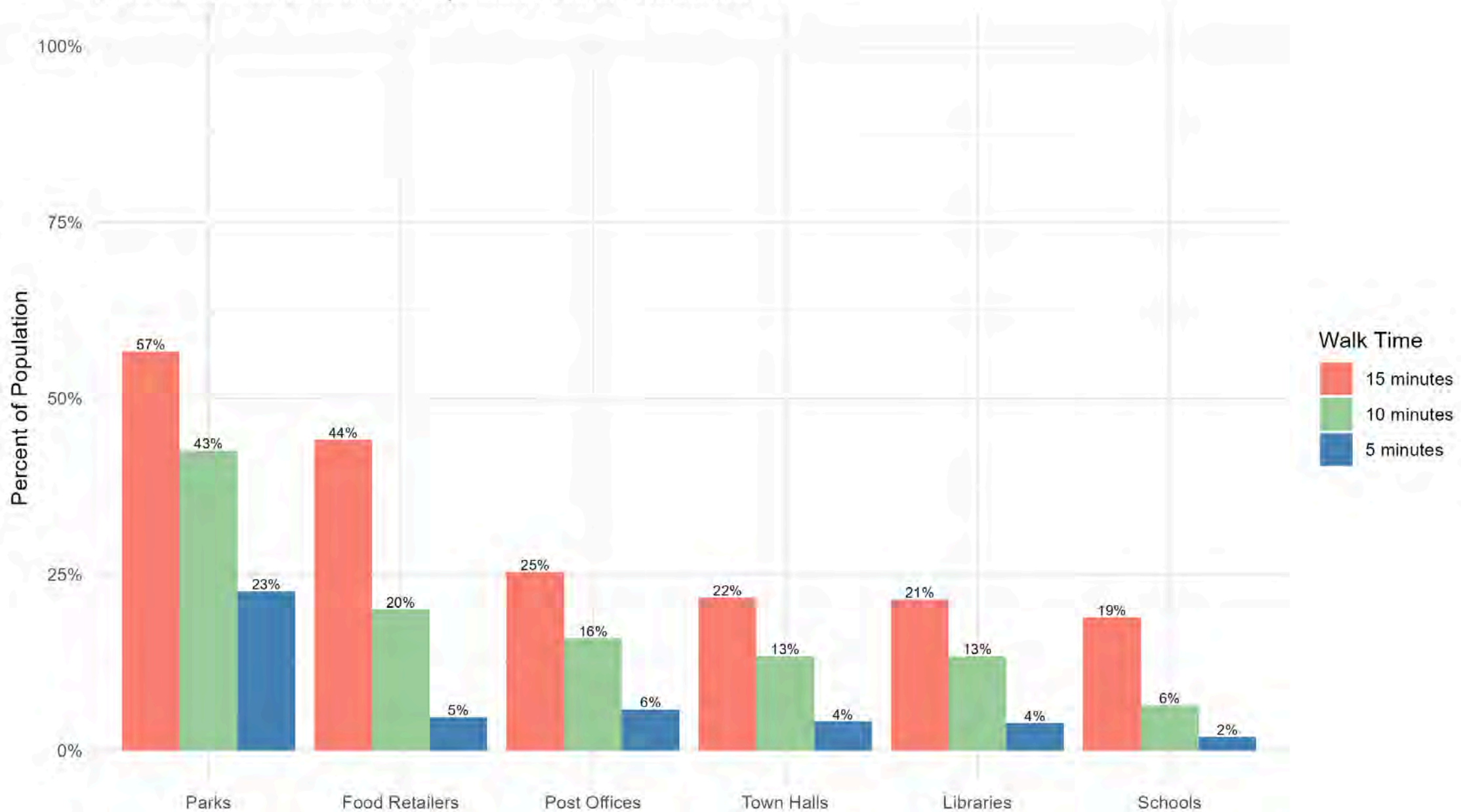
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Percent of East Brookfield Population Within Walkshed of:



Regional Pedestrian Priorities by Weighted Score in EAST BROOKFIELD

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

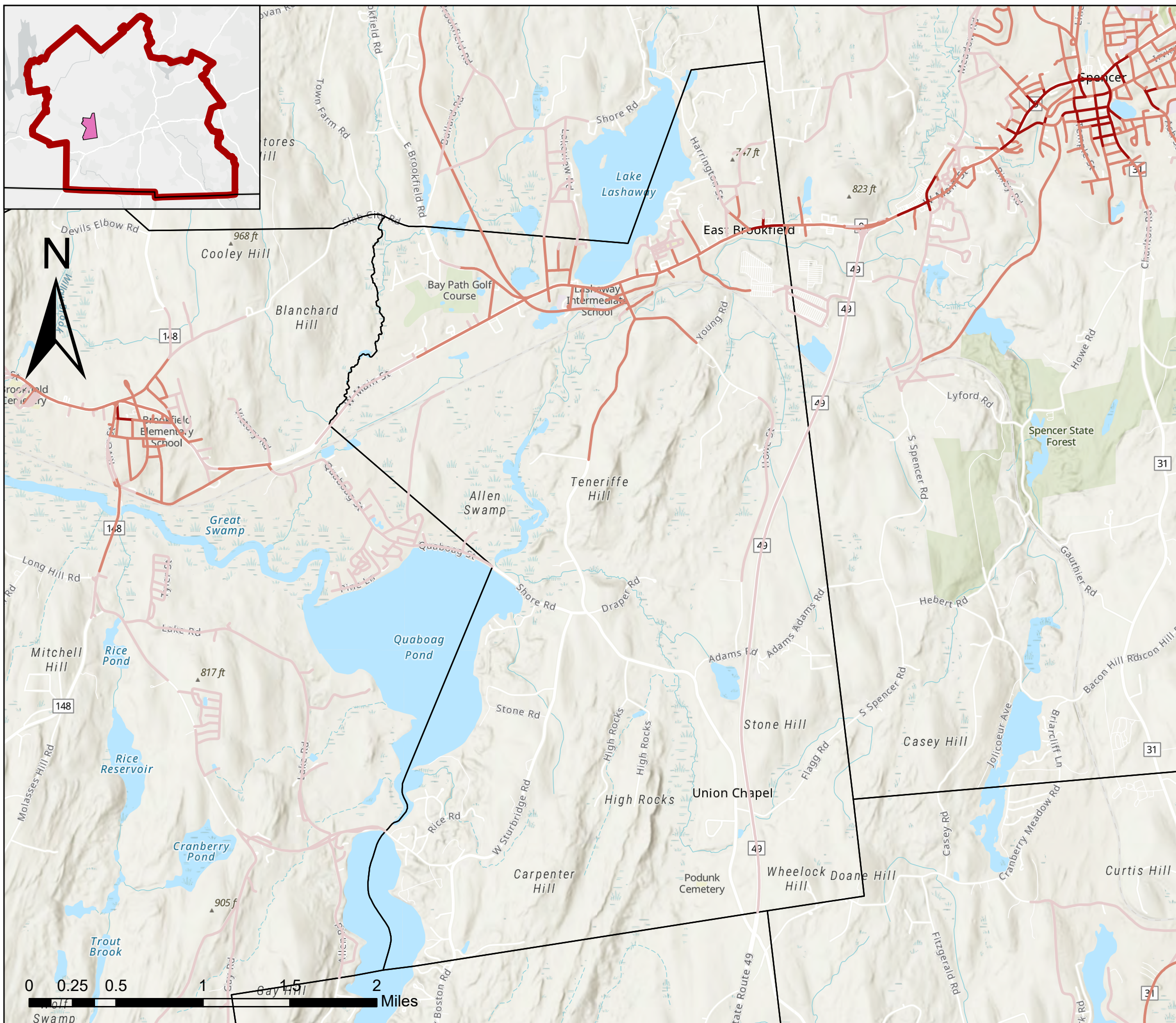
Massachusetts Towns

CMRPC Outline

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Top 10 Scoring Priority Segments in East Brookfield

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
2312	EAST BROOKFIELD	EAST MAIN STREET	1.9	42.2
2311	EAST BROOKFIELD	EAST MAIN STREET	1.7	37.8
2298	EAST BROOKFIELD	COTTAGE STREET	1.3	28.9
2307	EAST BROOKFIELD	DRAKE STREET	1.3	28.9
2310	EAST BROOKFIELD	EAST MAIN STREET	1.3	28.9
2314	EAST BROOKFIELD	EVERGREEN STREET	1.3	28.9
2326	EAST BROOKFIELD	HARRINGTON STREET	1.3	28.9
2344	EAST BROOKFIELD	NORTH BROOKFIELD ROAD	1.3	28.9
2346	EAST BROOKFIELD	NORTH STREET	1.3	28.9
2349	EAST BROOKFIELD	PLEASANT STREET	1.3	28.9

2026 CMMPO Regional Pedestrian Plan Technical Appendix

Appendix A: Town Maps, Tables, and Priorities

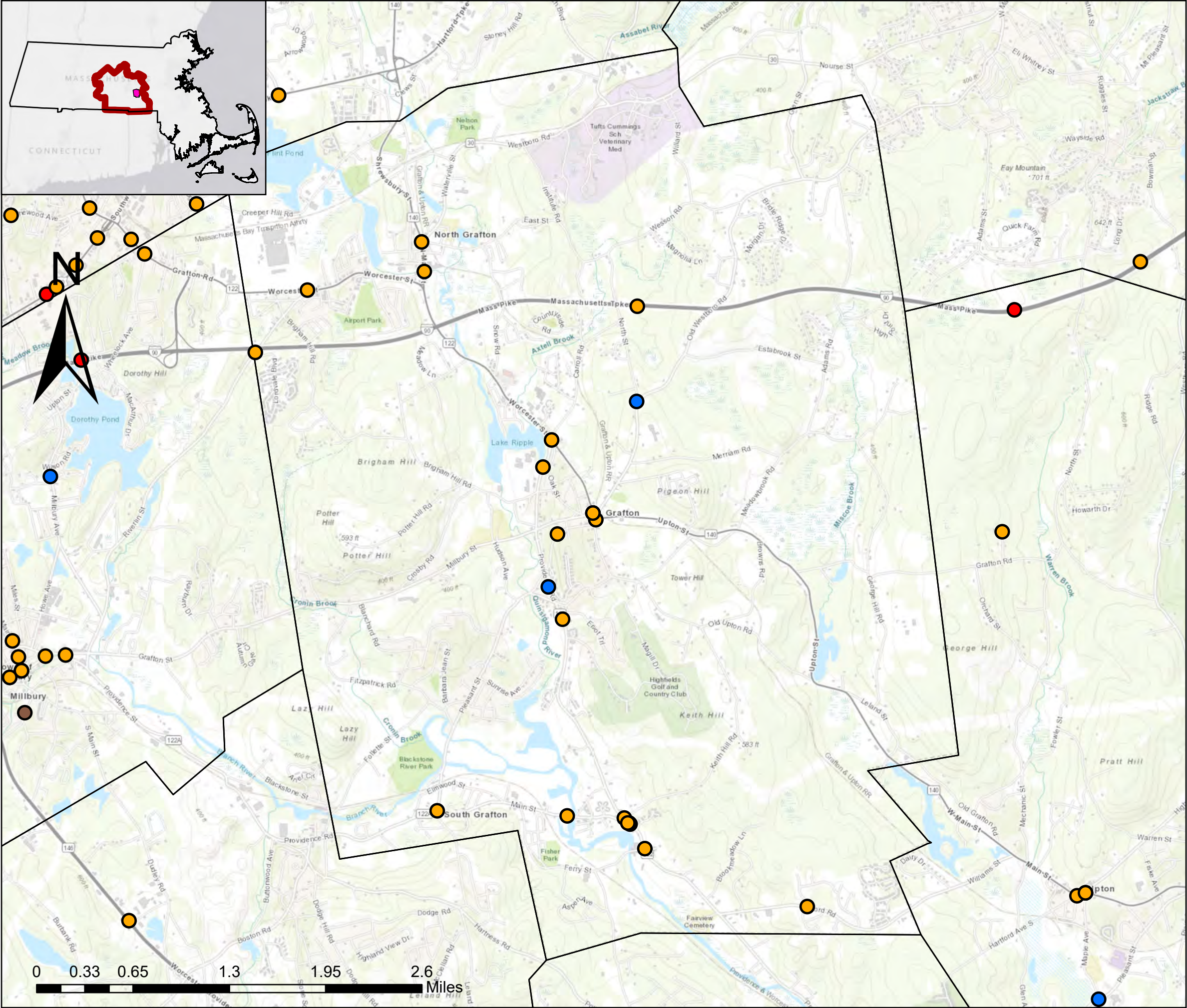
Municipality: Grafton

Subregion: Southeast

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
2. Walkshed Analysis - Destination Proximity Scores
3. Population Access Analysis
4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score

Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in GRAFTON



Legend

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

- Massachusetts Towns
- CMRPC Outline

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Pedestrian Destination Proximity Scoring in GRAFTON

Legend

Destination Proximity Score

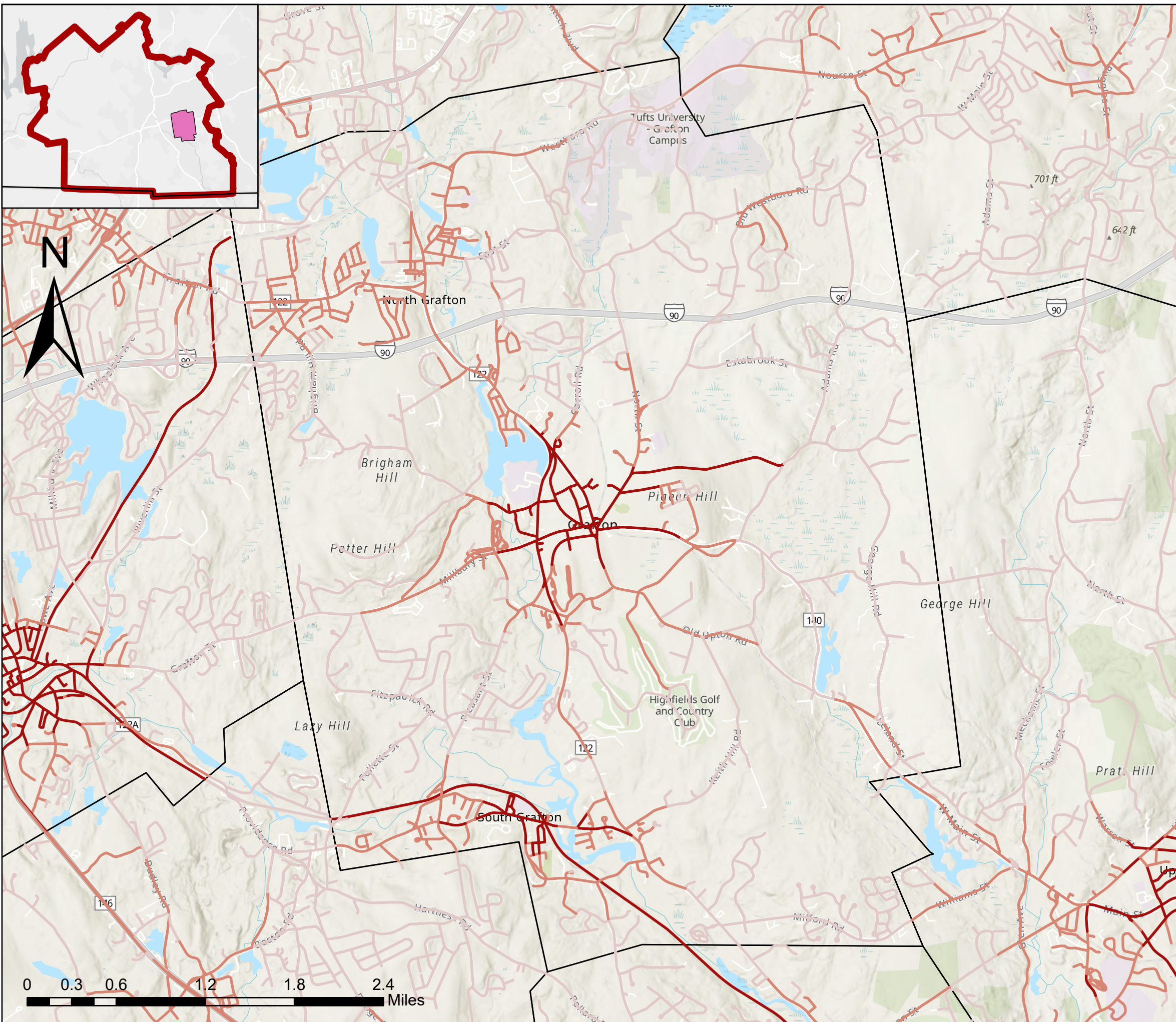
- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

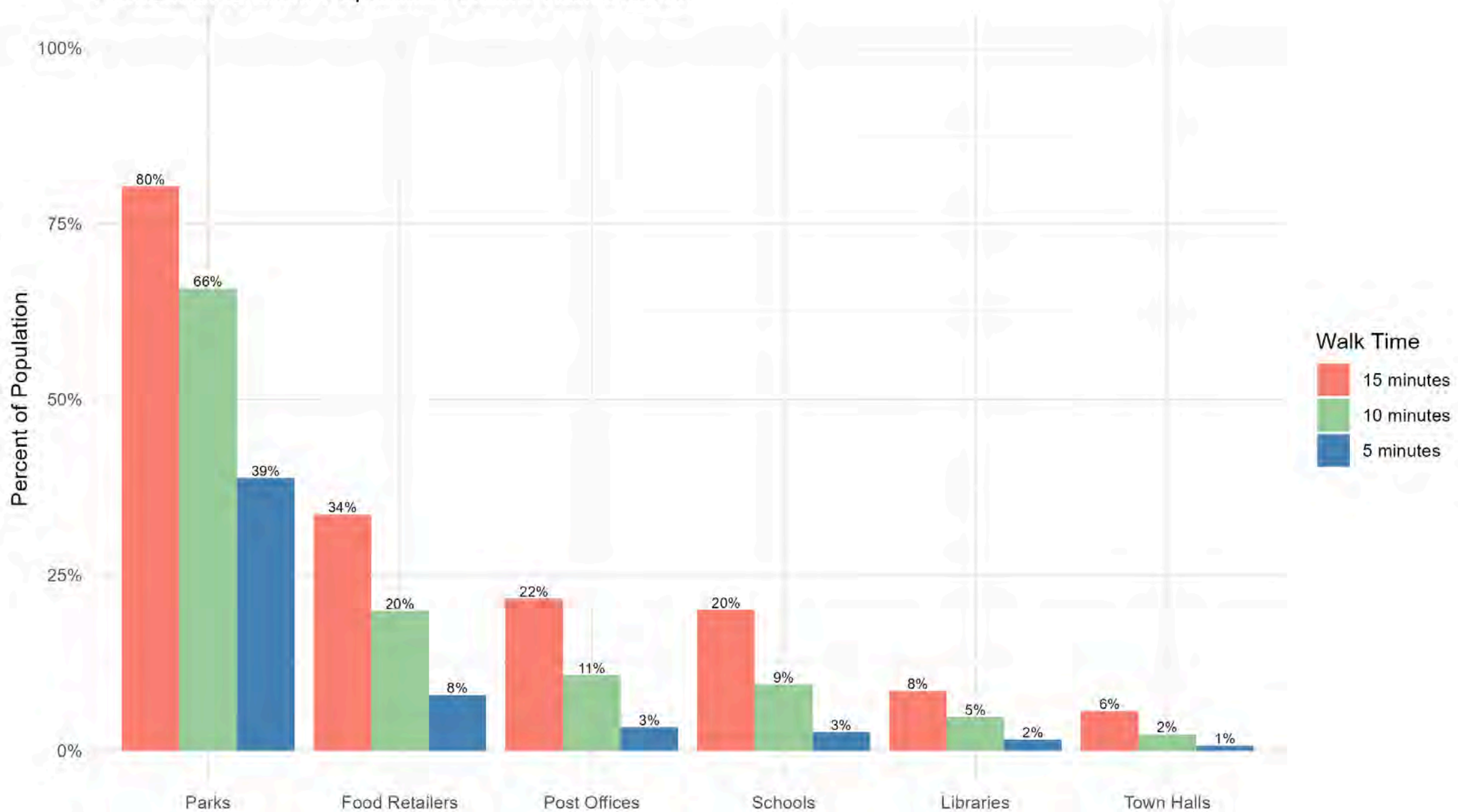
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Percent of Grafton Population Within Walkshed of:



Regional Pedestrian Priorities by Weighted Score in GRAFTON

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

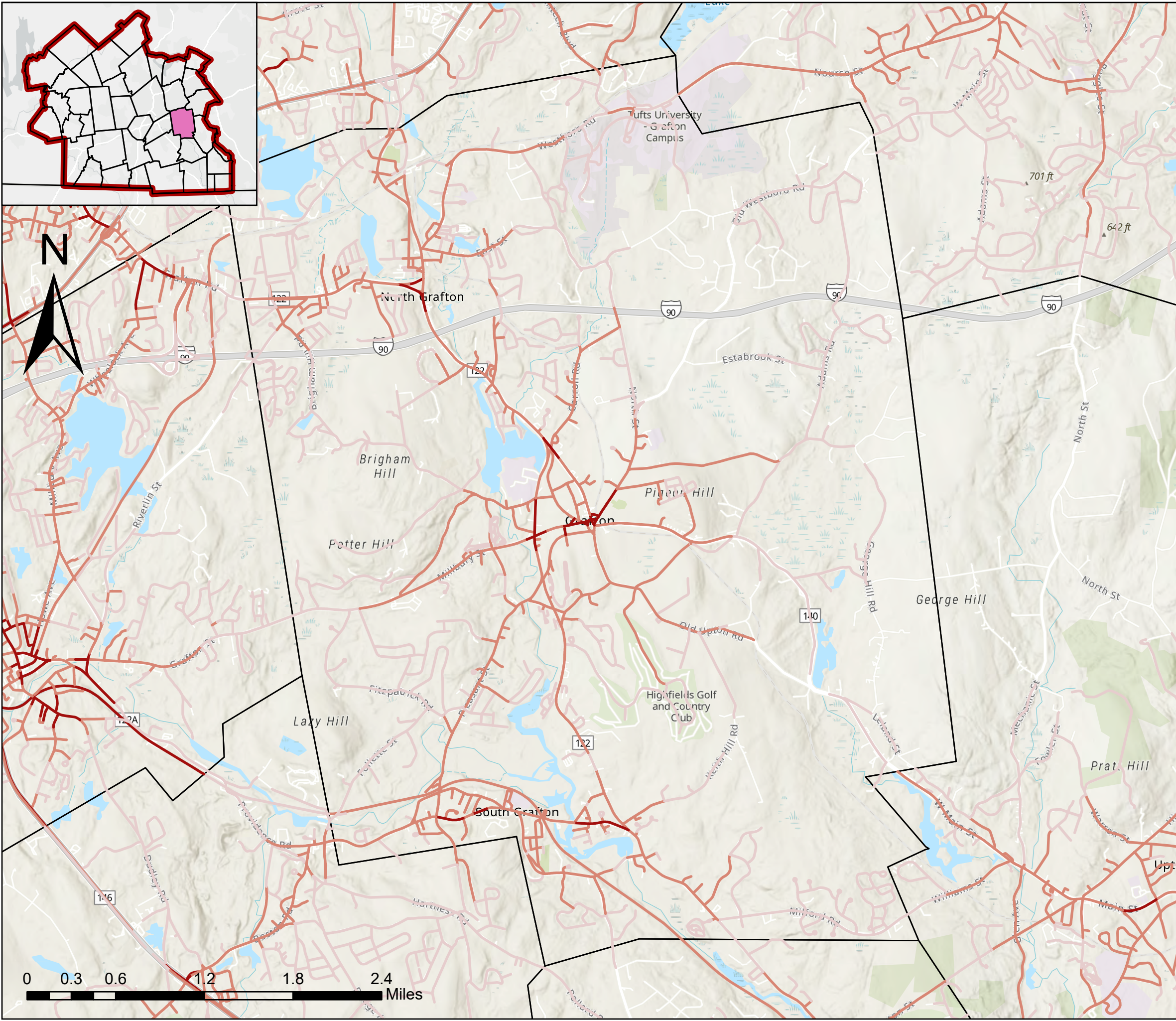
Massachusetts Towns

CMRPC Outline

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Top 10 Scoring Priority Segments in Grafton

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
2415	GRAFTON	BOULEVARD AVENUE	2.9	64.4
2737	GRAFTON	NORTH STREET	2.9	64.4
2736	GRAFTON	NORTH STREET	2.6	57.8
2575	GRAFTON	GRAFTON COMMON	2.5	55.6
2711	GRAFTON	MILLBURY STREET	2.5	55.6
2740	GRAFTON	OAK PLACE	2.5	55.6
2743	GRAFTON	OAK STREET	2.5	55.6
2941	GRAFTON	WORCESTER STREET	2.5	55.6
2574	GRAFTON	GRAFTON COMMON	2.3	51.1
2457	GRAFTON	CENTRAL SQUARE	2.2	48.9

2026 CMMPO Regional Pedestrian Plan Technical Appendix

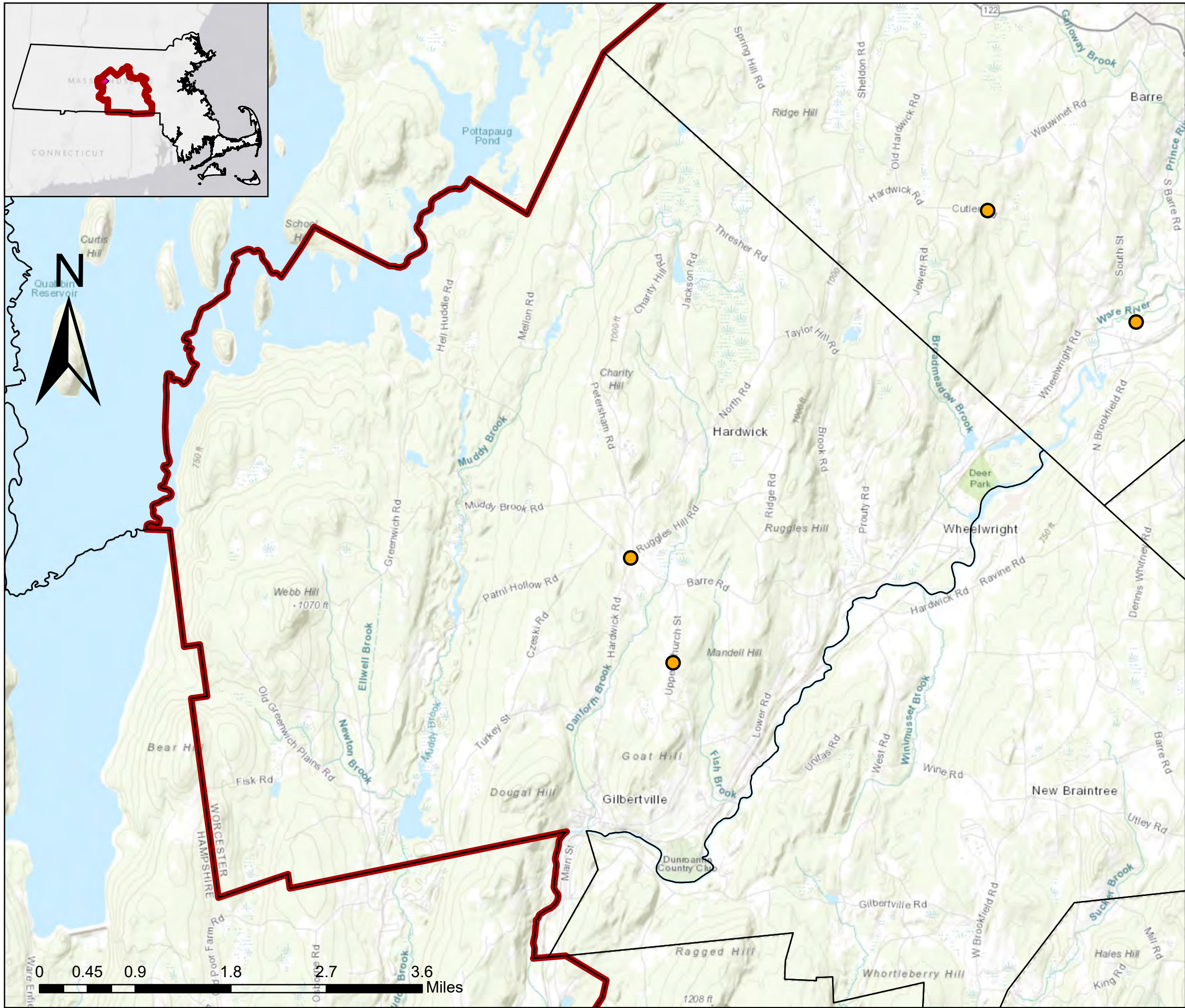
Appendix A: Town Maps, Tables, and Priorities

Municipality: Hardwick

Subregion: West

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
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4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score



Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in HARDWICK

Legend

Pedestrian Crash Severity

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

Massachusetts Towns

CMRPC Outline

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Pedestrian Destination Proximity Scoring in HARDWICK

Legend

Destination Proximity Score

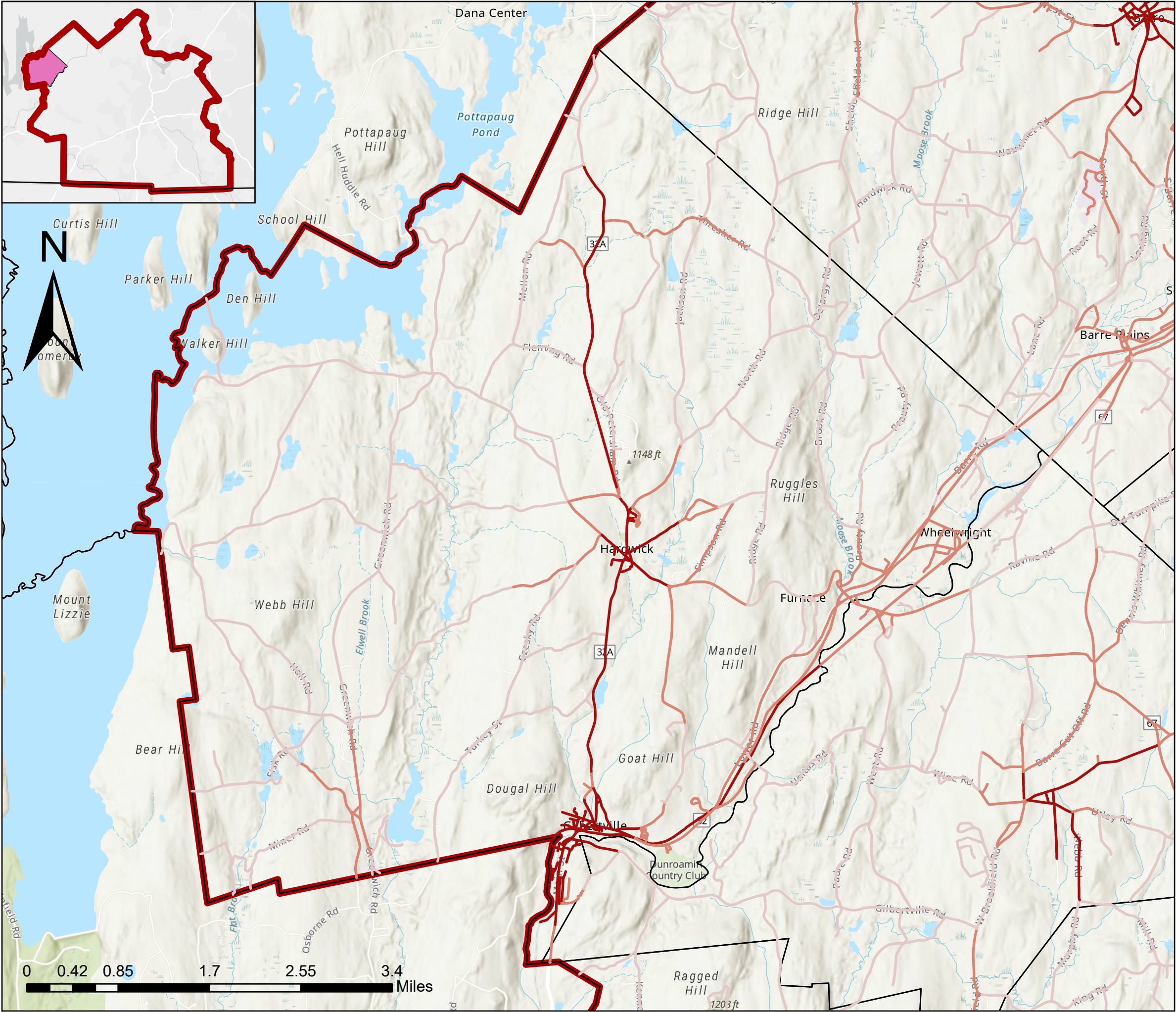
- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

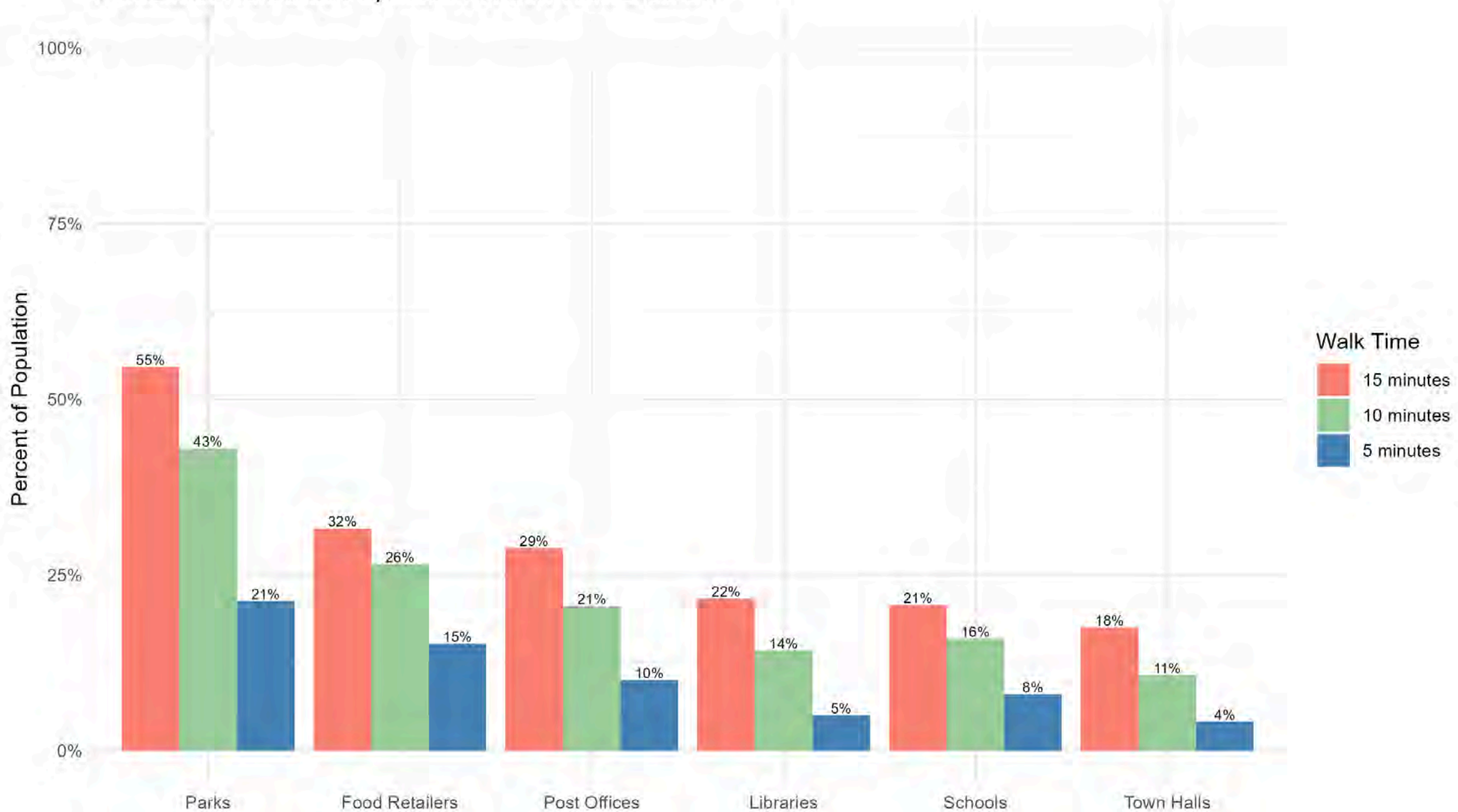
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Percent of Hardwick Population Within Walkshed of:



Regional Pedestrian Priorities by Weighted Score in HARDWICK

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

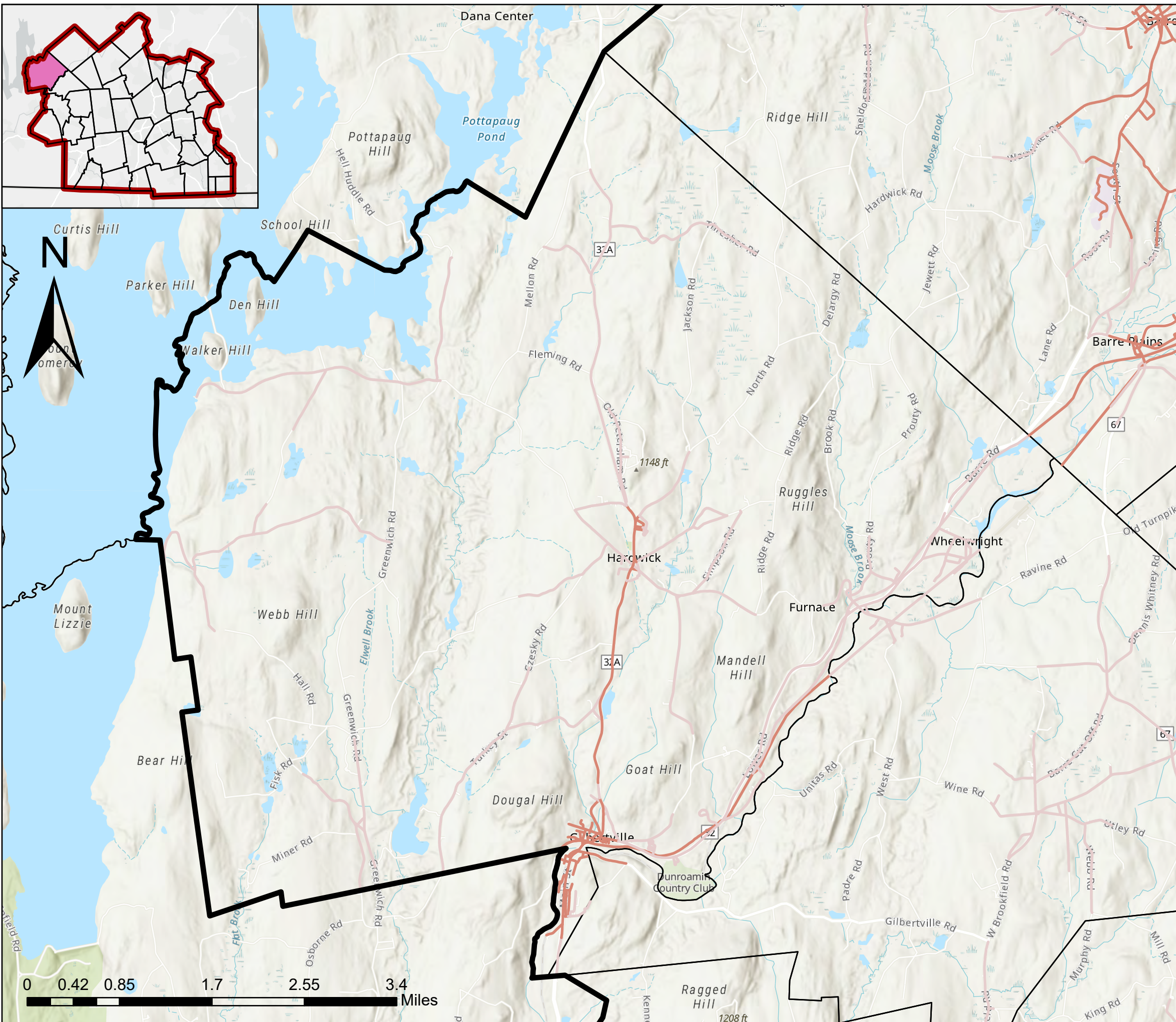
Massachusetts Towns

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Top 10 Scoring Priority Segments in Hardwick

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
2959	HARDWICK	BROAD STREET	1.7	37.8
2977	HARDWICK	EAST STREET	1.7	37.8
3030	HARDWICK	PROSPECT STREET	1.7	37.8
3004	HARDWICK	MASS CENTRAL RAIL TRAIL	1.4	31.1
3005	HARDWICK	MCKAY ROAD	1.4	31.1
3008	HARDWICK	MECHANIC STREET	1.4	31.1
3017	HARDWICK	NORTH STREET	1.4	31.1
3018	HARDWICK	OFF PROSPECT STREET	1.4	31.1
3029	HARDWICK	PROSPECT STREET	1.4	31.1
3050	HARDWICK	SPRING STREET	1.4	31.1

2026 CMMPO Regional Pedestrian Plan Technical Appendix

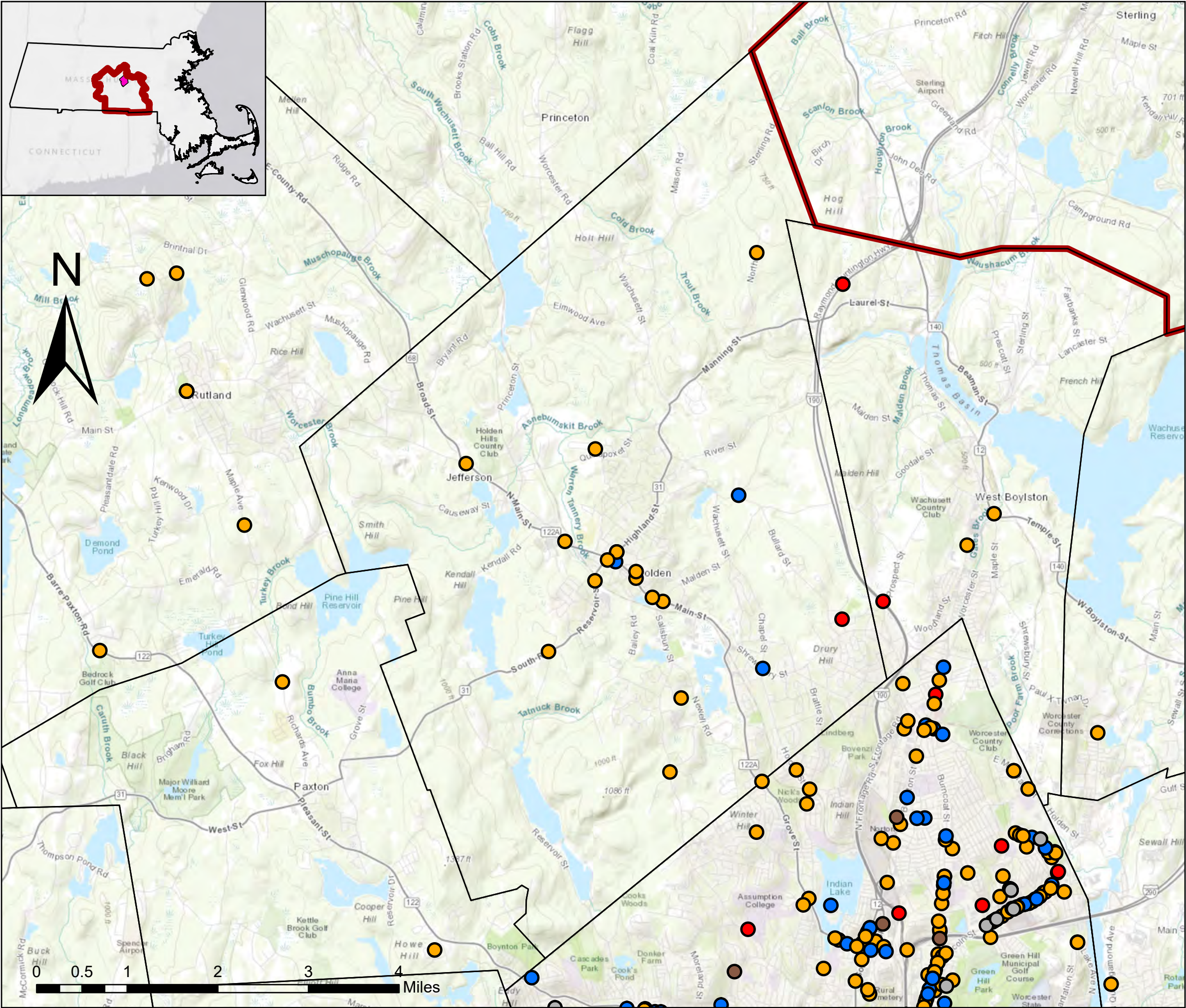
Appendix A: Town Maps, Tables, and Priorities

Municipality: Holden

Subregion: North

Maps, Tables, and Priorities

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2. Walkshed Analysis - Destination Proximity Scores
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4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score



Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in HOLDEN

Legend

Pedestrian Crash Severity

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

Massachusetts Towns

CMRPC Outline

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Pedestrian Destination Proximity Scoring in HOLDEN

Legend

Destination Proximity Score

- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

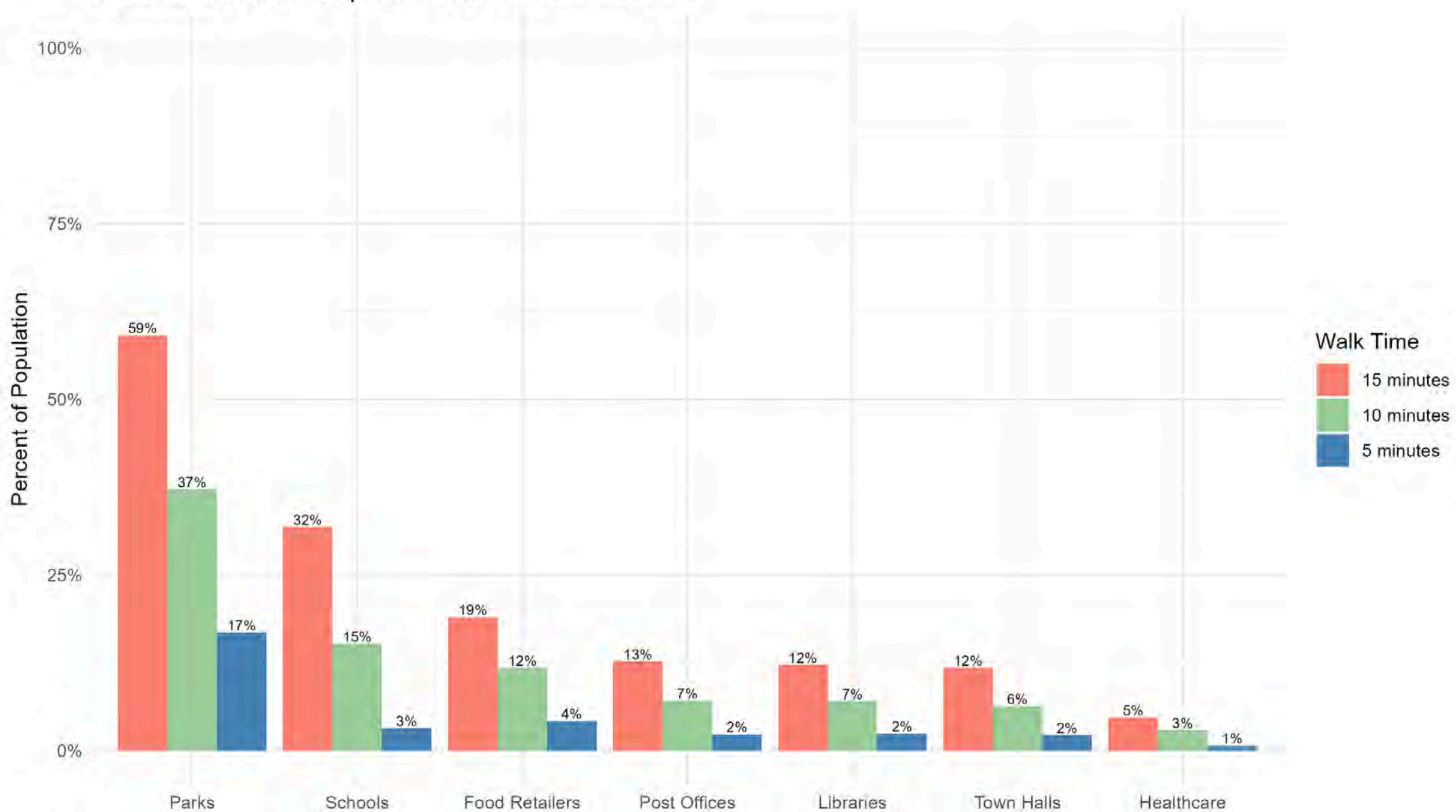
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Percent of Holden Population Within Walkshed of:



Regional Pedestrian Priorities by Weighted Score in HOLDEN

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

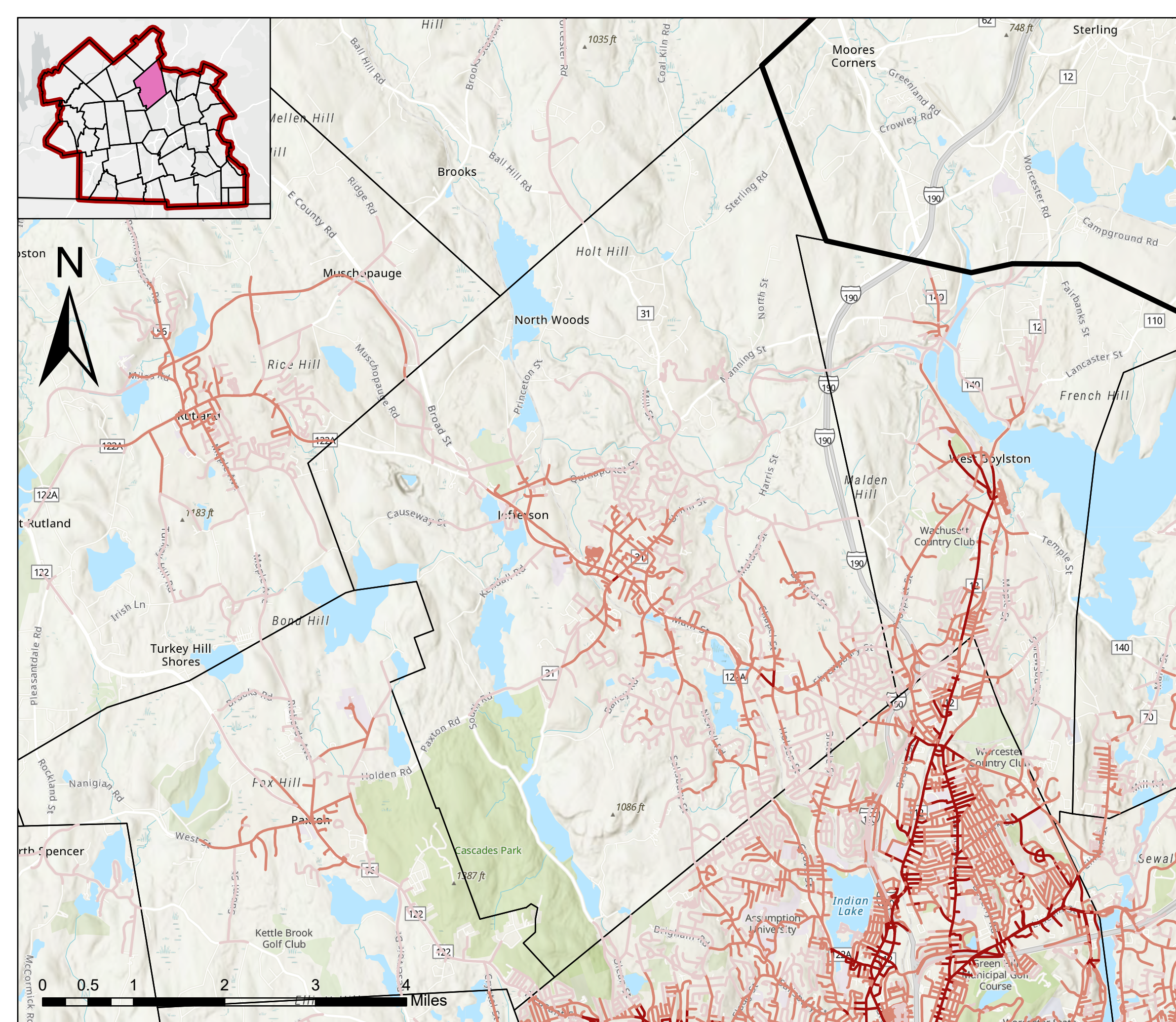
Massachusetts Towns

CMRPC Outline

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Top 10 Scoring Priority Segments in Holden

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
3162	HOLDEN	CHAPEL STREET	2.1	46.7
3448	HOLDEN	RESERVOIR STREET	2.1	46.7
3483	HOLDEN	SHREWSBURY STREET	2.1	46.7
3268	HOLDEN	HIGHLAND STREET	1.8	40.0
3275	HOLDEN	HOLDEN STREET	1.8	40.0
3346	HOLDEN	MAIN STREET	1.8	40.0
3482	HOLDEN	SHREWSBURY STREET	1.8	40.0
3186	HOLDEN	DAVIS WAY	1.7	37.8
3188	HOLDEN	DAWSON CIRCLE	1.7	37.8
3267	HOLDEN	HIGHLAND STREET	1.7	37.8

2026 CMMPO Regional Pedestrian Plan Technical Appendix

Appendix A: Town Maps, Tables, and Priorities

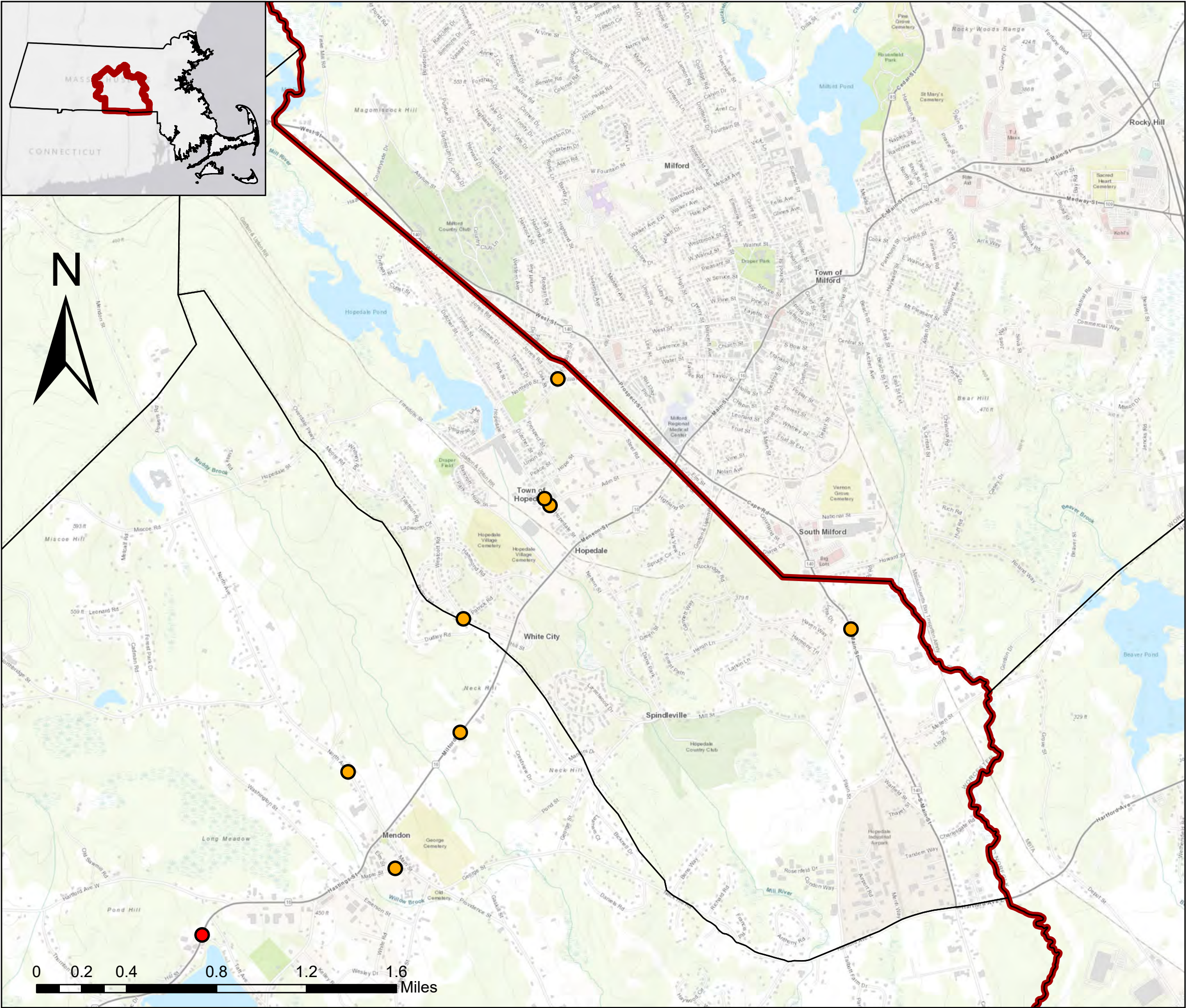
Municipality: Hopedale

Subregion: Southeast

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
2. Walkshed Analysis - Destination Proximity Scores
3. Population Access Analysis
4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score

Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in HOPEDALE



Legend

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

- Massachusetts Towns
- CMRPC Outline

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Source: Data provided by MassDOT Open Data Portal, CMRPC and the Office of Geographic Information (MassGIS), Commonwealth of Massachusetts, Information Technology Division.



Pedestrian Destination Proximity Scoring in HOPEDALE

Legend

Destination Proximity Score

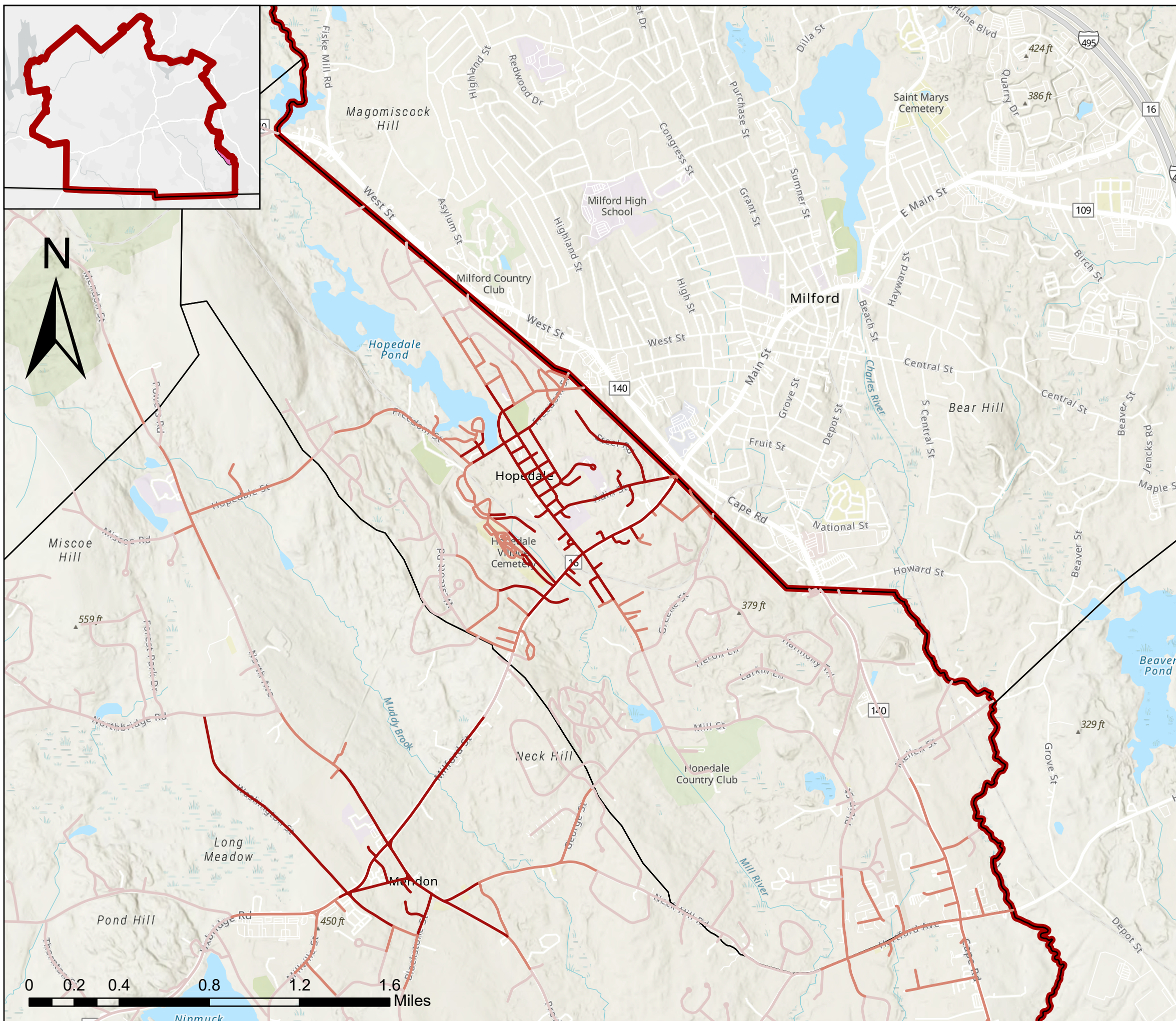
- Low
- Medium
- High

- Massachusetts Towns
- ▬ CMRPC Region Outline

Information depicted on this map is for planning purposes only. This information is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analysis. Use caution interpreting positional accuracy.

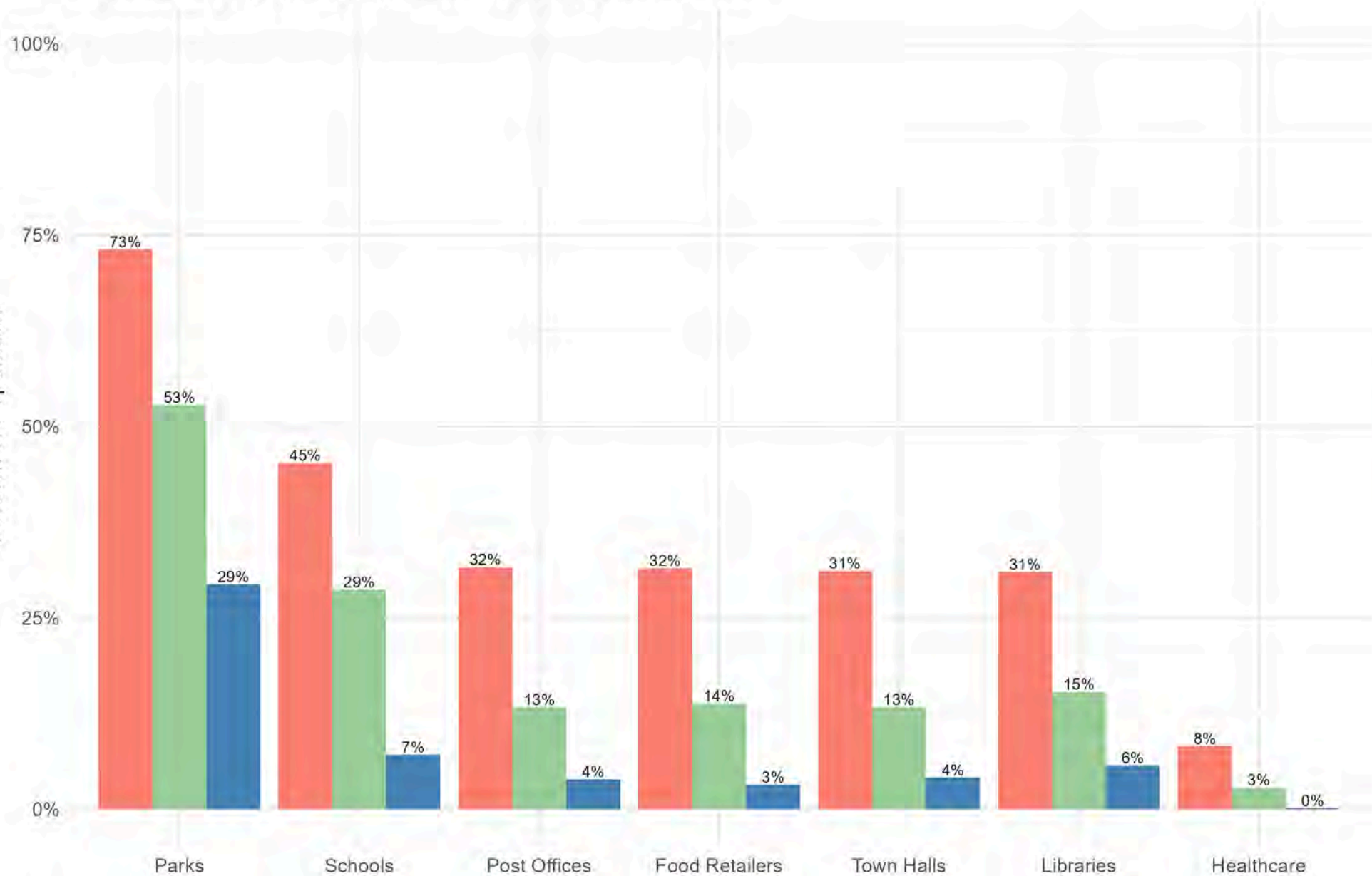
Produced by the Central Massachusetts Regional Planning Commission (CMRPC)
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Source: Data provided by MassDOT Open Data Portal, CMRPC and the Office of Geographic Information (MassGIS), Commonwealth of Massachusetts, Information Technology Division.



Percent of Hopedale Population Within Walkshed of:

Percent of Population



Regional Pedestrian Priorities by Weighted Score in HOPEDALE

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

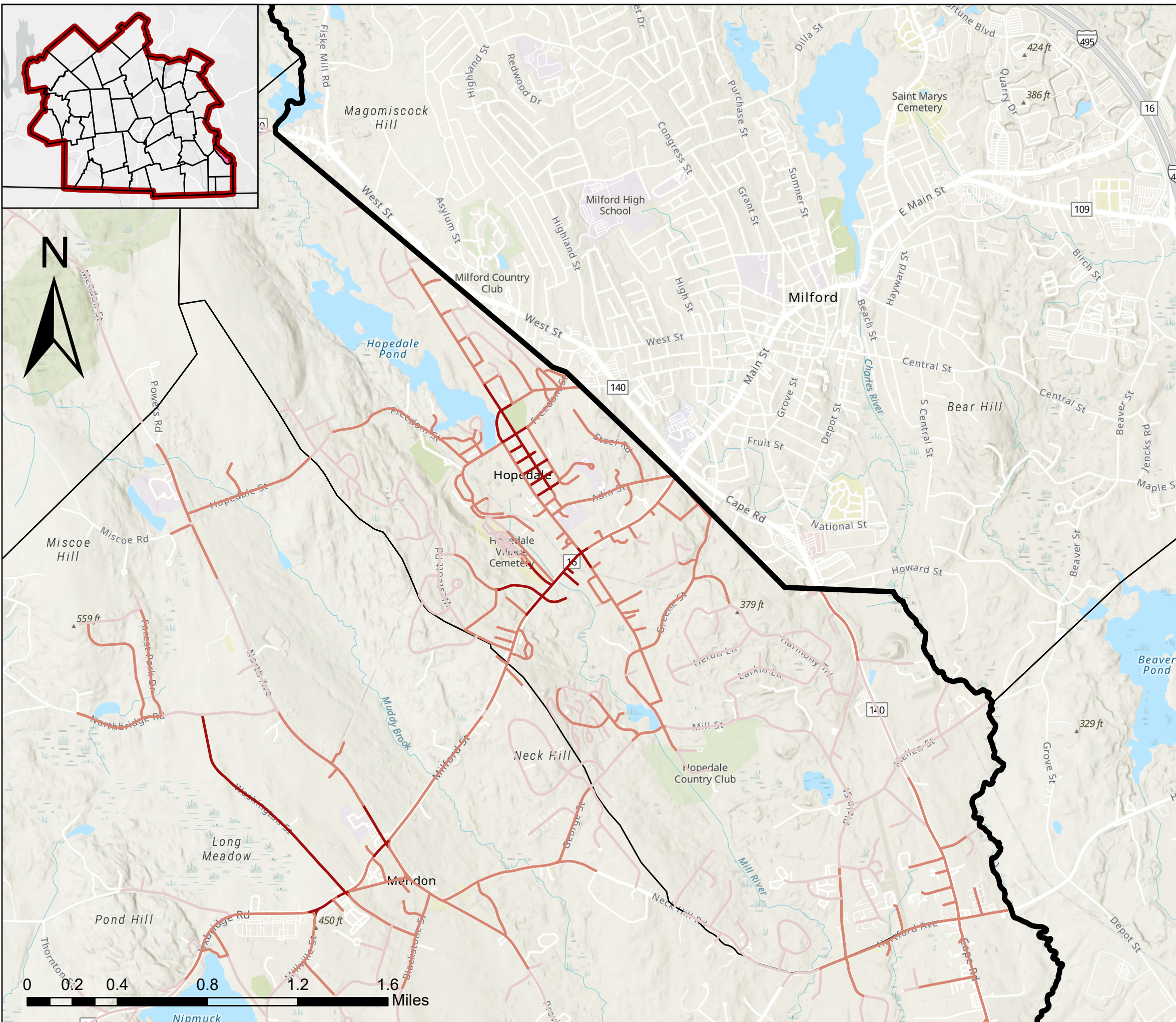
Massachusetts Towns

CMRPC Outline

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Top 10 Scoring Priority Segments in Hopedale

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
3616	HOPEDALE	CHAPEL STREET	2.5	55.6
3641	HOPEDALE	DUTCHER STREET	2.5	55.6
3657	HOPEDALE	FREEDOM STREET	2.5	55.6
3679	HOPEDALE	HOPE STREET	2.5	55.6
3684	HOPEDALE	HOPEDALE STREET	2.5	55.6
3738	HOPEDALE	PEACE STREET	2.5	55.6
3755	HOPEDALE	SOCIAL STREET	2.5	55.6
3771	HOPEDALE	UNION STREET	2.5	55.6
3718	HOPEDALE	MENDON STREET	2.4	53.3
3640	HOPEDALE	DUTCHER STREET	2.2	48.9

2026 CMMPO Regional Pedestrian Plan Technical Appendix

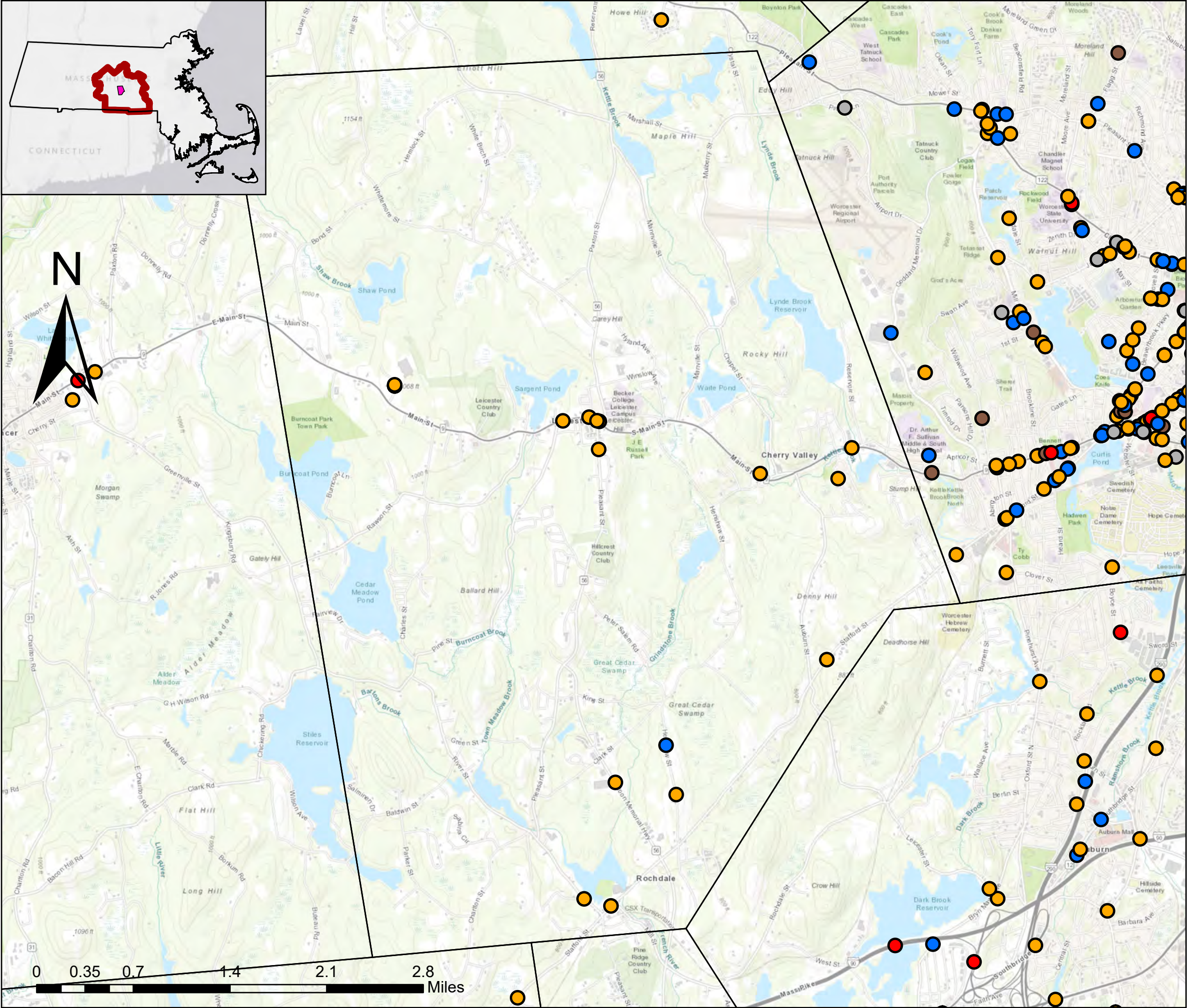
Appendix A: Town Maps, Tables, and Priorities

Municipality: Leicester

Subregion: West

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
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4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score



Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in LEICESTER

Legend

Pedestrian Crash Severity

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

Massachusetts Towns

CMRPC Outline

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Pedestrian Destination Proximity Scoring in LEICESTER

Legend

Destination Proximity Score

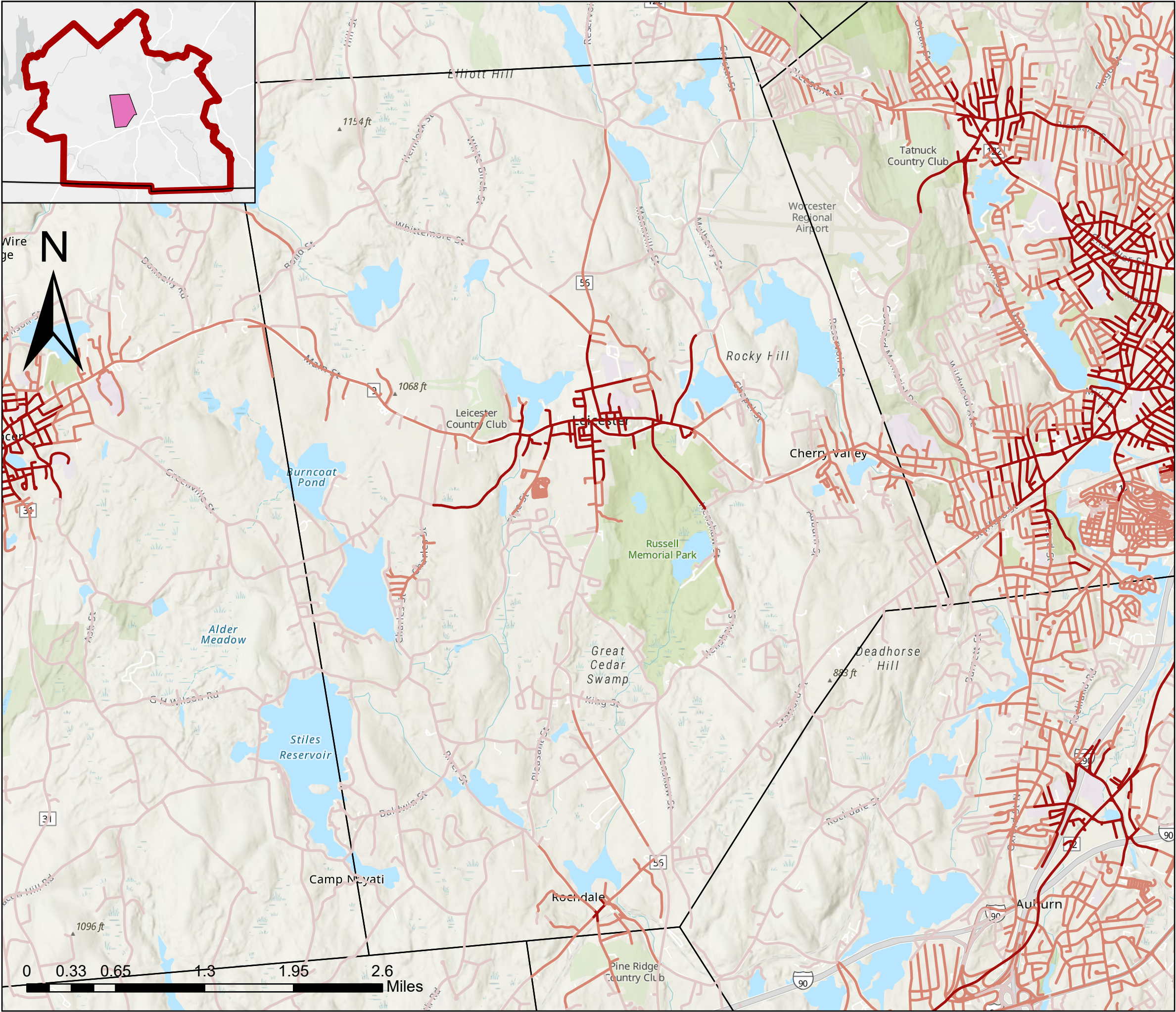
- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

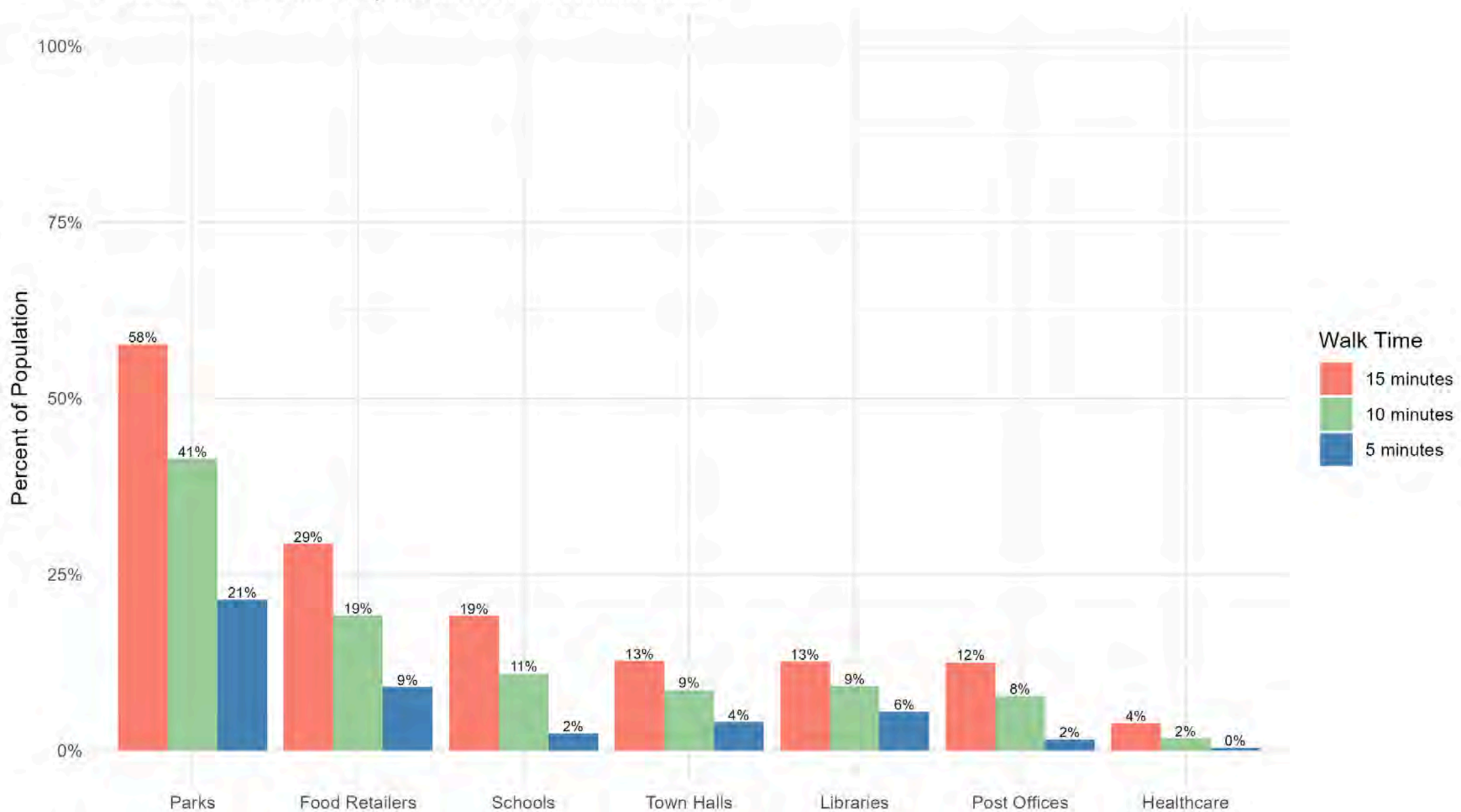
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Percent of Leicester Population Within Walkshed of:



Regional Pedestrian Priorities by Weighted Score in LEICESTER

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

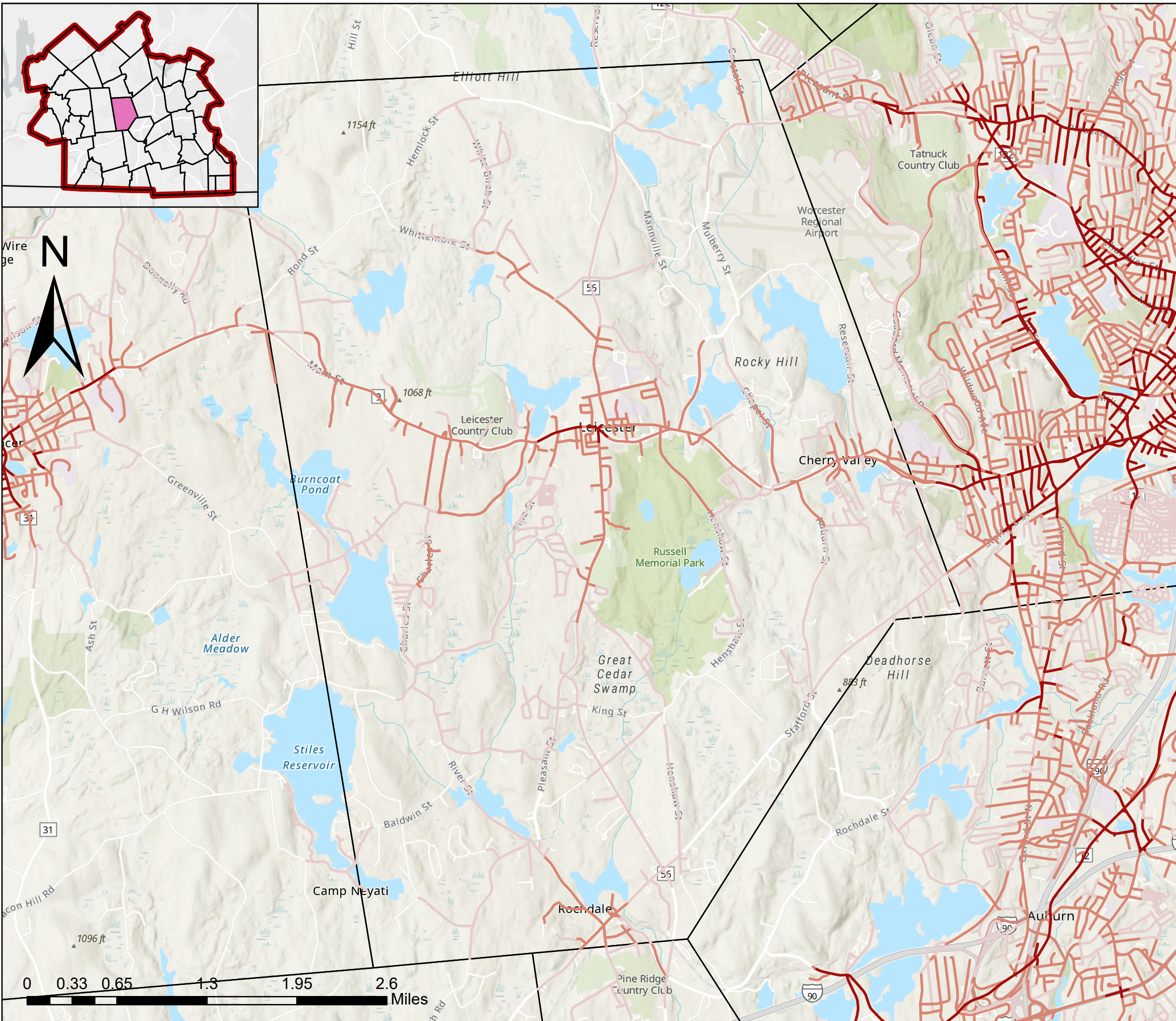
Massachusetts Towns

CMRPC Outline

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Top 10 Scoring Priority Segments in Leicester

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
4063	LEICESTER	SOUTH MAIN STREET	2.9	64.4
4023	LEICESTER	PLEASANT STREET	2.6	57.8
3955	LEICESTER	MAIN STREET	2.5	55.6
3954	LEICESTER	MAIN STREET	2.1	46.7
3808	LEICESTER	BARRETT DRIVE	1.8	40.0
3892	LEICESTER	GROVE STREET	1.8	40.0
3953	LEICESTER	MAIN STREET	1.8	40.0
4101	LEICESTER	WARREN AVENUE	1.8	40.0
3826	LEICESTER	BROWN STREET	1.7	37.8
3904	LEICESTER	HENSHAW STREET	1.7	37.8

2026 CMMPO Regional Pedestrian Plan Technical Appendix

Appendix A: Town Maps, Tables, and Priorities

Municipality: Mendon

Subregion: Southeast

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
2. Walkshed Analysis - Destination Proximity Scores
3. Population Access Analysis
4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score

Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in MENDON

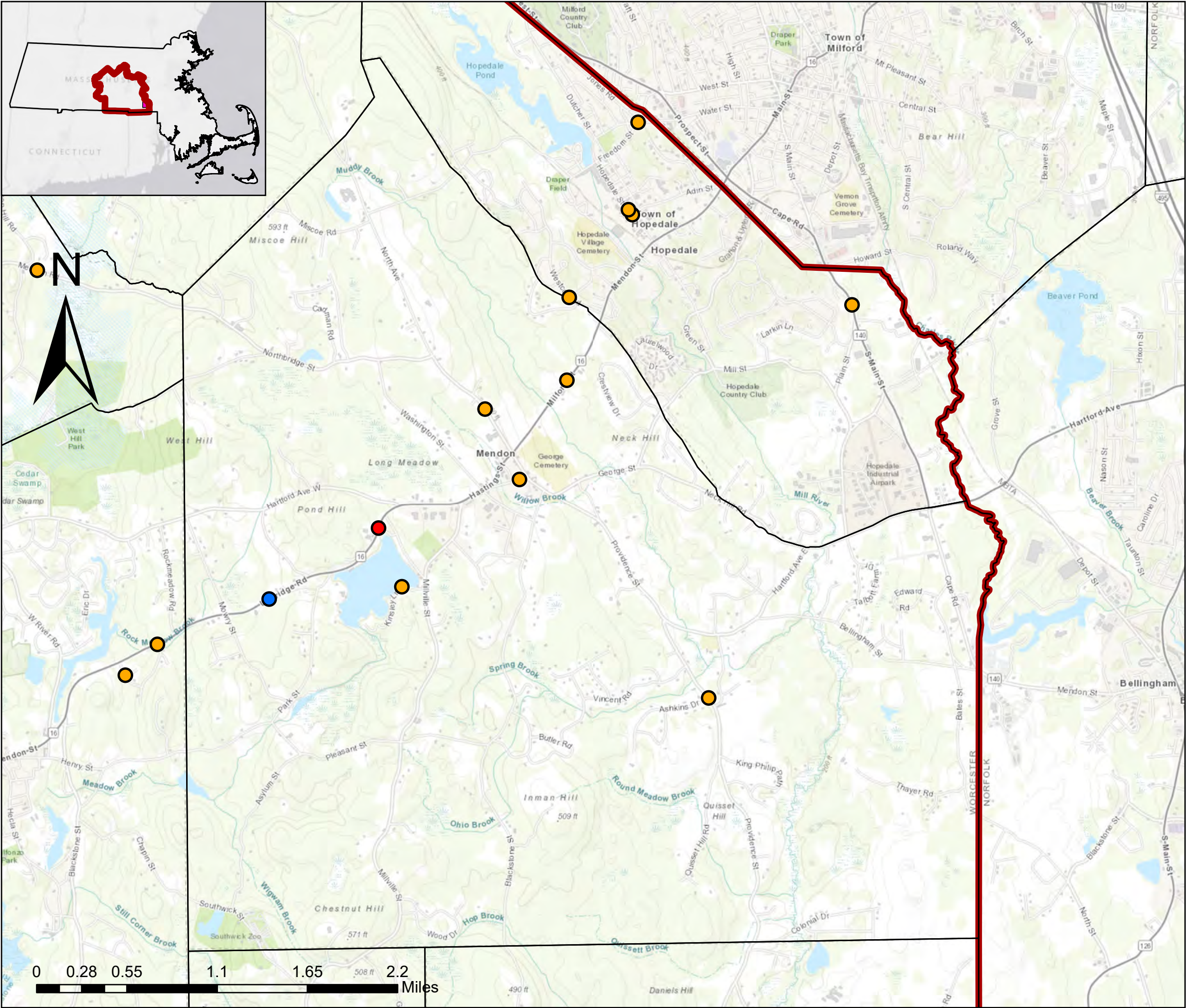
Legend

- Pedestrian Crash Severity
- Fatal injury
 - Non-fatal injury
 - Not Reported
 - Property damage only (none injured)
 - Unknown
- Massachusetts Towns
- CMRPC Outline

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Pedestrian Destination Proximity Scoring in MENDON

Legend

Destination Proximity Score

- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

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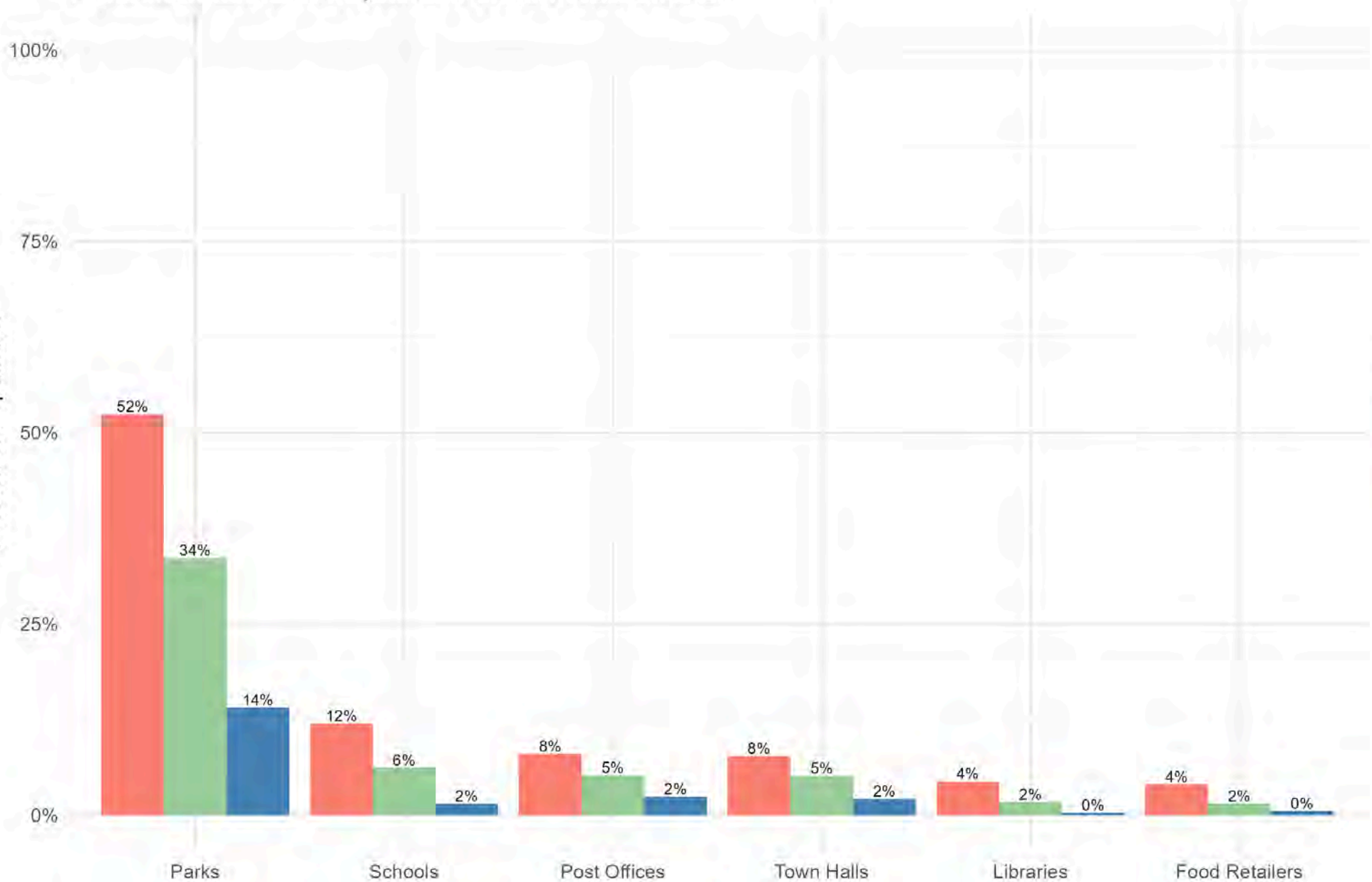
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Source: Data provided by MassDOT Open Data Portal, CMRPC and the Office of Geographic Information (MassGIS), Commonwealth of Massachusetts, Information Technology Division.



Percent of Mendon Population Within Walkshed of:

Percent of Population



Walk Time

- 15 minutes
- 10 minutes
- 5 minutes

Regional Pedestrian Priorities by Weighted Score in MENDON

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

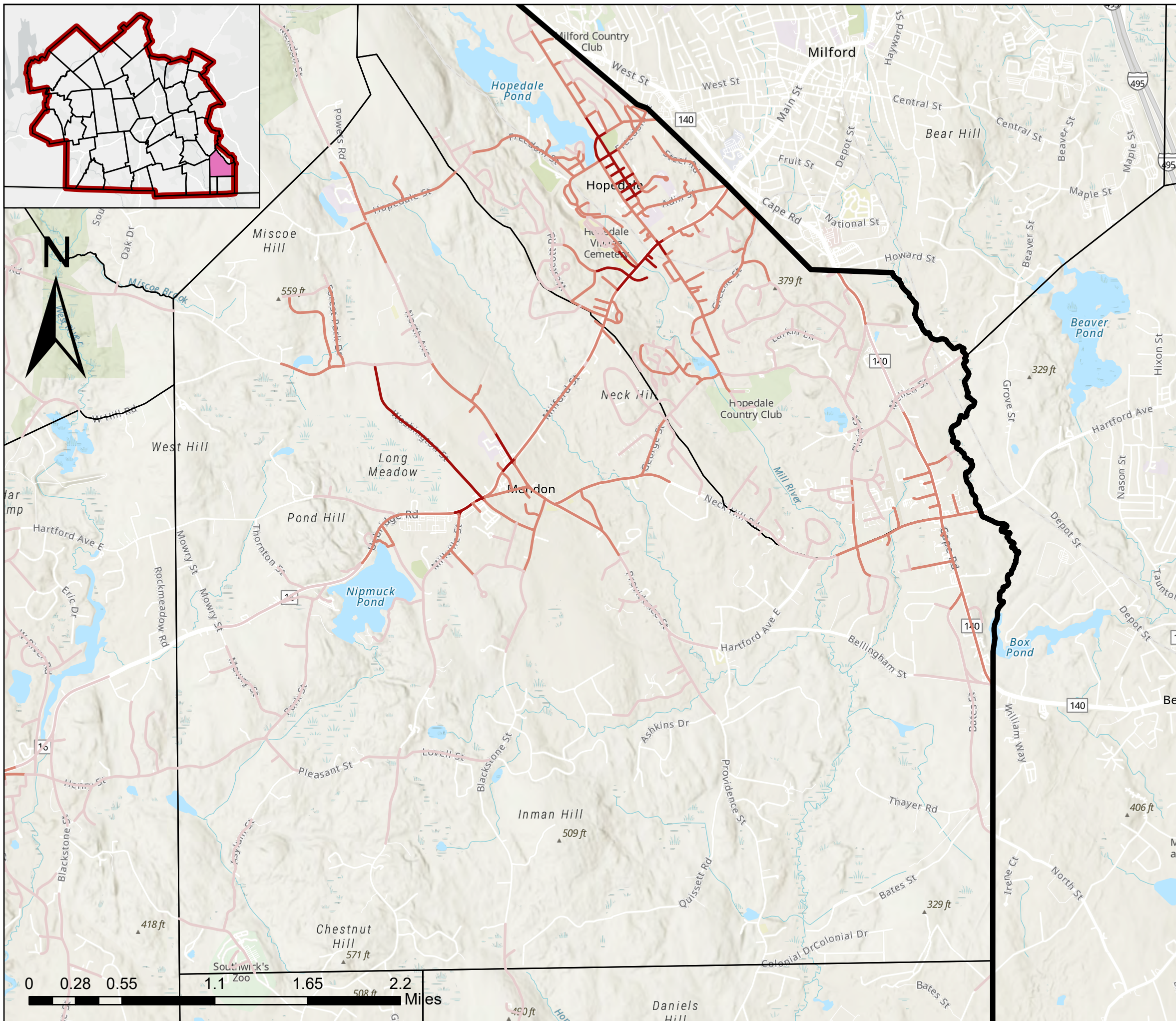
Massachusetts Towns

CMRPC Outline

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Top 10 Scoring Priority Segments in Mendon

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
4184	MENDON	HASTINGS STREET	2.4	53.3
4228	MENDON	NORTH AVENUE	2.4	53.3
4183	MENDON	HASTINGS STREET	2.3	51.1
4260	MENDON	WASHINGTON STREET	2.3	51.1
4198	MENDON	MAIN STREET	2.1	46.7
4209	MENDON	MILFORD STREET	2.1	46.7
4165	MENDON	EMERSON STREET	2.0	44.4
4182	MENDON	HASTINGS STREET	2.0	44.4
4215	MENDON	MILLVILLE STREET	2.0	44.4
4258	MENDON	UXBRIDGE ROAD	2.0	44.4

2026 CMMPO Regional Pedestrian Plan Technical Appendix

Appendix A: Town Maps, Tables, and Priorities

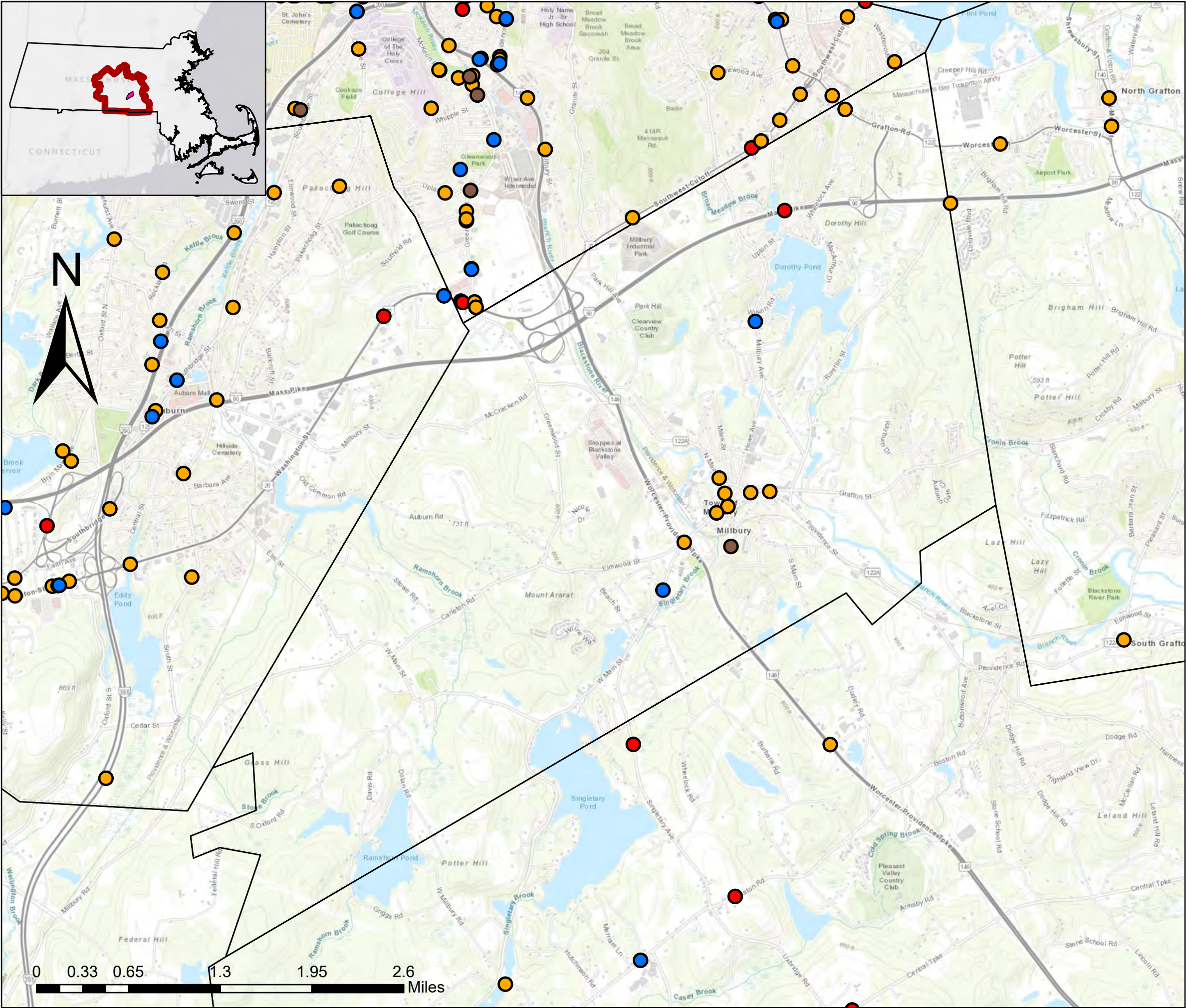
Municipality: Millbury

Subregion: Southeast

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
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4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score

Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in MILLBURY



Legend

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

- Massachusetts Towns
- CMRPC Outline

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Pedestrian Destination Proximity Scoring in MILLBURY

Legend

Destination Proximity Score

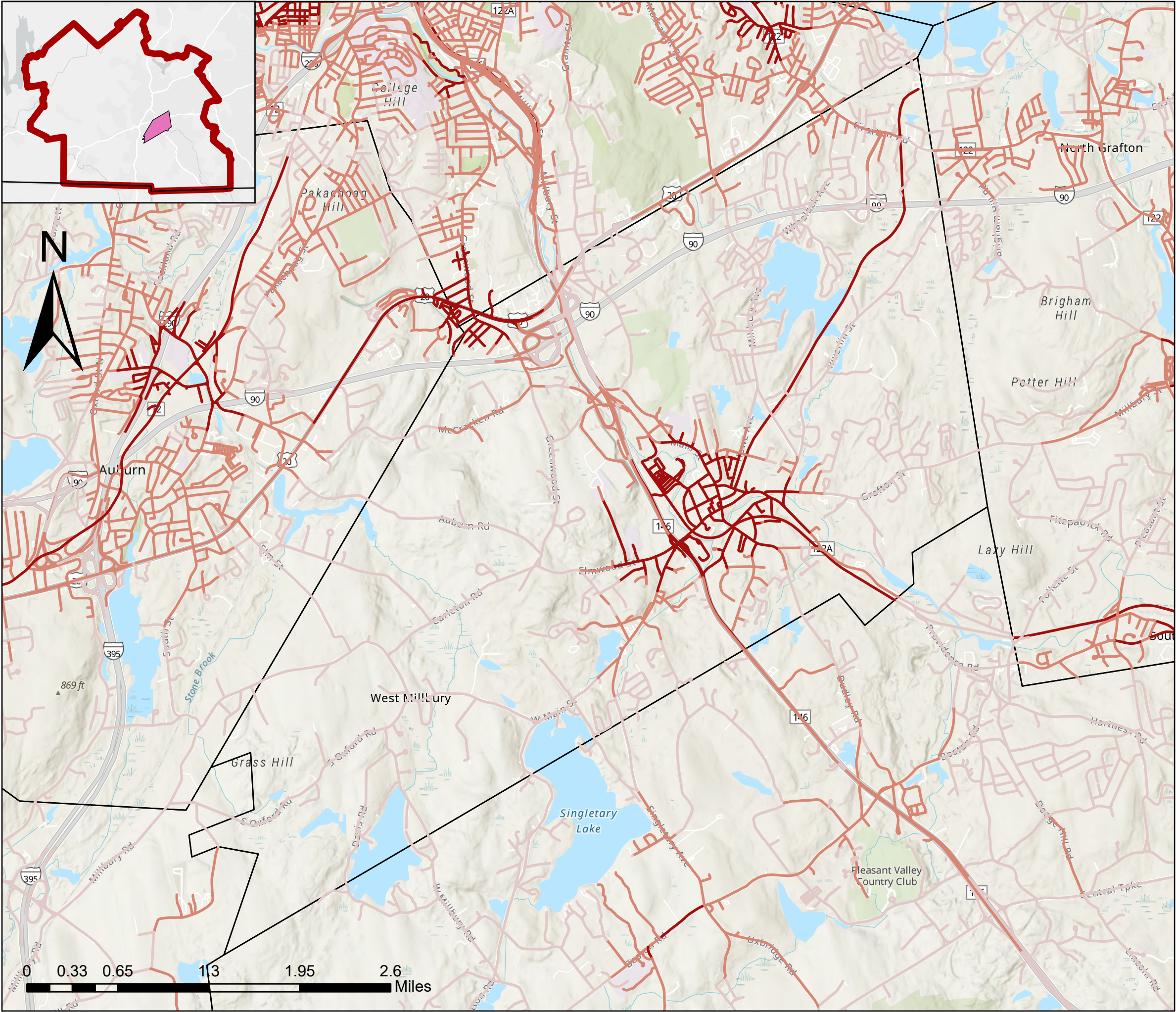
- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

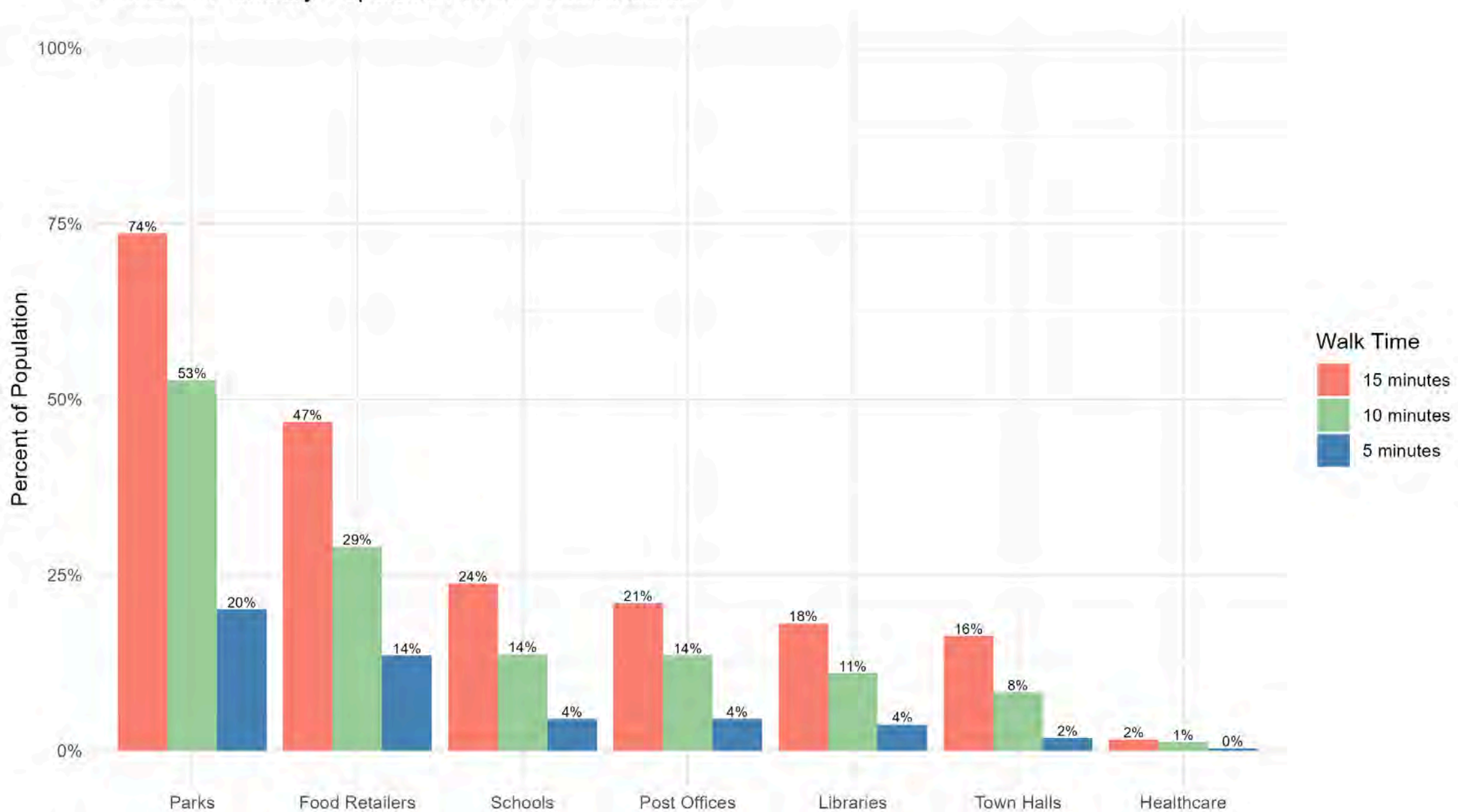
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Source: Data provided by MassDOT Open Data Portal, CMRPC and the Office of Geographic Information (MassGIS), Commonwealth of Massachusetts, Information Technology Division.



Percent of Millbury Population Within Walkshed of:



Regional Pedestrian Priorities by Weighted Score in MILLBURY

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

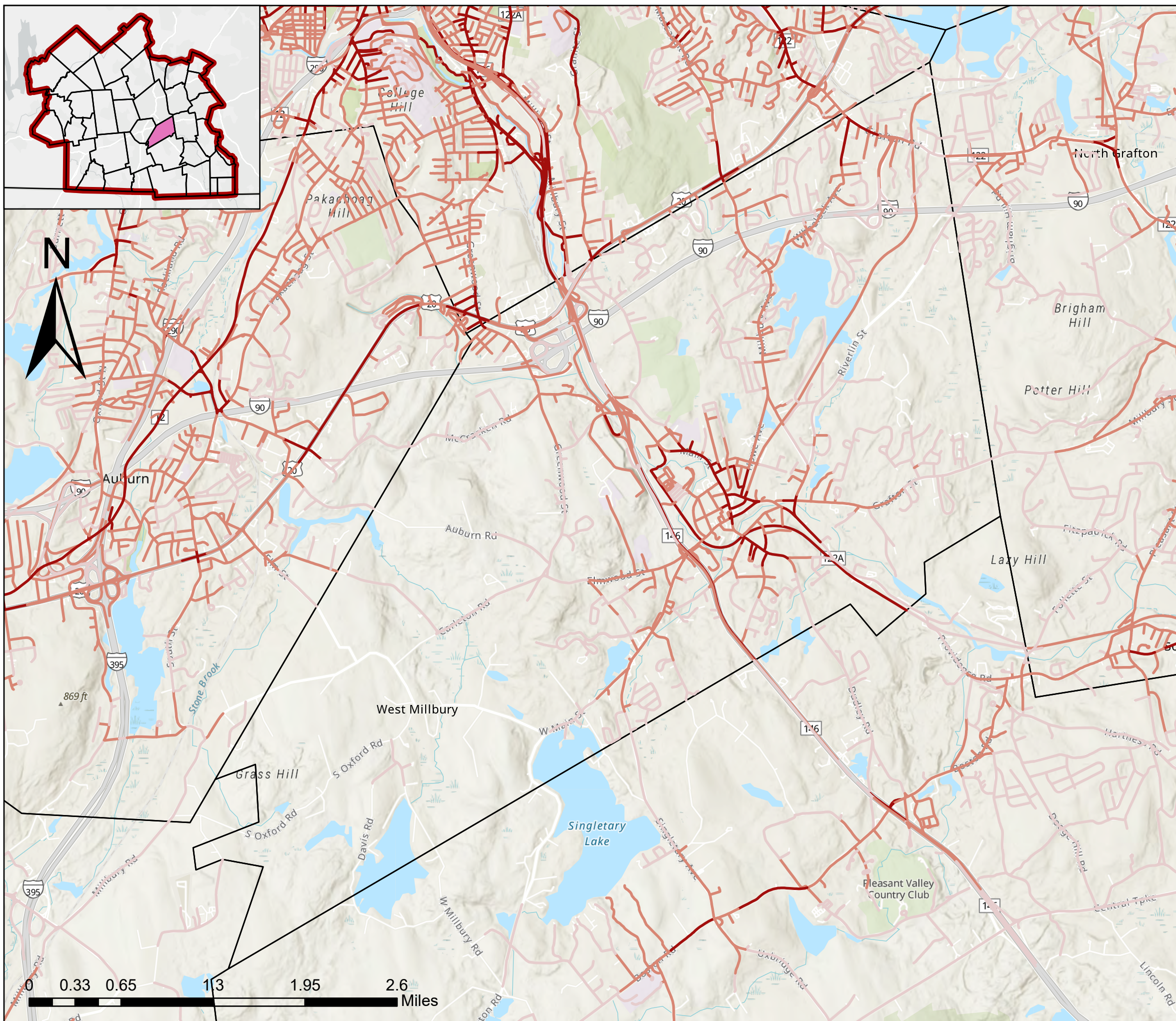
Massachusetts Towns

CMRPC Outline

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Top 10 Scoring Priority Segments in Millbury

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
4733	MILLBURY	RIVERLIN STREET	2.9	64.4
4340	MILLBURY	CANAL STREET	2.6	57.8
4401	MILLBURY	ELM STREET	2.6	57.8
4436	MILLBURY	GRAFTON ROAD	2.6	57.8
4456	MILLBURY	GREENWOOD STREET	2.6	57.8
4503	MILLBURY	HOWE AVENUE	2.6	57.8
4625	MILLBURY	NORTH MAIN STREET	2.6	57.8
4827	MILLBURY	WHEELOCK AVENUE	2.6	57.8
4446	MILLBURY	GRAFTON STREET	2.5	55.6
4455	MILLBURY	GREENWOOD STREET	2.5	55.6

2026 CMMPO Regional Pedestrian Plan Technical Appendix

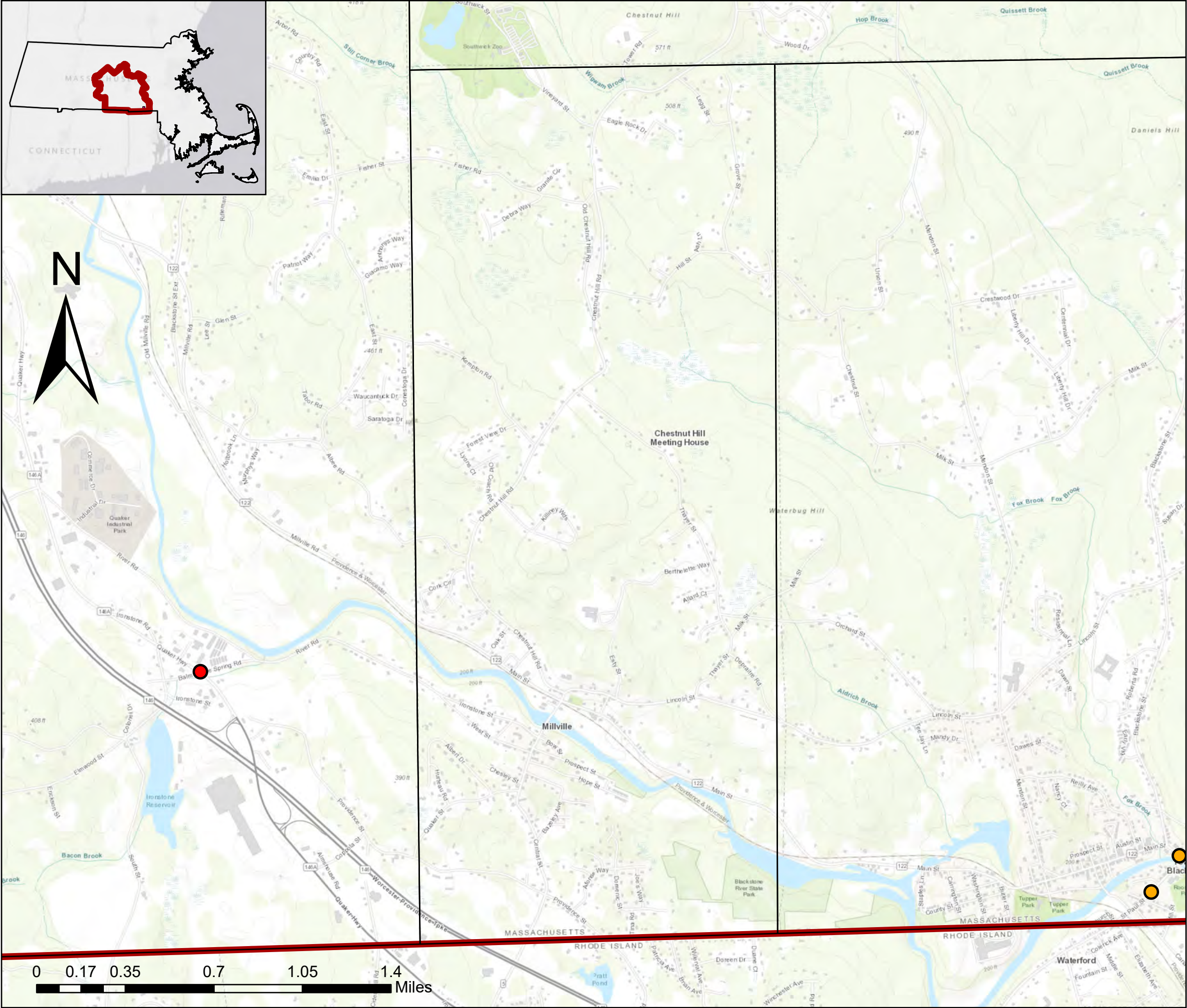
Appendix A: Town Maps, Tables, and Priorities

Municipality: Millville

Subregion: Southeast

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
2. Walkshed Analysis - Destination Proximity Scores
3. Population Access Analysis
4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score



Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in MILLVILLE

Legend

Pedestrian Crash Severity

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

Massachusetts Towns

CMRPC Outline

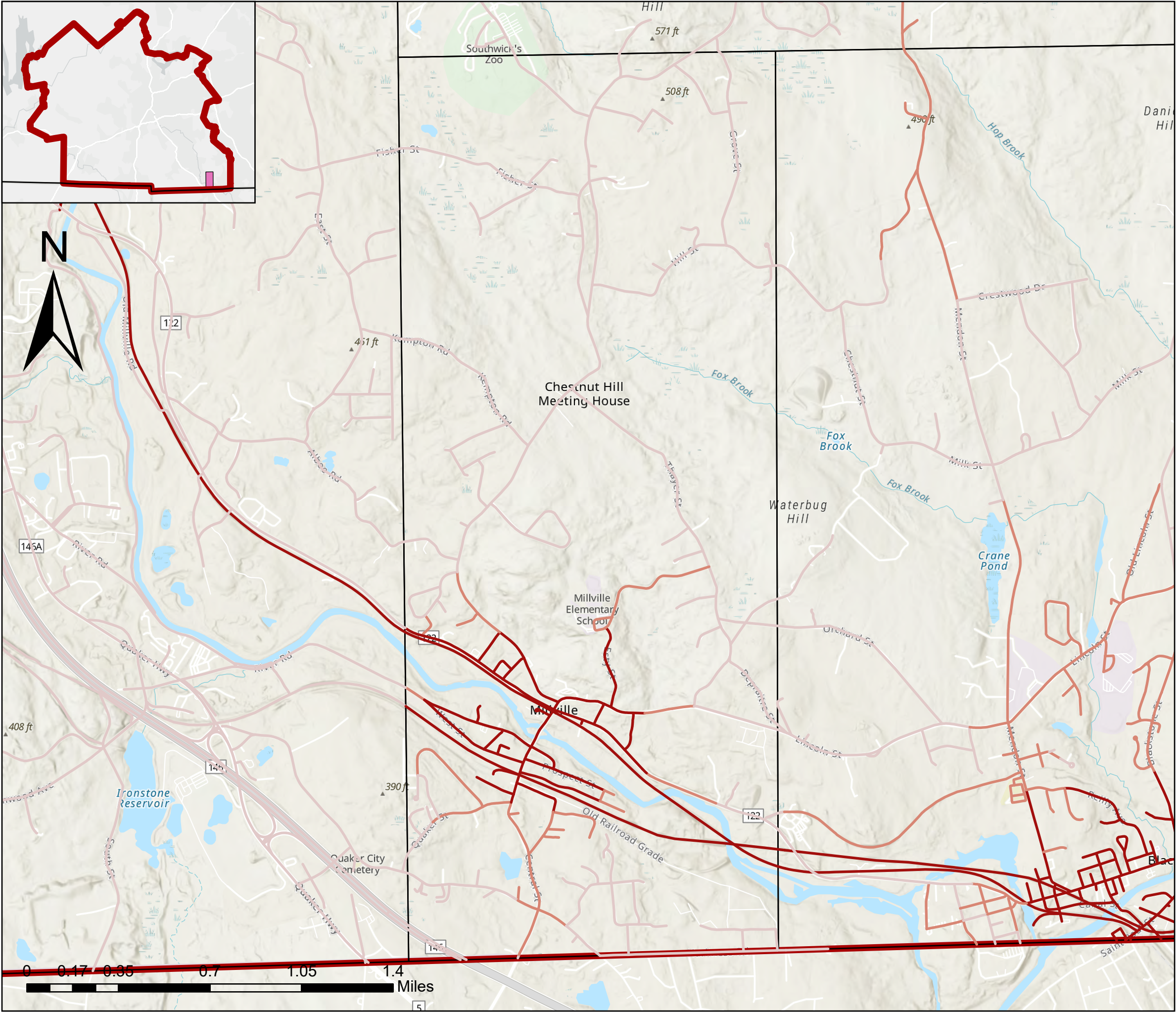
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Pedestrian Destination Proximity Scoring in MILLVILLE



Legend

Destination Proximity Score

- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

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Percent of Millville Population Within Walkshed of:

Percent of Population

100%

75%

50%

25%

0%

Walk Time

- 15 minutes
- 10 minutes
- 5 minutes

59%

Parks

Food Retailers

Post Offices

Town Halls

Libraries

Schools

16%

31%

22%

8%

31%

22%

8%

26%

15%

3%

24%

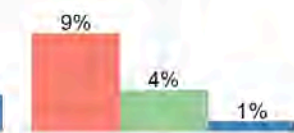
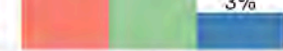
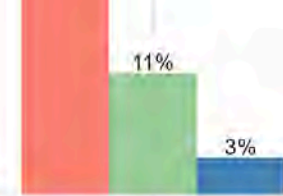
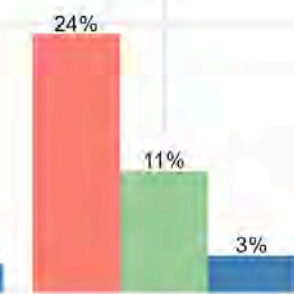
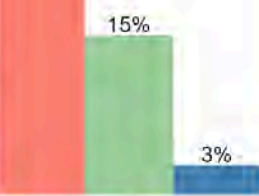
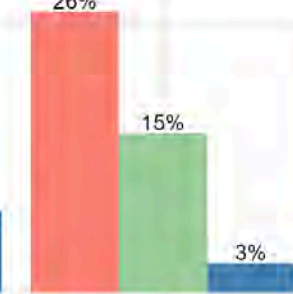
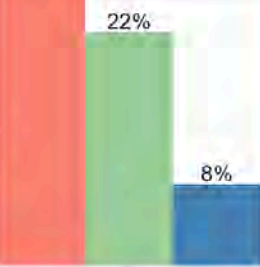
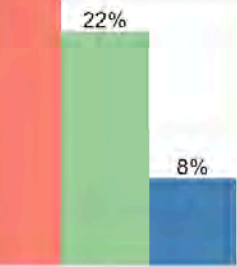
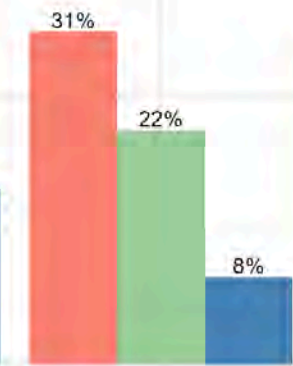
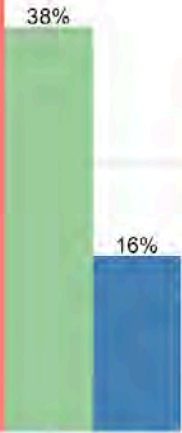
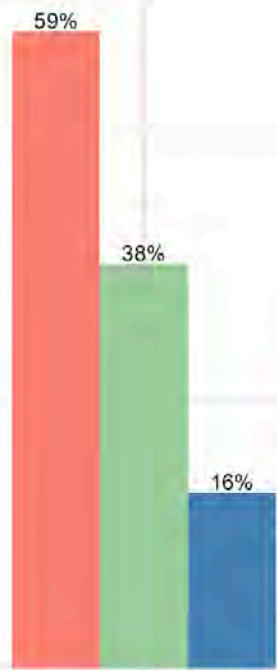
11%

3%

9%

4%

1%



Regional Pedestrian Priorities by Weighted Score in MILLVILLE

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

Massachusetts Towns

CMRPC Outline

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Top 10 Scoring Priority Segments in Millville

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
4920	MILLVILLE	LINCOLN STREET	2.4	53.3
4928	MILLVILLE	MAIN STREET	2.4	53.3
4927	MILLVILLE	MAIN STREET	2.1	46.7
4890	MILLVILLE	CHESTNUT HILL ROAD	2.0	44.4
4919	MILLVILLE	LINCOLN STREET	2.0	44.4
4883	MILLVILLE	CENTRAL STREET	1.8	40.0
4918	MILLVILLE	LINCOLN STREET	1.7	37.8
4941	MILLVILLE	PRESTON STREET	1.7	37.8
4873	MILLVILLE	BAZELEY AVENUE	1.4	31.1
4877	MILLVILLE	BOW STREET	1.4	31.1

2026 CMMPO Regional Pedestrian Plan Technical Appendix

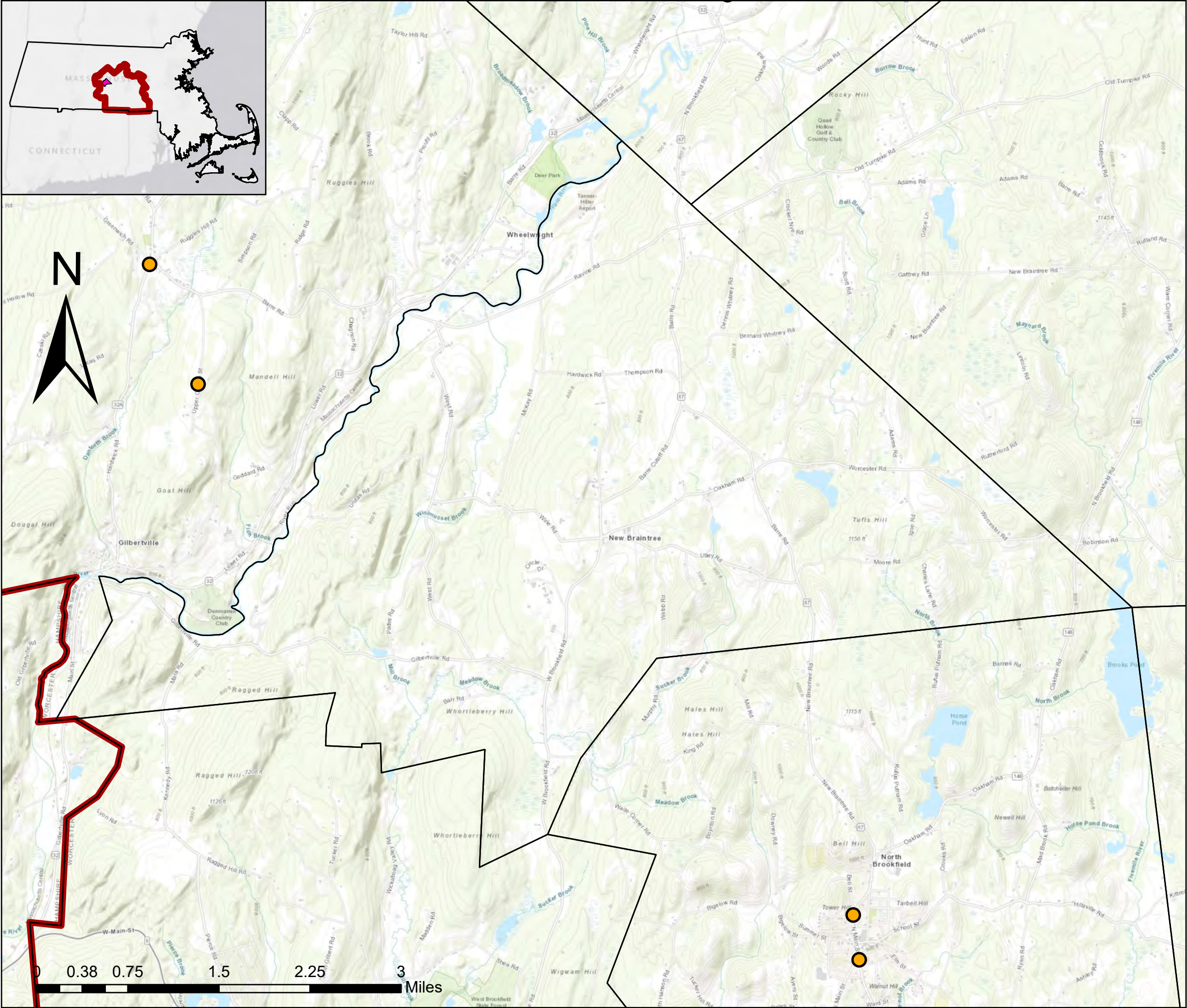
Appendix A: Town Maps, Tables, and Priorities

Municipality: New Braintree

Subregion: West

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
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4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score



Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in NEW BRAINTREE

Legend

Pedestrian Crash Severity

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

Massachusetts Towns

CMRPC Outline

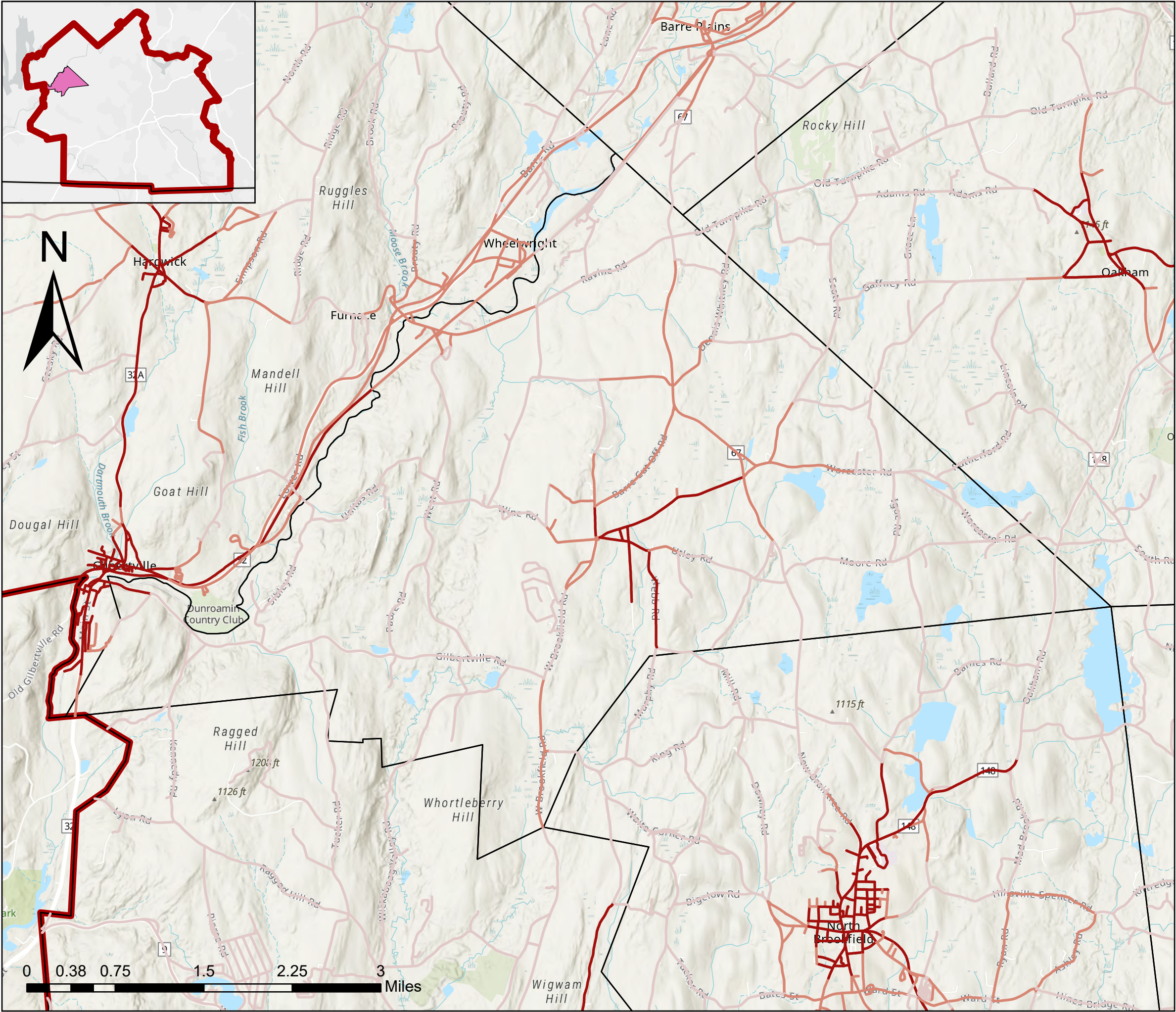
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Pedestrian Destination Proximity Scoring in NEW BRAINTREE



Legend

Destination Proximity Score

- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

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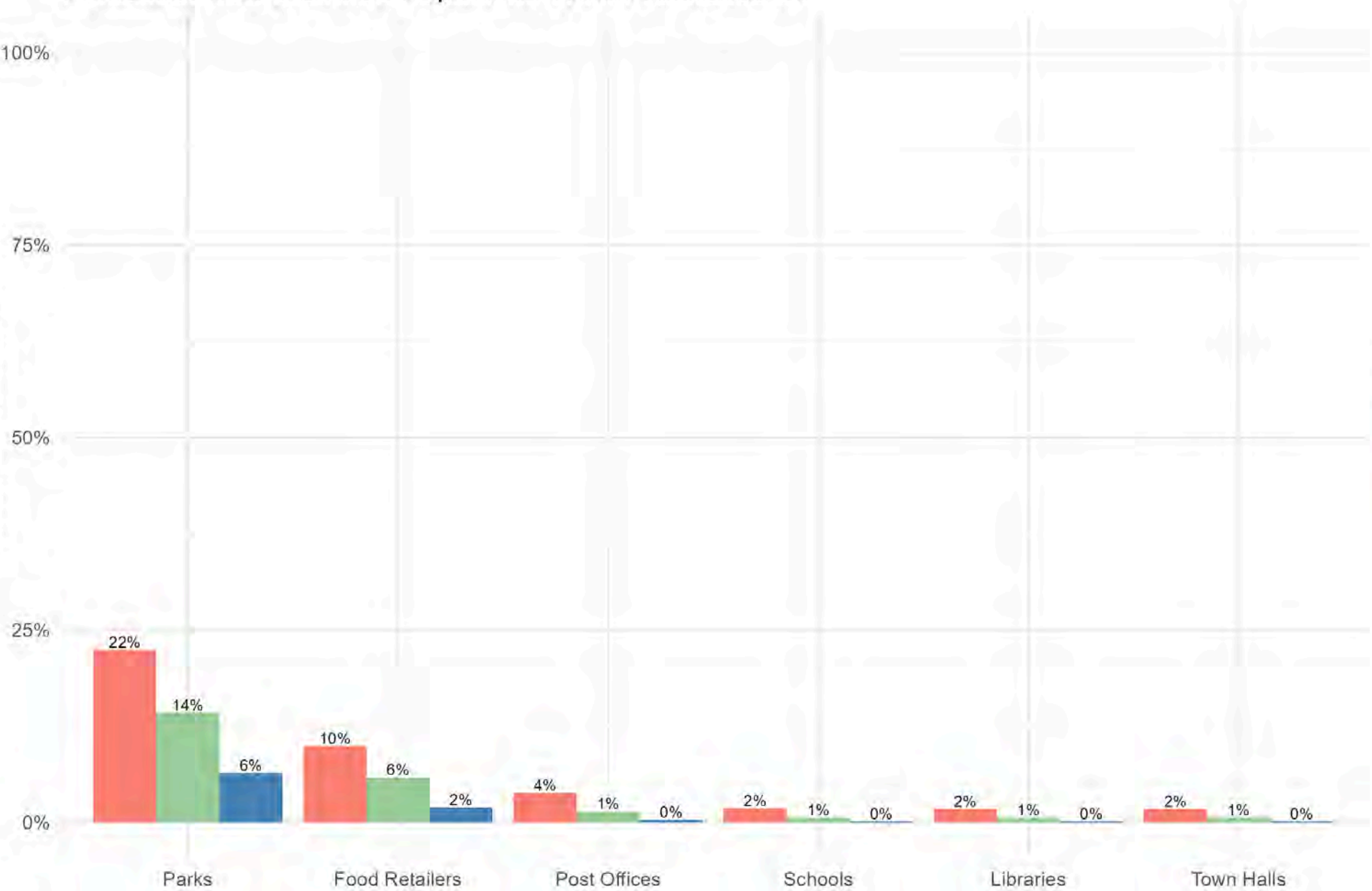
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Percent of New Braintree Population Within Walkshed of:

Percent of Population



Walk Time

- 15 minutes
- 10 minutes
- 5 minutes

Regional Pedestrian Priorities by Weighted Score in NEW BRAINTREE

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

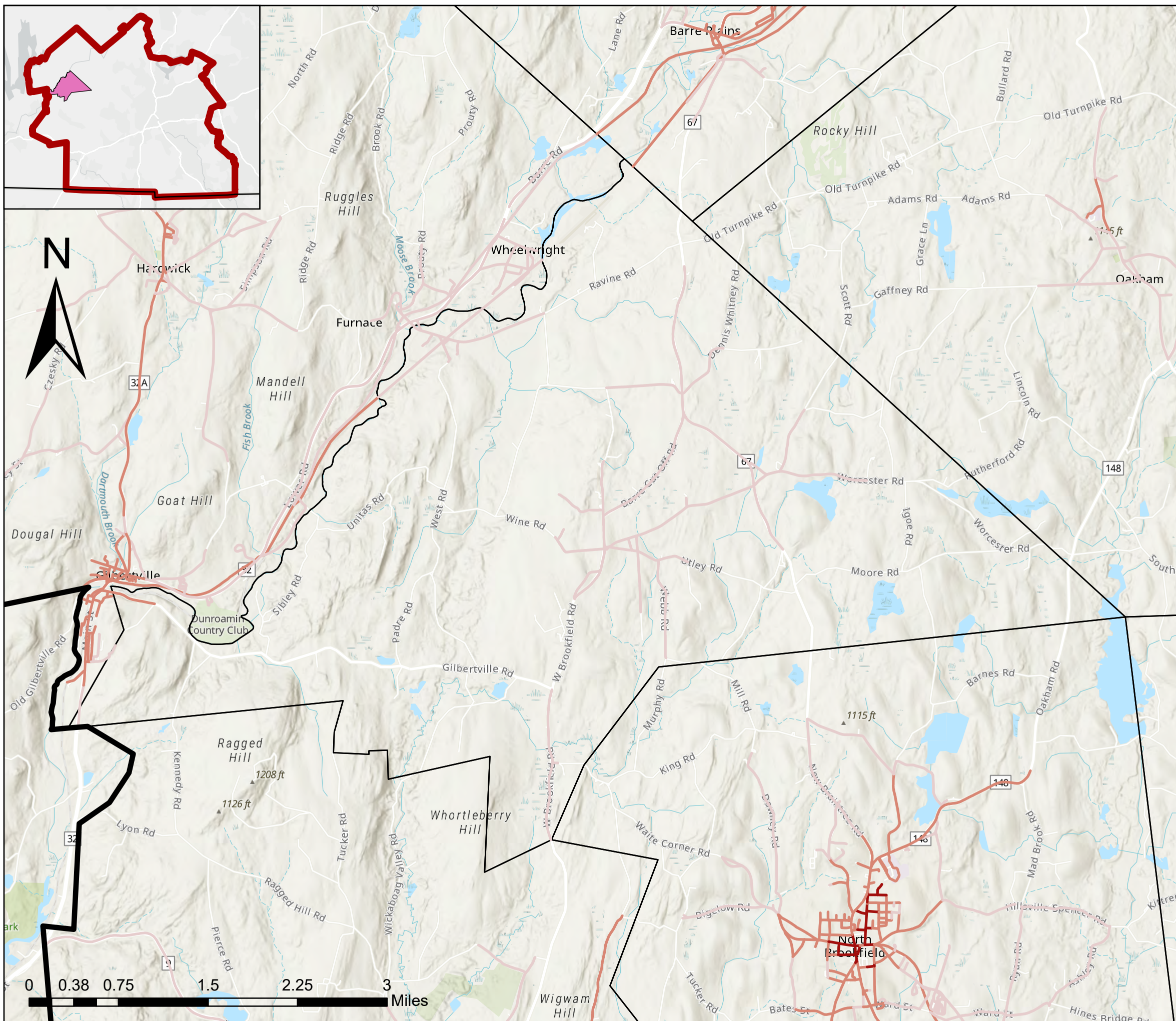
Massachusetts Towns

CMRPC Outline

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Top 10 Scoring Priority Segments in New Braintree

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
4978	NEW BRAintree	GILBERTVILLE ROAD	0.7	15.6
4975	NEW BRAintree	CROSS ROAD	0.6	13.3
4980	NEW BRAintree	HARDWICK ROAD	0.6	13.3
4983	NEW BRAintree	MATTHEWS ROAD	0.6	13.3
4984	NEW BRAintree	MEMORIAL DRIVE	0.6	13.3
4986	NEW BRAintree	OAKHAM ROAD	0.6	13.3
4993	NEW BRAintree	UTLEY ROAD	0.6	13.3
4995	NEW BRAintree	WEBB ROAD	0.6	13.3
4972	NEW BRAintree	BARRE CUT OFF ROAD	0.3	6.7
4973	NEW BRAintree	BARRE ROAD	0.3	6.7

2026 CMMPO Regional Pedestrian Plan Technical Appendix

Appendix A: Town Maps, Tables, and Priorities

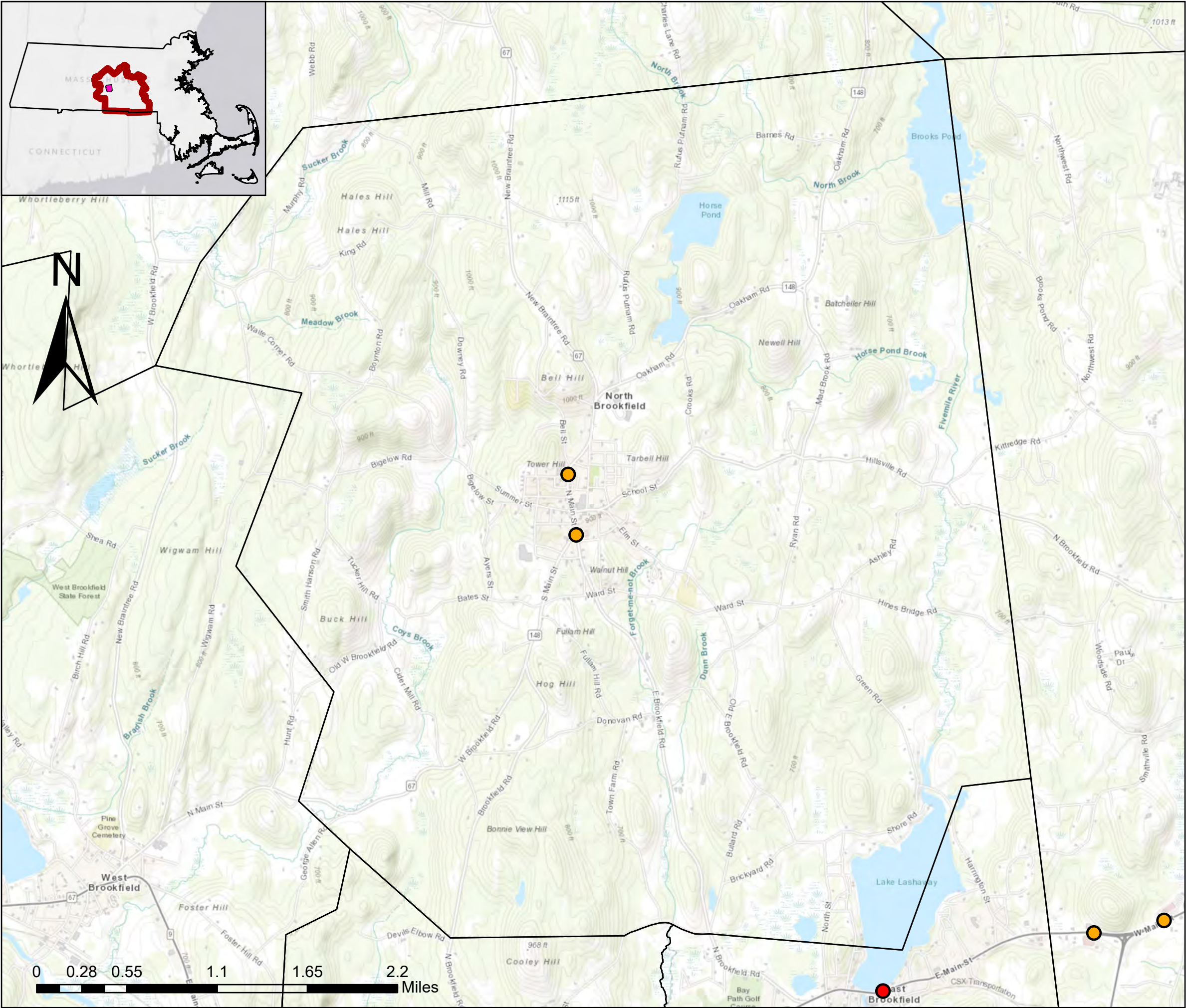
Municipality: North Brookfield

Subregion: West

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
2. Walkshed Analysis - Destination Proximity Scores
3. Population Access Analysis
4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score

Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in NORTH BROOKFIELD



Legend

- Pedestrian Crash Severity
- Fatal injury
 - Non-fatal injury
 - Not Reported
 - Property damage only (none injured)
 - Unknown
- Massachusetts Towns
- CMRPC Outline

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1 Mercantile Street, Suite 520
Worcester, MA 01608

Source: Data provided by MassDOT Open Data Portal, CMRPC and the Office of Geographic Information (MassGIS), Commonwealth of Massachusetts, Information Technology Division.



Pedestrian Destination Proximity Scoring in NORTH BROOKFIELD

Legend

Destination Proximity Score

- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

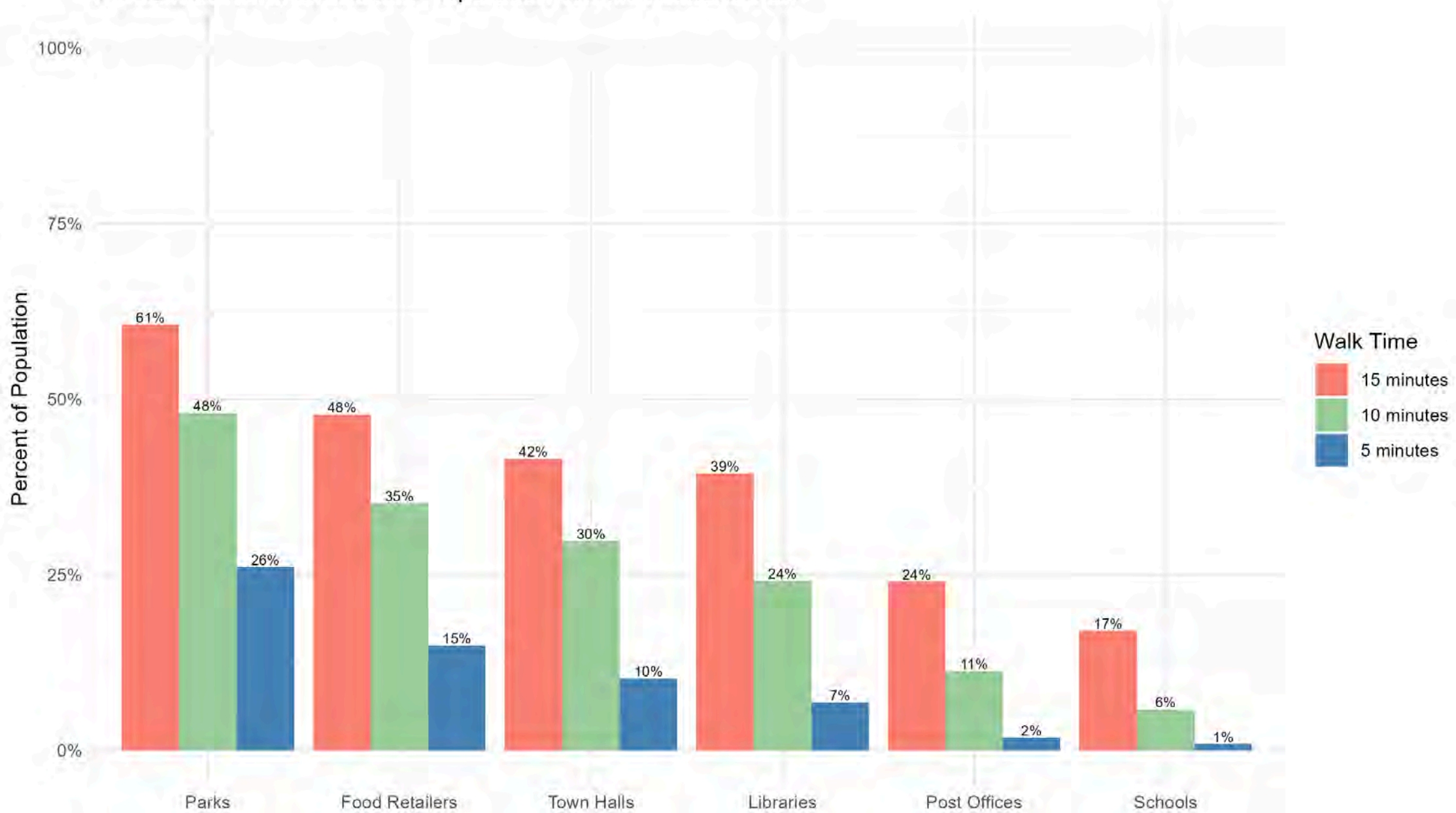
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Percent of North Brookfield Population Within Walkshed of:



Regional Pedestrian Priorities by Weighted Score in NORTH BROOKFIELD

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

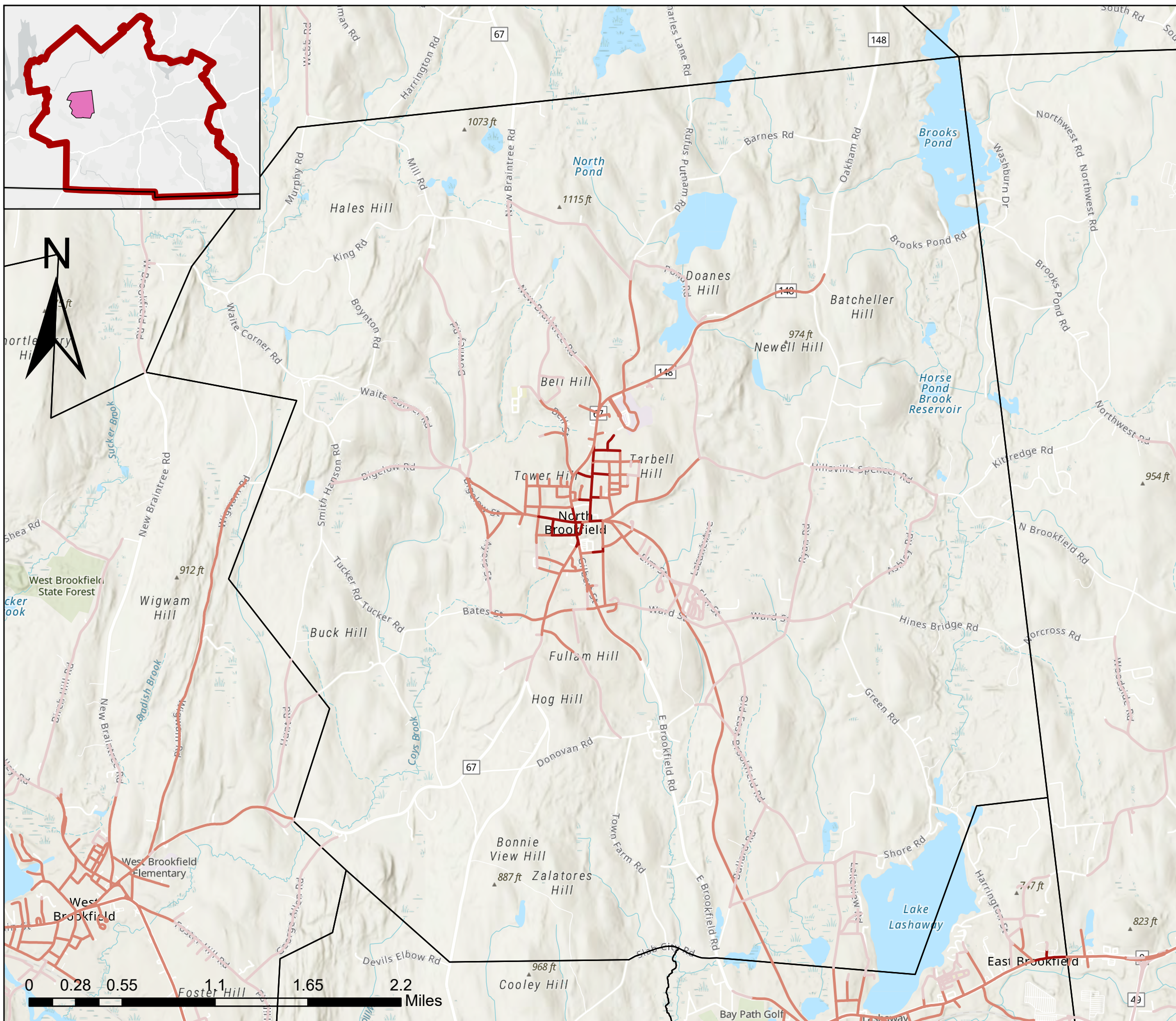
Massachusetts Towns

CMRPC Outline

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Top 10 Scoring Priority Segments in North Brookfield

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
5042	NORTH BROOKFIELD	CENTRAL STREET	2.1	46.7
5046	NORTH BROOKFIELD	CHURCH STREET	2.1	46.7
5117	NORTH BROOKFIELD	NORTH MAIN STREET	2.1	46.7
5036	NORTH BROOKFIELD	BRADSHAW STREET	2.0	44.4
5073	NORTH BROOKFIELD	GILBERT STREET	2.0	44.4
5075	NORTH BROOKFIELD	GRANT STREET	2.0	44.4
5079	NORTH BROOKFIELD	GROVE STREET	2.0	44.4
5114	NORTH BROOKFIELD	NORTH COMMON STREET	2.0	44.4
5116	NORTH BROOKFIELD	NORTH MAIN STREET	2.0	44.4
5150	NORTH BROOKFIELD	SCHOOL STREET	2.0	44.4

2026 CMMPO Regional Pedestrian Plan Technical Appendix

Appendix A: Town Maps, Tables, and Priorities

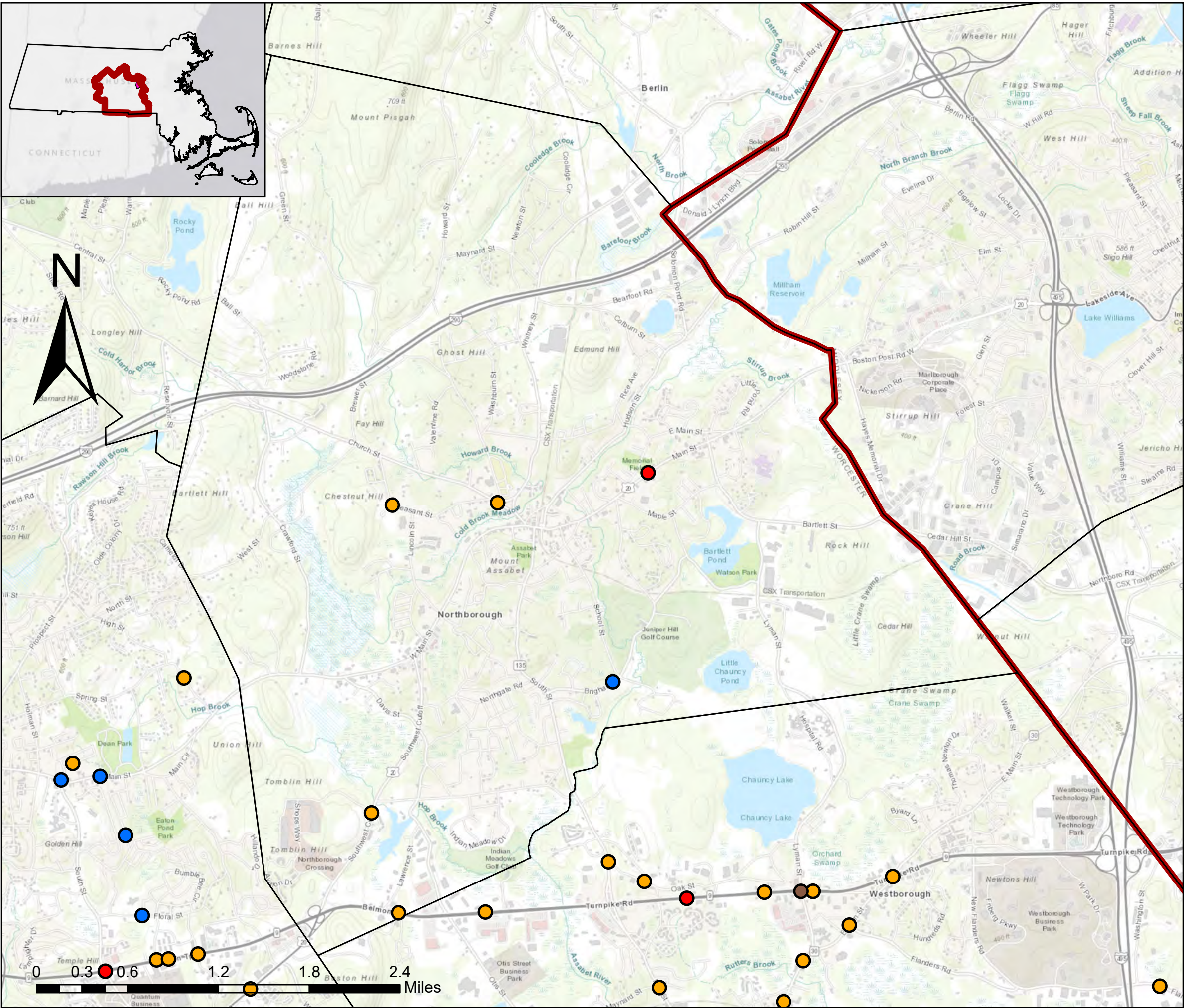
Municipality: Northborough

Subregion: Northeast

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
2. Walkshed Analysis - Destination Proximity Scores
3. Population Access Analysis
4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score

Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in NORTHBOROUGH



Legend

- Pedestrian Crash Severity
- Fatal injury
 - Non-fatal injury
 - Not Reported
 - Property damage only (none injured)
 - Unknown
- Massachusetts Towns
- CMRPC Outline

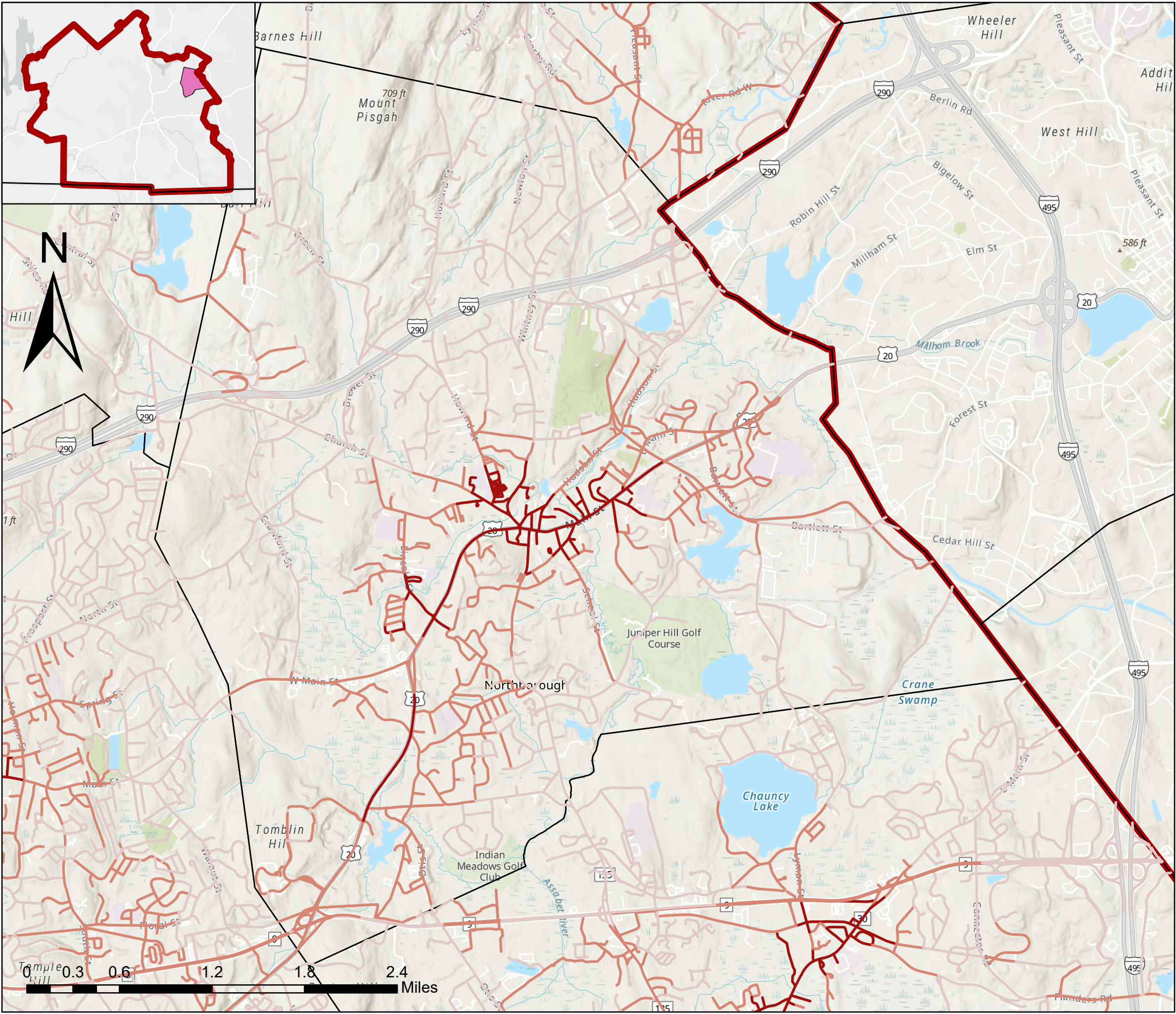
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Source: Data provided by MassDOT Open Data Portal, CMRPC and the Office of Geographic Information (MassGIS), Commonwealth of Massachusetts, Information Technology Division.



Pedestrian Destination Proximity Scoring in NORTHBOROUGH



Legend

Destination Proximity Score

- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

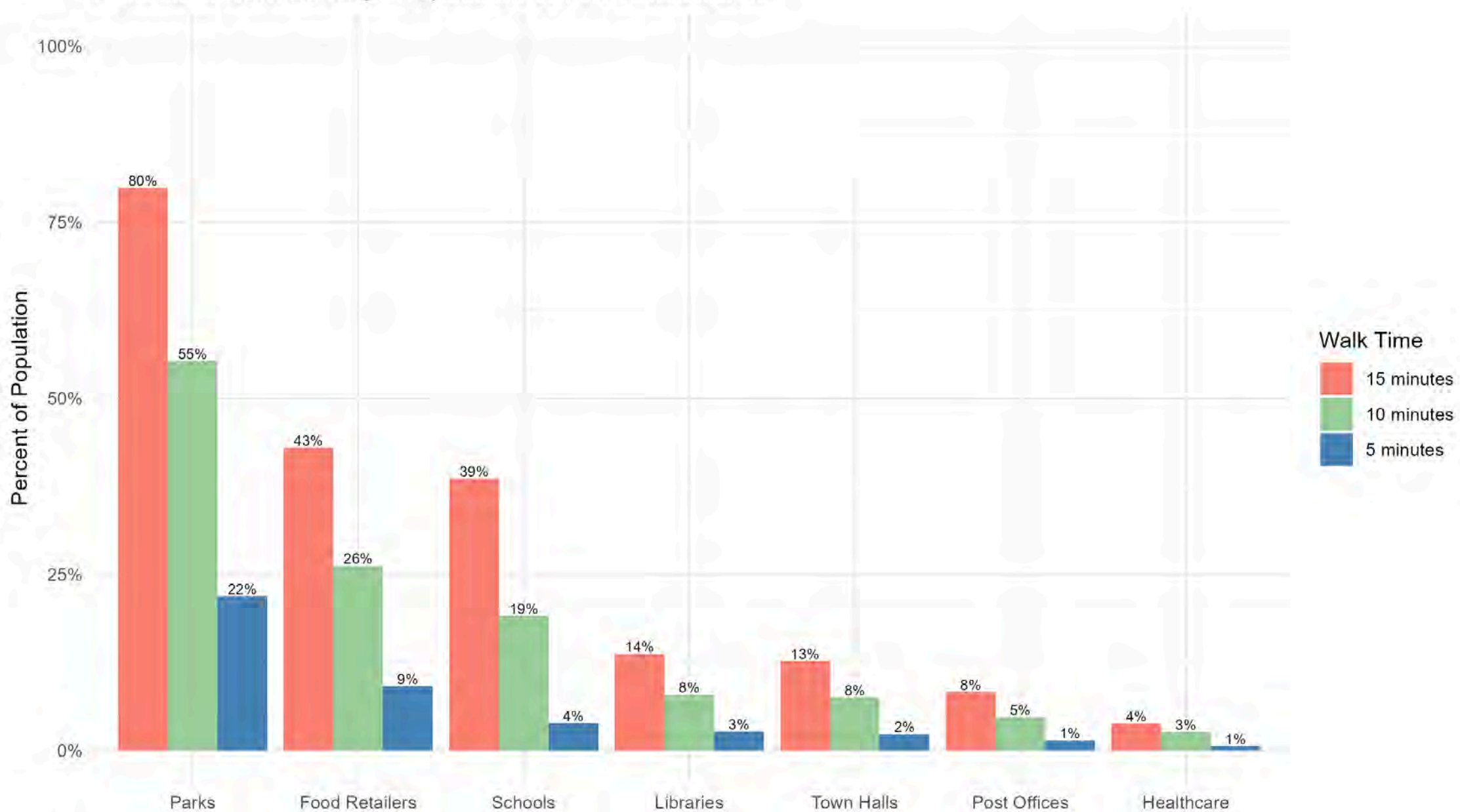
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Percent of Northborough Population Within Walkshed of:



Regional Pedestrian Priorities by Weighted Score in NORTHBOROUGH

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

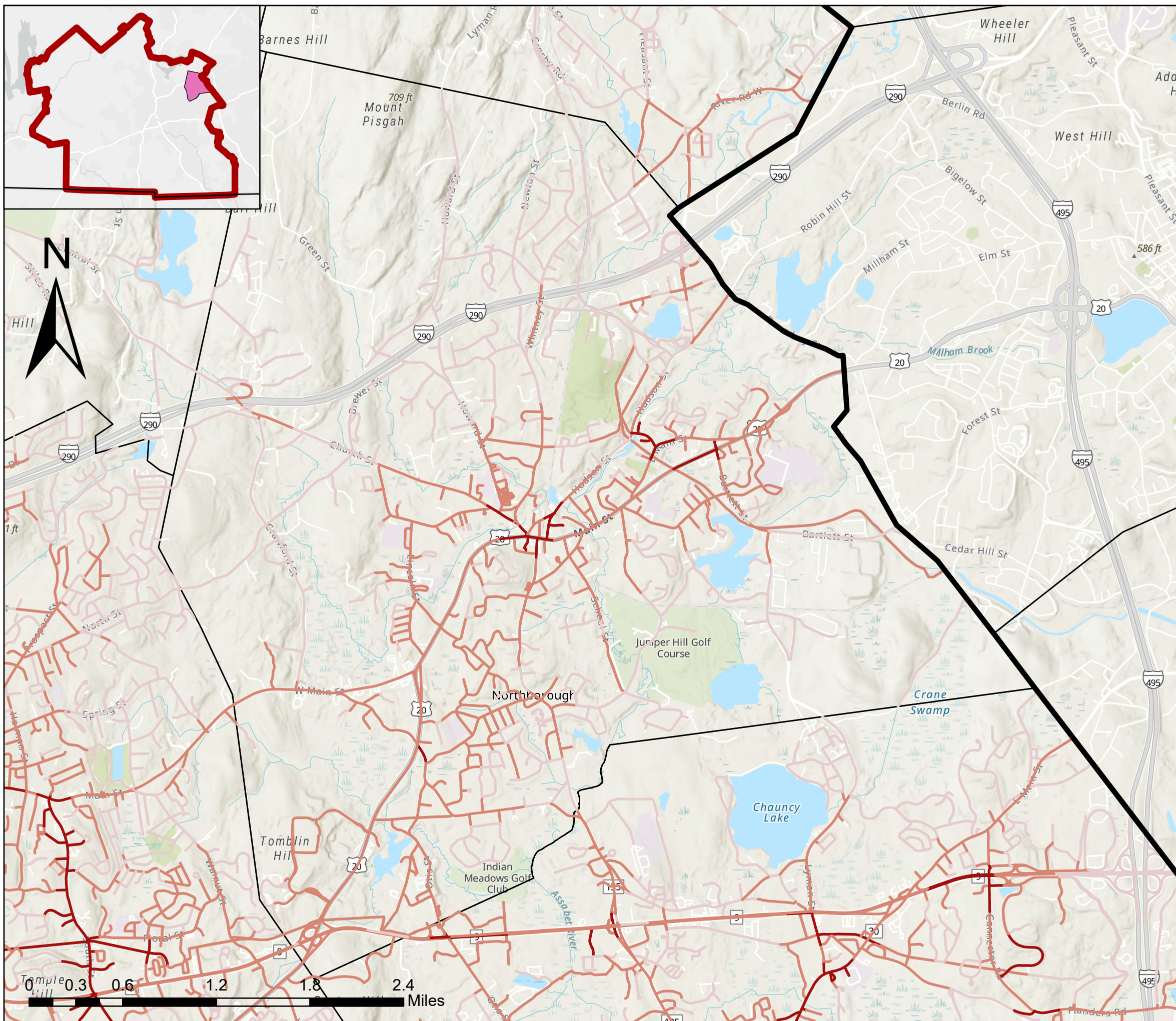
Massachusetts Towns

CMRPC Outline

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Top 10 Scoring Priority Segments in Northborough

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
5320	NORTHBOROUGH	CHURCH STREET	2.8	62.2
5432	NORTHBOROUGH	HUDSON STREET	2.7	60.0
5503	NORTHBOROUGH	MAIN STREET	2.7	60.0
5244	NORTHBOROUGH	BARTLETT STREET	2.6	57.8
5642	NORTHBOROUGH	SOUTH STREET	2.6	57.8
5699	NORTHBOROUGH	WEST MAIN STREET	2.6	57.8
5431	NORTHBOROUGH	HUDSON STREET	2.4	53.3
5243	NORTHBOROUGH	BARTLETT STREET	2.3	51.1
5502	NORTHBOROUGH	MAIN STREET	2.3	51.1
5561	NORTHBOROUGH	PIERCE STREET	2.3	51.1

2026 CMMPO Regional Pedestrian Plan Technical Appendix

Appendix A: Town Maps, Tables, and Priorities

Municipality: Northbridge

Subregion: Southeast

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
2. Walkshed Analysis - Destination Proximity Scores
3. Population Access Analysis
4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score

Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in NORTHBRIDGE

Legend

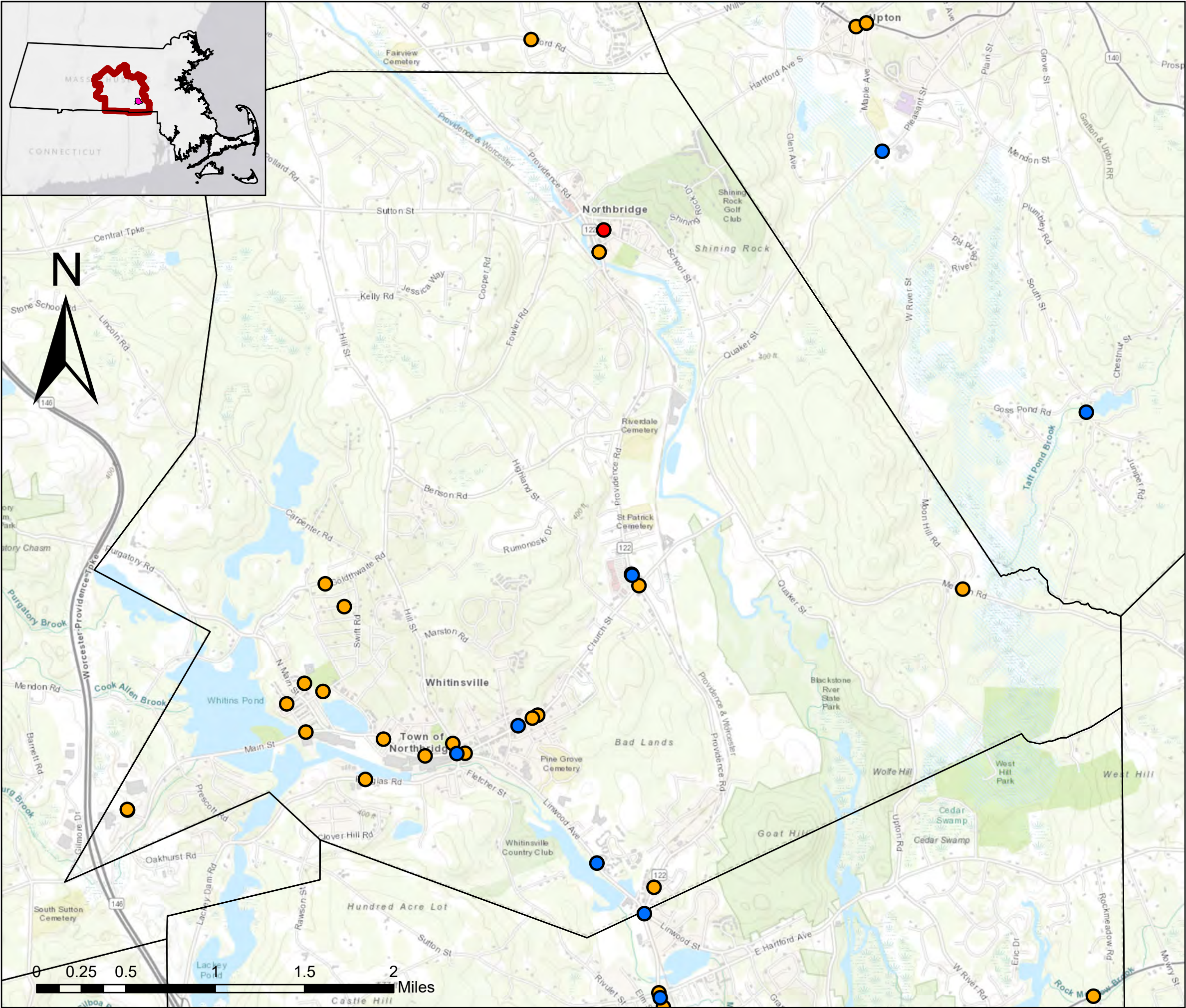
- Pedestrian Crash Severity
- Fatal injury
 - Non-fatal injury
 - Not Reported
 - Property damage only (none injured)
 - Unknown

- Massachusetts Towns
- CMRPC Outline

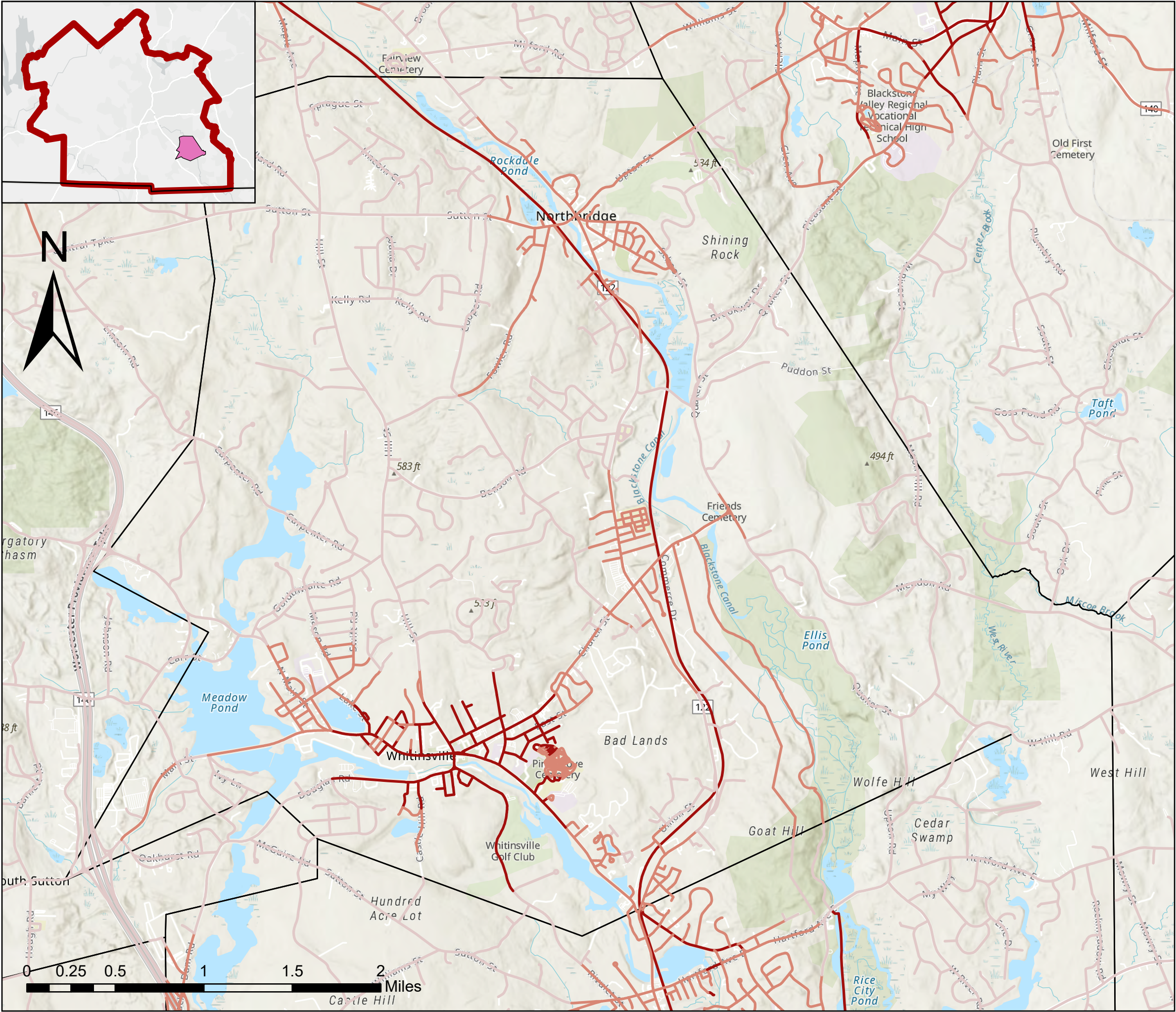
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Pedestrian Destination Proximity Scoring in NORTHBRIDGE



Legend

Destination Proximity Score

- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

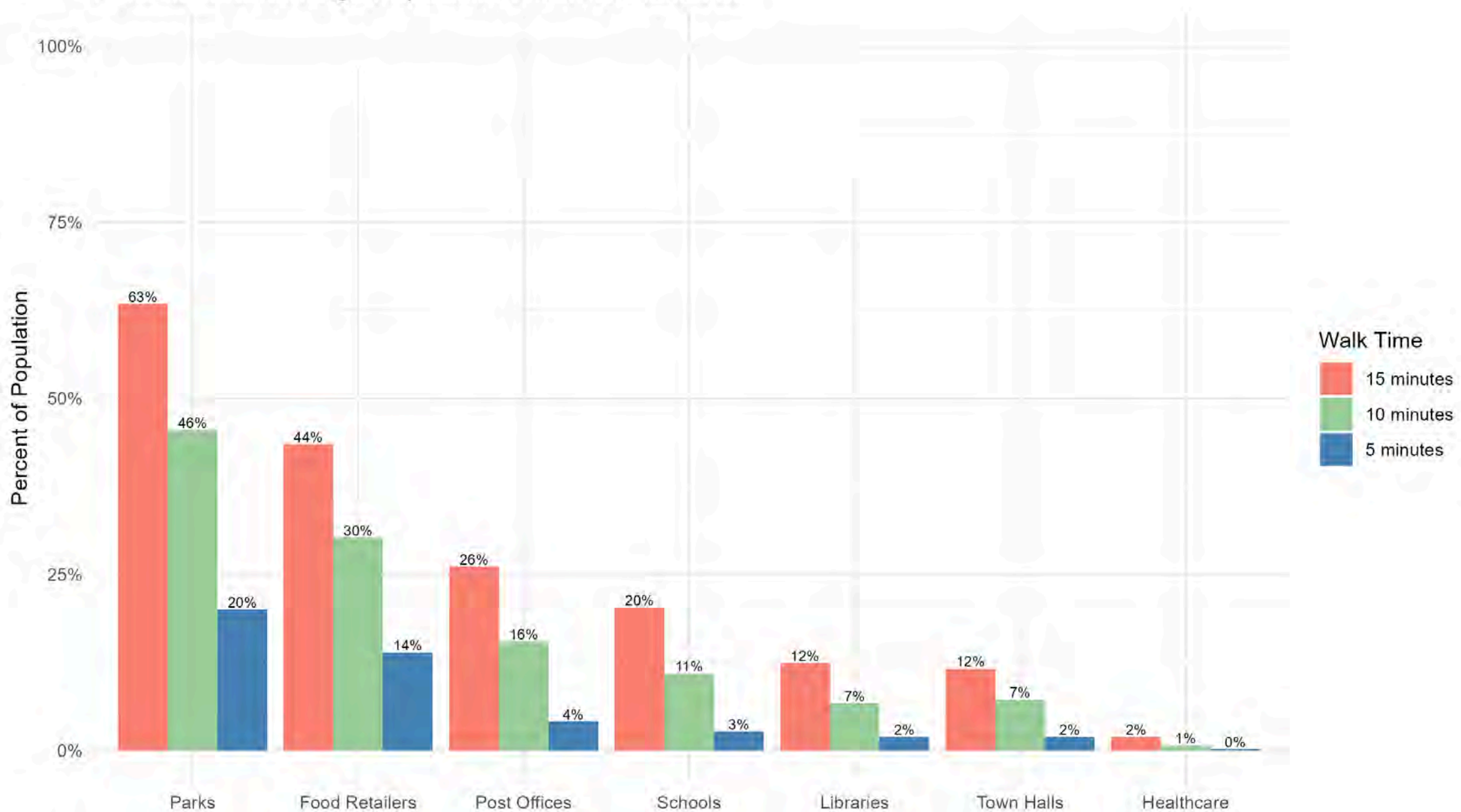
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Percent of Northbridge Population Within Walkshed of:



Regional Pedestrian Priorities by Weighted Score in NORTHBRIDGE

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

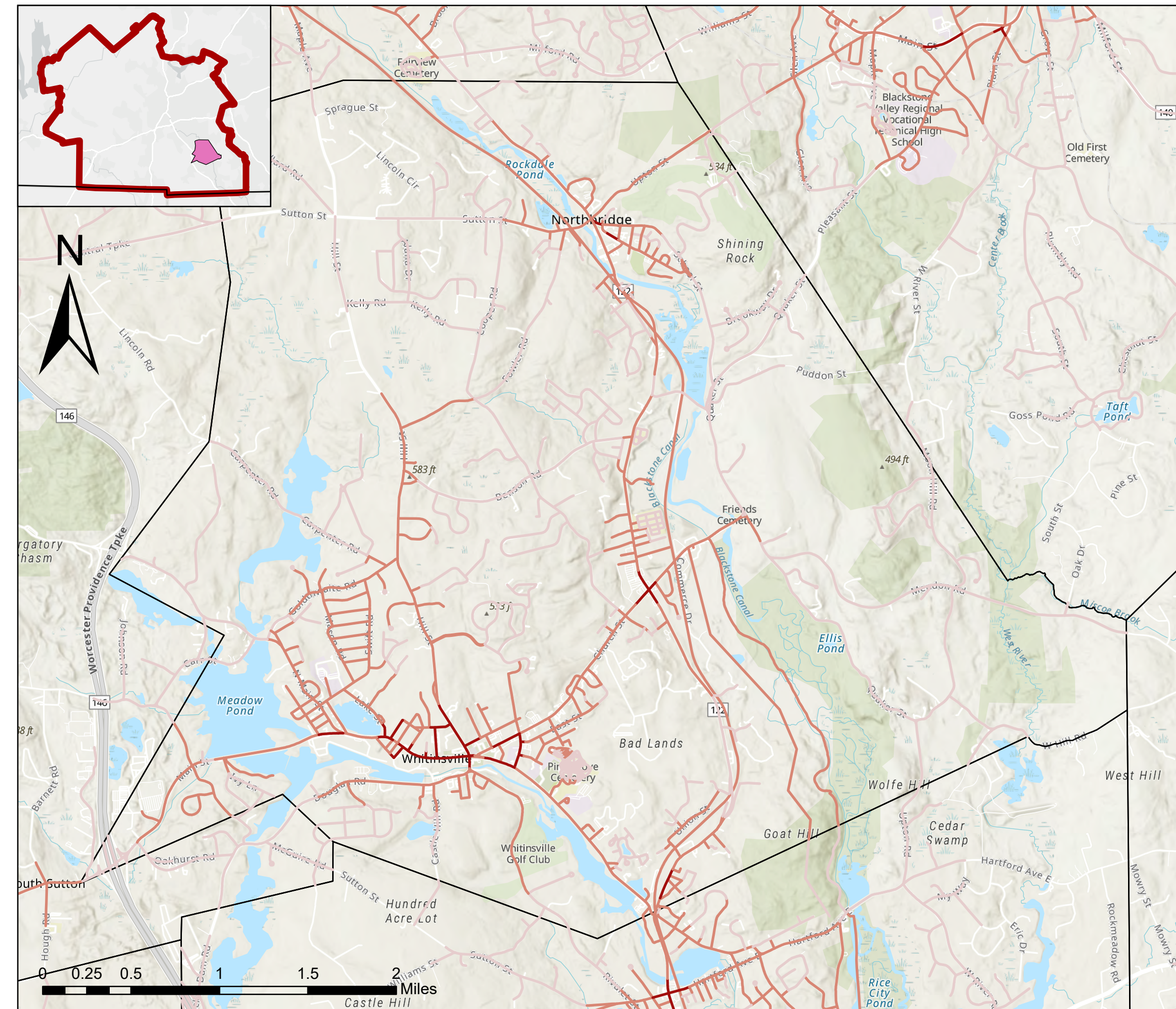
Massachusetts Towns

CMRPC Outline

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Top 10 Scoring Priority Segments in Northbridge

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
6014	NORTHBRIDGE	MAIN STREET	3.3	73.3
5953	NORTHBRIDGE	HILL STREET	3.2	71.1
5952	NORTHBRIDGE	HILL STREET	2.9	64.4
6013	NORTHBRIDGE	MAIN STREET	2.7	60.0
5856	NORTHBRIDGE	DOUGLAS ROAD	2.6	57.8
5833	NORTHBRIDGE	COTTAGE STREET	2.5	55.6
5951	NORTHBRIDGE	HILL STREET	2.5	55.6
5818	NORTHBRIDGE	CHURCH STREET	2.4	53.3
5841	NORTHBRIDGE	CROSS STREET	2.4	53.3
5817	NORTHBRIDGE	CHURCH STREET	2.2	48.9

2026 CMMPO Regional Pedestrian Plan Technical Appendix

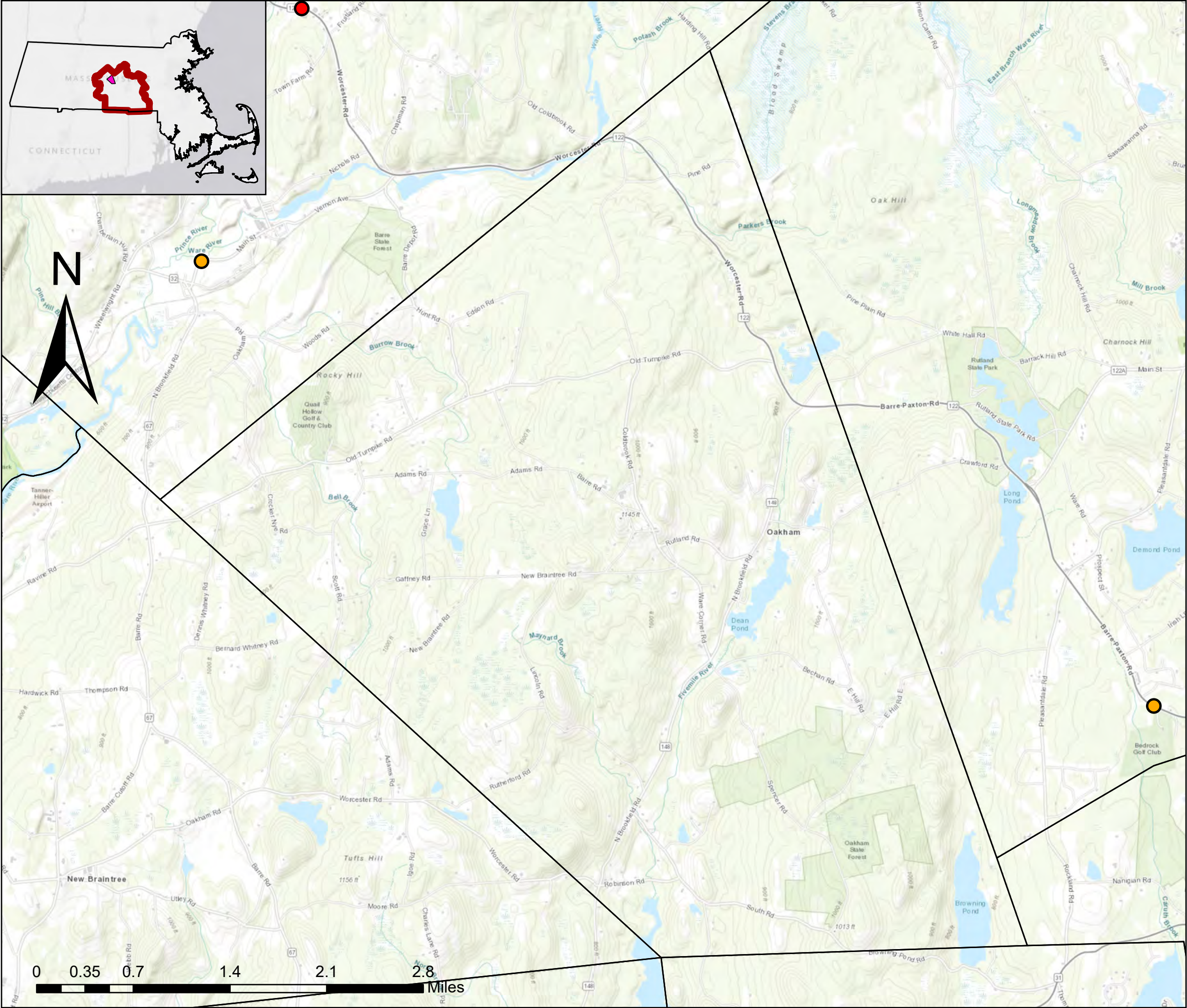
Appendix A: Town Maps, Tables, and Priorities

Municipality: Oakham

Subregion: North

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
2. Walkshed Analysis - Destination Proximity Scores
3. Population Access Analysis
4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score



Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in OAKHAM

Legend

Pedestrian Crash Severity

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

Massachusetts Towns

CMRPC Outline

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Pedestrian Destination Proximity Scoring in OAKHAM

Legend

Destination Proximity Score

- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

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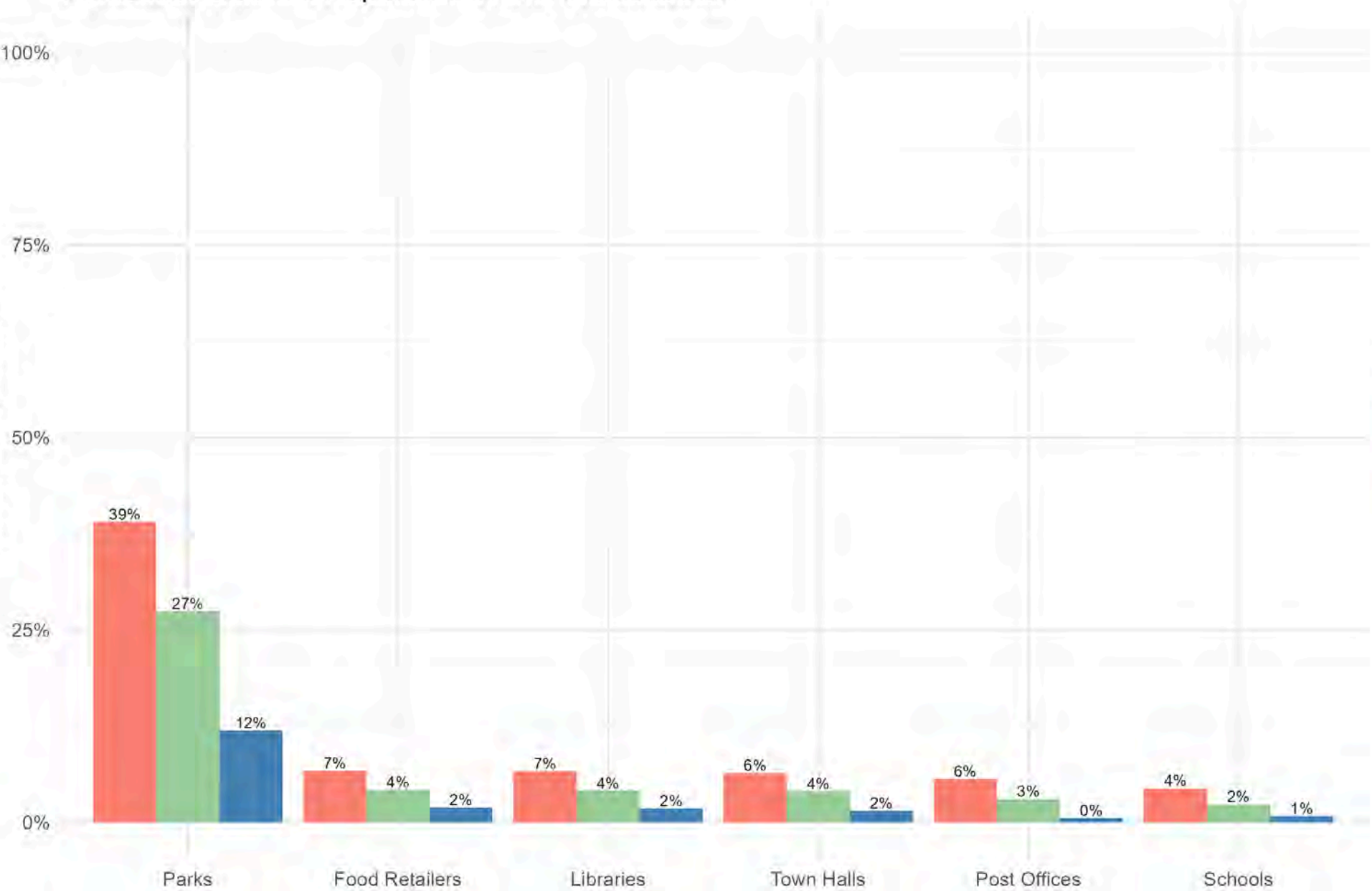
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Source: Data provided by MassDOT Open Data Portal, CMRPC and the Office of Geographic Information (MassGIS), Commonwealth of Massachusetts, Information Technology Division.



Percent of Oakham Population Within Walkshed of:

Percent of Population



Walk Time

- 15 minutes
- 10 minutes
- 5 minutes

Regional Pedestrian Priorities by Weighted Score in OAKHAM

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

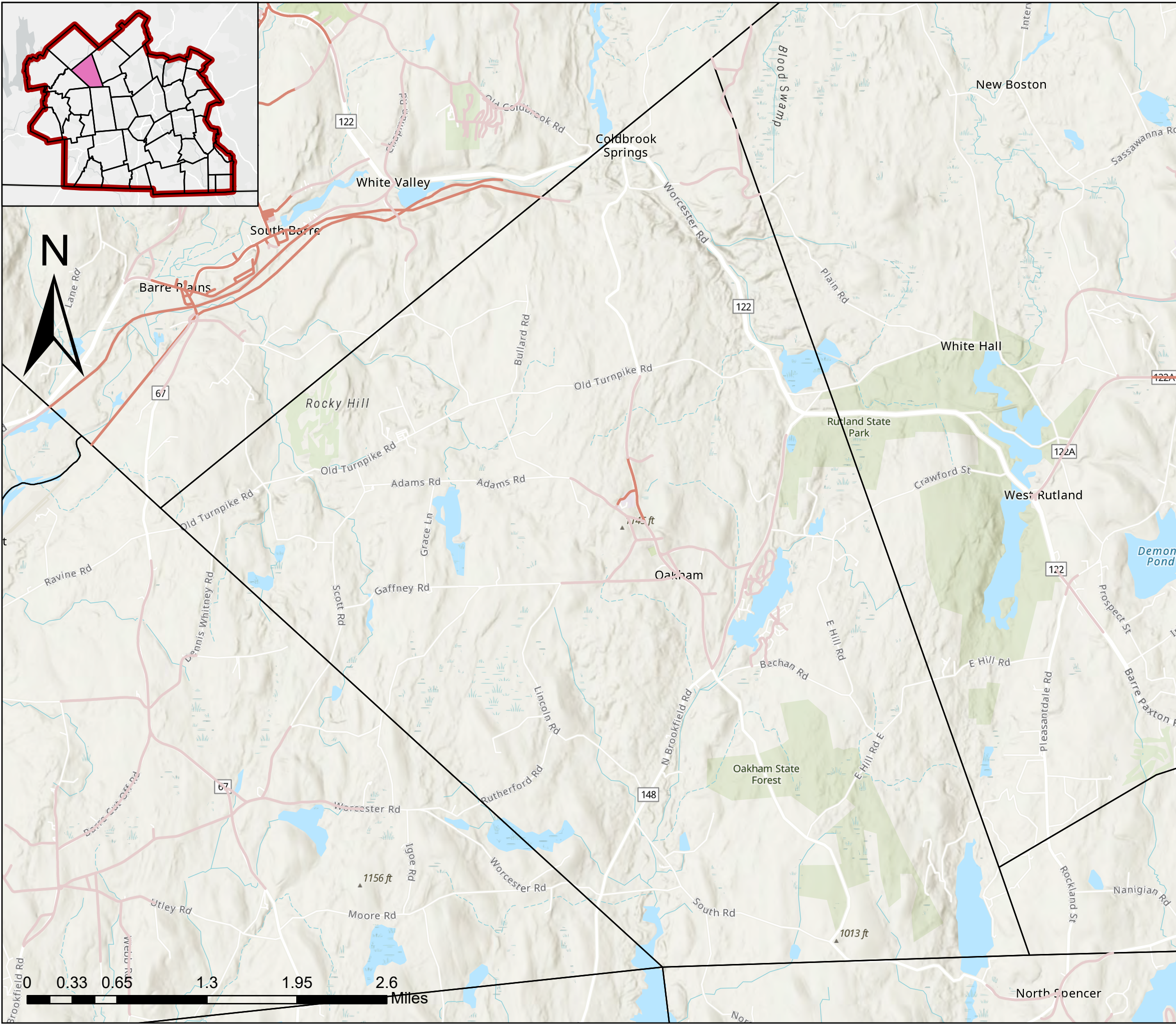
Massachusetts Towns

CMRPC Outline

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Top 10 Scoring Priority Segments in Oakham

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
6220	OAKHAM	COLDBROOK ROAD	0.9	20.0
6221	OAKHAM	DEACON ALLEN DRIVE	0.9	20.0
6217	OAKHAM	BARRE ROAD	0.6	13.3
6219	OAKHAM	COLDBROOK ROAD	0.6	13.3
6222	OAKHAM	HAPGOOD ROAD	0.6	13.3
6223	OAKHAM	MAPLE STREET	0.6	13.3
6225	OAKHAM	NEW BRAINTREE ROAD	0.6	13.3
6228	OAKHAM	RUTLAND ROAD	0.6	13.3
6230	OAKHAM	TOMLINSON ROAD	0.6	13.3
6231	OAKHAM	TOWN GARAGE DRIVE	0.6	13.3

2026 CMMPO Regional Pedestrian Plan Technical Appendix

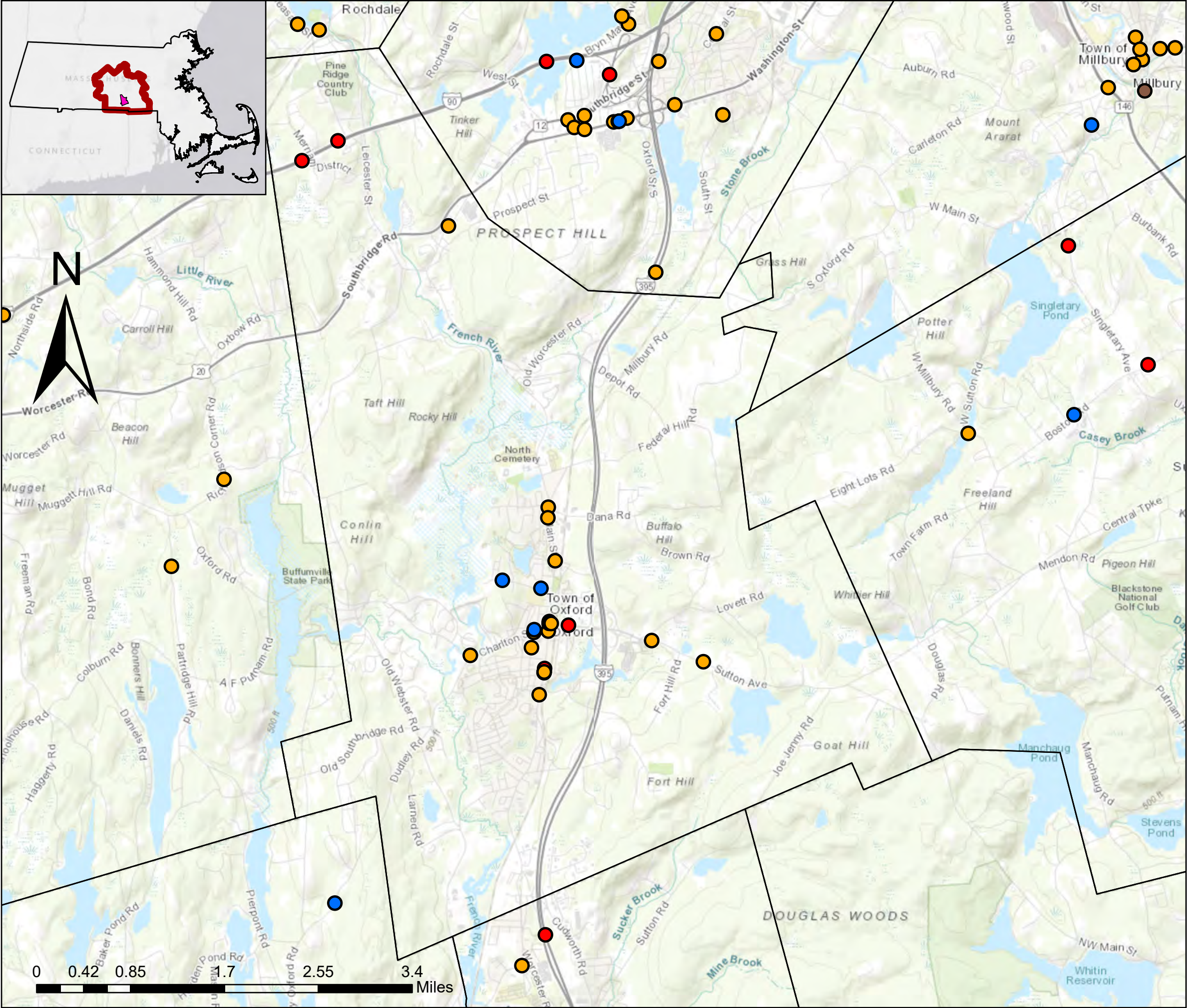
Appendix A: Town Maps, Tables, and Priorities

Municipality: Oxford

Subregion: Southwest

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
2. Walkshed Analysis - Destination Proximity Scores
3. Population Access Analysis
4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score



Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in OXFORD

Legend

Pedestrian Crash Severity

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

Massachusetts Towns

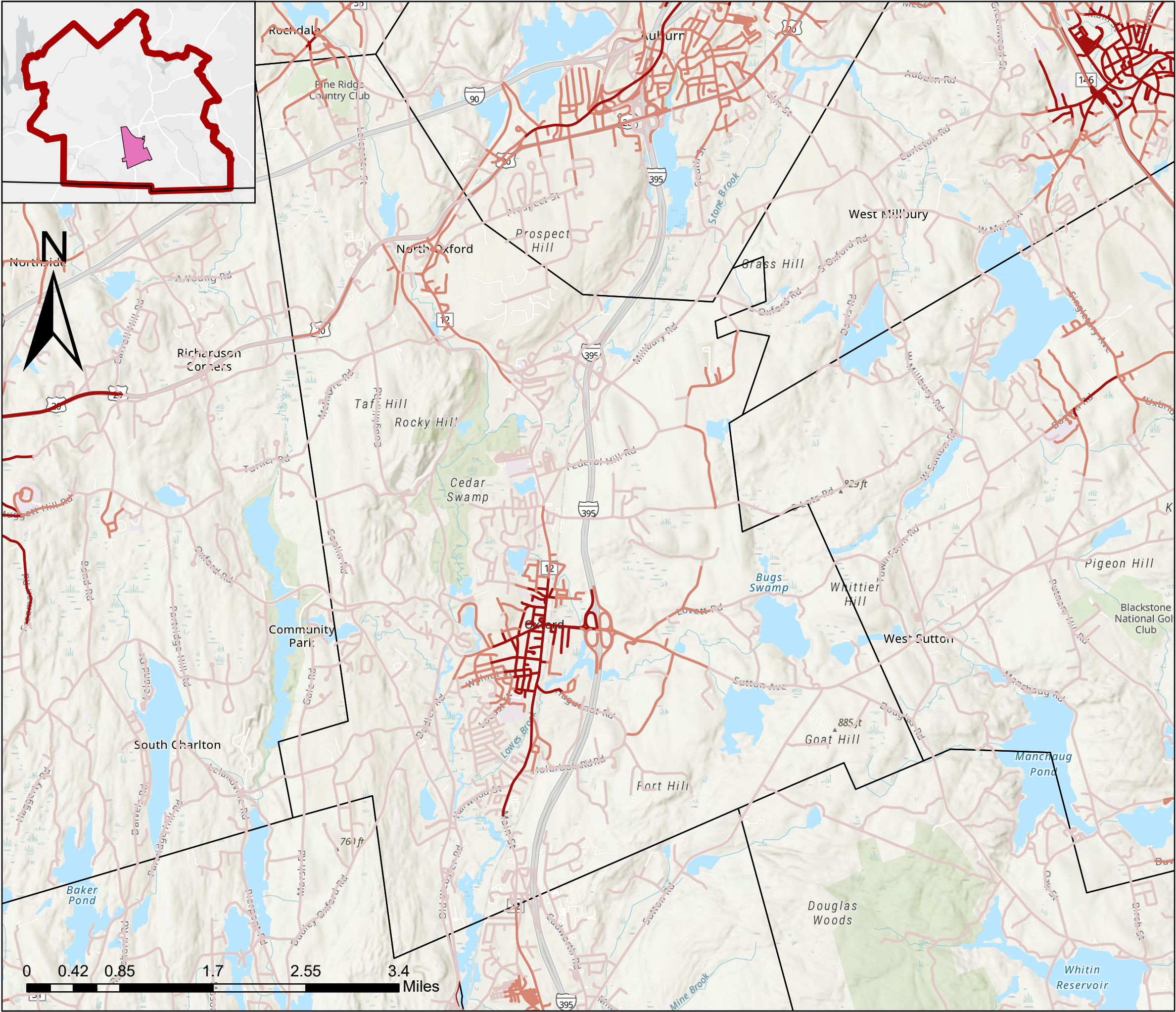
CMRPC Outline

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Pedestrian Destination Proximity Scoring in OXFORD

Legend

Destination Proximity Score

Low

Medium

High

Massachusetts Towns

CMRPC Region Outline

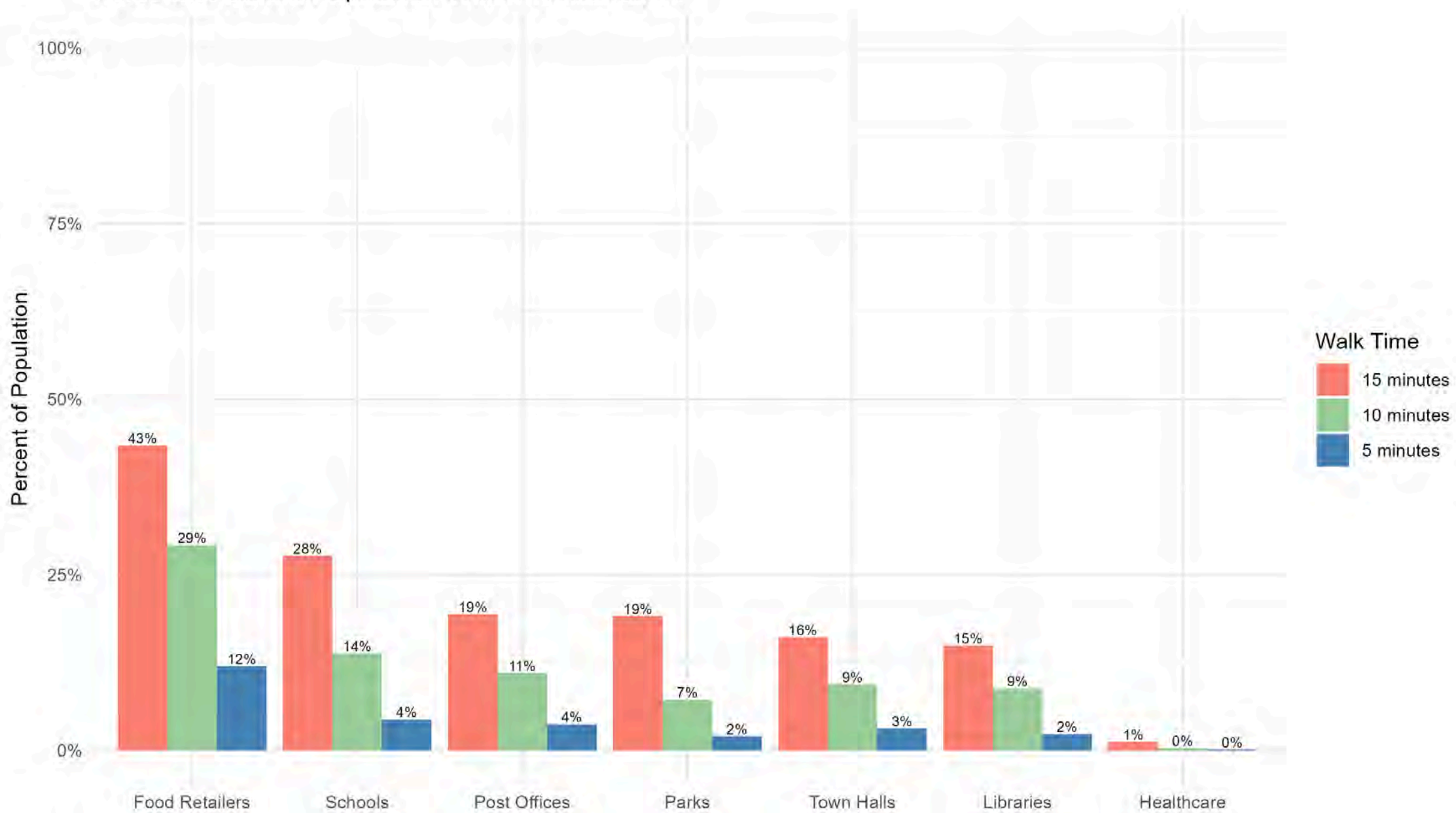
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Percent of Oxford Population Within Walkshed of:



Regional Pedestrian Priorities by Weighted Score in OXFORD

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

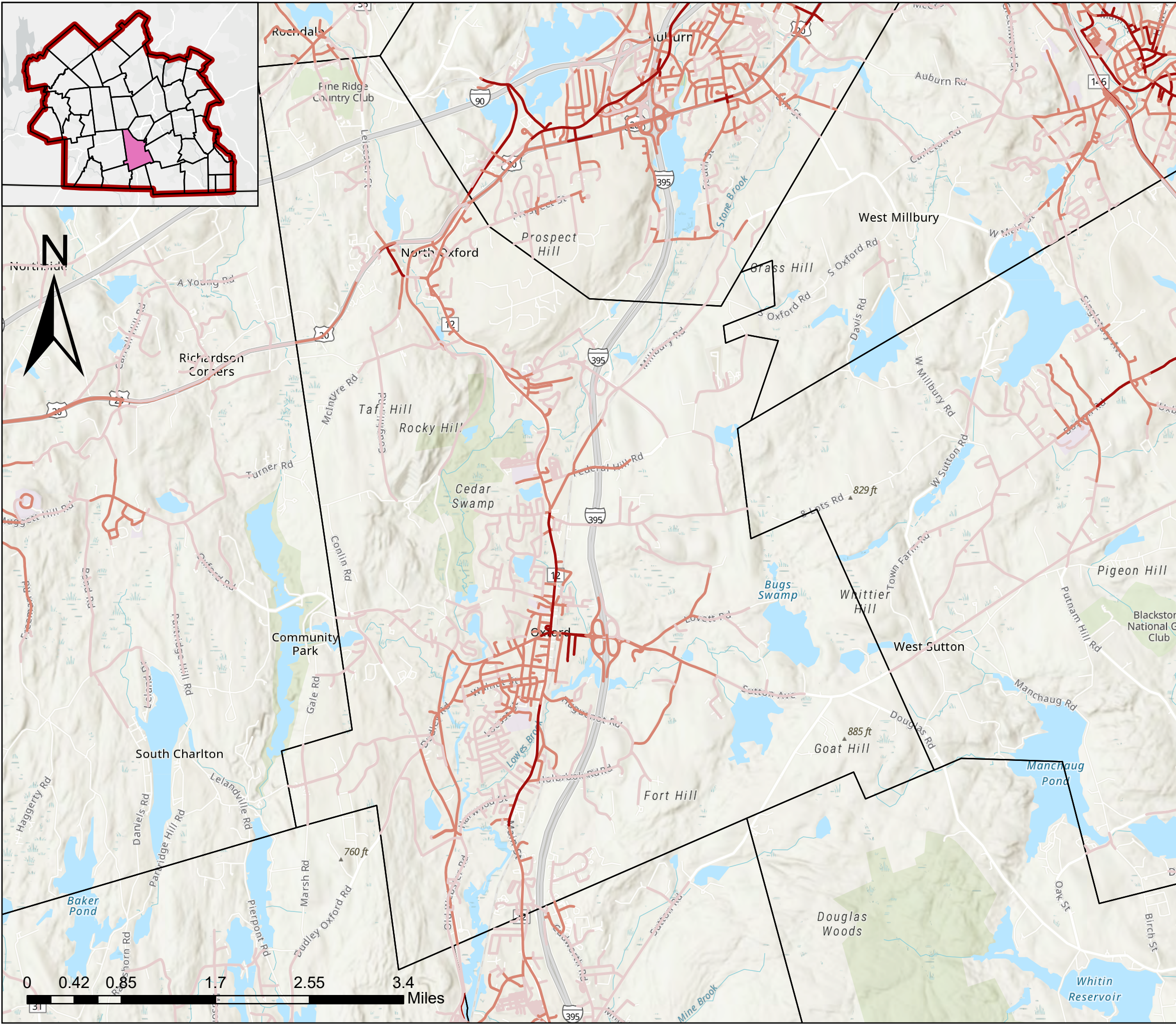
Massachusetts Towns

CMRPC Outline

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Top 10 Scoring Priority Segments in Oxford

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
6487	OXFORD	MAIN STREET	2.7	60.0
6652	OXFORD	SUTTON AVENUE	2.4	53.3
6303	OXFORD	CHARLTON STREET	2.3	51.1
6630	OXFORD	SOUTHBRIDGE ROAD	2.2	48.9
6651	OXFORD	SUTTON AVENUE	2.2	48.9
6451	OXFORD	LEICESTER STREET	2.1	46.7
6486	OXFORD	MAIN STREET	2.1	46.7
6669	OXFORD	WALCOTT STREET	2.1	46.7
6302	OXFORD	CHARLTON STREET	2.0	44.4
6454	OXFORD	LIND STREET	2.0	44.4

2026 CMMPO Regional Pedestrian Plan Technical Appendix

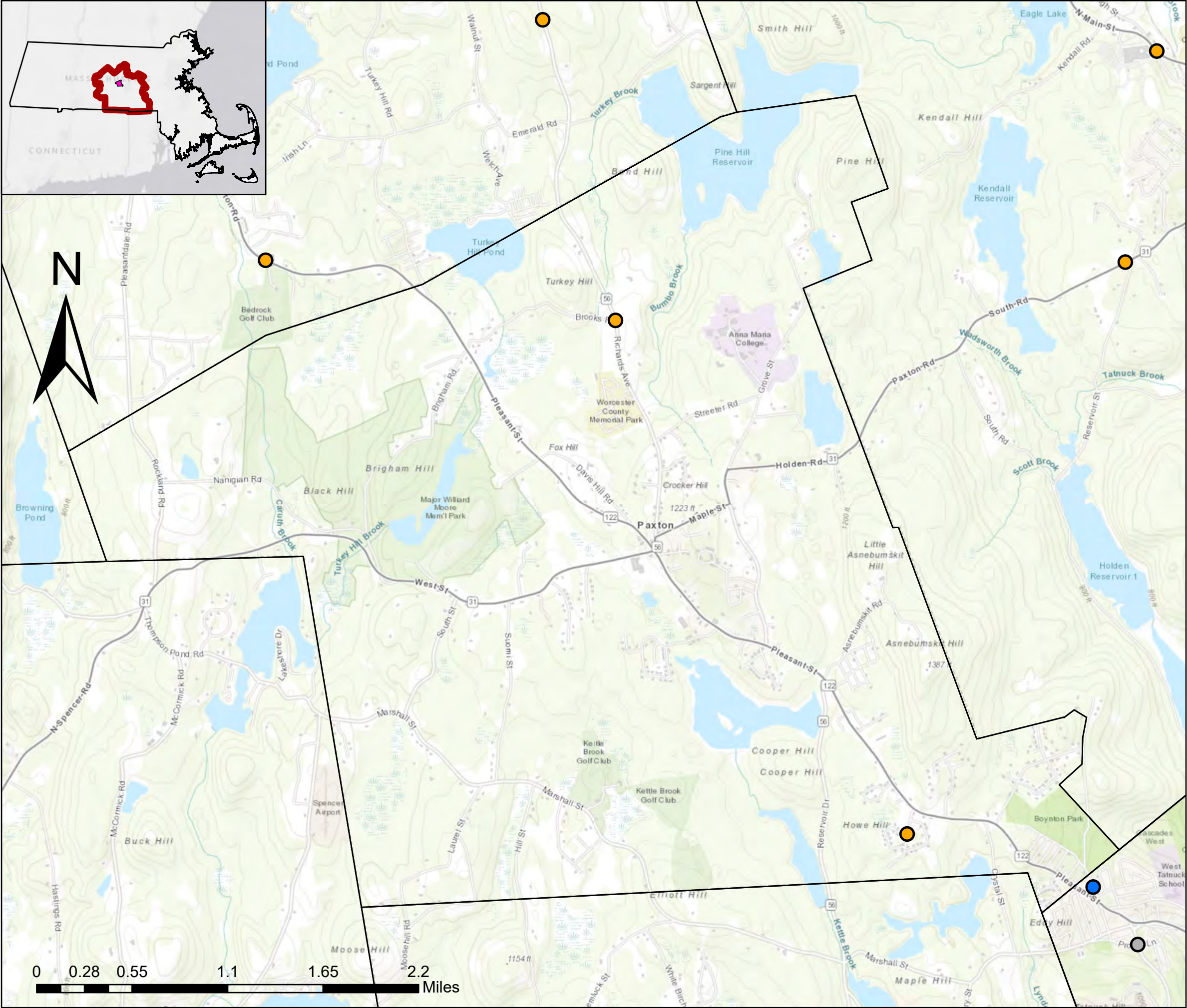
Appendix A: Town Maps, Tables, and Priorities

Municipality: Paxton

Subregion: North

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
2. Walkshed Analysis - Destination Proximity Scores
3. Population Access Analysis
4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score



Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in PAXTON

Legend

Pedestrian Crash Severity

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

Massachusetts Towns

CMRPC Outline

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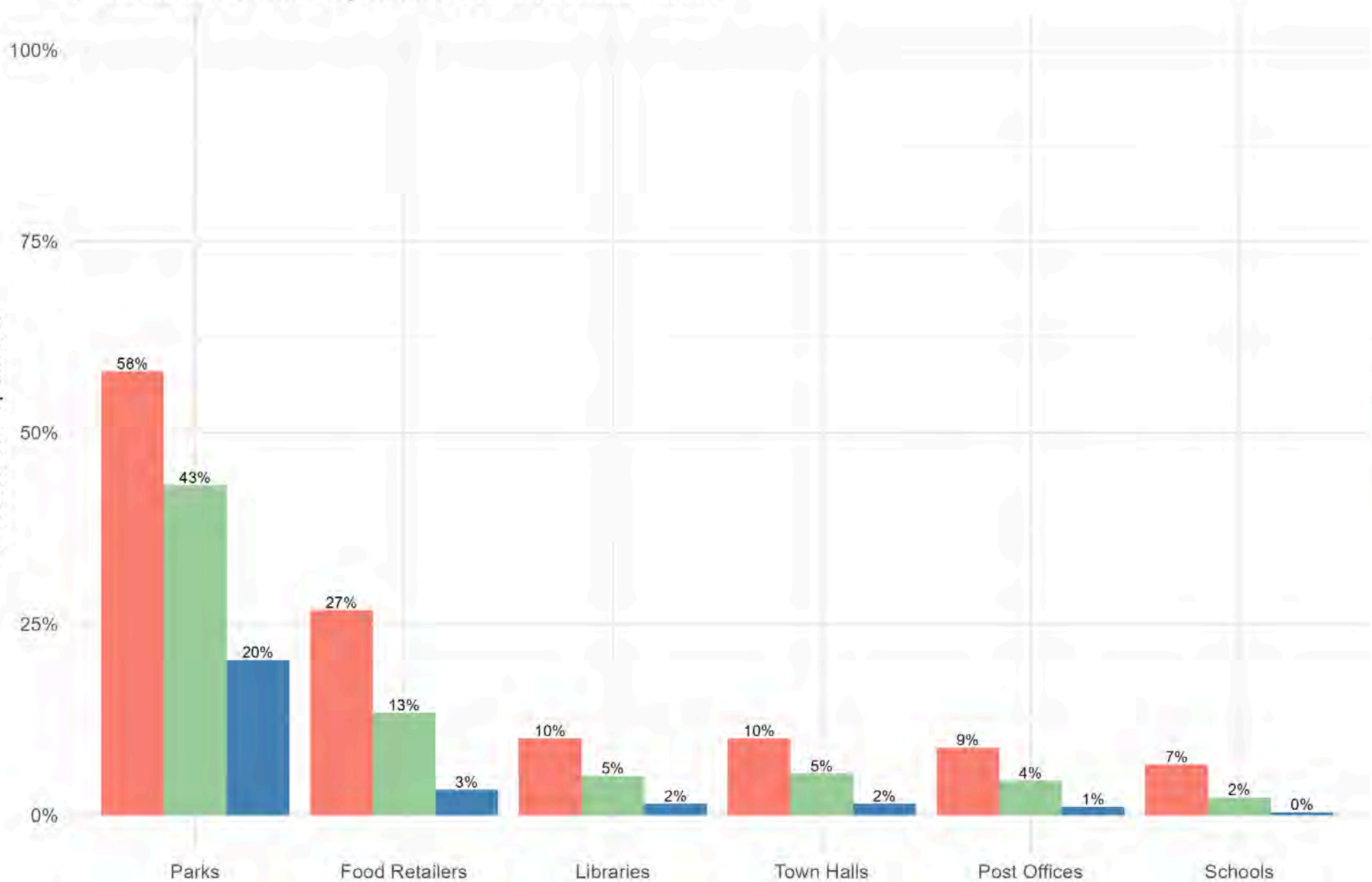
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Source: Data provided by MassDOT Open Data Portal, CMRPC and the Office of Geographic Information (MassGIS), Commonwealth of Massachusetts, Information Technology Division.



Percent of Paxton Population Within Walkshed of:

Percent of Population



Walk Time

- 15 minutes
- 10 minutes
- 5 minutes

Regional Pedestrian Priorities by Weighted Score in PAXTON

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

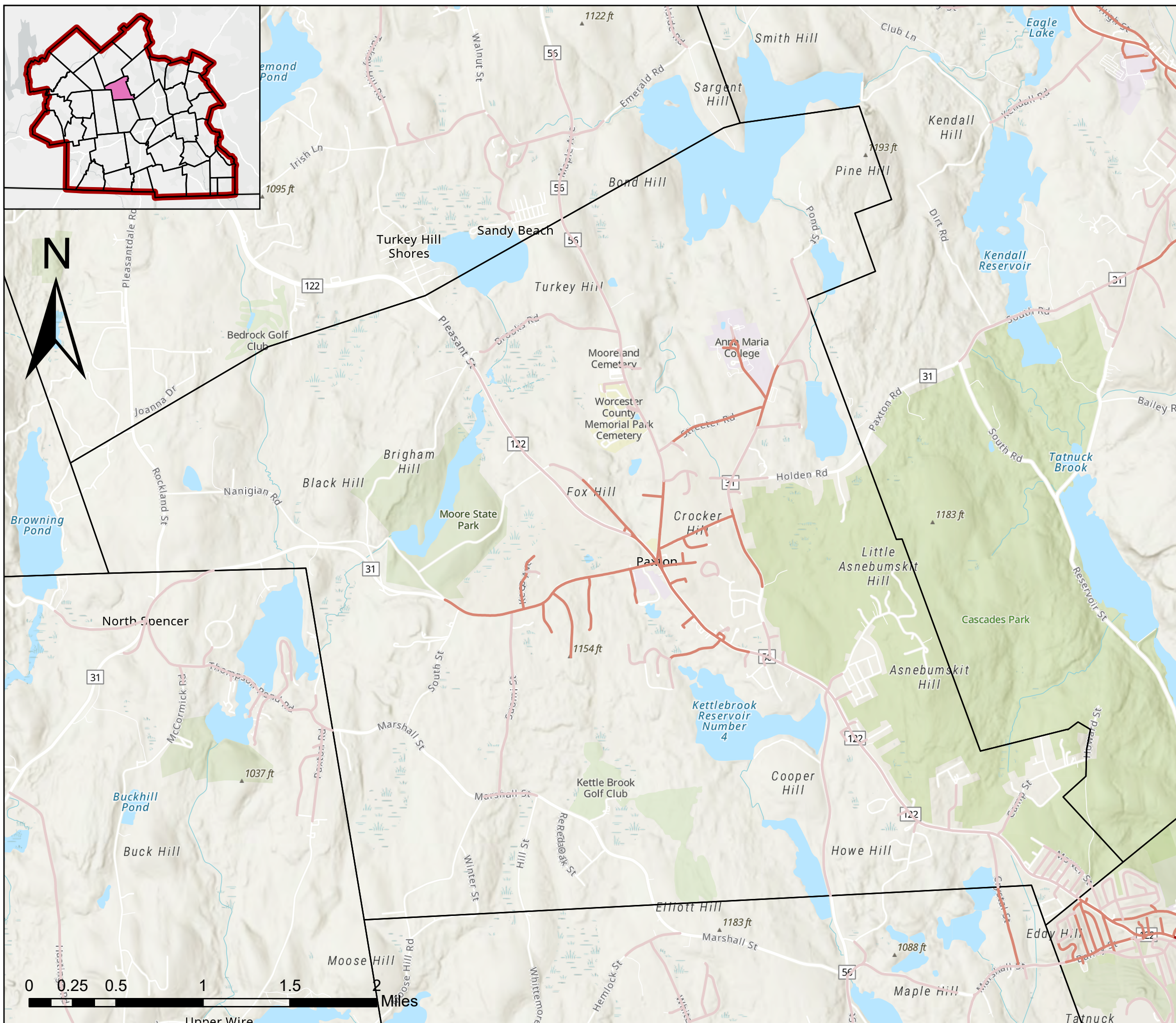
Massachusetts Towns

CMRPC Outline

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Top 10 Scoring Priority Segments in Paxton

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
6724	PAXTON	CHURCH STREET	1.6	35.6
6767	PAXTON	PLEASANT STREET	1.6	35.6
6786	PAXTON	WEST STREET	1.6	35.6
6732	PAXTON	DAVIS HILL ROAD	1.3	28.9
6752	PAXTON	LAWRENCE STREET	1.3	28.9
6755	PAXTON	MAPLE STREET	1.3	28.9
6766	PAXTON	PLEASANT STREET	1.3	28.9
6771	PAXTON	RICHARDS AVENUE	1.3	28.9
6773	PAXTON	SHANANDOAH DRIVE	1.3	28.9
6788	PAXTON	WILDEWOOD DRIVE	1.3	28.9

2026 CMMPO Regional Pedestrian Plan Technical Appendix

Appendix A: Town Maps, Tables, and Priorities

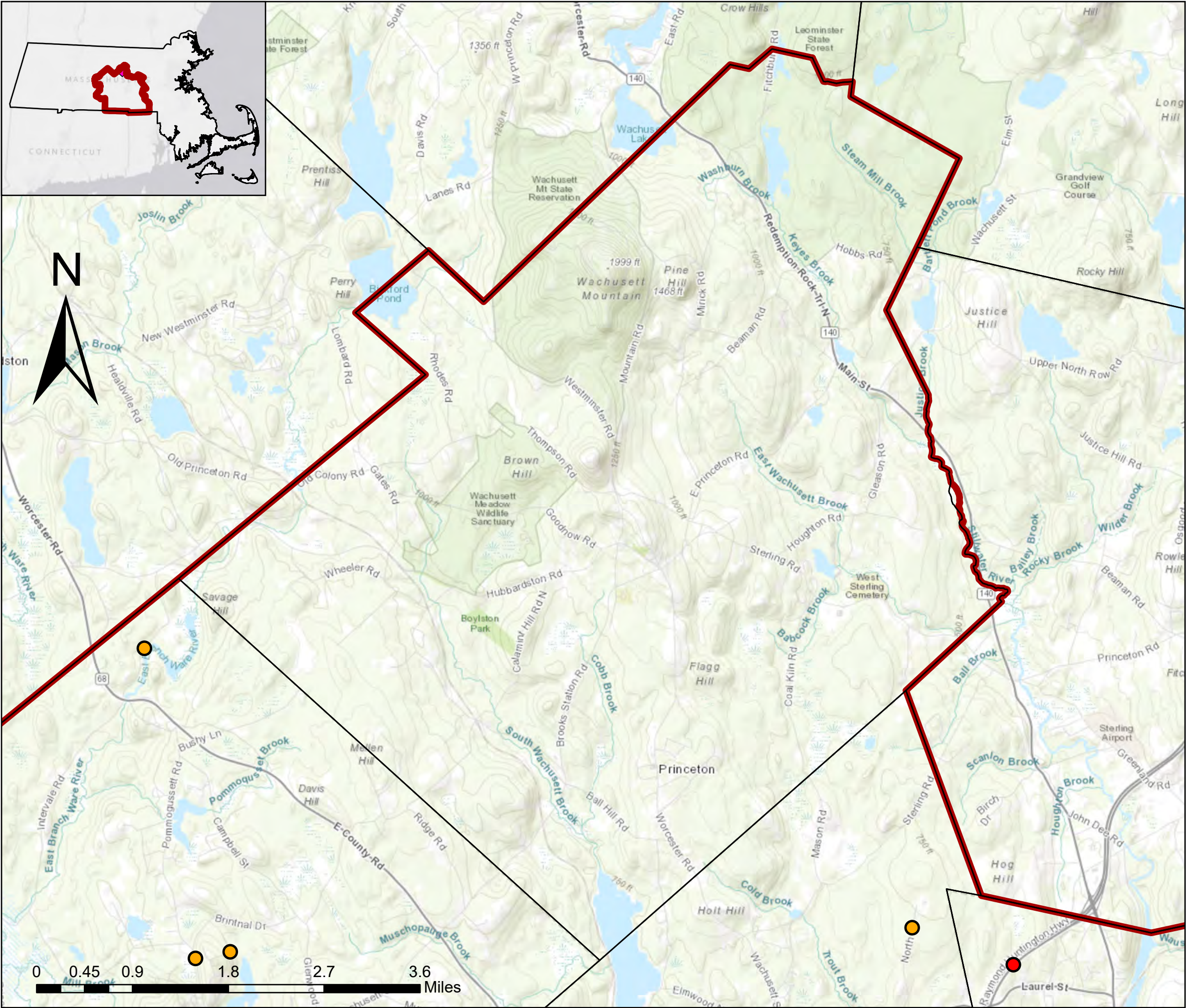
Municipality: Princeton

Subregion: North

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
2. Walkshed Analysis - Destination Proximity Scores
3. Population Access Analysis
4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score

Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in PRINCETON



Legend

- Pedestrian Crash Severity
- Fatal injury
 - Non-fatal injury
 - Not Reported
 - Property damage only (none injured)
 - Unknown
- Massachusetts Towns
- CMRPC Outline

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Pedestrian Destination Proximity Scoring in PRINCETON

Legend

Destination Proximity Score

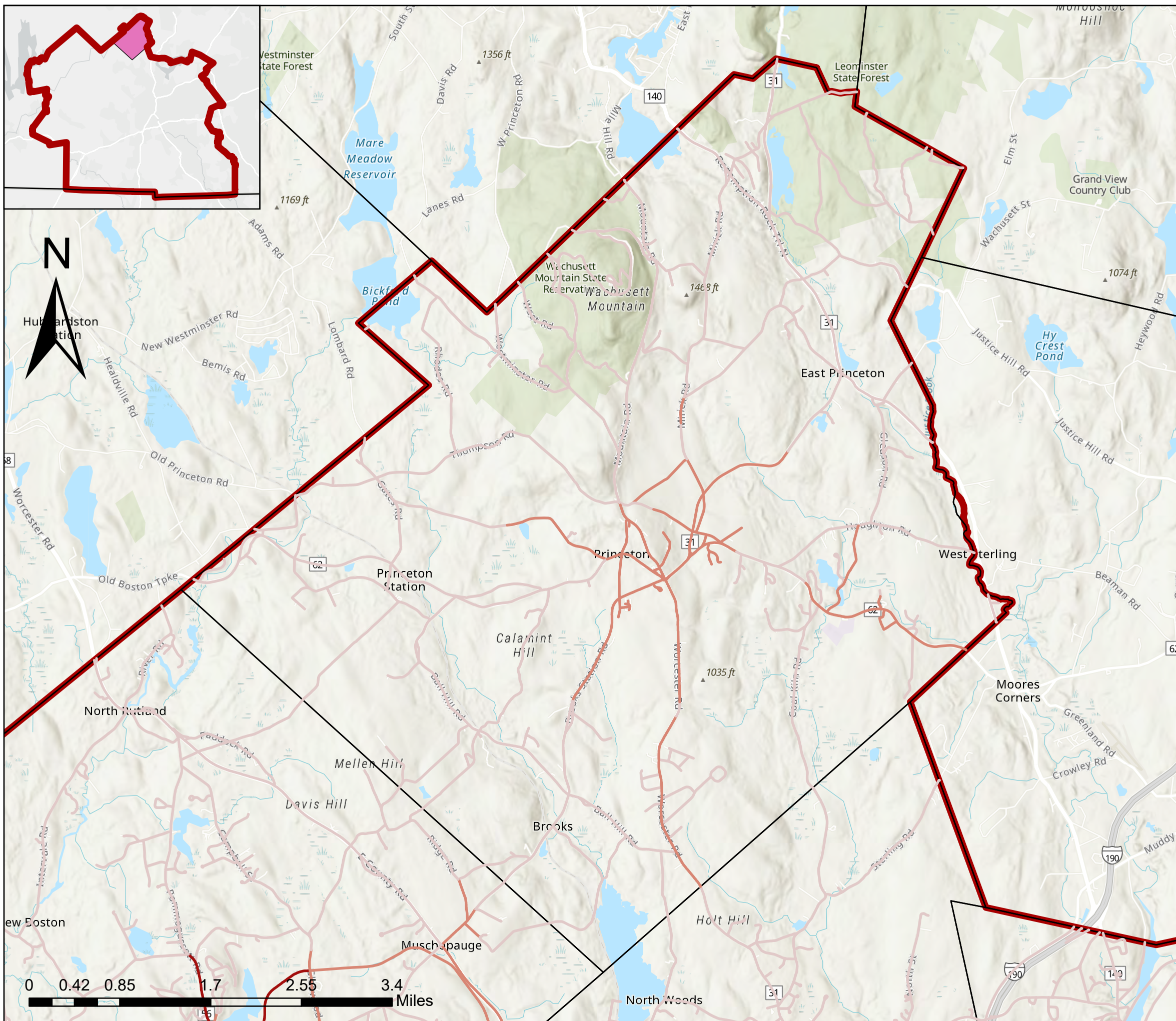
- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

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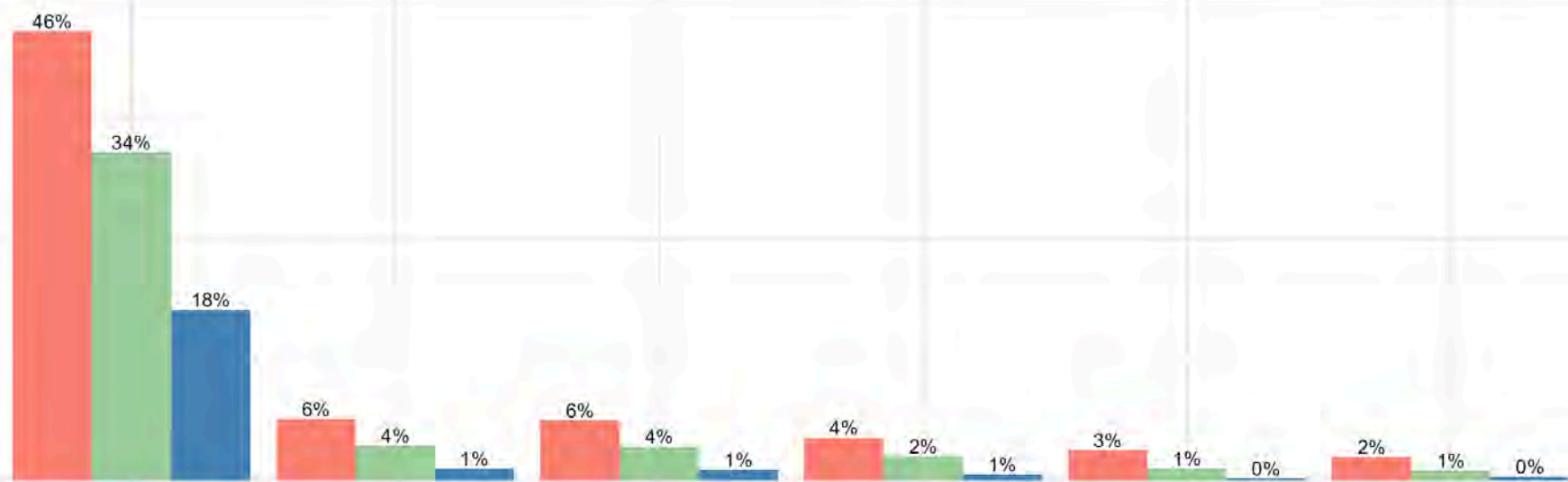
Percent of Princeton Population Within Walkshed of:

Percent of Population

100%
75%
50%
25%
0%

Walk Time

15 minutes
10 minutes
5 minutes



Parks

Town Halls

Libraries

Post Offices

Schools

Food Retailers

Regional Pedestrian Priorities by Weighted Score in PRINCETON

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

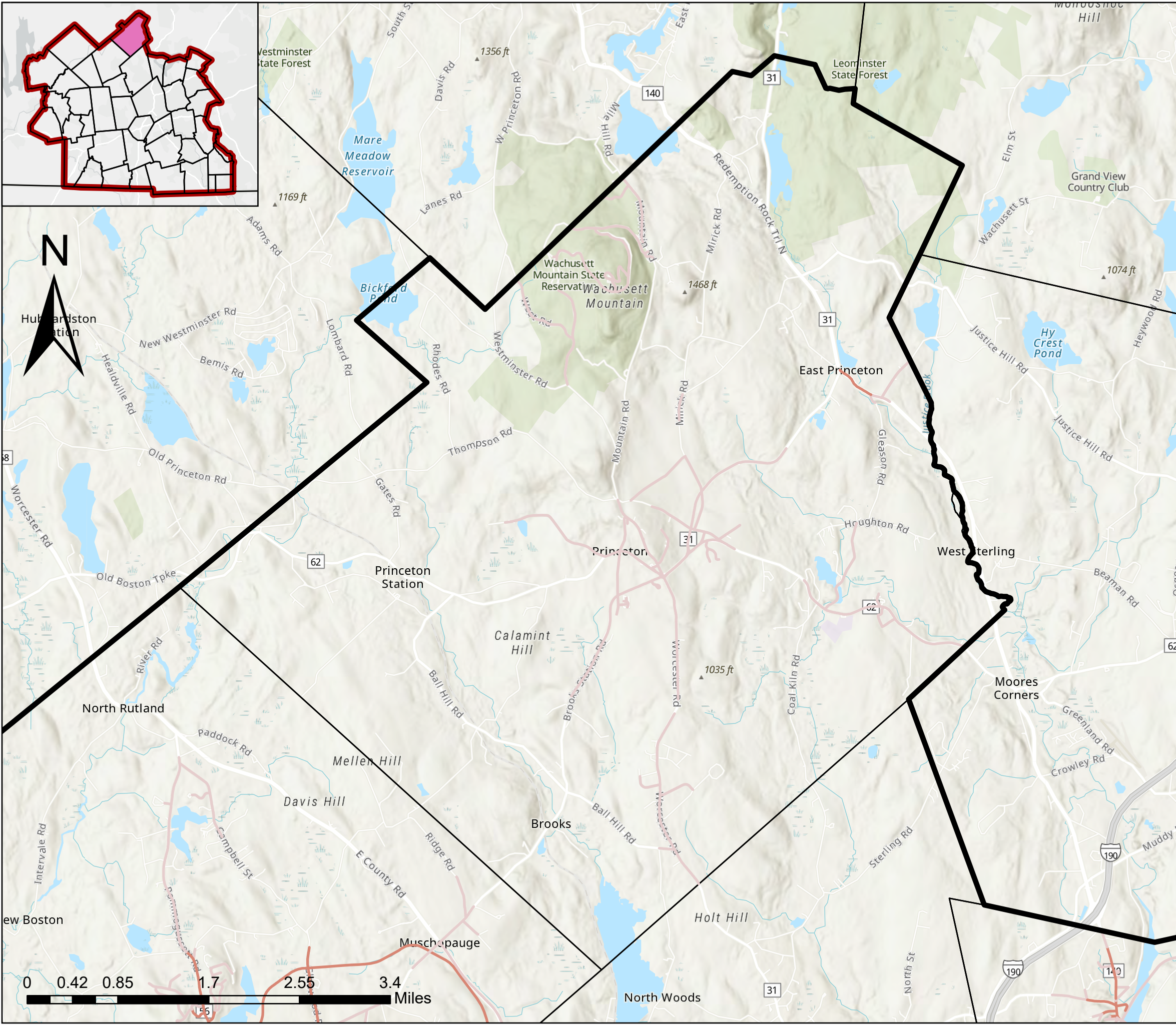
Massachusetts Towns

CMRPC Outline

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Top 10 Scoring Priority Segments in Princeton

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
6811	PRINCETON	MAIN STREET	0.9	20.0
6797	PRINCETON	BULLARD ROAD	0.6	13.3
6804	PRINCETON	GLEASON ROAD	0.6	13.3
6809	PRINCETON	LEOMINSTER ROAD	0.6	13.3
6810	PRINCETON	MAIN STREET	0.6	13.3
6822	PRINCETON	STERLING ROAD	0.6	13.3
6827	PRINCETON	WORCESTER ROAD	0.6	13.3
6791	PRINCETON	ALLEN HILL ROAD	0.3	6.7
6793	PRINCETON	BALL HILL ROAD	0.3	6.7
6794	PRINCETON	BOYLSTON AVENUE	0.3	6.7

2026 CMMPO Regional Pedestrian Plan Technical Appendix

Appendix A: Town Maps, Tables, and Priorities

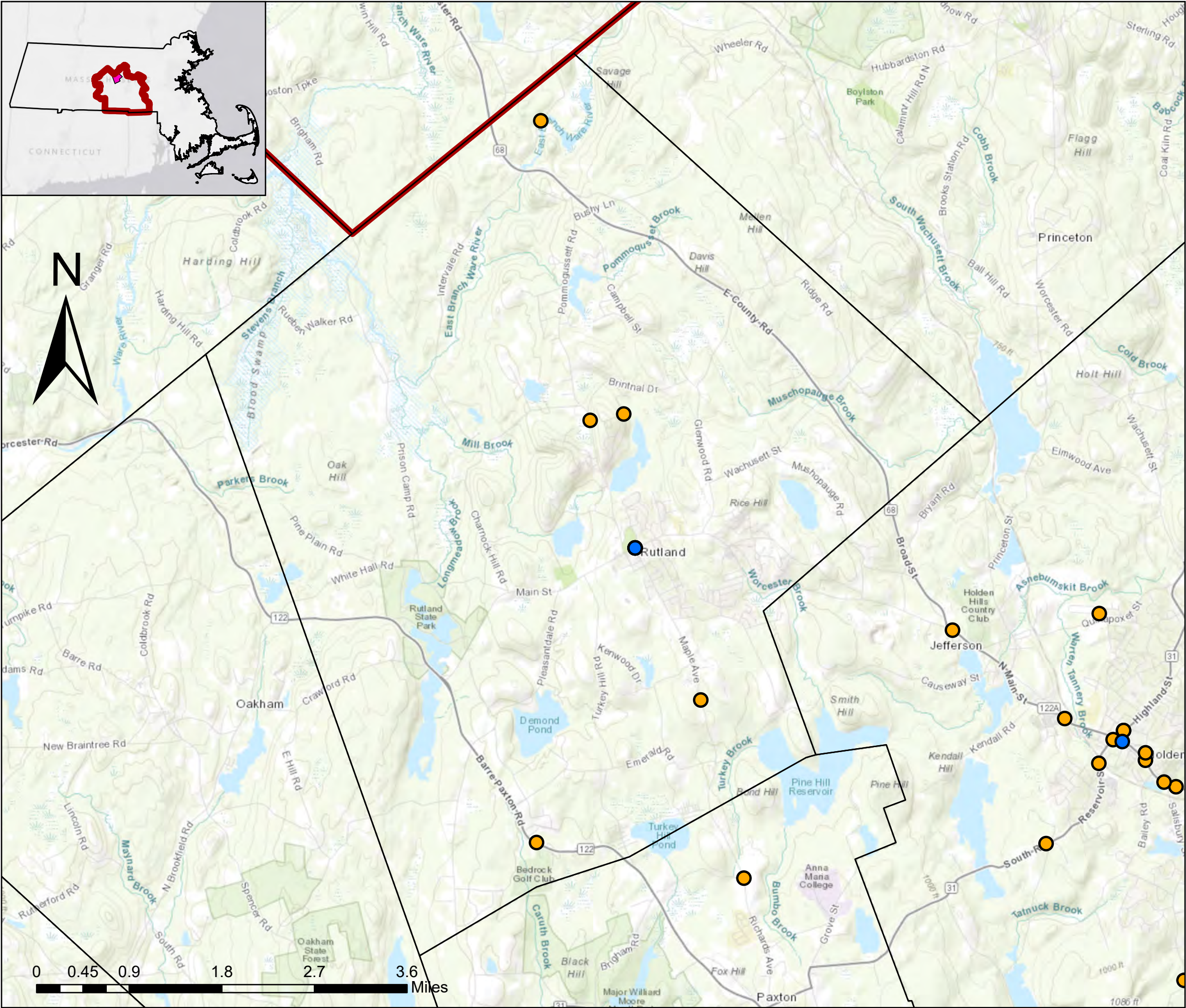
Municipality: Rutland

Subregion: North

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
2. Walkshed Analysis - Destination Proximity Scores
3. Population Access Analysis
4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score

Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in RUTLAND



Legend

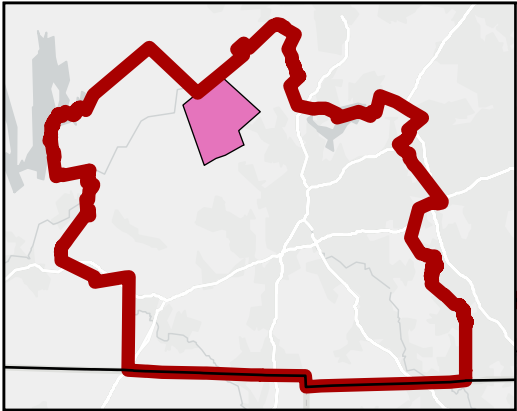
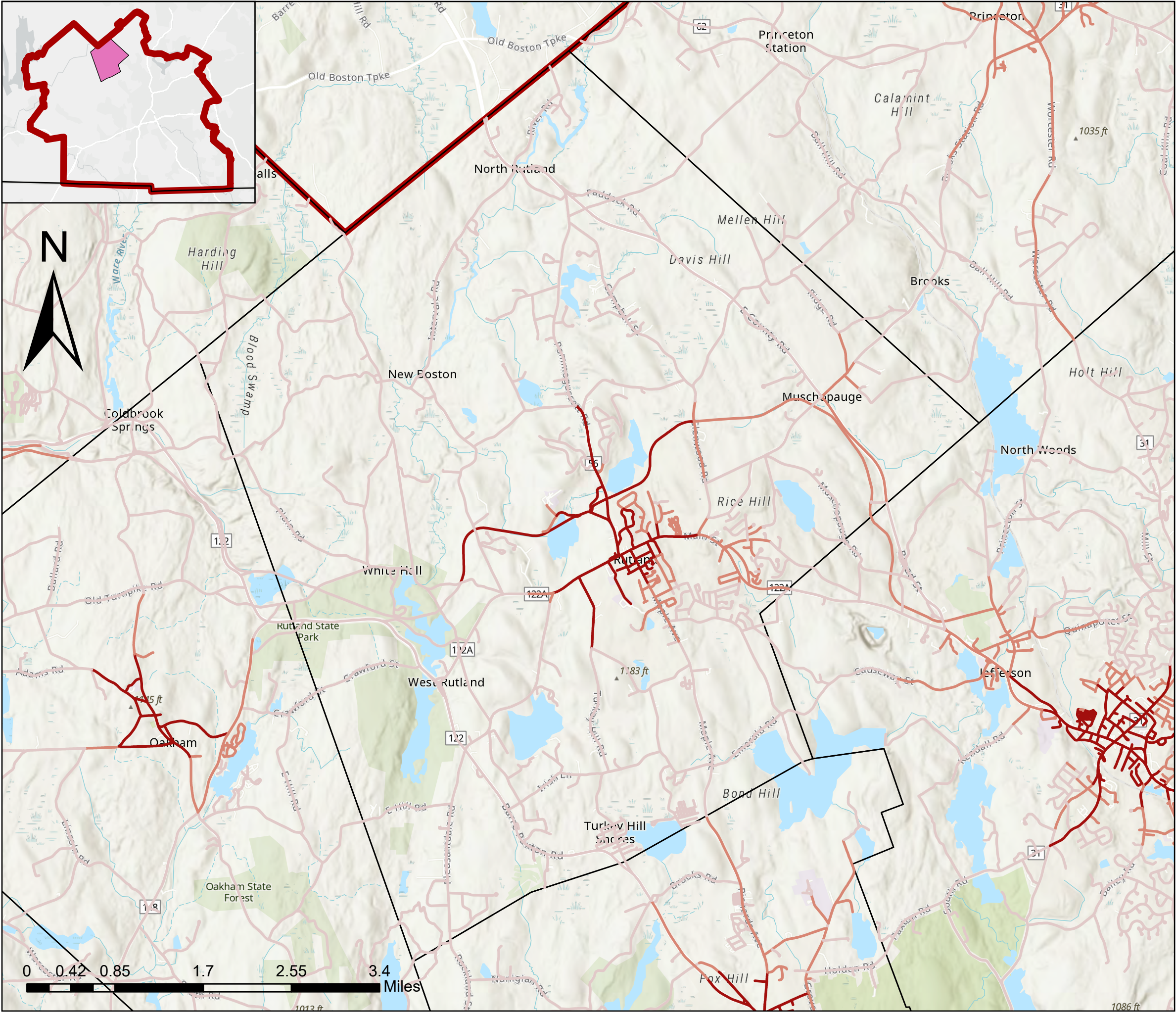
- Pedestrian Crash Severity
- Fatal injury
 - Non-fatal injury
 - Not Reported
 - Property damage only (none injured)
 - Unknown
- Massachusetts Towns
- CMRPC Outline

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Pedestrian Destination Proximity Scoring in RUTLAND

Legend

Destination Proximity Score

- Low
- Medium
- High

Massachusetts Towns

CMRPC Region Outline

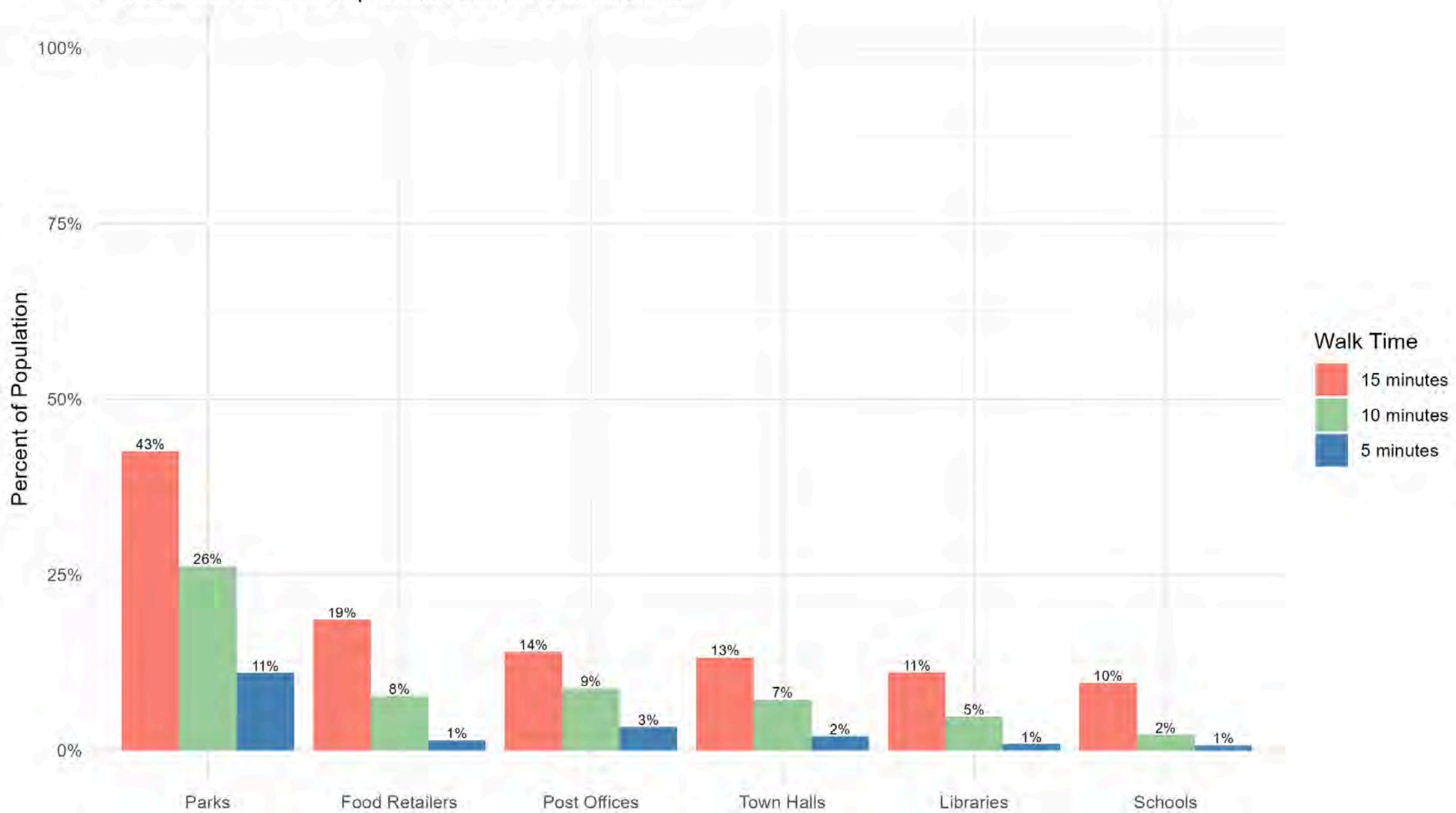
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Percent of Rutland Population Within Walkshed of:



Regional Pedestrian Priorities by Weighted Score in RUTLAND

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

Massachusetts Towns

CMRPC Outline

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Top 10 Scoring Priority Segments in Rutland

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
6960	RUTLAND	POMMOGUSSETT ROAD	1.7	37.8
6934	RUTLAND	MAPLE AVENUE	1.6	35.6
6940	RUTLAND	MEMORIAL DRIVE	1.6	35.6
6965	RUTLAND	PROUTY LANE	1.6	35.6
6981	RUTLAND	TEN ROD ROAD	1.6	35.6
7000	RUTLAND	WATSON LANE	1.6	35.6
6928	RUTLAND	MAIN STREET	1.4	31.1
6880	RUTLAND	EDSON AVENUE	1.3	28.9
6884	RUTLAND	FAIRVIEW AVENUE	1.3	28.9
6887	RUTLAND	FRONTAGE ROAD	1.3	28.9

2026 CMMPO Regional Pedestrian Plan Technical Appendix

Appendix A: Town Maps, Tables, and Priorities

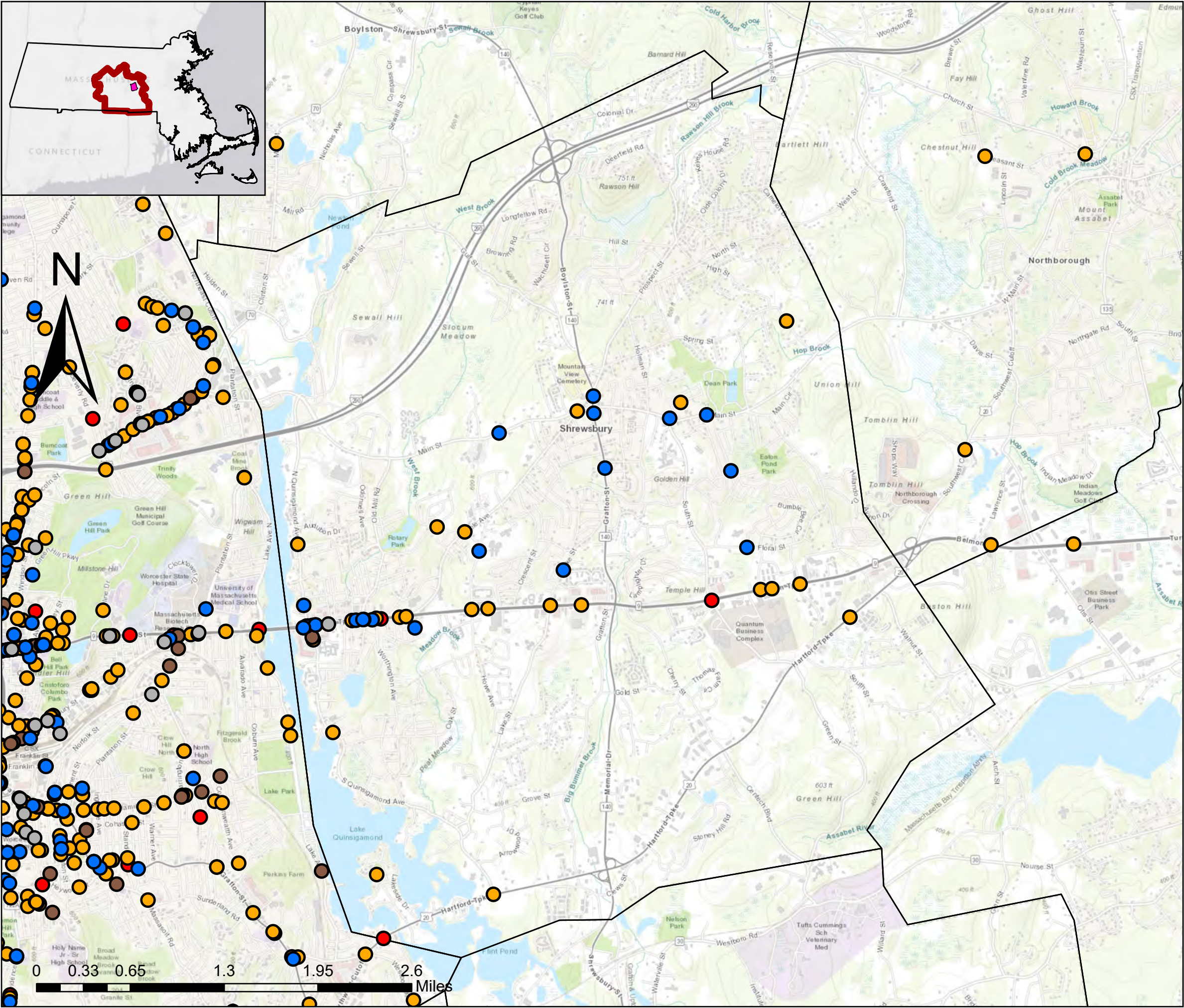
Municipality: Shrewsbury

Subregion: Northeast

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
2. Walkshed Analysis - Destination Proximity Scores
3. Population Access Analysis
4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score

Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in SHREWSBURY



Legend

- Pedestrian Crash Severity
- Fatal injury
 - Non-fatal injury
 - Not Reported
 - Property damage only (none injured)
 - Unknown
- Massachusetts Towns
- CMRPC Outline

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Pedestrian Destination Proximity Scoring in SHREWSBURY

Legend

Destination Proximity Score

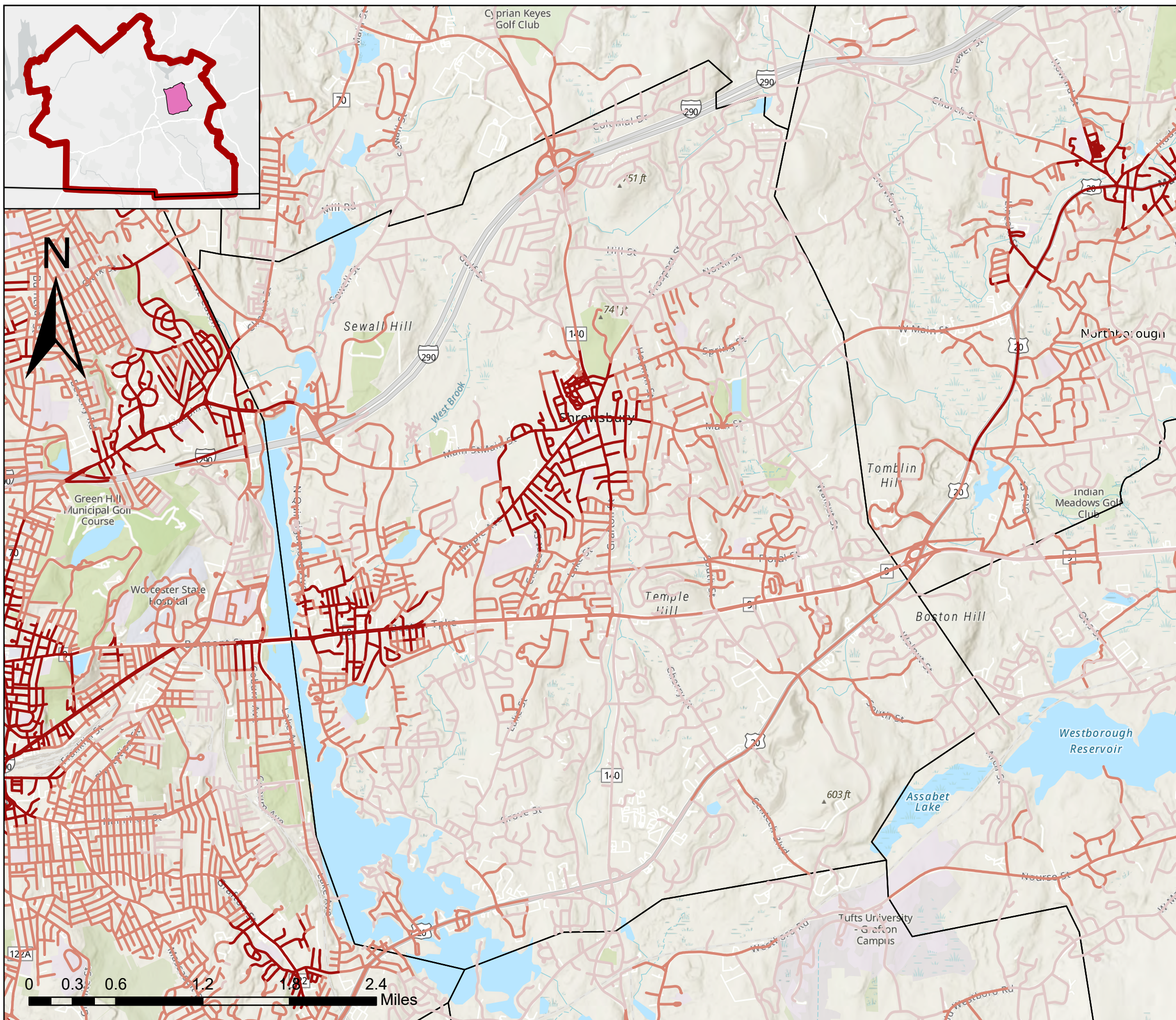
- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

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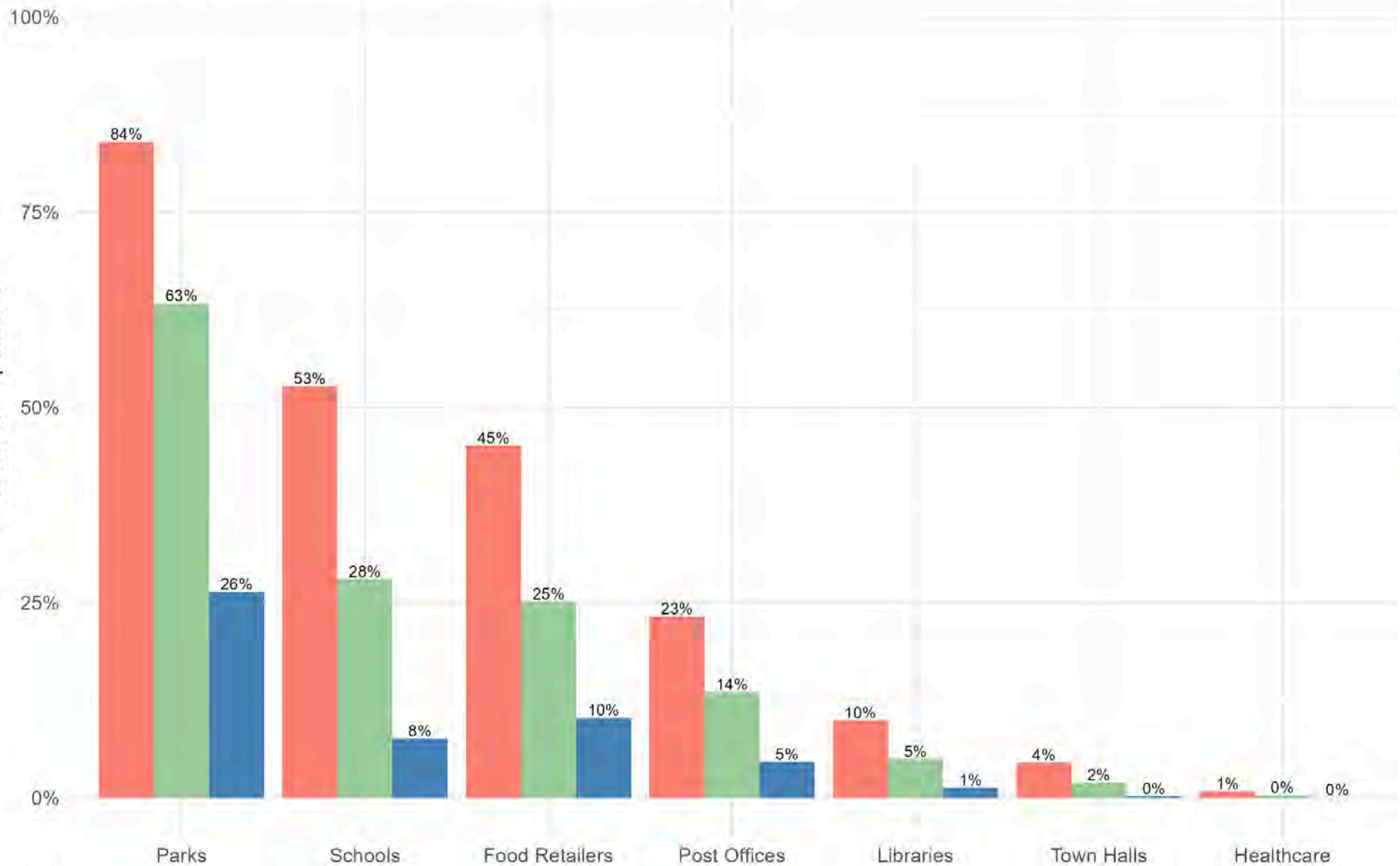
Source: Data provided by MassDOT Open Data Portal, CMRPC and the Office of Geographic Information (MassGIS), Commonwealth of Massachusetts, Information Technology Division.



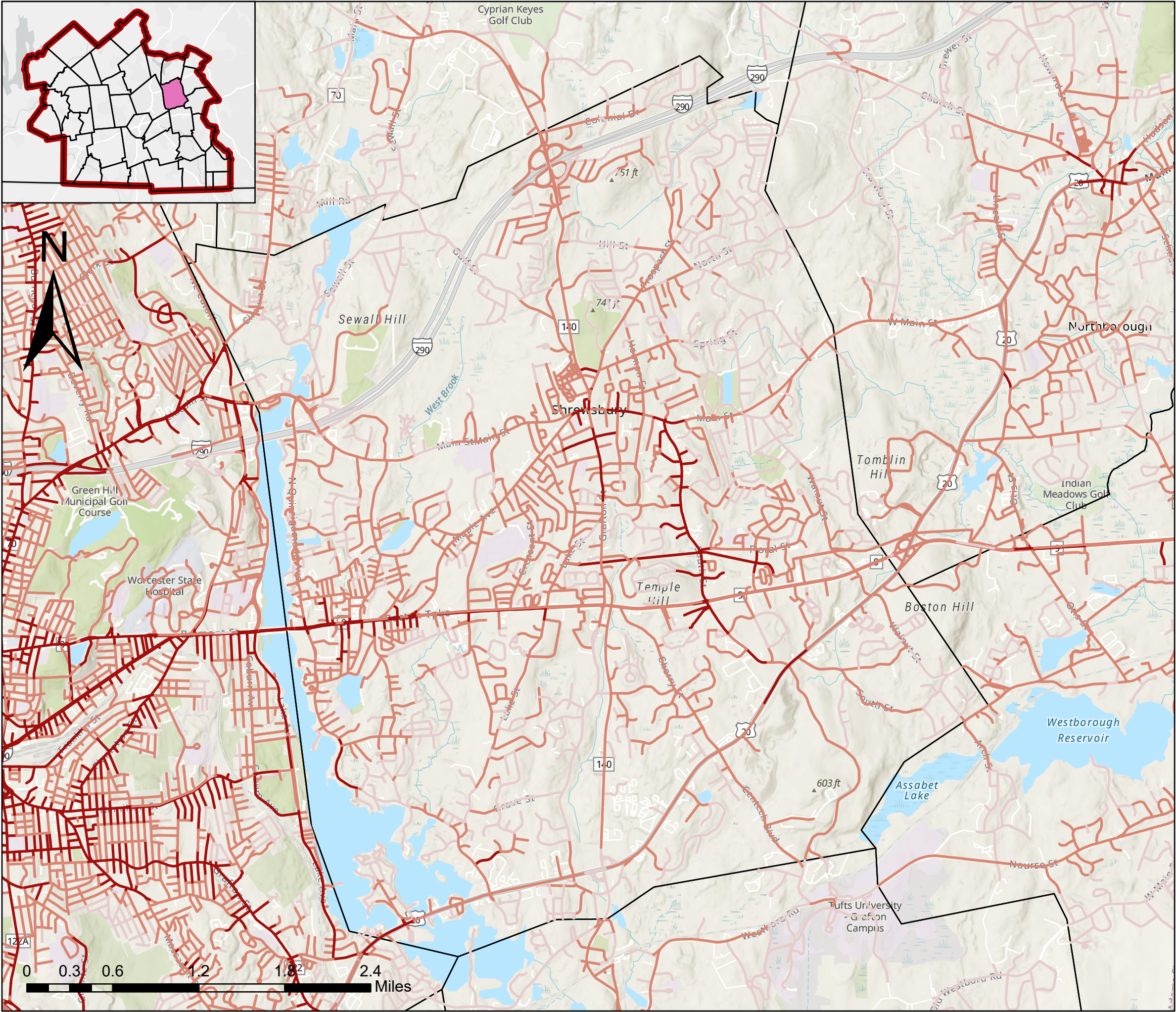
0 0.3 0.6 1.2 1.8 2.4 Miles

Percent of Shrewsbury Population Within Walkshed of:

Percent of Population



Regional Pedestrian Priorities by Weighted Score in SHREWSBURY



Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority
- Massachusetts Towns
- CMRPC Outline

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Top 10 Scoring Priority Segments in Shrewsbury

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
7163	SHREWSBURY	BOSTON TURNPIKE	3.3	73.3
7755	SHREWSBURY	MAIN STREET	3.3	73.3
8156	SHREWSBURY	SOUTH STREET	3.3	73.3
7186	SHREWSBURY	BRENTWOOD DRIVE	3.1	68.9
7646	SHREWSBURY	JULIO DRIVE	3.1	68.9
8155	SHREWSBURY	SOUTH STREET	3.1	68.9
7645	SHREWSBURY	JULIO DRIVE	3.0	66.7
8154	SHREWSBURY	SOUTH STREET	3.0	66.7
7225	SHREWSBURY	CARLTON STREET	2.9	64.4
7519	SHREWSBURY	HARRINGTON AVENUE	2.9	64.4

2026 CMMPO Regional Pedestrian Plan Technical Appendix

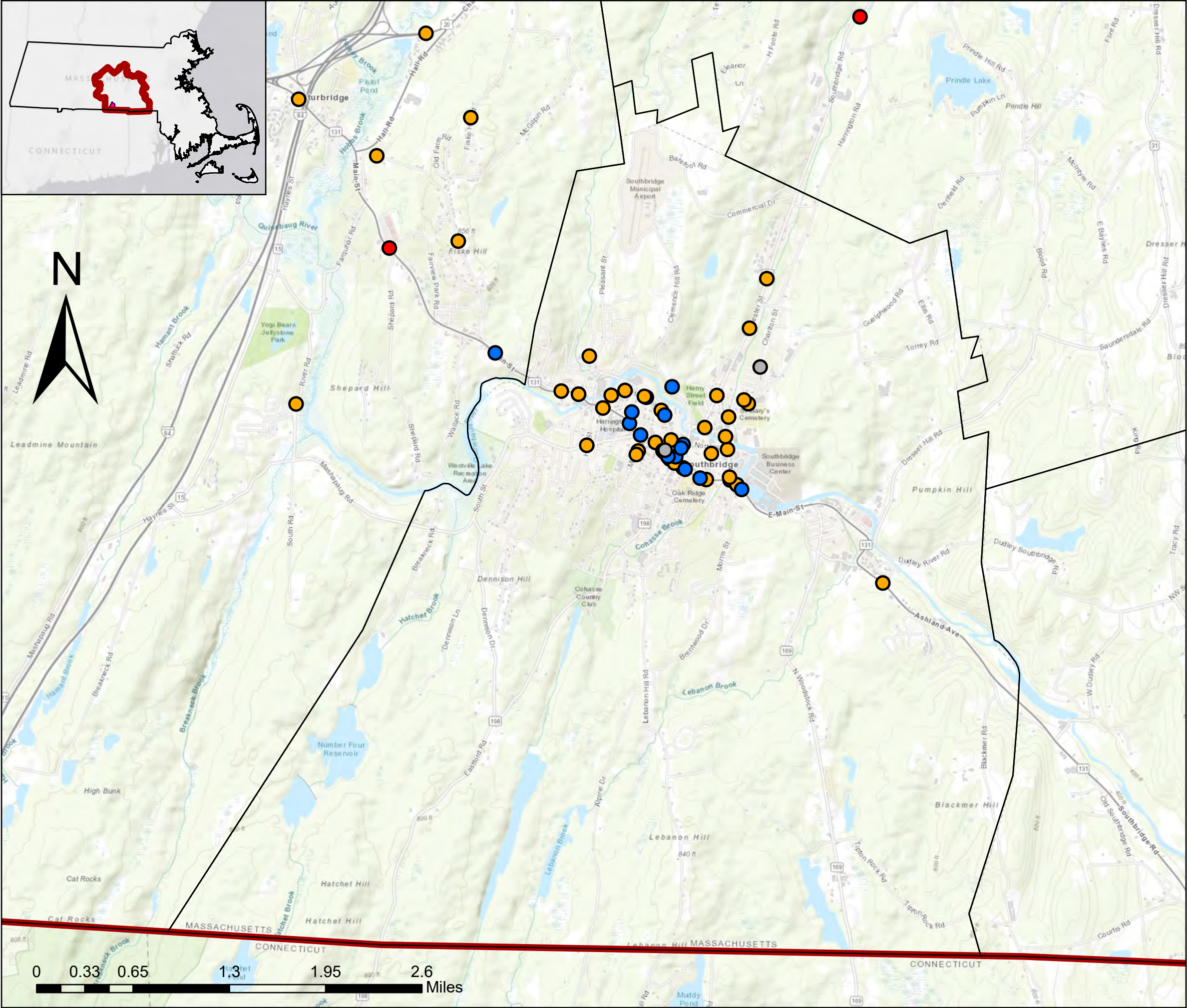
Appendix A: Town Maps, Tables, and Priorities

Municipality: Southbridge

Subregion: Southwest

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
2. Walkshed Analysis - Destination Proximity Scores
3. Population Access Analysis
4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score



Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in SOUTHBRIDGE

Legend

Pedestrian Crash Severity

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

Massachusetts Towns

CMRPC Outline

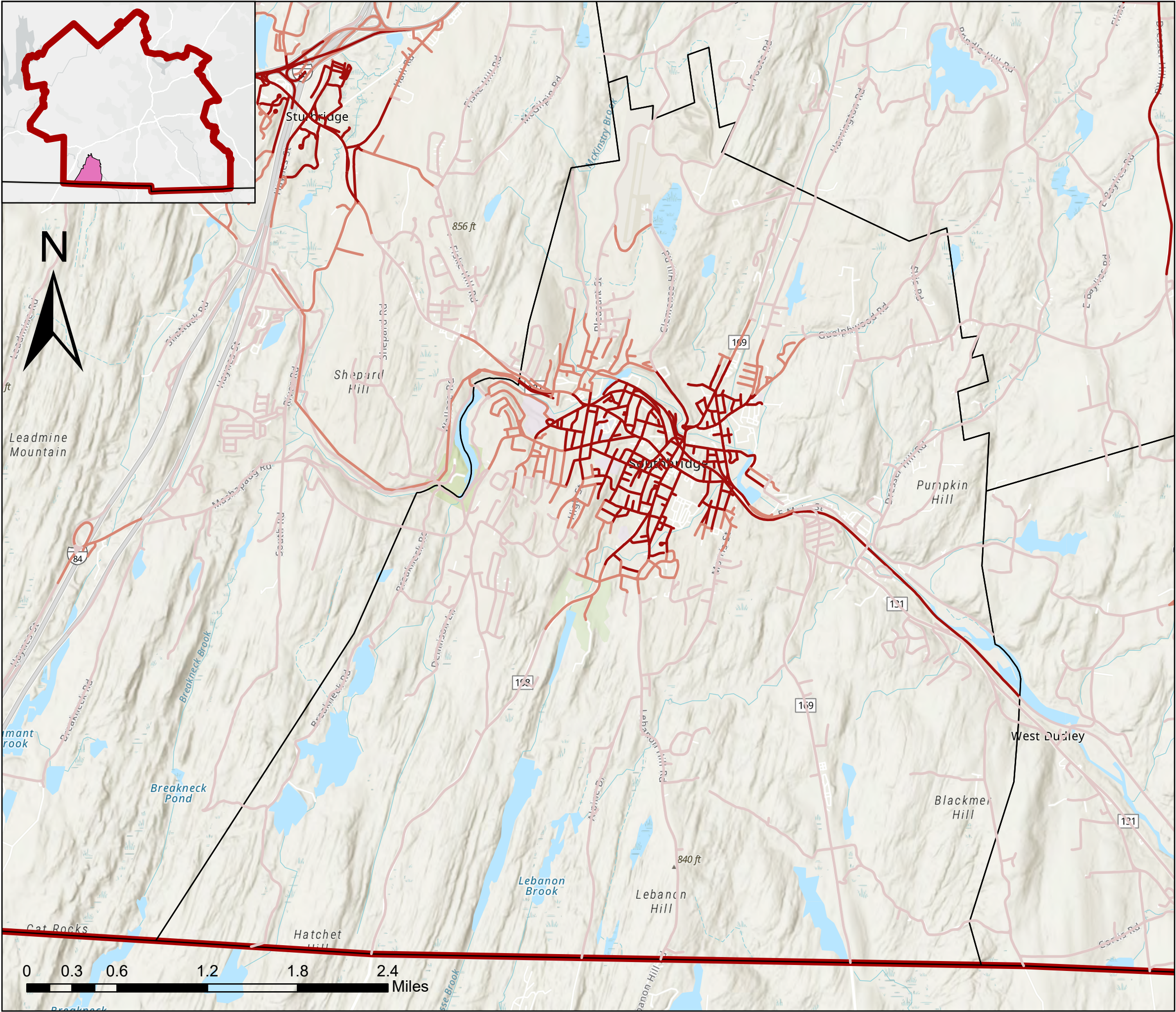
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Pedestrian Destination Proximity Scoring in SOUTHBRIDGE



Legend

Destination Proximity Score

- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

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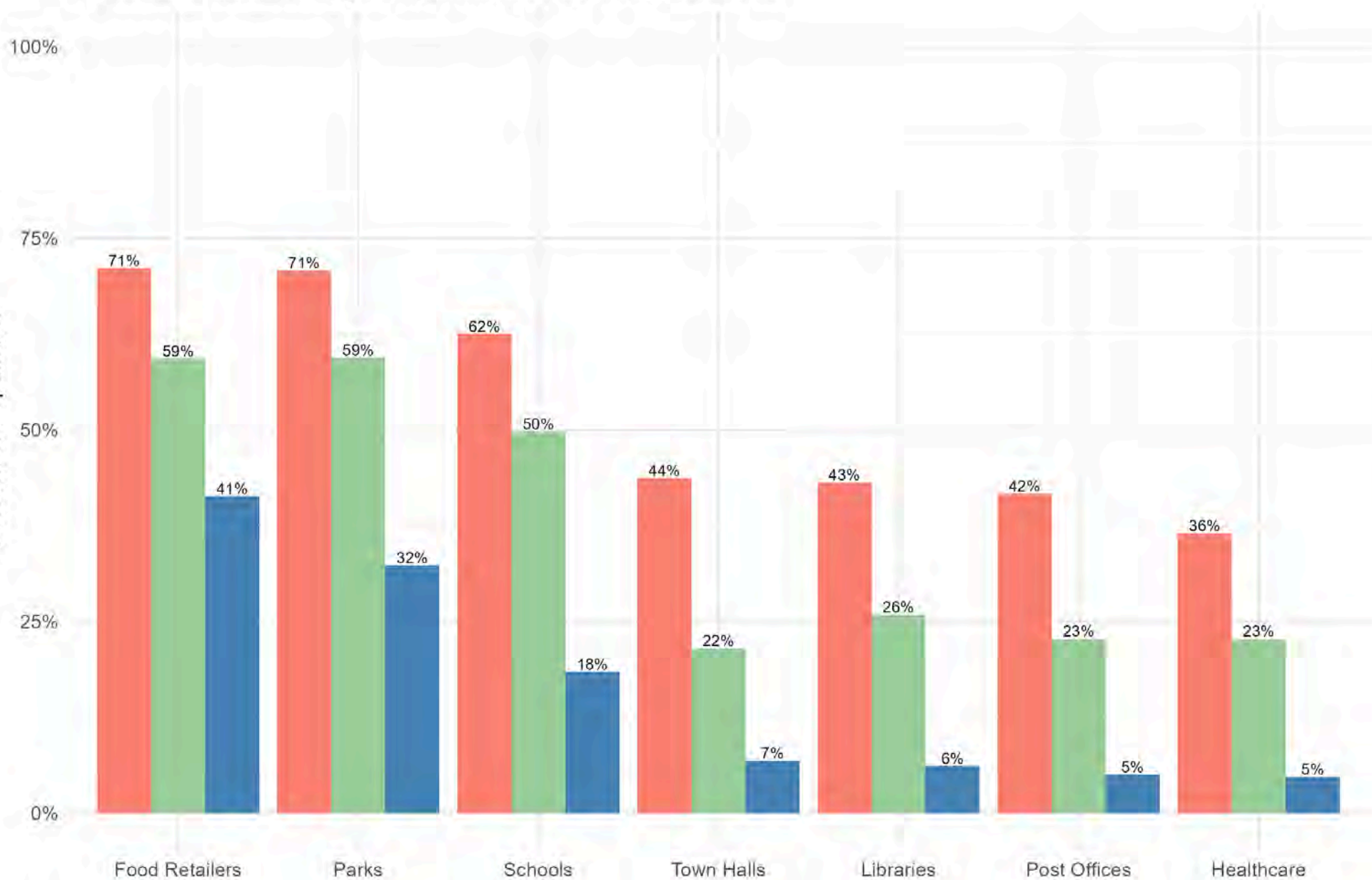
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Percent of Southbridge Population Within Walkshed of:

Percent of Population



Walk Time

- 15 minutes
- 10 minutes
- 5 minutes

Regional Pedestrian Priorities by Weighted Score in SOUTHBRIDGE

Legend

Regional Pedestrian Priorities

Weighted Score

Low Priority

Medium Priority

High Priority

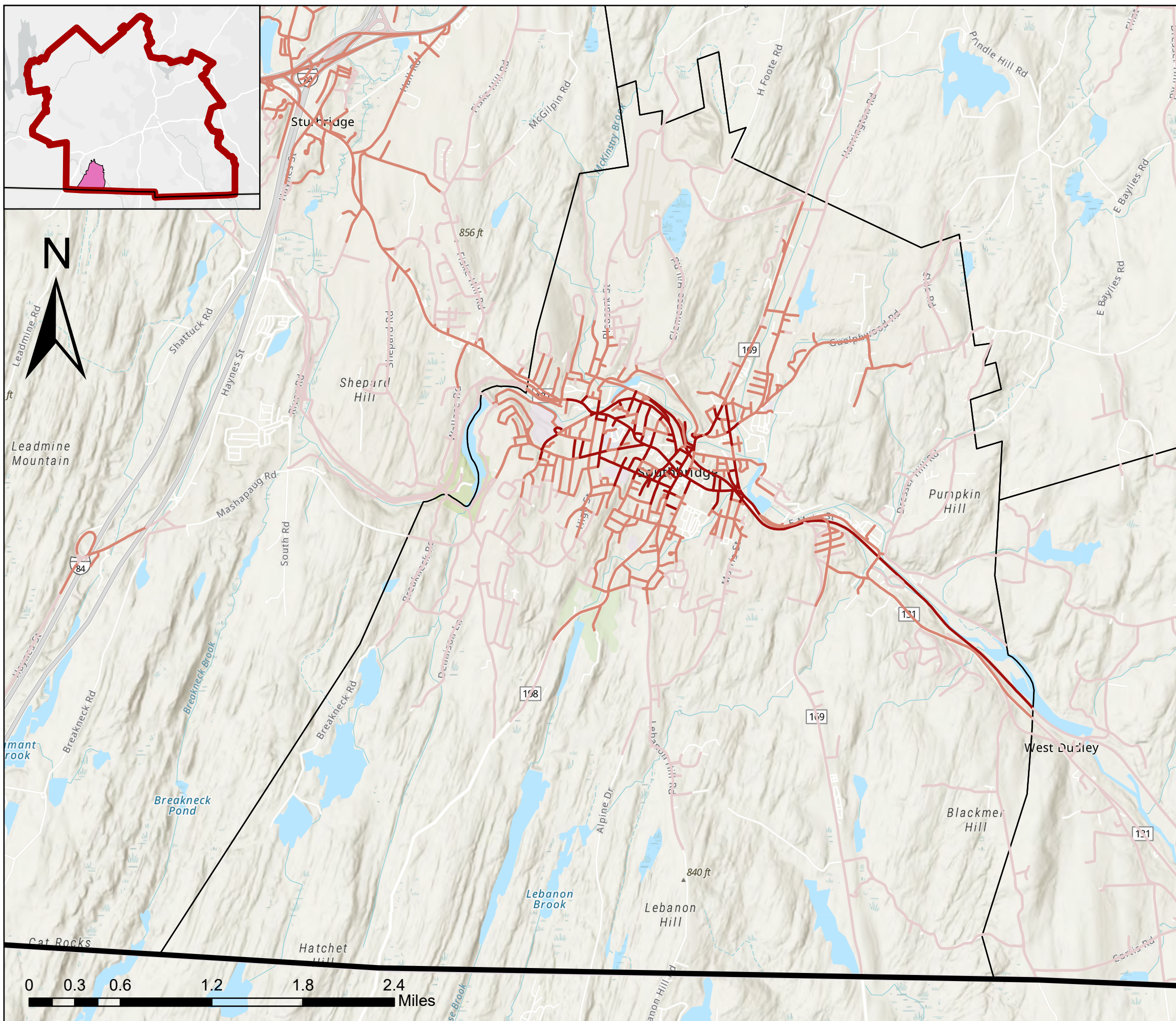
Massachusetts Towns

CMRPC Outline

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Top 10 Scoring Priority Segments in Southbridge

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
8585	SOUTHBRIDGE	HAMILTON STREET	3.9	86.7
8677	SOUTHBRIDGE	MAIN STREET	3.9	86.7
8599	SOUTHBRIDGE	HIGH STREET	3.6	80.0
8676	SOUTHBRIDGE	MAIN STREET	3.6	80.0
8714	SOUTHBRIDGE	MILL STREET	3.6	80.0
8675	SOUTHBRIDGE	MAIN STREET	3.5	77.8
8481	SOUTHBRIDGE	CROSS STREET	3.2	71.1
8526	SOUTHBRIDGE	EDWARDS STREET	3.2	71.1
8584	SOUTHBRIDGE	HAMILTON STREET	3.2	71.1
8617	SOUTHBRIDGE	HOOK STREET	3.2	71.1

2026 CMMPO Regional Pedestrian Plan Technical Appendix

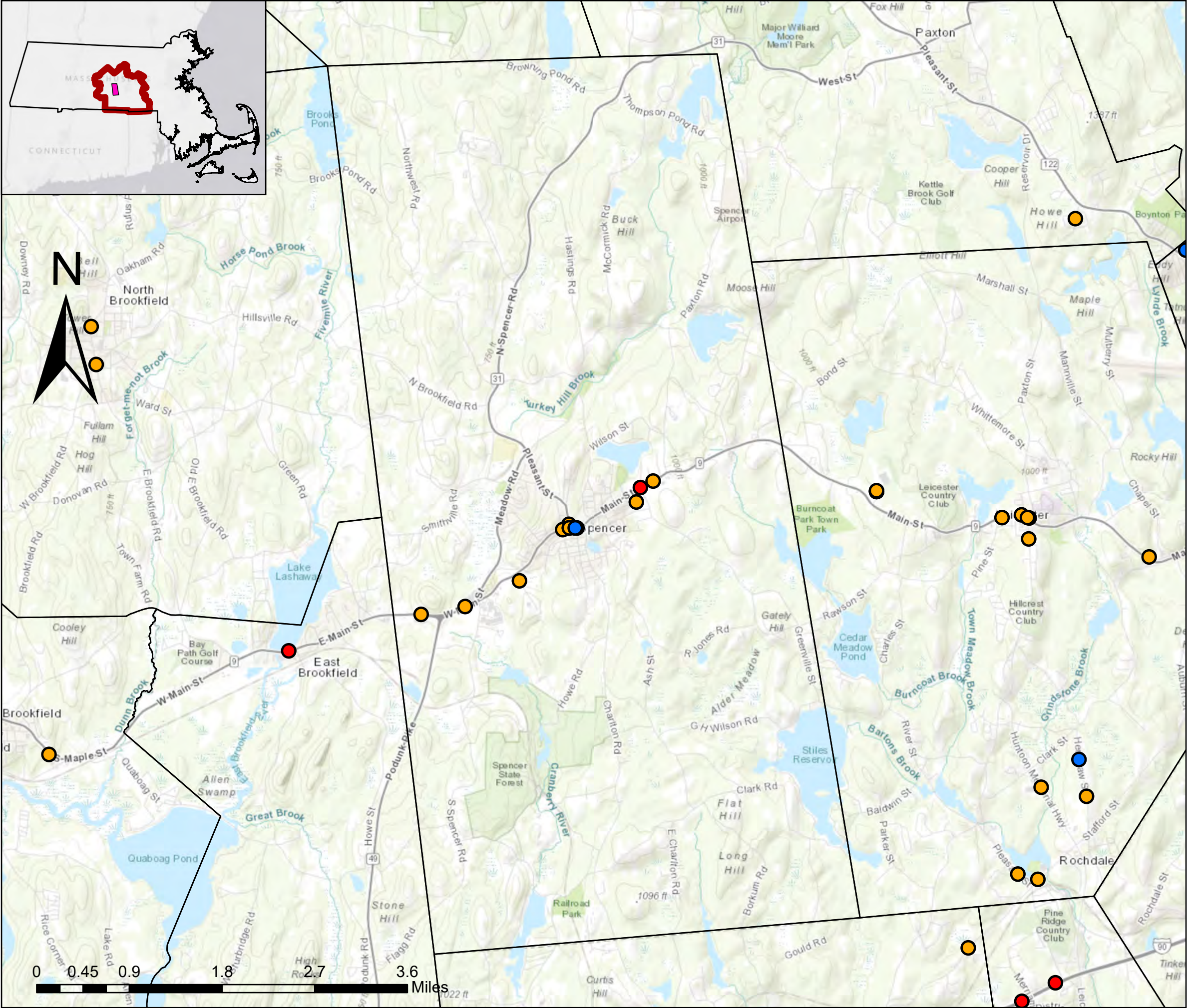
Appendix A: Town Maps, Tables, and Priorities

Municipality: Spencer

Subregion: West

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
2. Walkshed Analysis - Destination Proximity Scores
3. Population Access Analysis
4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score



Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in SPENCER

Legend

Pedestrian Crash Severity

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

Massachusetts Towns

CMRPC Outline

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Pedestrian Destination Proximity Scoring in SPENCER

Legend

Destination Proximity Score

- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

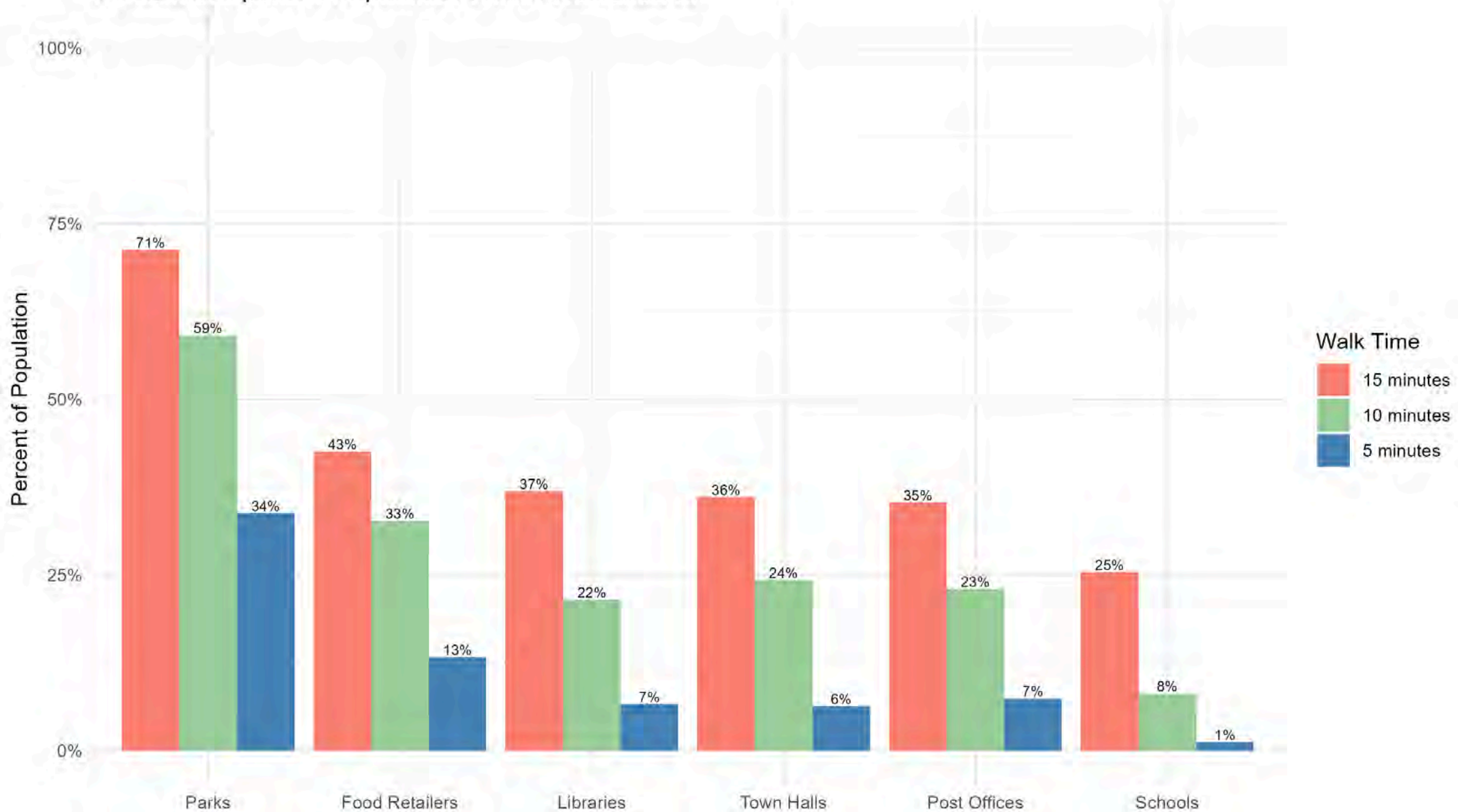
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Percent of Spencer Population Within Walkshed of:



Regional Pedestrian Priorities by Weighted Score in SPENCER

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

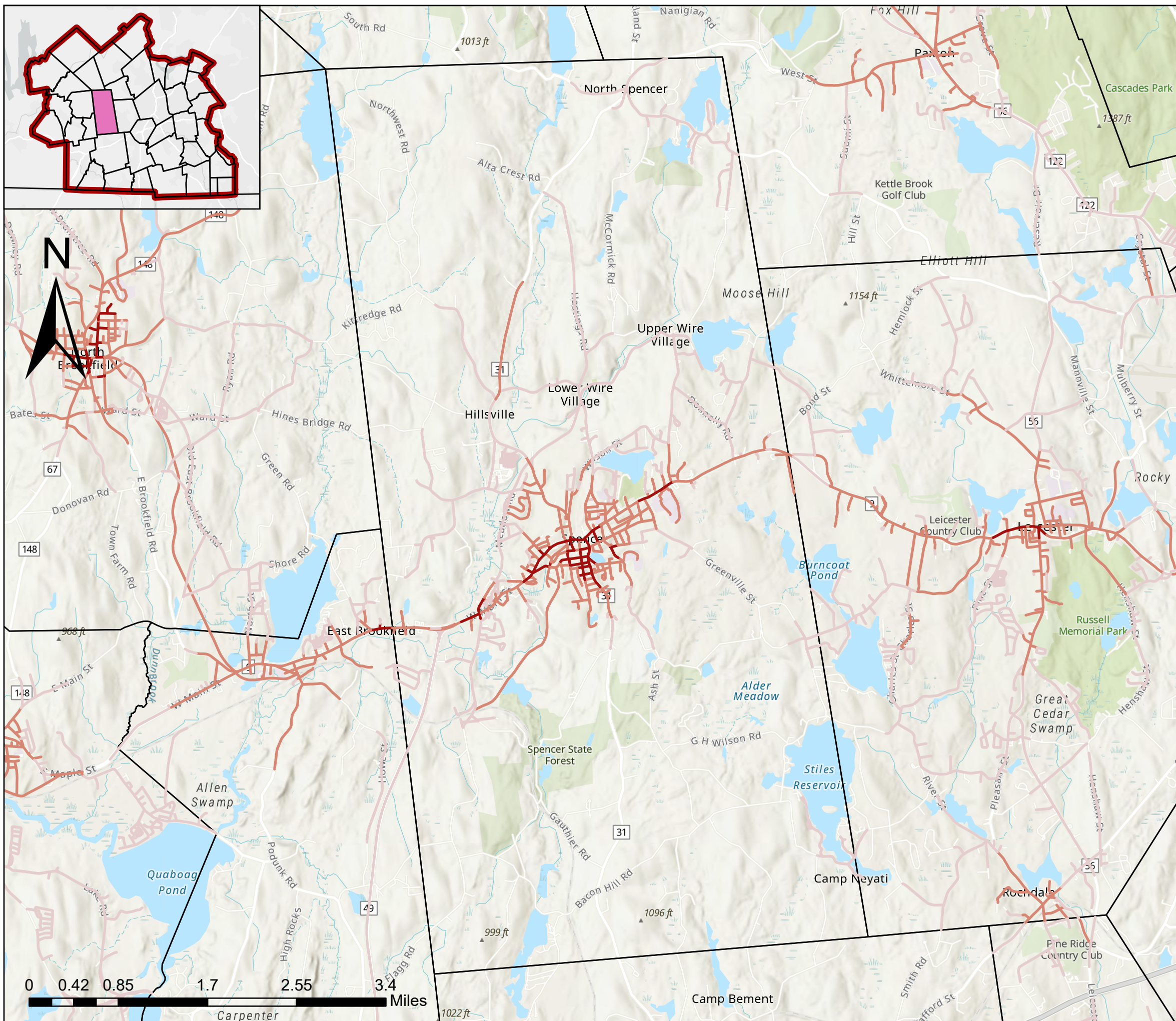
Massachusetts Towns

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Top 10 Scoring Priority Segments in Spencer

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
8972	SPENCER	CHESTNUT STREET	3.1	68.9
9010	SPENCER	ELM STREET	3.1	68.9
9089	SPENCER	MAPLE STREET	3.1	68.9
9109	SPENCER	MECHANIC STREET	3.1	68.9
9212	SPENCER	TEMPLE STREET	3.1	68.9
8971	SPENCER	CHESTNUT STREET	2.8	62.2
9108	SPENCER	MECHANIC STREET	2.8	62.2
8937	SPENCER	ADAMS STREET	2.7	60.0
9097	SPENCER	MCDONALD STREET	2.6	57.8
9236	SPENCER	WEST MAIN STREET	2.6	57.8

2026 CMMPO Regional Pedestrian Plan Technical Appendix

Appendix A: Town Maps, Tables, and Priorities

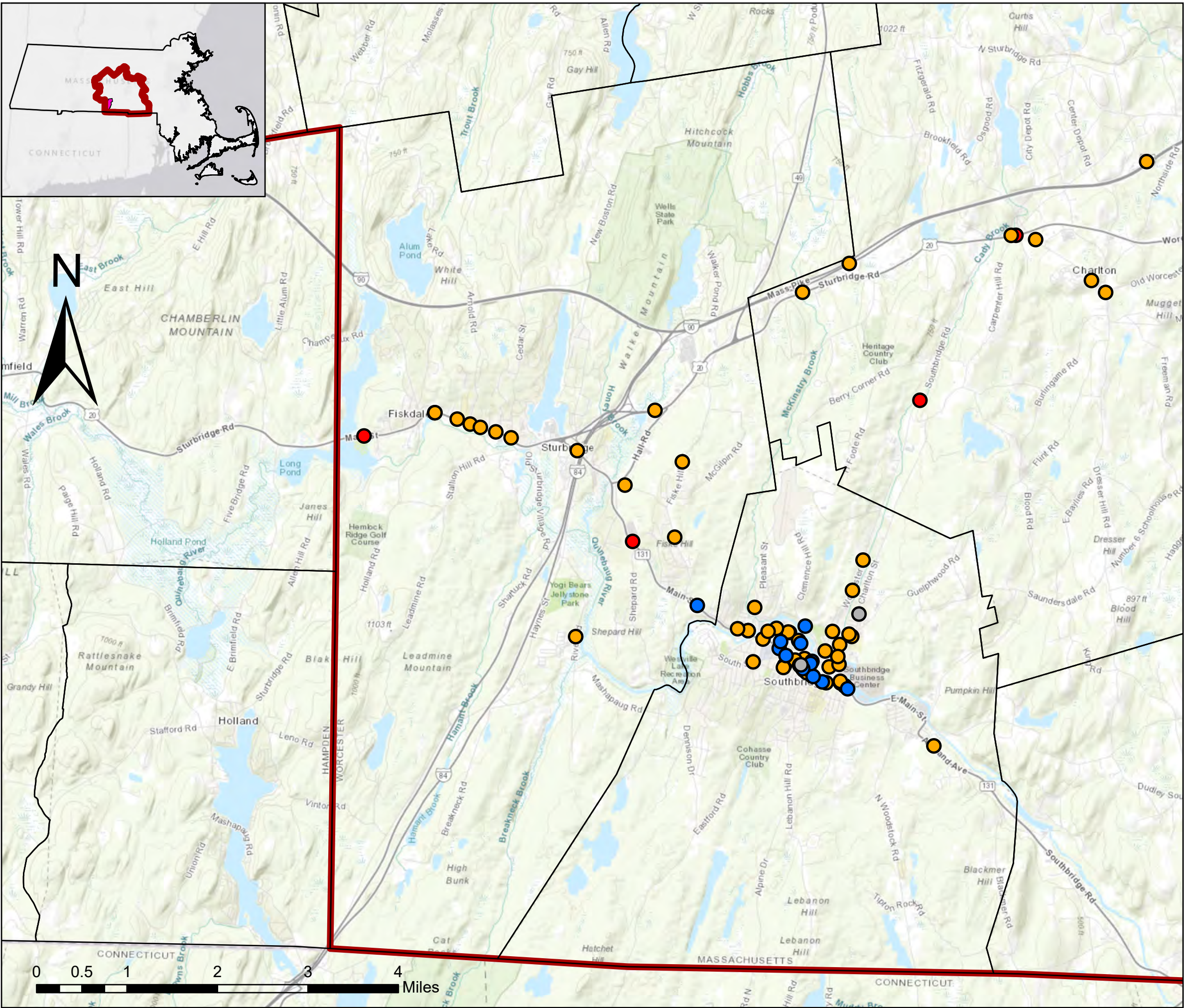
Municipality: Sturbridge

Subregion: Southwest

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
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4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score

Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in STURBRIDGE



Legend

- Pedestrian Crash Severity
- Fatal injury
 - Non-fatal injury
 - Not Reported
 - Property damage only (none injured)
 - Unknown
- Massachusetts Towns
- CMRPC Outline

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Pedestrian Destination Proximity Scoring in STURBRIDGE

Legend

Destination Proximity Score

- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

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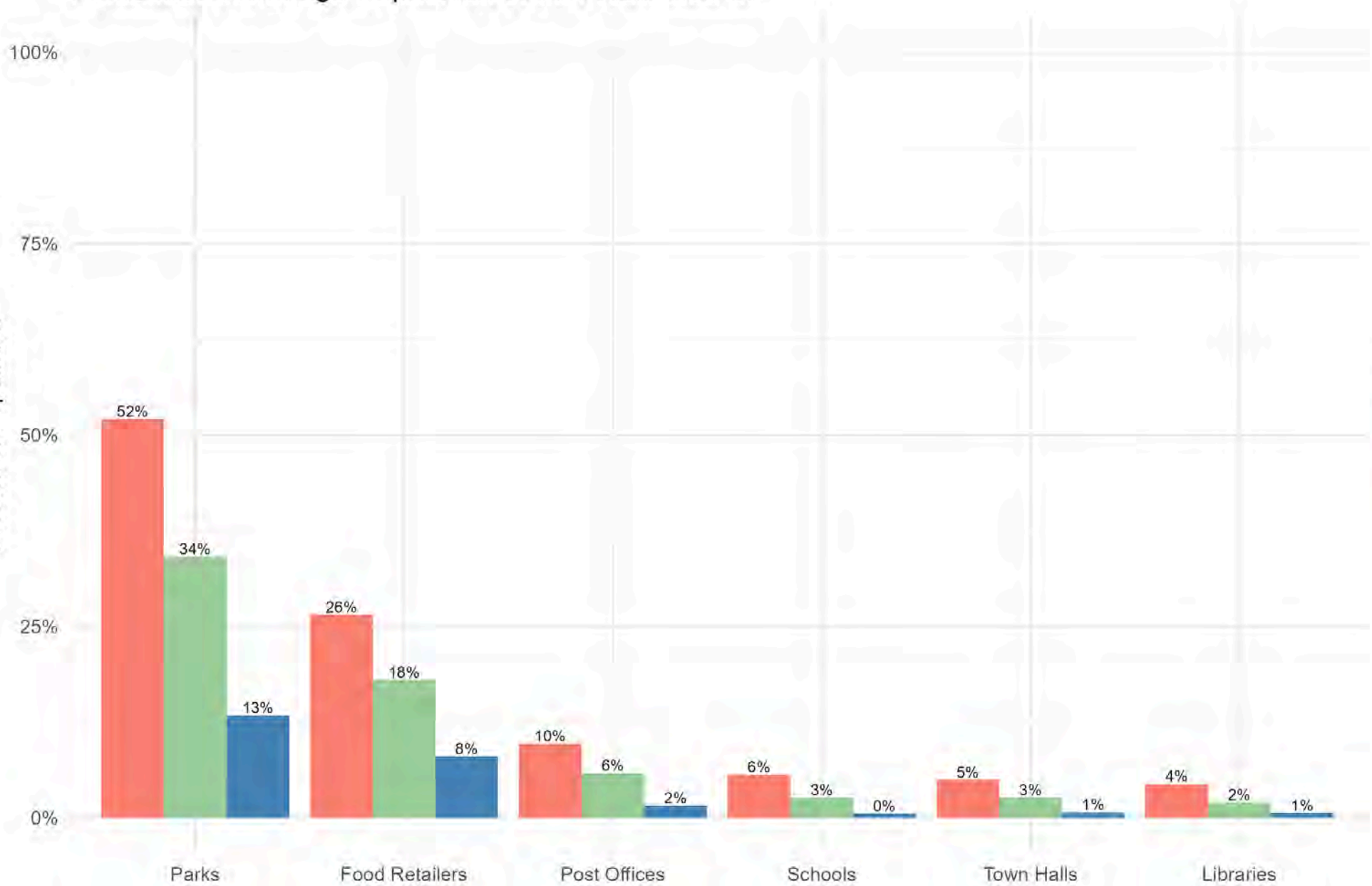
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Percent of Sturbridge Population Within Walkshed of:

Percent of Population



Walk Time

- 15 minutes
- 10 minutes
- 5 minutes

Regional Pedestrian Priorities by Weighted Score in STURBRIDGE

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

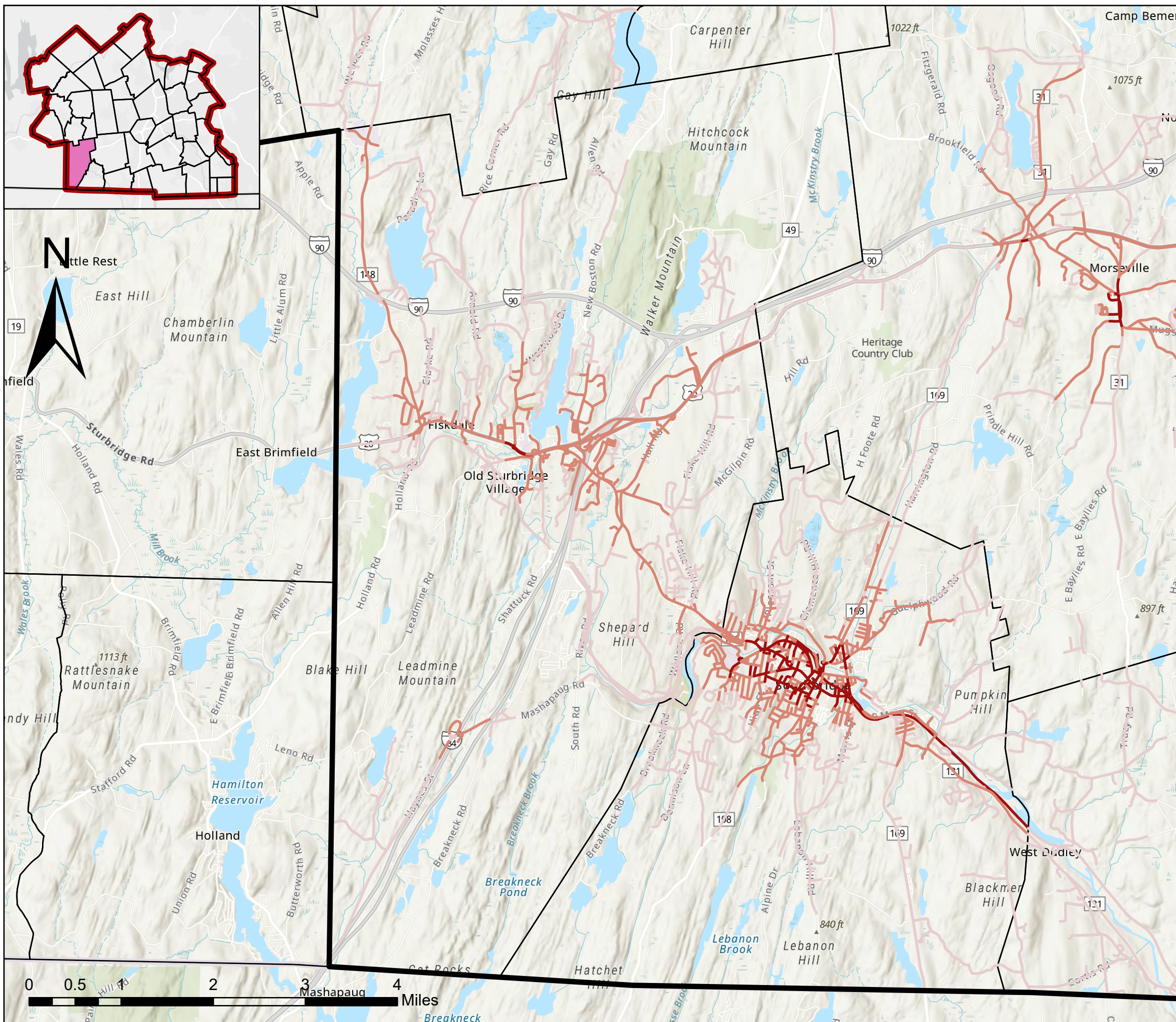
Massachusetts Towns

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Top 10 Scoring Priority Segments in Sturbridge

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
9415	STURBRIDGE	MAIN STREET	2.3	51.1
9414	STURBRIDGE	MAIN STREET	2.0	44.4
9309	STURBRIDGE	CEDAR STREET	1.9	42.2
9413	STURBRIDGE	MAIN STREET	1.8	40.0
9514	STURBRIDGE	STALLION HILL ROAD	1.8	40.0
9476	STURBRIDGE	QUINEBOAG ROAD	1.7	37.8
9513	STURBRIDGE	STALLION HILL ROAD	1.7	37.8
9412	STURBRIDGE	MAIN STREET	1.5	33.3
9293	STURBRIDGE	BURGESS SCHOOL ROAD	1.4	31.1
9315	STURBRIDGE	CHARLTON ROAD	1.4	31.1

2026 CMMPO Regional Pedestrian Plan Technical Appendix

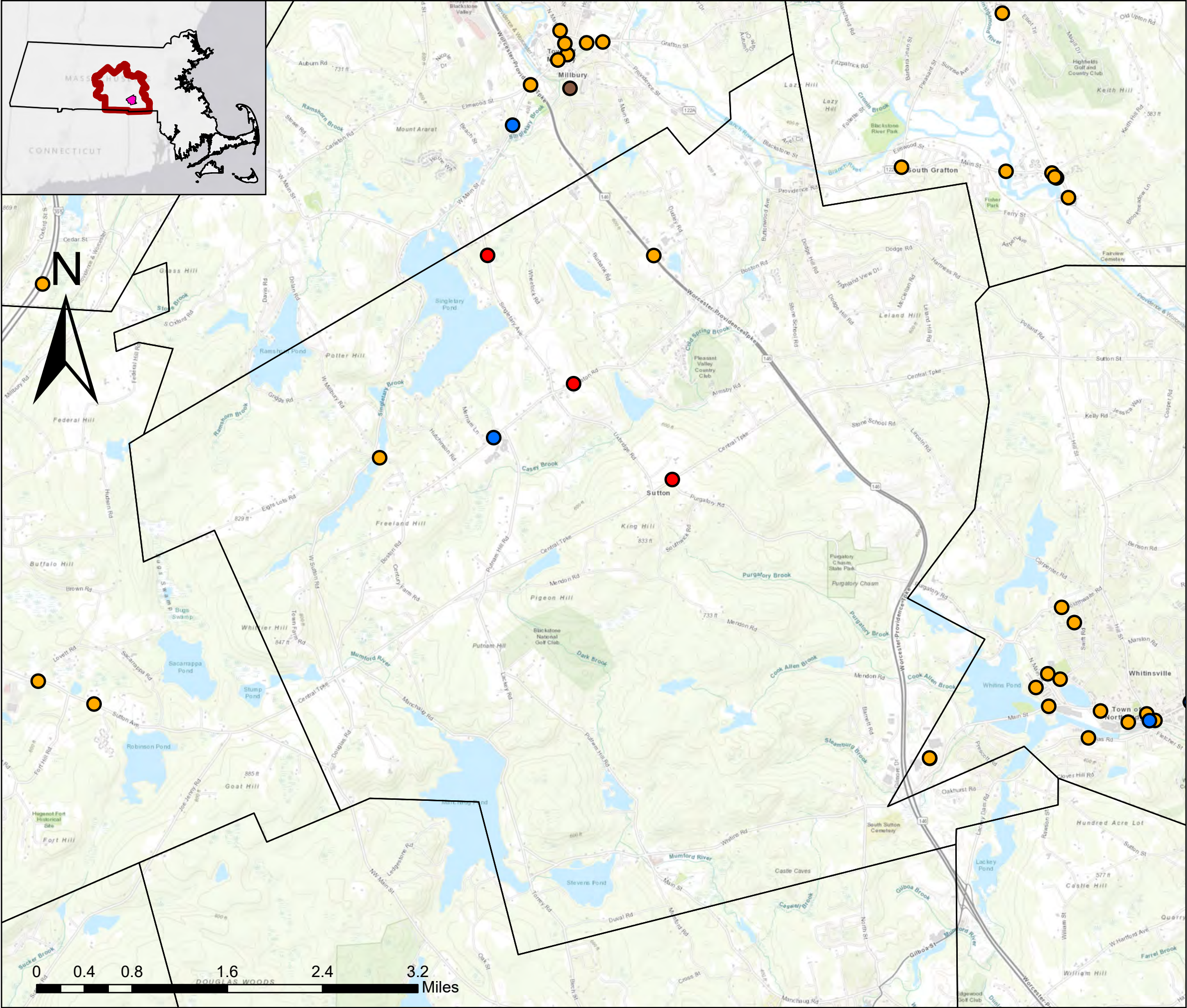
Appendix A: Town Maps, Tables, and Priorities

Municipality: Sutton

Subregion: Southeast

Maps, Tables, and Priorities

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3. Population Access Analysis
4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score



Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in SUTTON

Legend

Pedestrian Crash Severity

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

Massachusetts Towns

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Pedestrian Destination Proximity Scoring in SUTTON

Legend

Destination Proximity Score

- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

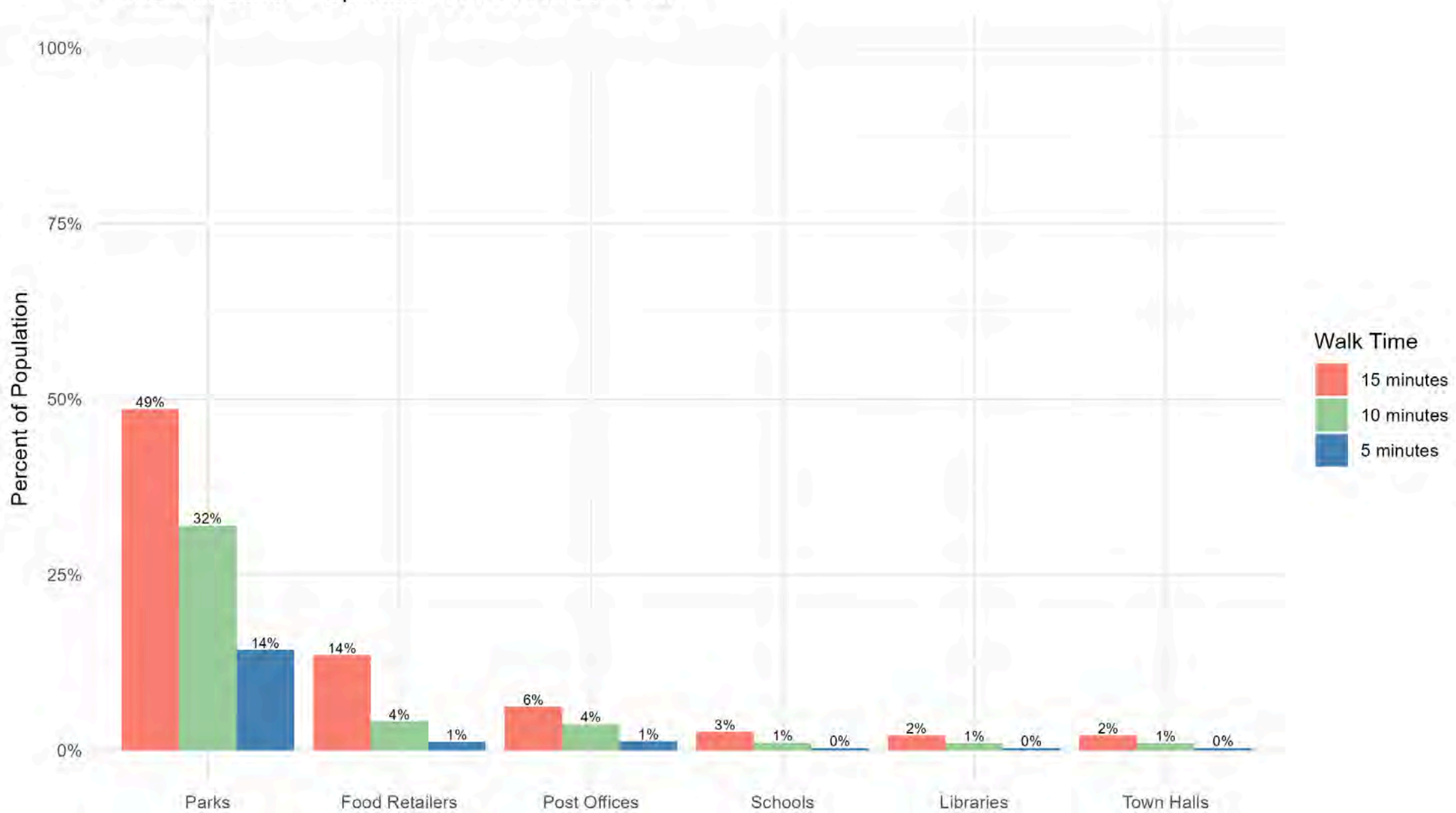
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Percent of Sutton Population Within Walkshed of:



Regional Pedestrian Priorities by Weighted Score in SUTTON

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

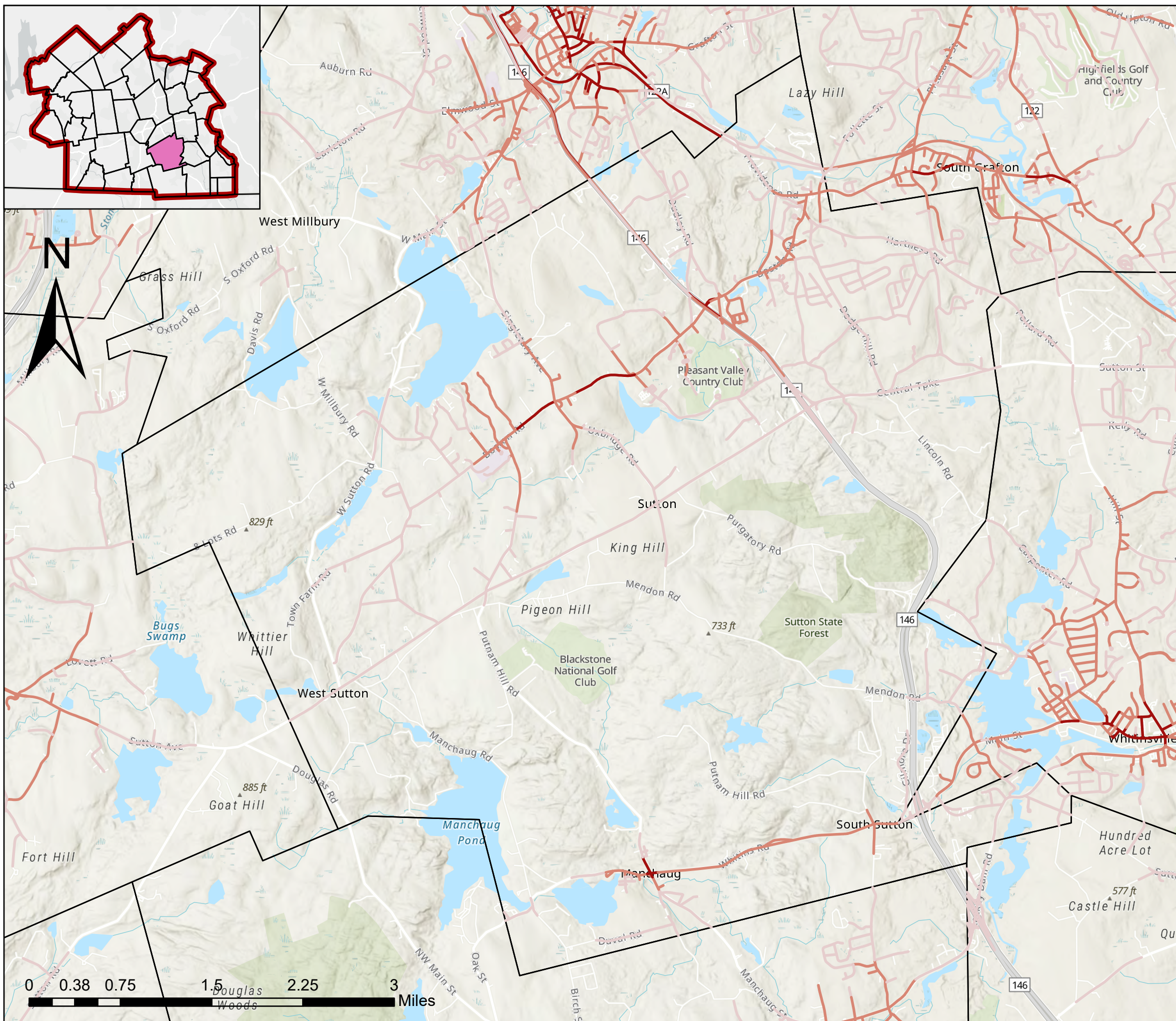
Massachusetts Towns

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Top 10 Scoring Priority Segments in Sutton

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
9713	SUTTON	MAIN STREET	2.5	55.6
9719	SUTTON	MANCHAUG ROAD	2.2	48.9
9595	SUTTON	BOSTON ROAD	2.1	46.7
9769	SUTTON	PUTNAM HILL ROAD	2.1	46.7
9834	SUTTON	WHITINS ROAD	2.1	46.7
9594	SUTTON	BOSTON ROAD	2.0	44.4
9593	SUTTON	BOSTON ROAD	1.9	42.2
9847	SUTTON	WORCESTER PROVIDENCE TURNPIKE	1.9	42.2
9592	SUTTON	BOSTON ROAD	1.7	37.8
9616	SUTTON	CHURCH CIRCUIT	1.6	35.6

2026 CMMPO Regional Pedestrian Plan Technical Appendix

Appendix A: Town Maps, Tables, and Priorities

Municipality: Upton

Subregion: Southeast

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
2. Walkshed Analysis - Destination Proximity Scores
3. Population Access Analysis
4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score

Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in UPTON

Legend

- Pedestrian Crash Severity
- Fatal injury
 - Non-fatal injury
 - Not Reported
 - Property damage only (none injured)
 - Unknown
- Massachusetts Towns
- CMRPC Outline

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Pedestrian Destination Proximity Scoring in UPTON

Legend

Destination Proximity Score

- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

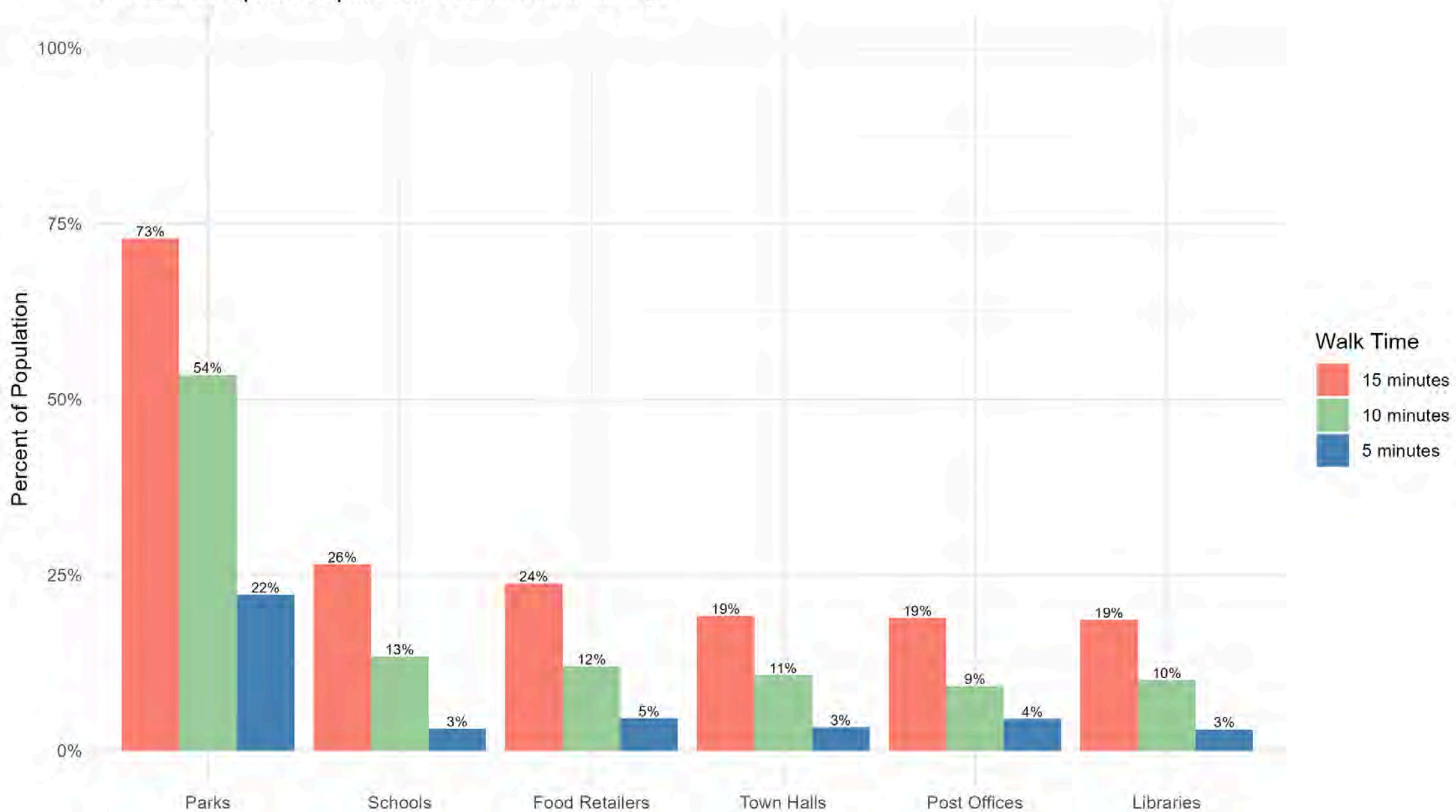
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Source: Data provided by MassDOT Open Data Portal, CMRPC and the Office of Geographic Information (MassGIS), Commonwealth of Massachusetts, Information Technology Division.



Percent of Upton Population Within Walkshed of:



Regional Pedestrian Priorities by Weighted Score in UPTON

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

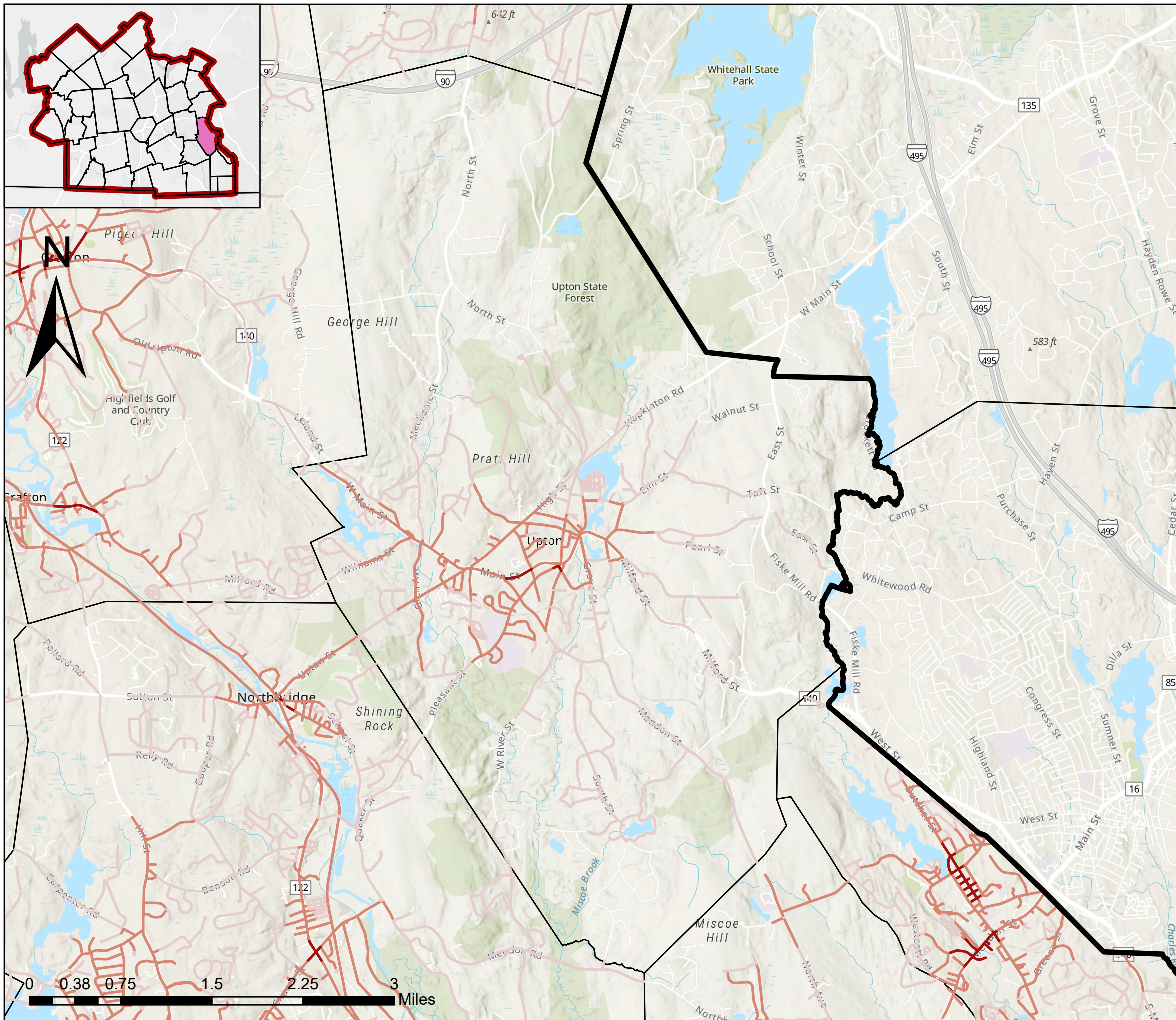
Massachusetts Towns

CMRPC Outline

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Top 10 Scoring Priority Segments in Upton

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
9951	UPTON	MAIN STREET	2.1	46.7
10007	UPTON	PLEASANT STREET	2.1	46.7
9950	UPTON	MAIN STREET	2.0	44.4
10006	UPTON	PLEASANT STREET	2.0	44.4
10036	UPTON	STATION STREET	2.0	44.4
9897	UPTON	FISKE AVENUE	1.8	40.0
9915	UPTON	GROVE STREET	1.8	40.0
9949	UPTON	MAIN STREET	1.8	40.0
9973	UPTON	MENDON STREET	1.8	40.0
10027	UPTON	SCHOOL STREET	1.8	40.0

2026 CMMPO Regional Pedestrian Plan Technical Appendix

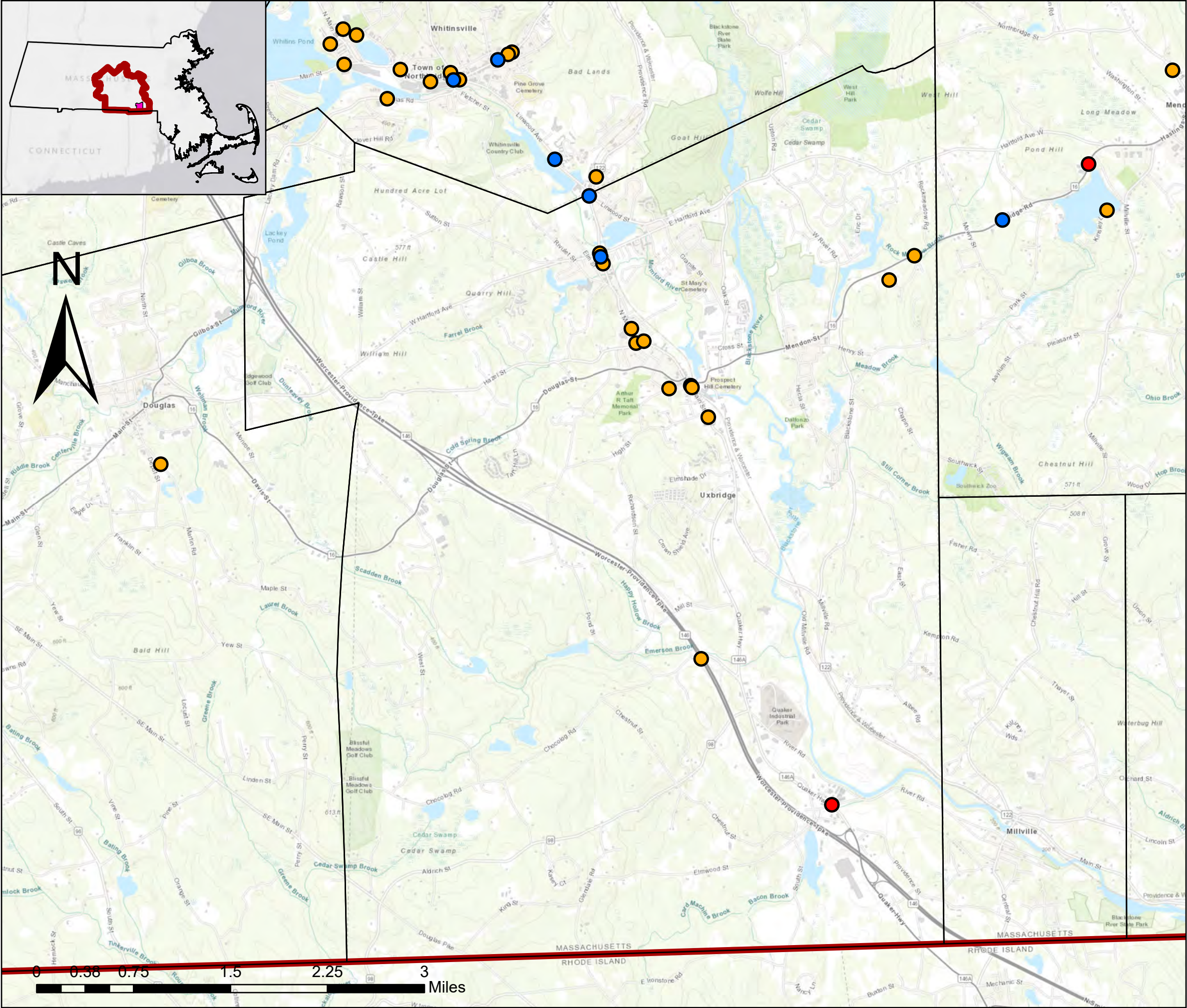
Appendix A: Town Maps, Tables, and Priorities

Municipality: Uxbridge

Subregion: Southeast

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
2. Walkshed Analysis - Destination Proximity Scores
3. Population Access Analysis
4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score



Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in UXBRIDGE

Legend

Pedestrian Crash Severity

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

Massachusetts Towns

CMRPC Outline

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Pedestrian Destination Proximity Scoring in UXBRIDGE

Legend

Destination Proximity Score

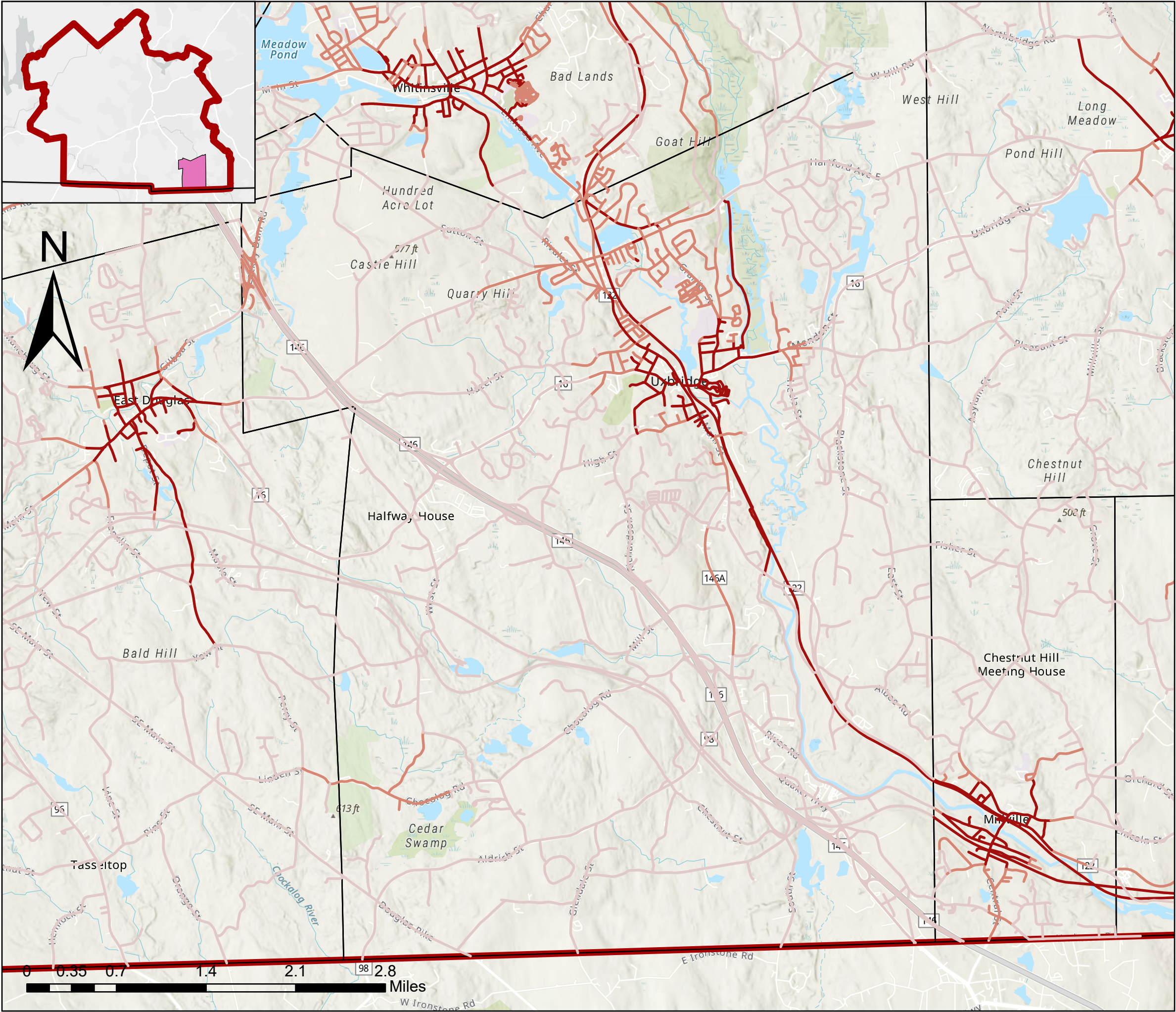
- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

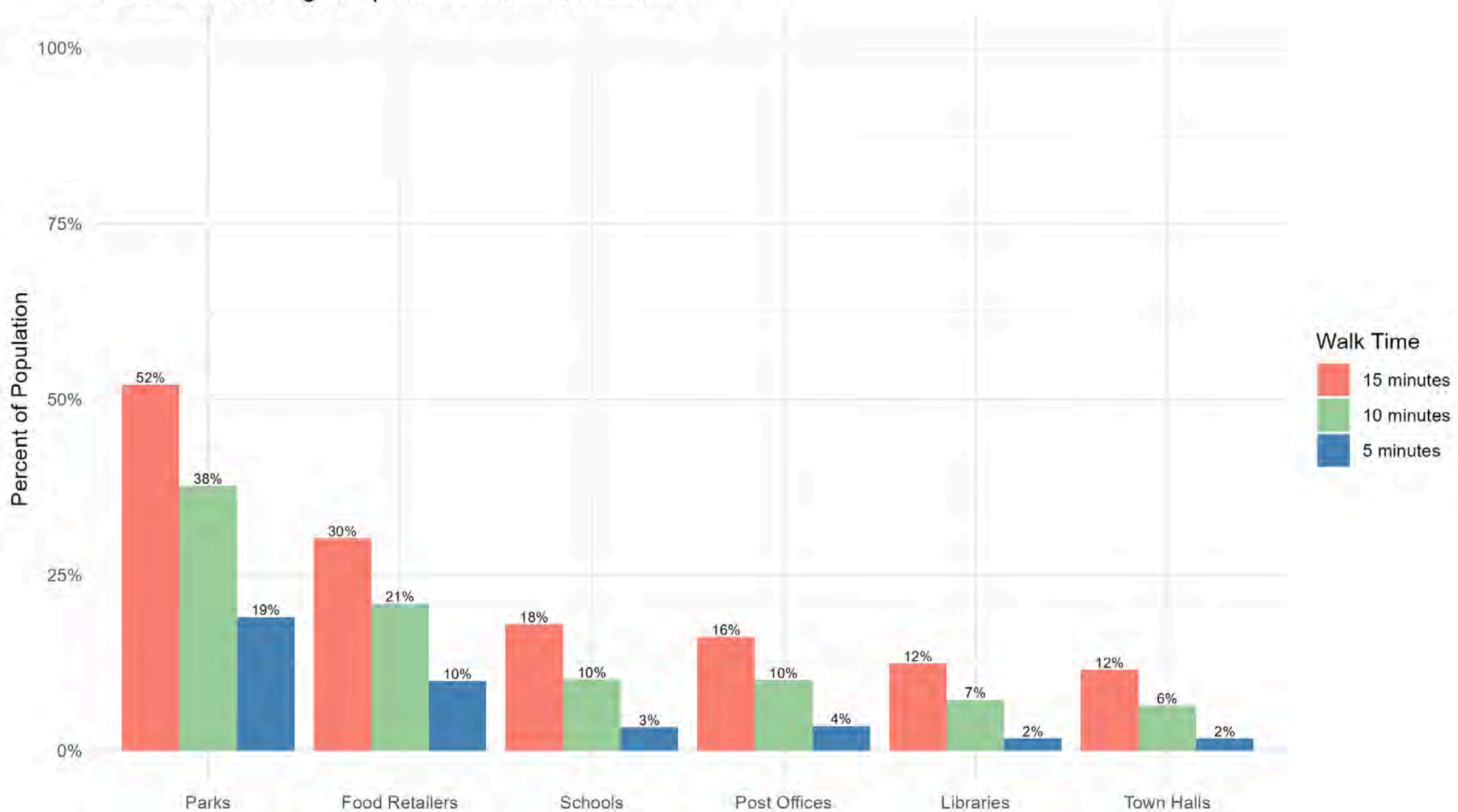
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Percent of Uxbridge Population Within Walkshed of:



Regional Pedestrian Priorities by Weighted Score in UXBRIDGE

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

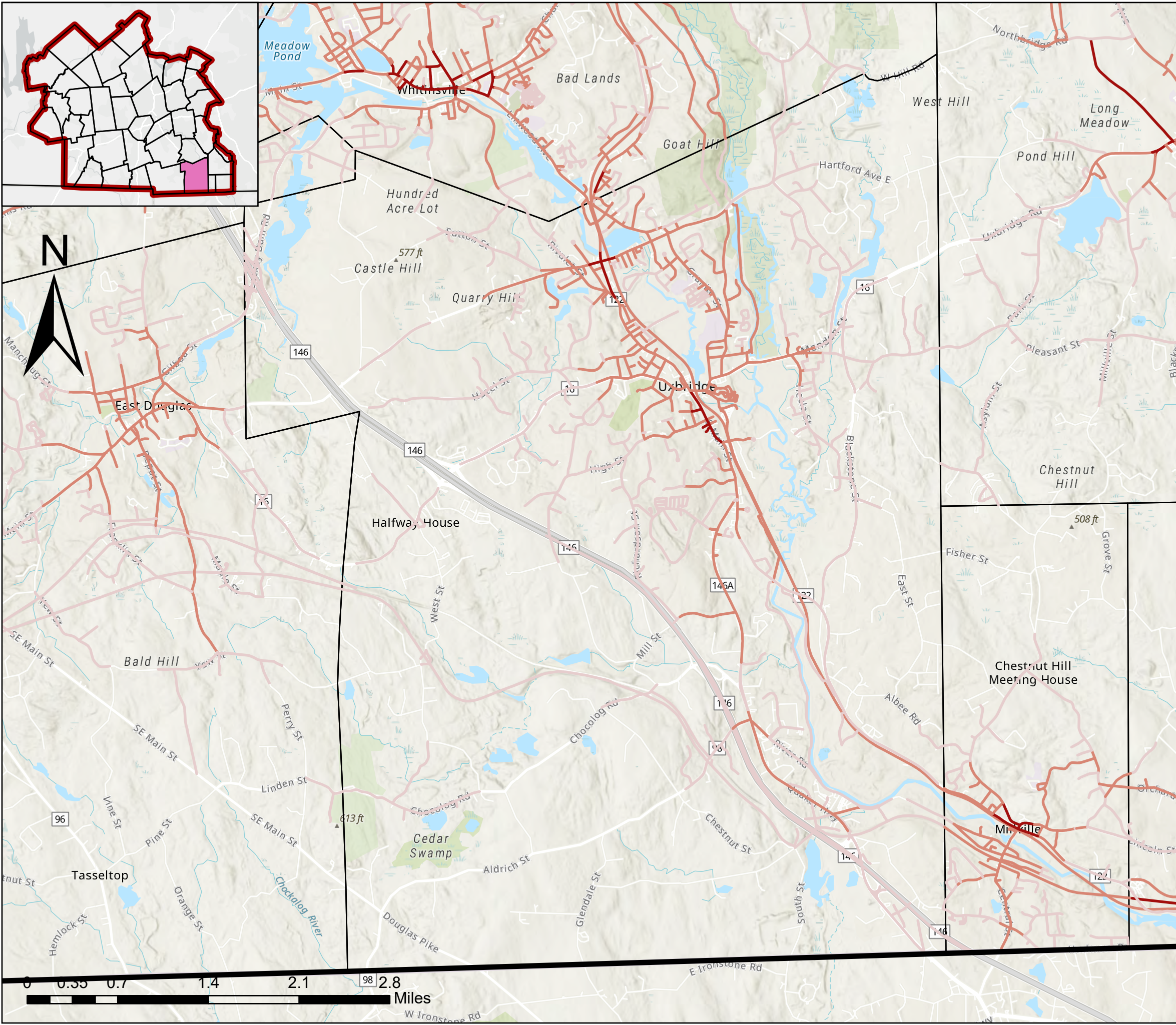
Massachusetts Towns

CMRPC Outline

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Top 10 Scoring Priority Segments in Uxbridge

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
10304	UXBRIDGE	NORTH MAIN STREET	2.5	55.6
10199	UXBRIDGE	HARTFORD AVENUE EAST	2.1	46.7
10204	UXBRIDGE	HARTFORD AVENUE WEST	2.1	46.7
10303	UXBRIDGE	NORTH MAIN STREET	2.1	46.7
10189	UXBRIDGE	GRISWOLD COURT	2.0	44.4
10273	UXBRIDGE	MCCAFFREY STREET	2.0	44.4
10316	UXBRIDGE	PARK TERRACE	2.0	44.4
10393	UXBRIDGE	SOUTH MAIN STREET	2.0	44.4
10392	UXBRIDGE	SOUTH MAIN STREET	1.9	42.2
10377	UXBRIDGE	SAYLES STREET	1.8	40.0

2026 CMMPO Regional Pedestrian Plan Technical Appendix

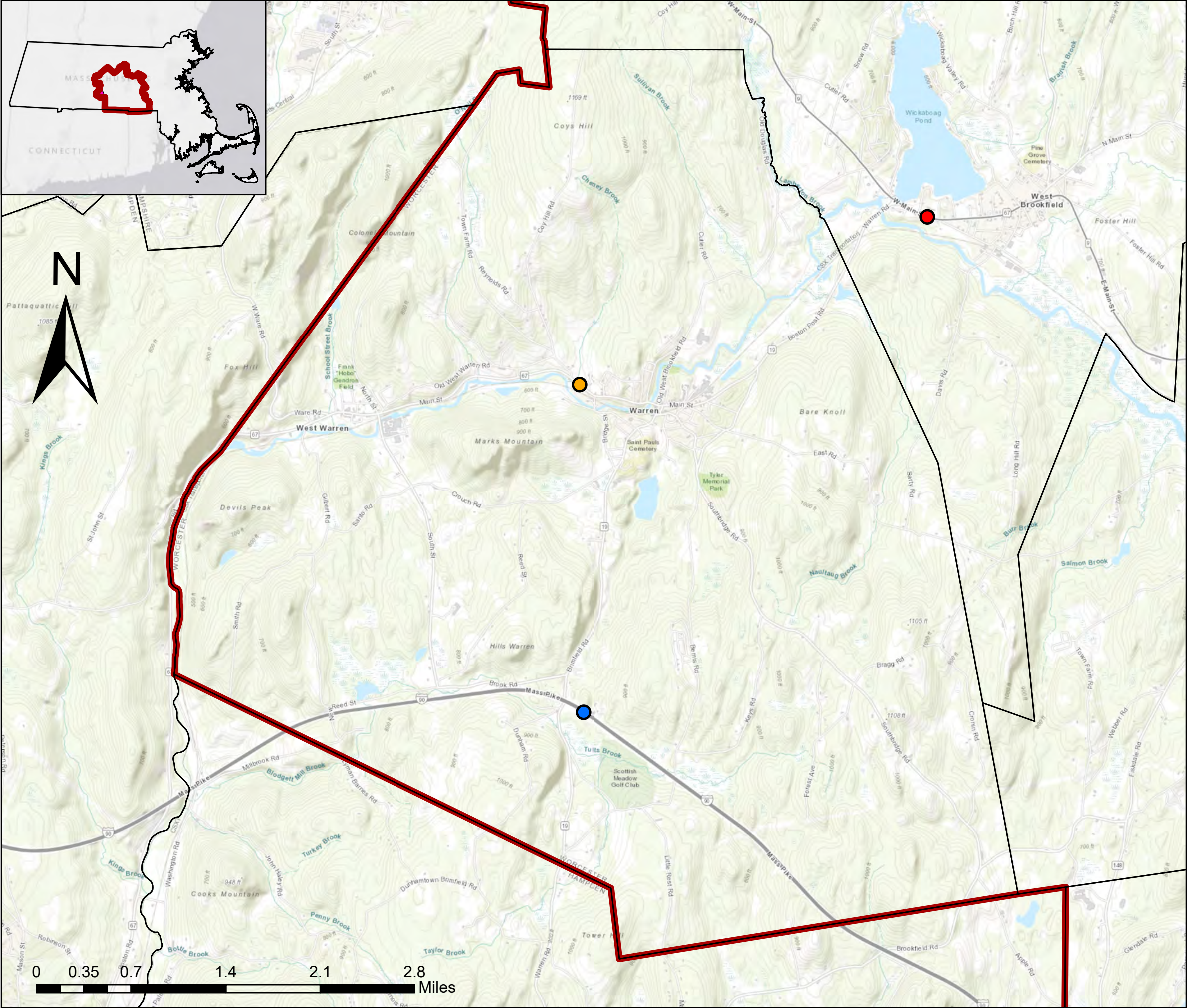
Appendix A: Town Maps, Tables, and Priorities

Municipality: Warren

Subregion: West

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
2. Walkshed Analysis - Destination Proximity Scores
3. Population Access Analysis
4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score



Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in WARREN

Legend

Pedestrian Crash Severity

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

Massachusetts Towns

CMRPC Outline

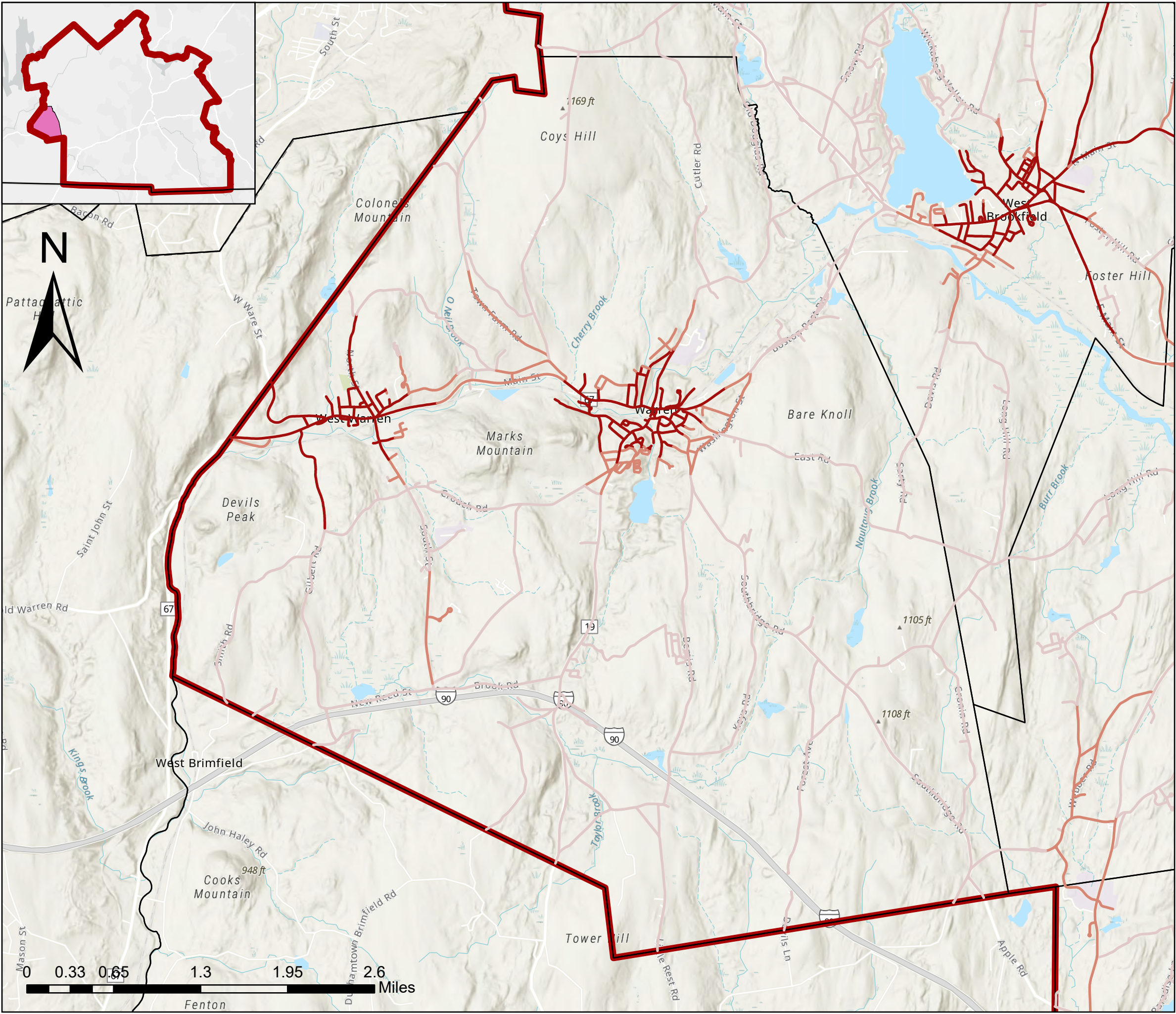
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Source: Data provided by MassDOT Open Data Portal, CMRPC and the Office of Geographic Information (MassGIS), Commonwealth of Massachusetts, Information Technology Division.



Pedestrian Destination Proximity Scoring in WARREN



Legend

Destination Proximity Score

- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

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Percent of Warren Population Within Walkshed of:

Percent of Population

100%

75%

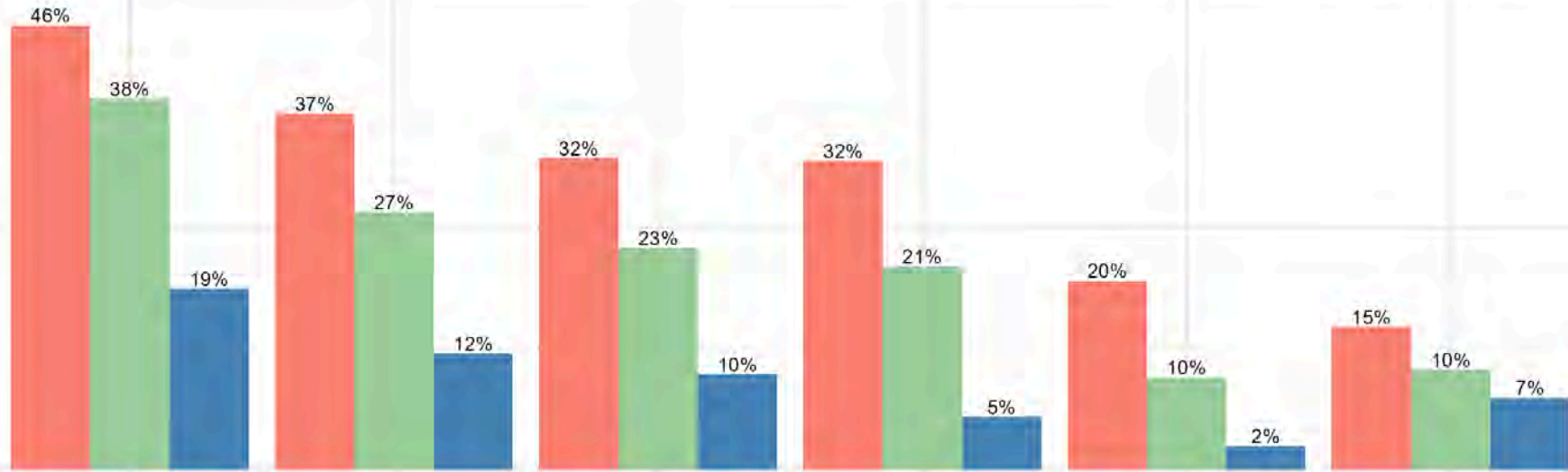
50%

25%

0%

Walk Time

15 minutes
10 minutes
5 minutes



Parks

Food Retailers

Post Offices

Libraries

Town Halls

Schools

Regional Pedestrian Priorities by Weighted Score in WARREN

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

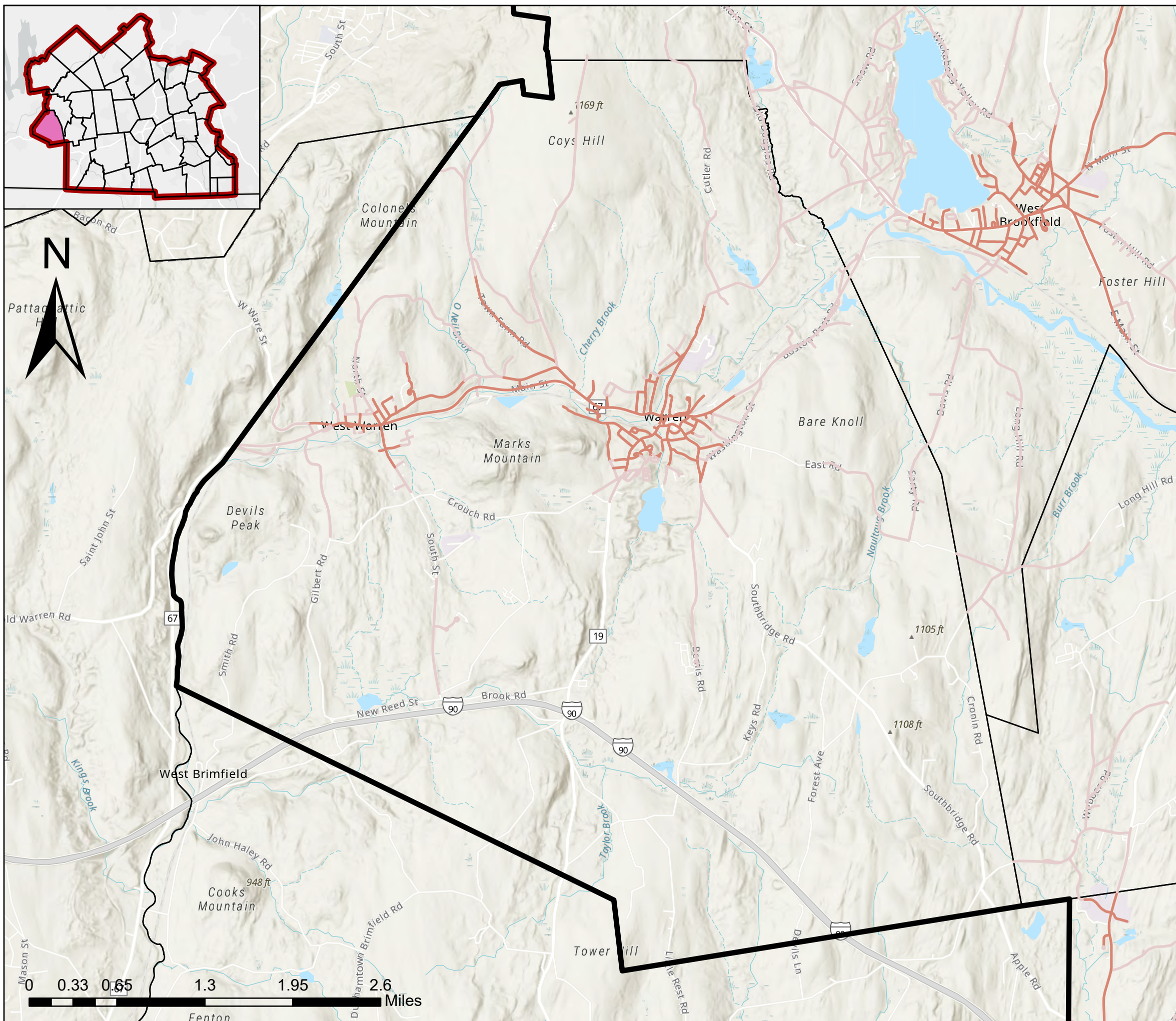
Massachusetts Towns

CMRPC Outline

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Top 10 Scoring Priority Segments in Warren

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
10463	WARREN	BRIDGE STREET	1.4	31.1
10465	WARREN	BRIDGES AVENUE	1.4	31.1
10487	WARREN	CRESCENT STREET	1.4	31.1
10496	WARREN	EAST ROAD	1.4	31.1
10523	WARREN	MAIN STREET	1.4	31.1
10527	WARREN	MAPLE STREET	1.4	31.1
10534	WARREN	MILTON O FOUNTAIN WAY	1.4	31.1
10536	WARREN	MOORE AVENUE	1.4	31.1
10538	WARREN	NELSON STREET	1.4	31.1
10550	WARREN	OLD WEST BROOKFIELD ROAD	1.4	31.1

2026 CMMPO Regional Pedestrian Plan Technical Appendix

Appendix A: Town Maps, Tables, and Priorities

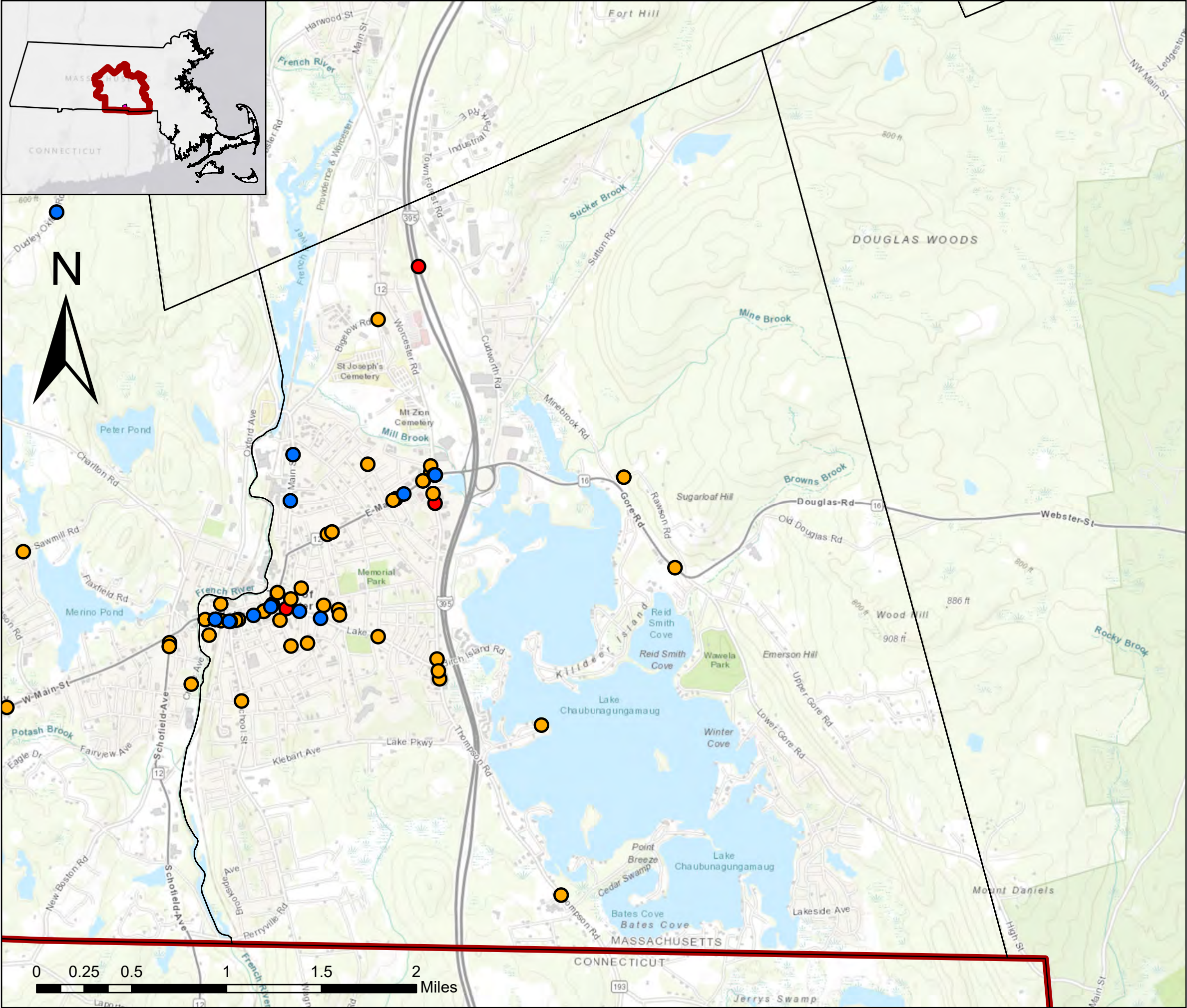
Municipality: Webster

Subregion: Southwest

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
2. Walkshed Analysis - Destination Proximity Scores
3. Population Access Analysis
4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score

Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in WEBSTER



Legend

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

- Massachusetts Towns
- CMRPC Outline

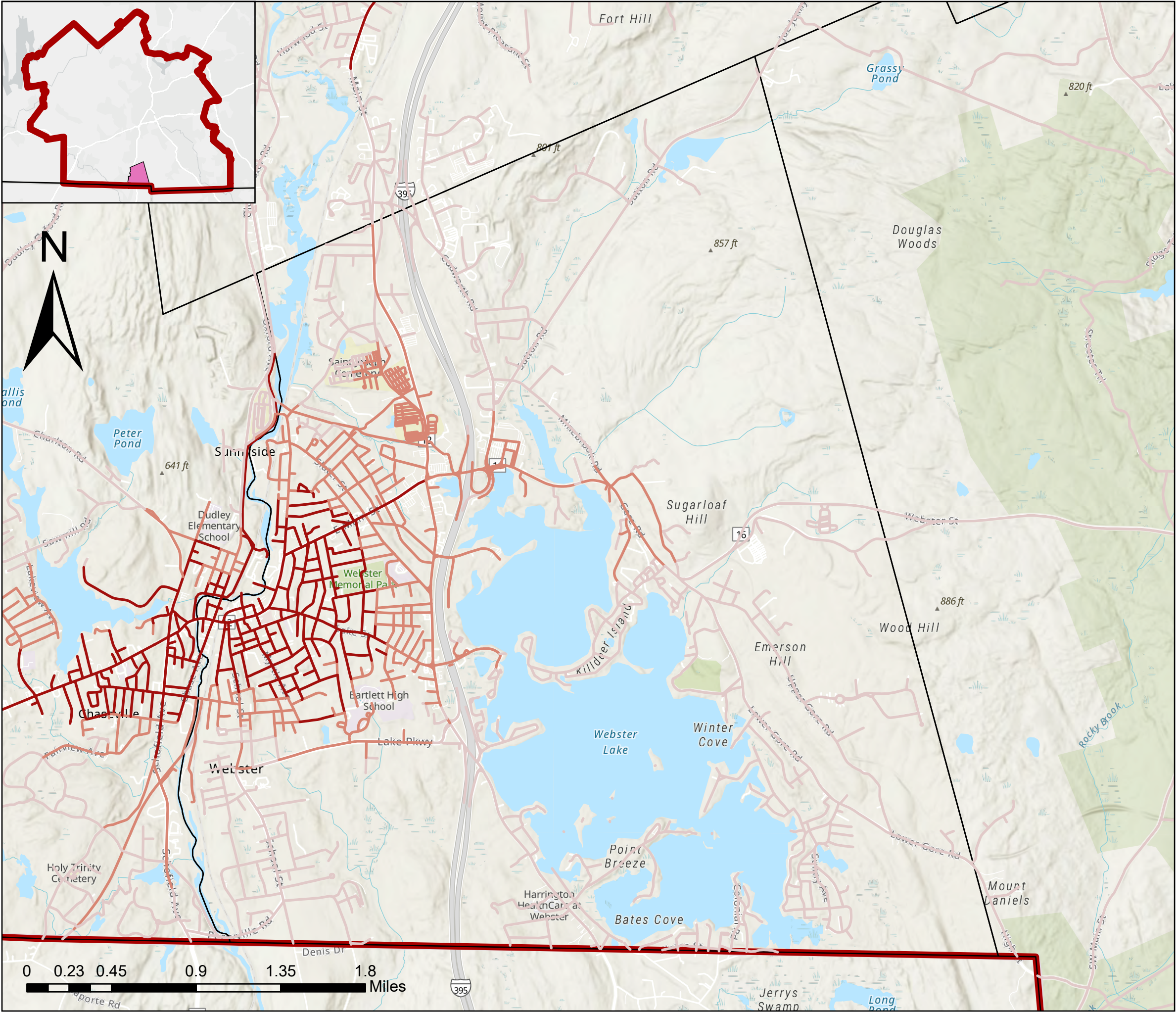
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Source: Data provided by MassDOT Open Data Portal, CMRPC and the Office of Geographic Information (MassGIS), Commonwealth of Massachusetts, Information Technology Division.



Pedestrian Destination Proximity Scoring in WEBSTER



Legend

Destination Proximity Score

- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

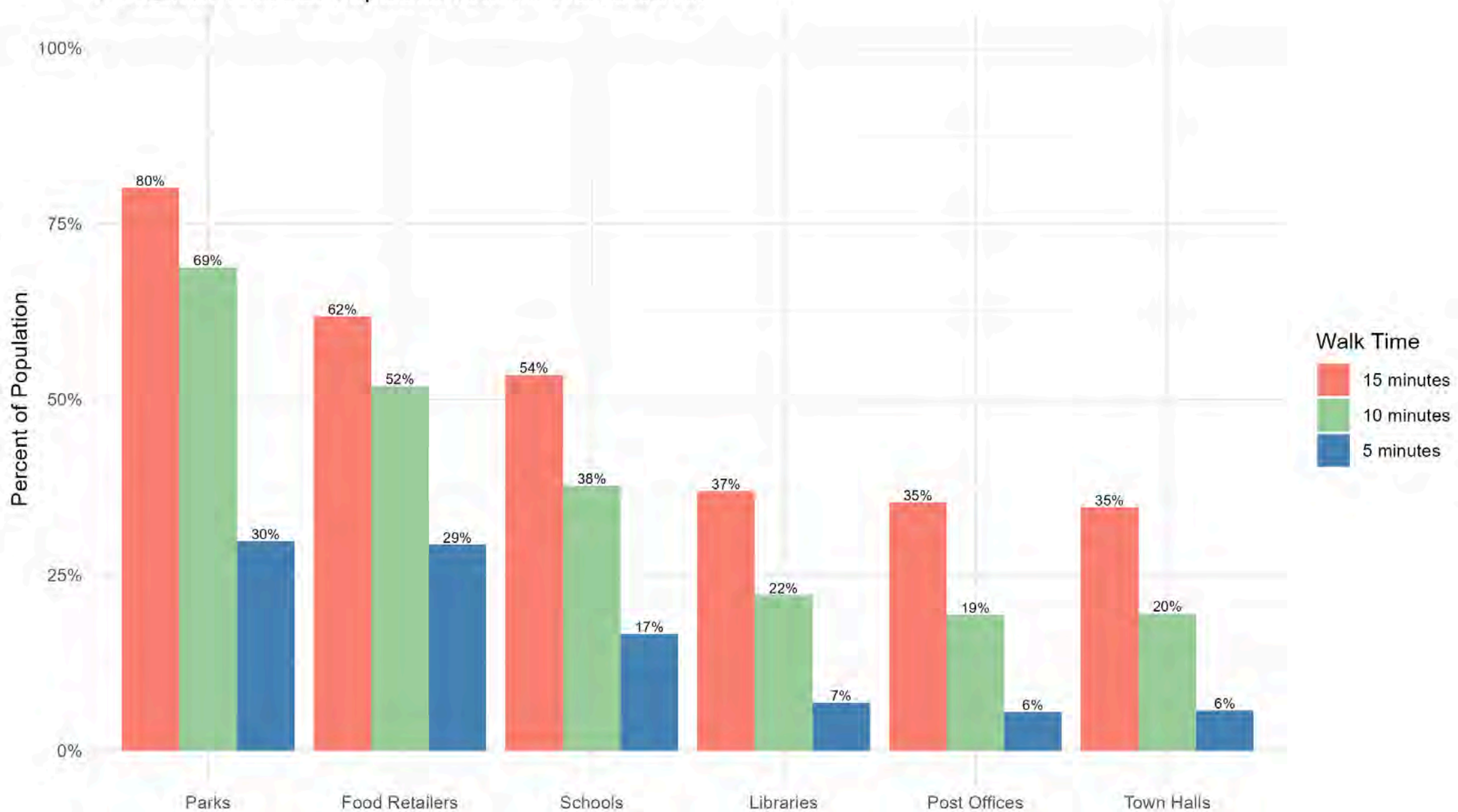
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Percent of Webster Population Within Walkshed of:



Regional Pedestrian Priorities by Weighted Score in WEBSTER

Legend

Regional Pedestrian Priorities

Weighted Score

Low Priority

Medium Priority

High Priority

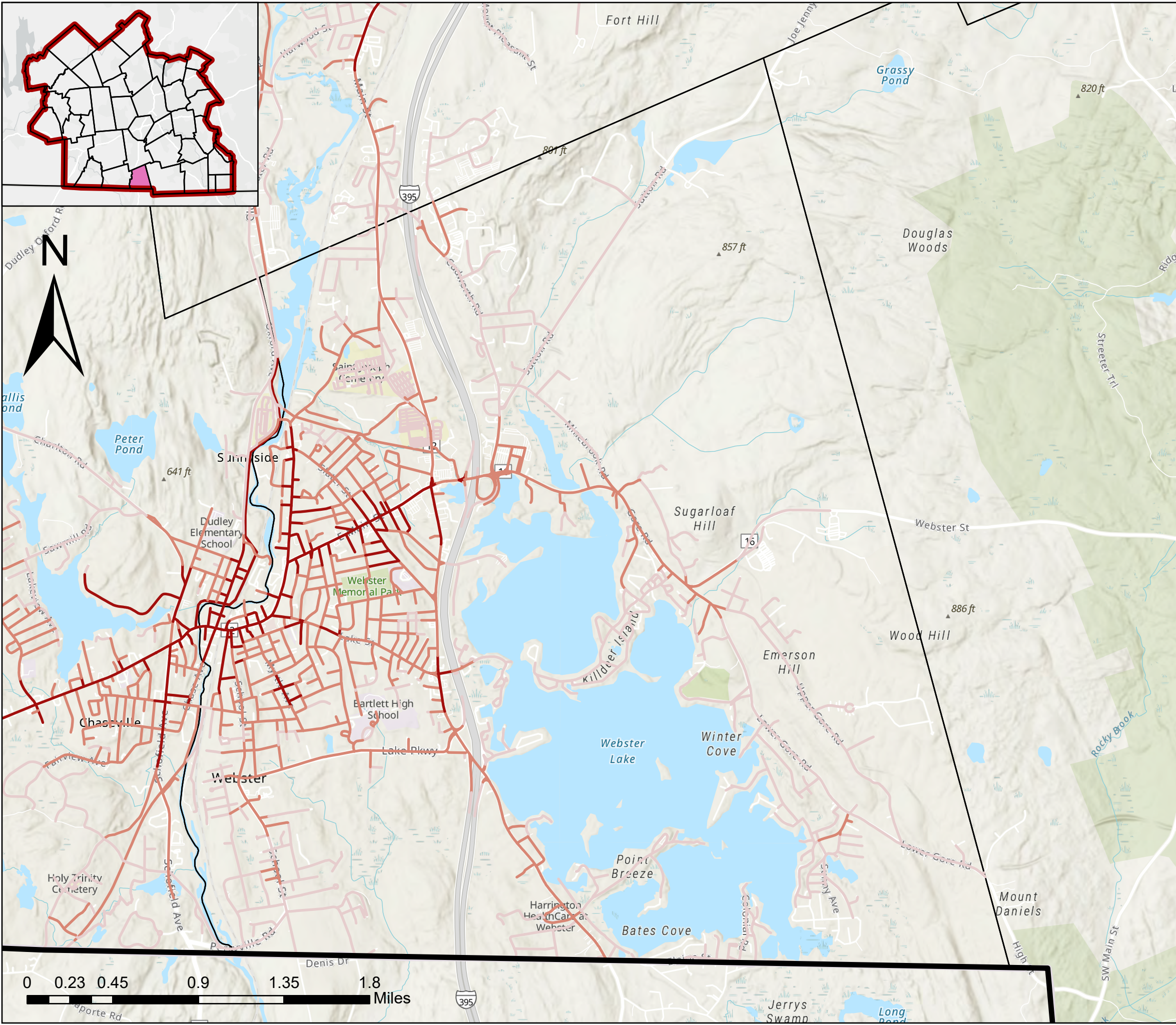
Massachusetts Towns

CMRPC Outline

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Top 10 Scoring Priority Segments in Webster

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
10937	WEBSTER	MAIN STREET	4.2	93.3
10771	WEBSTER	EAST MAIN STREET	3.8	84.4
11042	WEBSTER	PLEASANT STREET	3.6	80.0
11142	WEBSTER	SOUTH MAIN STREET	3.5	77.8
11189	WEBSTER	TRACY COURT	3.5	77.8
11194	WEBSTER	UNION STREET	3.5	77.8
11223	WEBSTER	WELLINGTON STREET	3.5	77.8
10713	WEBSTER	CHASE AVENUE	3.3	73.3
11126	WEBSTER	SCHOOL STREET	3.3	73.3
10641	WEBSTER	ALDRICH STREET	3.2	71.1

2026 CMMPO Regional Pedestrian Plan Technical Appendix

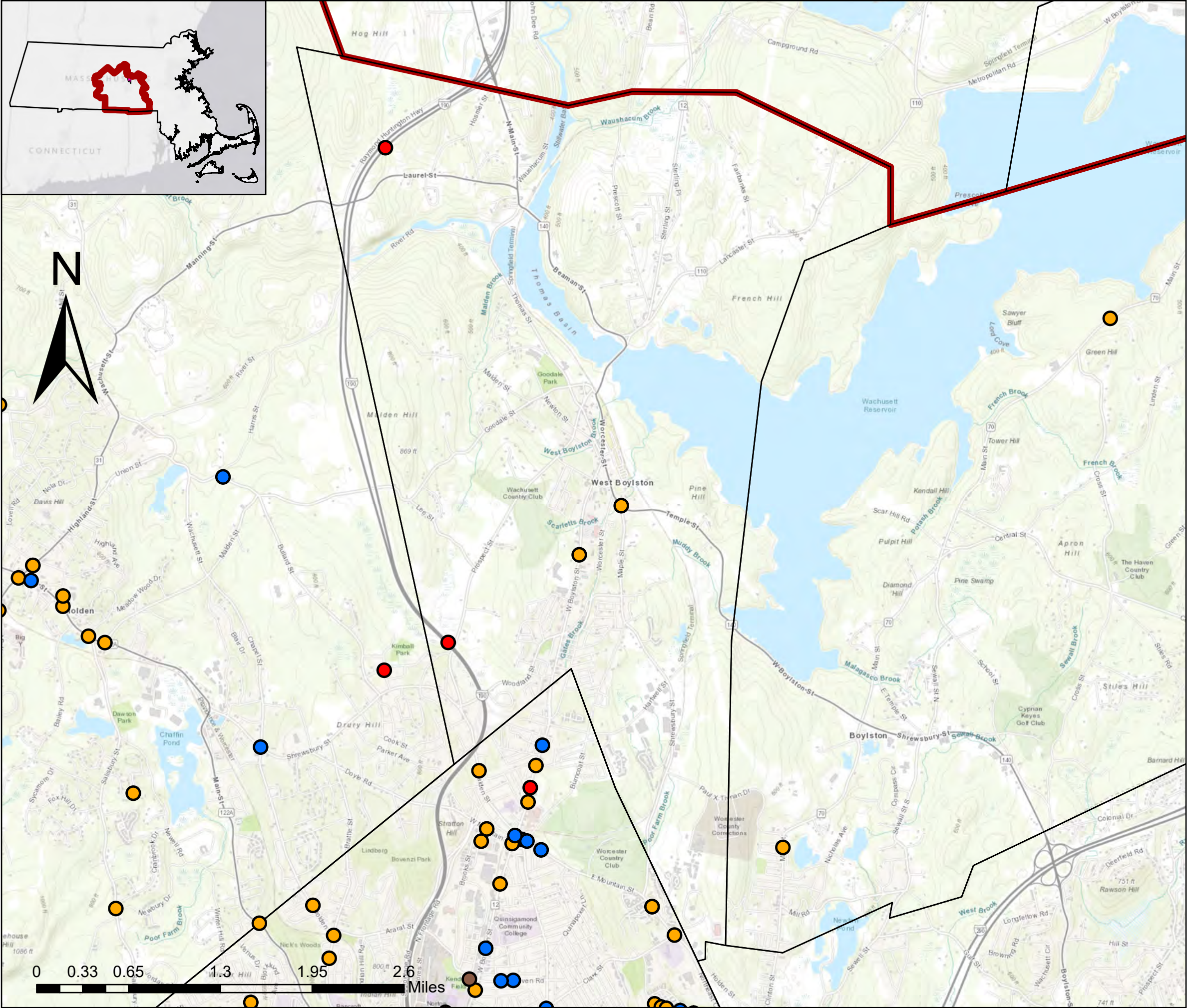
Appendix A: Town Maps, Tables, and Priorities

Municipality: West Boylston

Subregion: North

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
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3. Population Access Analysis
4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score



Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in WEST BOYLSTON

Legend

Pedestrian Crash Severity

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

Massachusetts Towns

CMRPC Outline

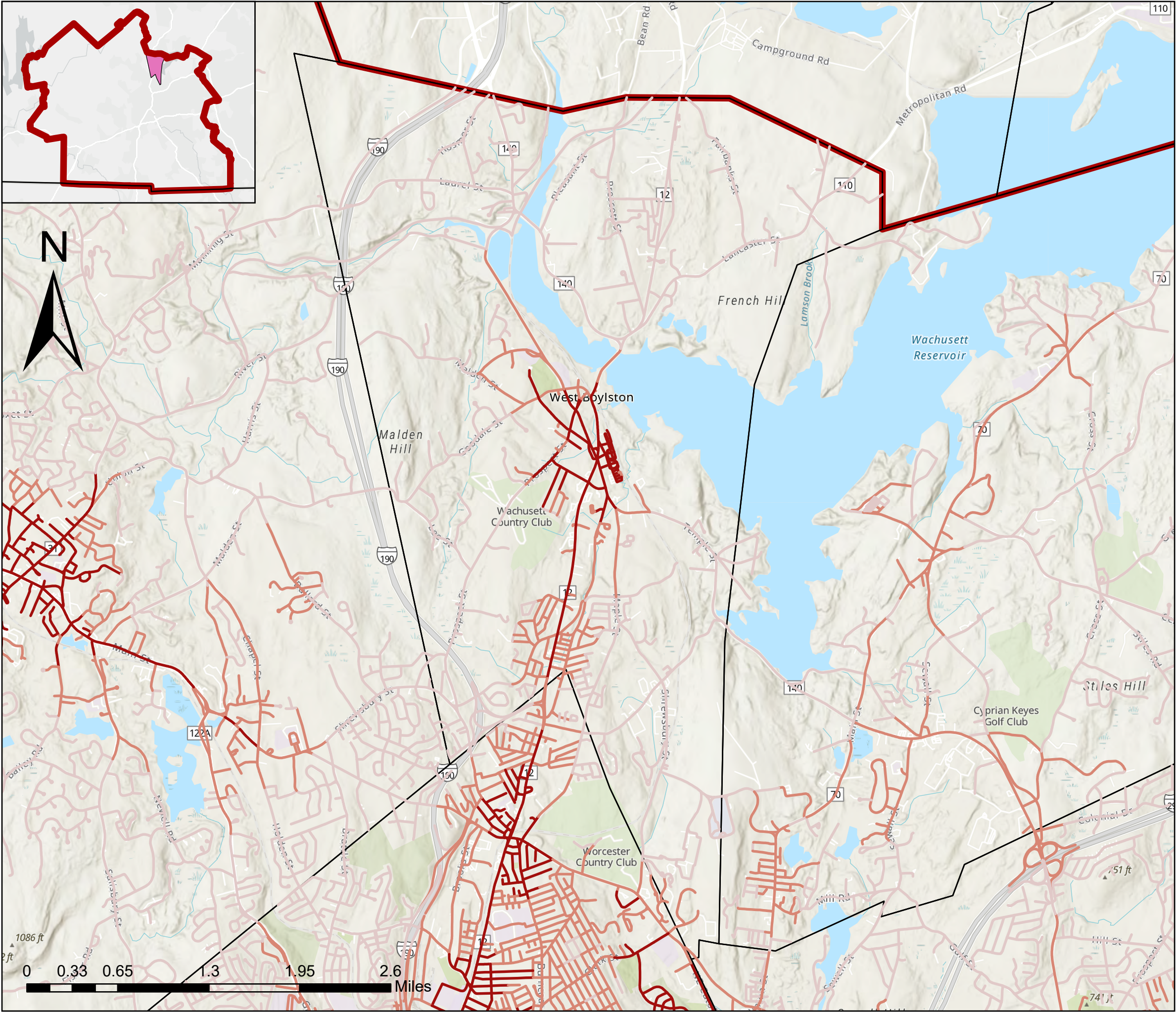
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Pedestrian Destination Proximity Scoring in WEST BOYLSTON



Legend

Destination Proximity Score

- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

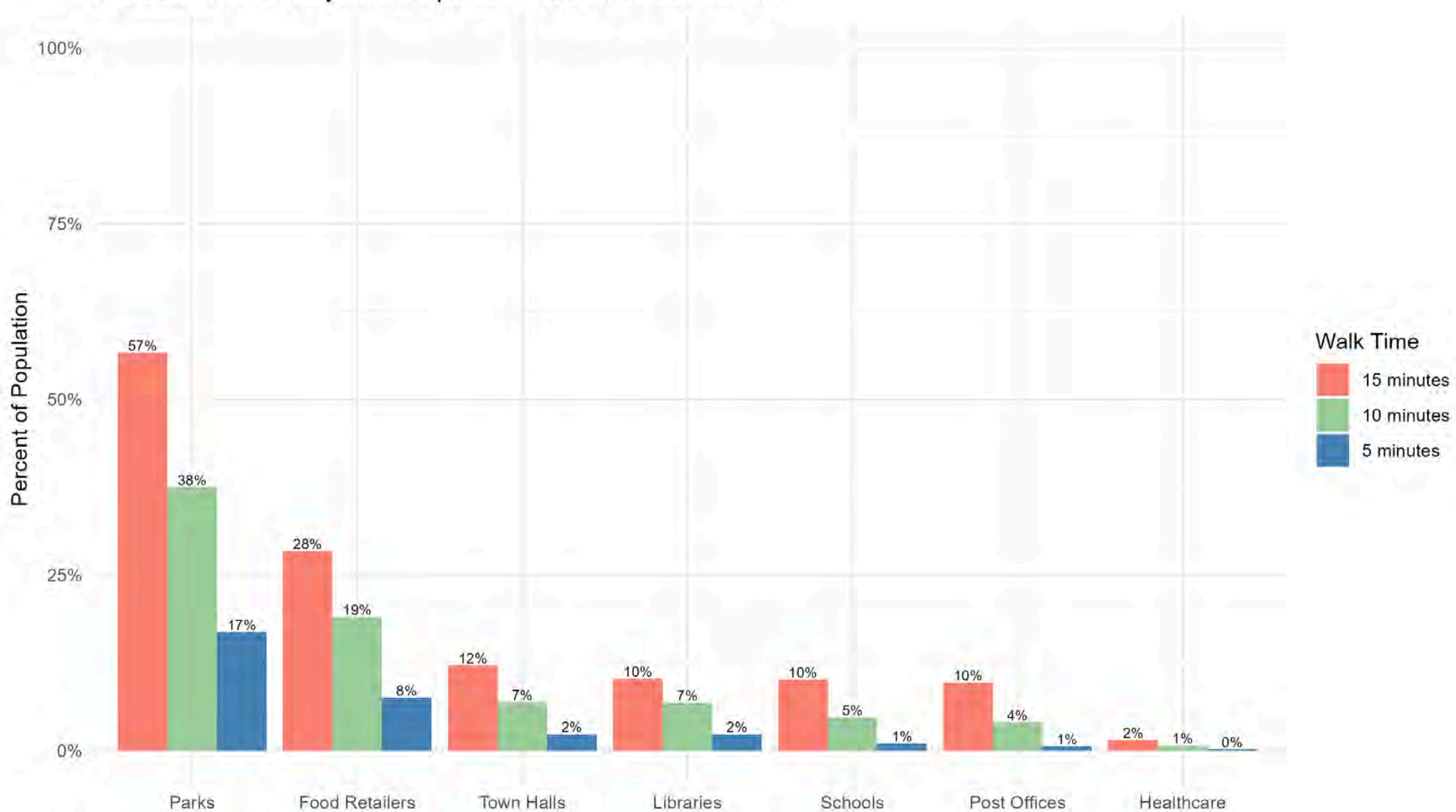
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Percent of West Boylston Population Within Walkshed of:



Regional Pedestrian Priorities by Weighted Score in WEST BOYLSTON

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

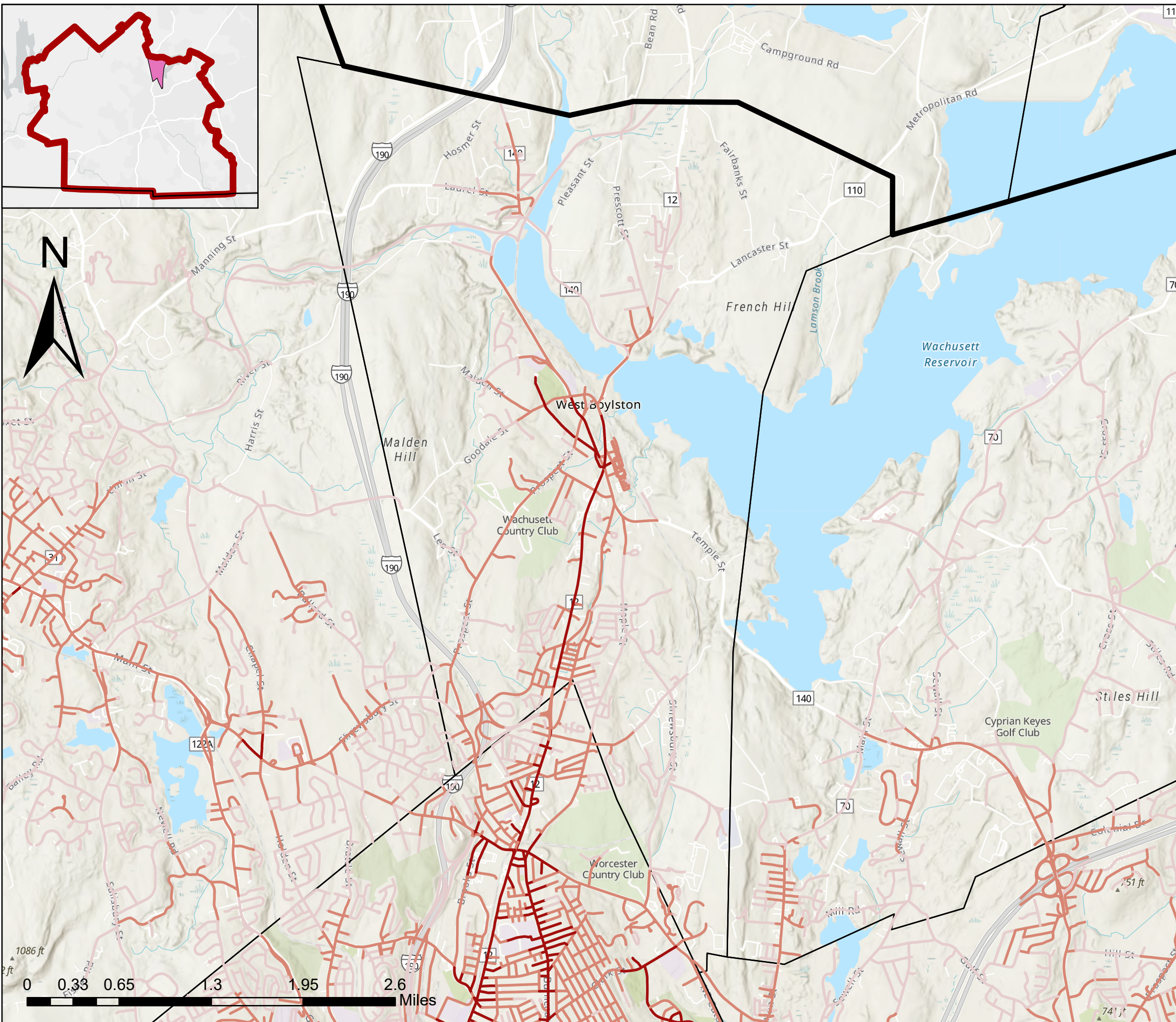
Massachusetts Towns

CMRPC Outline

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Top 10 Scoring Priority Segments in West Boylston

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
11504	WEST BOYLSTON	WEST BOYLSTON STREET	2.7	60.0
11322	WEST BOYLSTON	CHURCH STREET	2.5	55.6
11503	WEST BOYLSTON	WEST BOYLSTON STREET	2.5	55.6
11527	WEST BOYLSTON	WORCESTER STREET	2.5	55.6
11417	WEST BOYLSTON	NEWTON STREET	2.3	51.1
11313	WEST BOYLSTON	CENTRAL STREET	2.2	48.9
11321	WEST BOYLSTON	CHURCH STREET	2.2	48.9
11526	WEST BOYLSTON	WORCESTER STREET	2.2	48.9
11312	WEST BOYLSTON	CENTRAL STREET	1.9	42.2
11327	WEST BOYLSTON	CRESCENT STREET	1.9	42.2

2026 CMMPO Regional Pedestrian Plan Technical Appendix

Appendix A: Town Maps, Tables, and Priorities

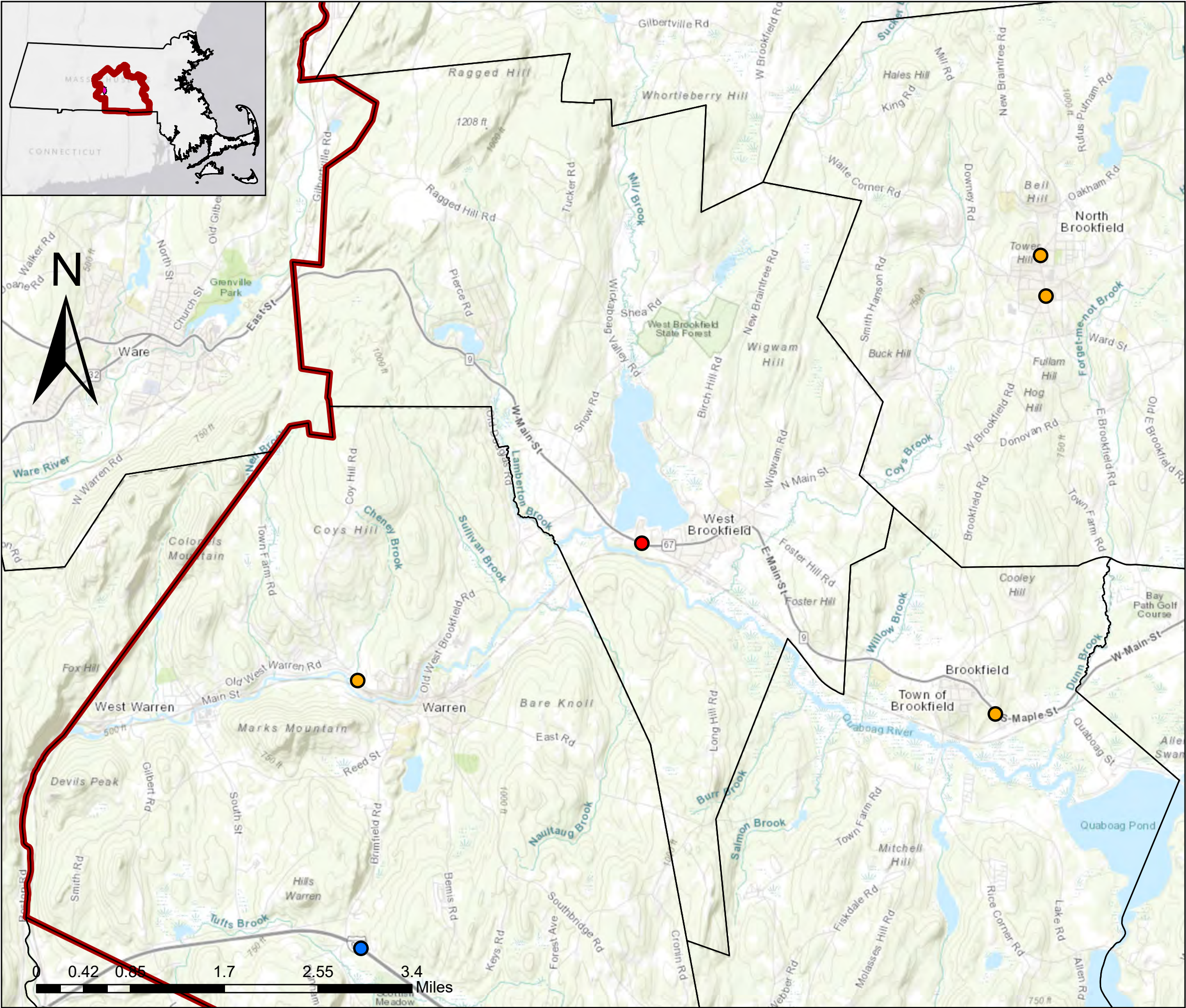
Municipality: West Brookfield

Subregion: West

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
2. Walkshed Analysis - Destination Proximity Scores
3. Population Access Analysis
4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score

Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in WEST BROOKFIELD



Legend

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

- Massachusetts Towns
- CMRPC Outline

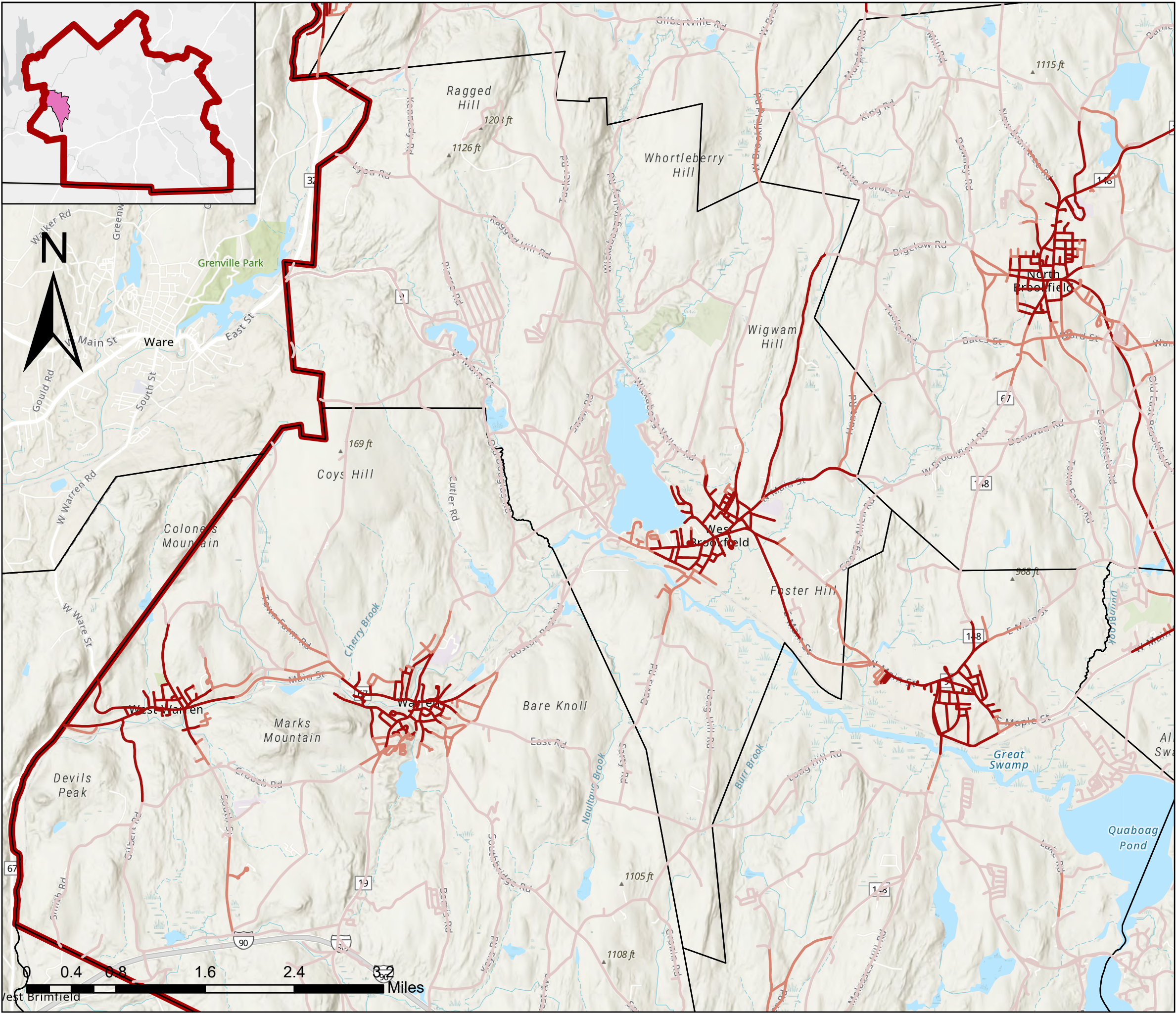
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Pedestrian Destination Proximity Scoring in WEST BROOKFIELD



Legend

Destination Proximity Score

- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

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Percent of West Brookfield Population Within Walkshed of:

Percent of Population

100%

75%

50%

25%

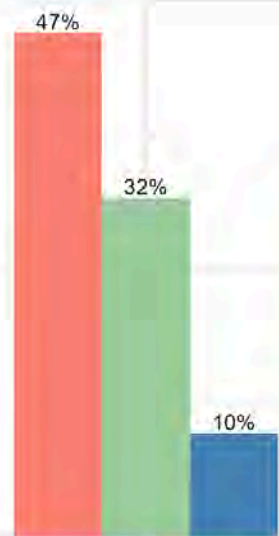
0%

Walk Time

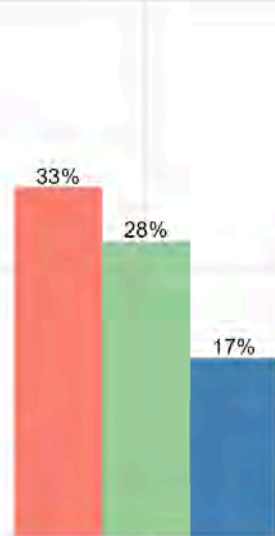
15 minutes

10 minutes

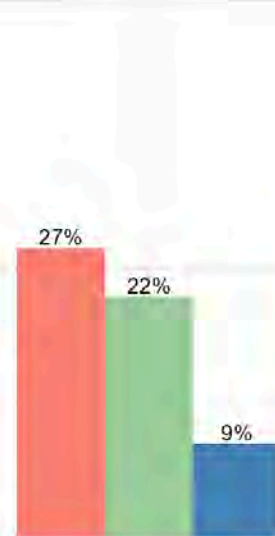
5 minutes



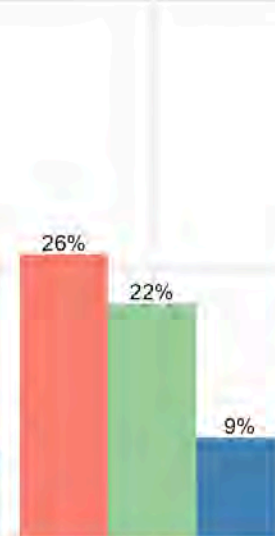
Parks



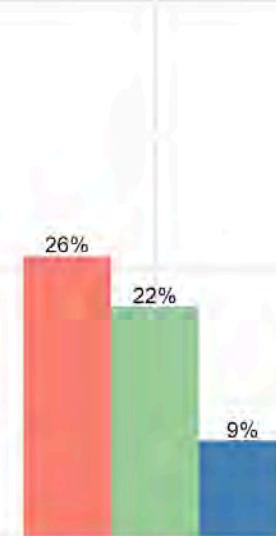
Food Retailers



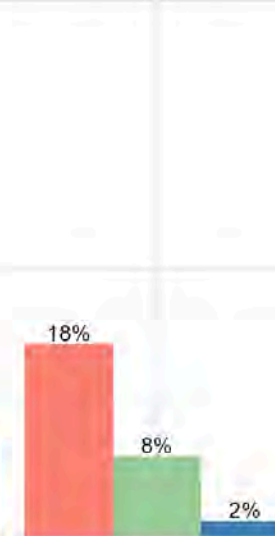
Libraries



Town Halls



Post Offices



Schools

Regional Pedestrian Priorities by Weighted Score in WEST BROOKFIELD

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

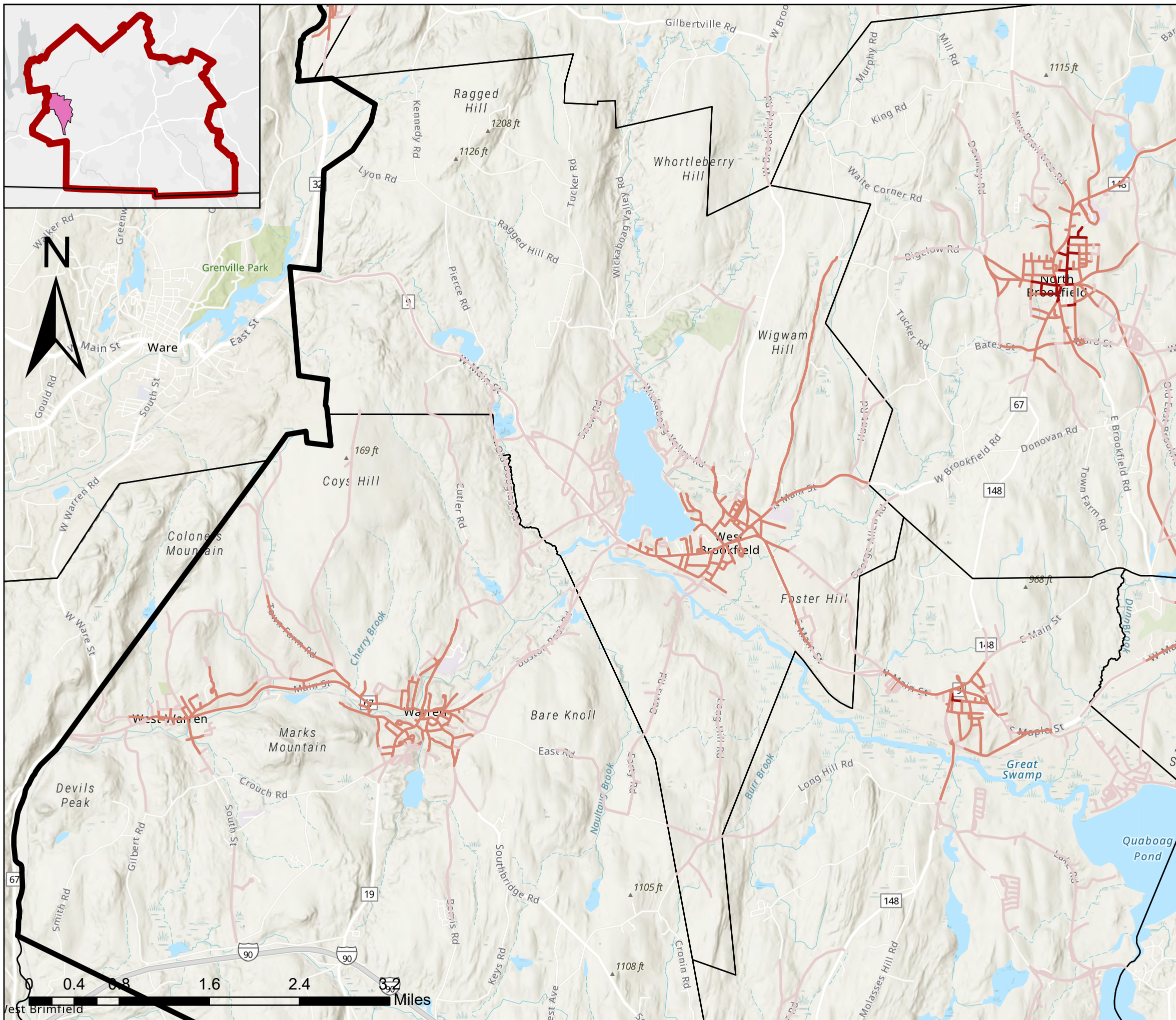
Massachusetts Towns

CMRPC Outline

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Top 10 Scoring Priority Segments in West Brookfield

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
11575	WEST BROOKFIELD	COTTAGE STREET	1.7	37.8
11646	WEST BROOKFIELD	NORTH MAIN STREET	1.7	37.8
11679	WEST BROOKFIELD	SHELDON DRIVE	1.7	37.8
11708	WEST BROOKFIELD	WINTER STREET	1.7	37.8
11695	WEST BROOKFIELD	WEST MAIN STREET	1.6	35.6
11590	WEST BROOKFIELD	EAST MAIN STREET	1.5	33.3
11694	WEST BROOKFIELD	WEST MAIN STREET	1.5	33.3
11539	WEST BROOKFIELD	ALLEN STREET	1.4	31.1
11562	WEST BROOKFIELD	CENTRAL STREET	1.4	31.1
11564	WEST BROOKFIELD	CHAPMAN AVENUE	1.4	31.1

2026 CMMPO Regional Pedestrian Plan Technical Appendix

Appendix A: Town Maps, Tables, and Priorities

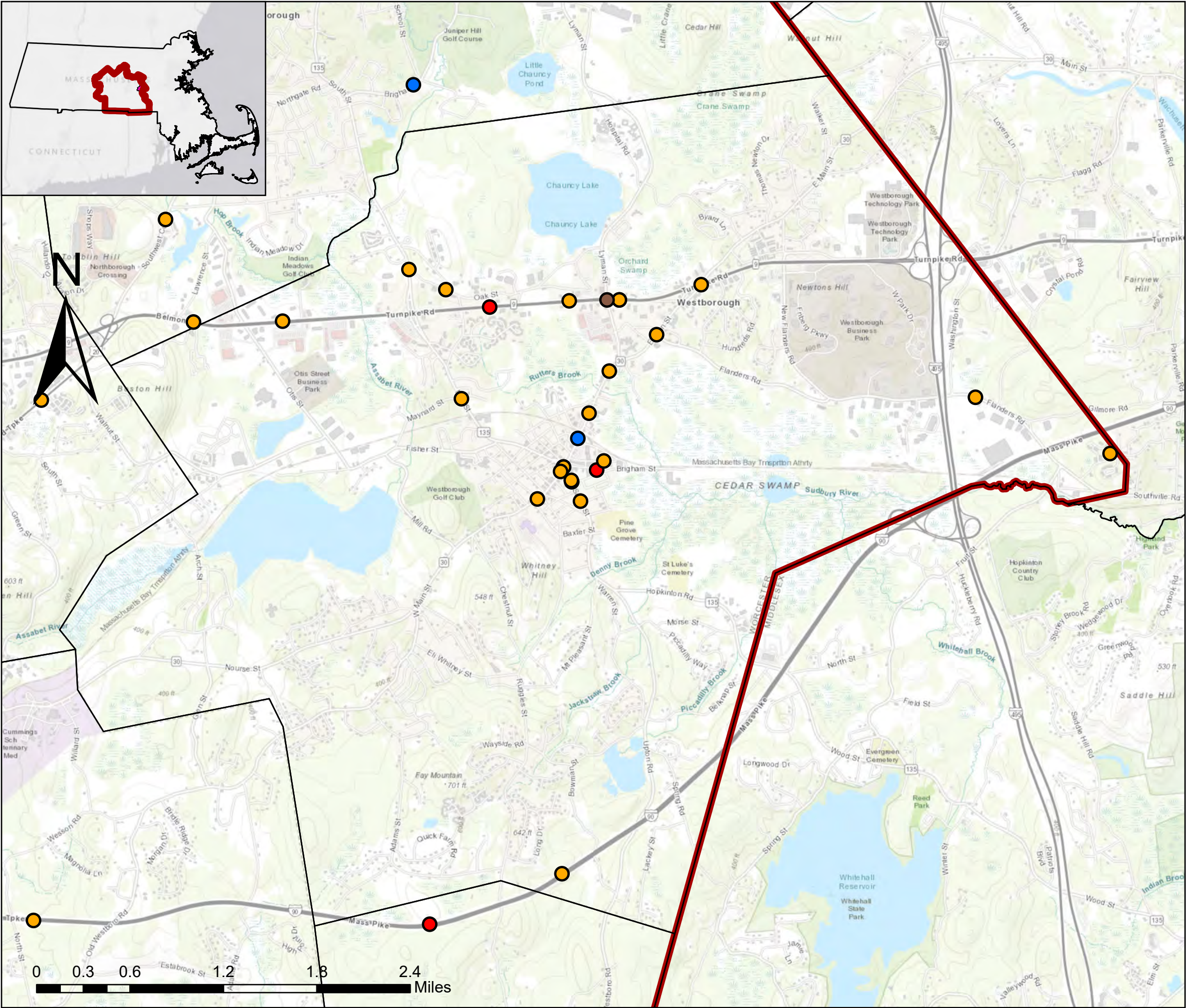
Municipality: Westborough

Subregion: Northeast

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
2. Walkshed Analysis - Destination Proximity Scores
3. Population Access Analysis
4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score

Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in WESTBOROUGH



Legend

- Pedestrian Crash Severity
- Fatal injury
 - Non-fatal injury
 - Not Reported
 - Property damage only (none injured)
 - Unknown
- Massachusetts Towns
- CMRPC Outline

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Pedestrian Destination Proximity Scoring in WESTBOROUGH

Legend

Destination Proximity Score

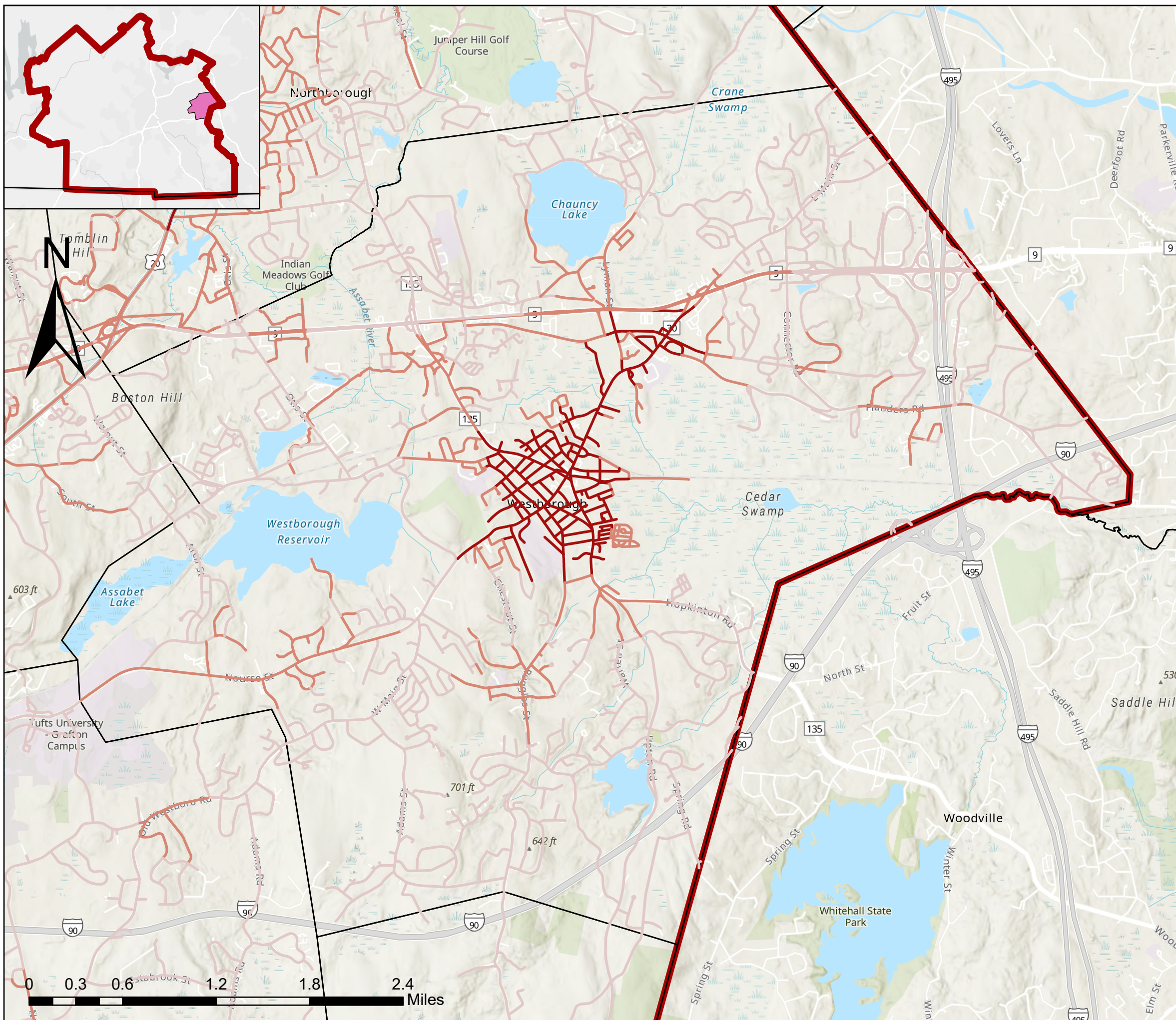
- Low
- Medium
- High

- Massachusetts Towns
- CMRPC Region Outline

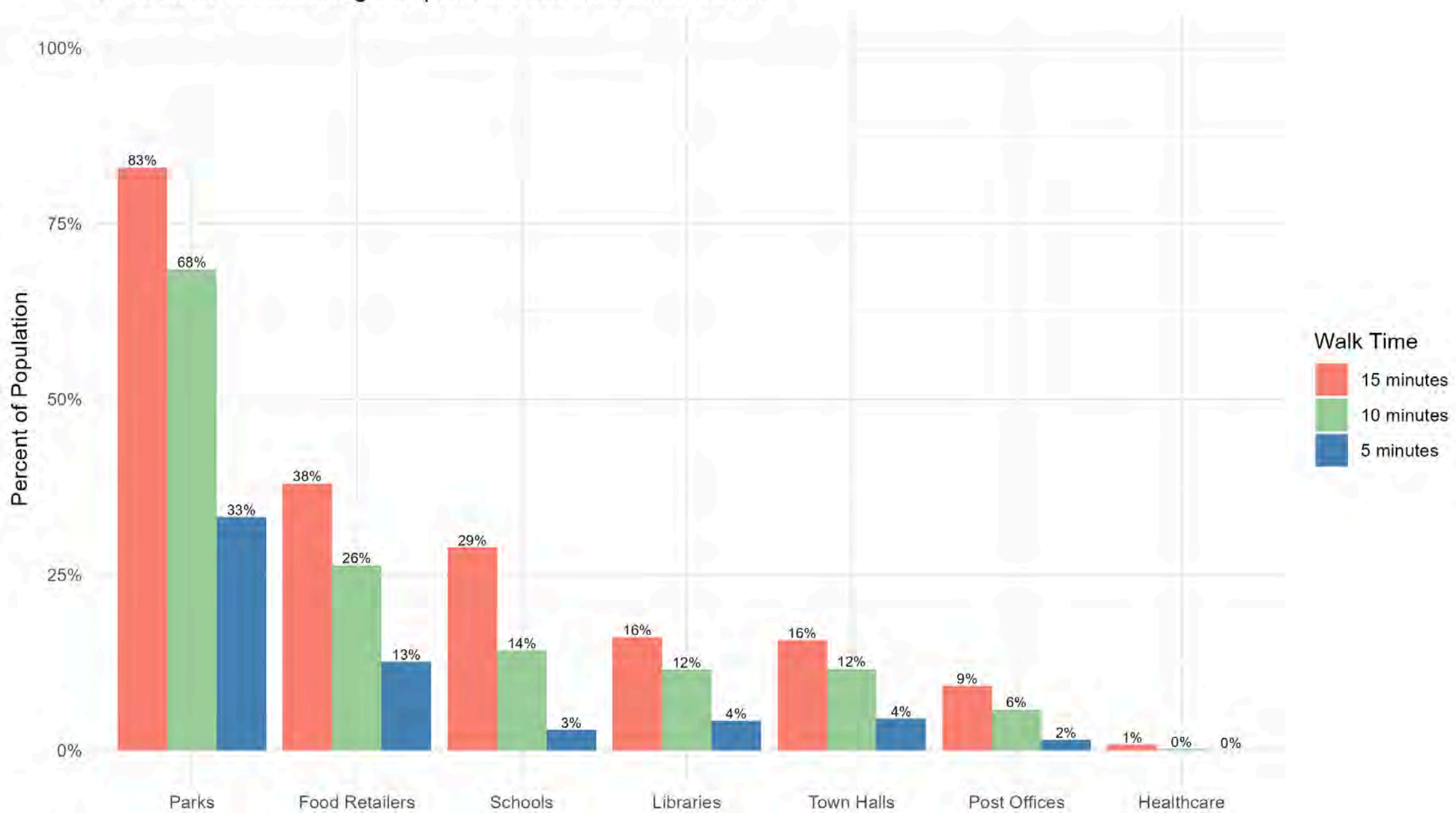
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Produced by the Central Massachusetts Regional Planning Commission (CMRPC)
1 Mercantile Street, Suite 520
Worcester, MA 01608

Source: Data provided by MassDOT Open Data Portal, CMRPC and the Office of Geographic Information (MassGIS), Commonwealth of Massachusetts, Information Technology Division.



Percent of Westborough Population Within Walkshed of:



Regional Pedestrian Priorities by Weighted Score in WESTBOROUGH

Legend

Regional Pedestrian Priorities

Weighted Score

- Low Priority
- Medium Priority
- High Priority

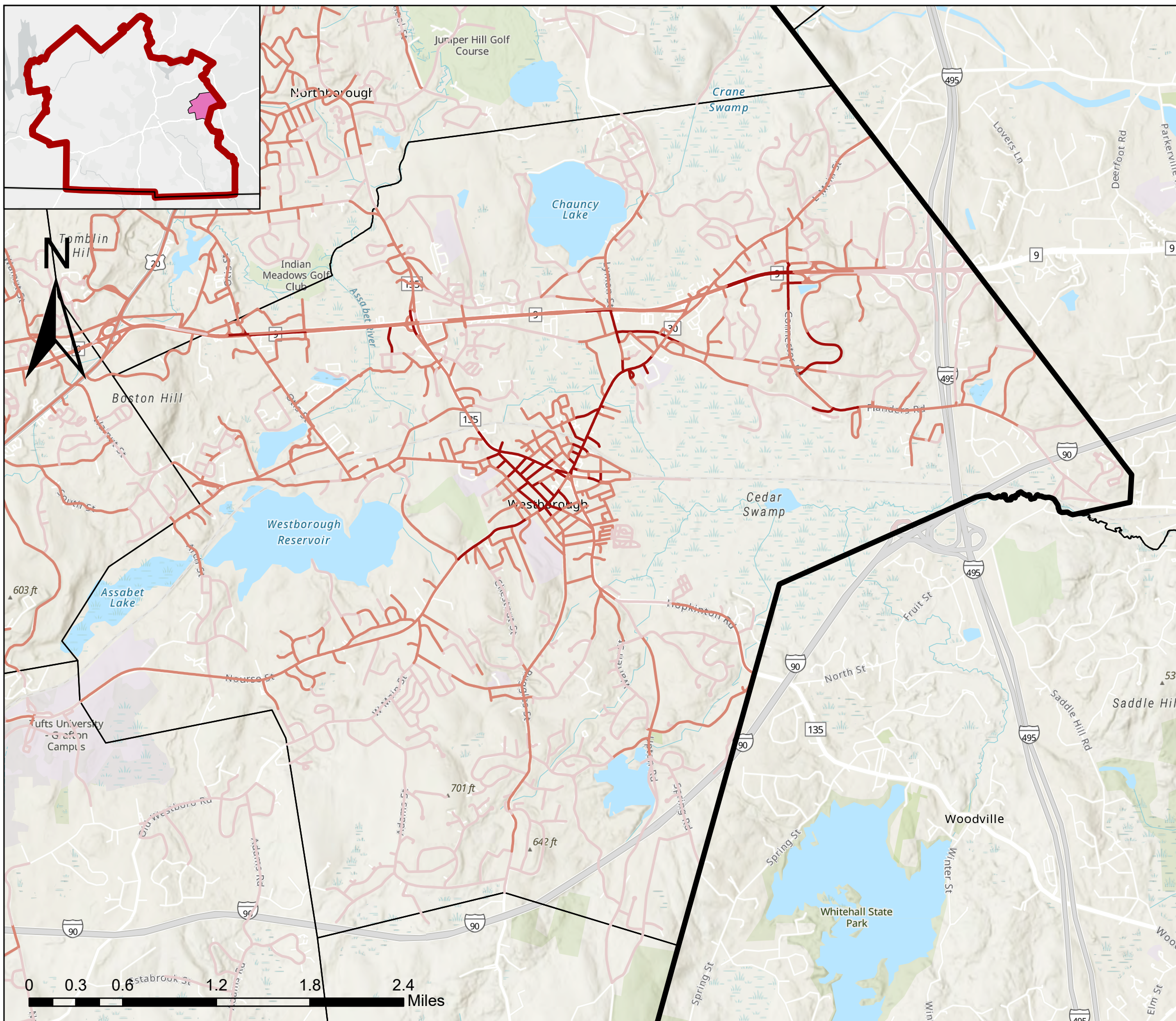
Massachusetts Towns

CMRPC Outline

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0 0.3 0.6 1.2 1.8 2.4 Miles

Top 10 Scoring Priority Segments in Westborough

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
11883	WESTBOROUGH	EAST MAIN STREET	2.8	62.2
12308	WESTBOROUGH	TURNPIKE ROAD	2.8	62.2
11917	WESTBOROUGH	FISHER STREET	2.7	60.0
12307	WESTBOROUGH	TURNPIKE ROAD	2.7	60.0
11772	WESTBOROUGH	BOARDMAN STREET	2.6	57.8
11828	WESTBOROUGH	CHURCH STREET	2.6	57.8
11906	WESTBOROUGH	FAY STREET	2.6	57.8
11916	WESTBOROUGH	FISHER STREET	2.6	57.8
12042	WESTBOROUGH	LYMAN STREET	2.6	57.8
12202	WESTBOROUGH	RESEARCH DRIVE	2.6	57.8

2026 CMMPO Regional Pedestrian Plan Technical Appendix

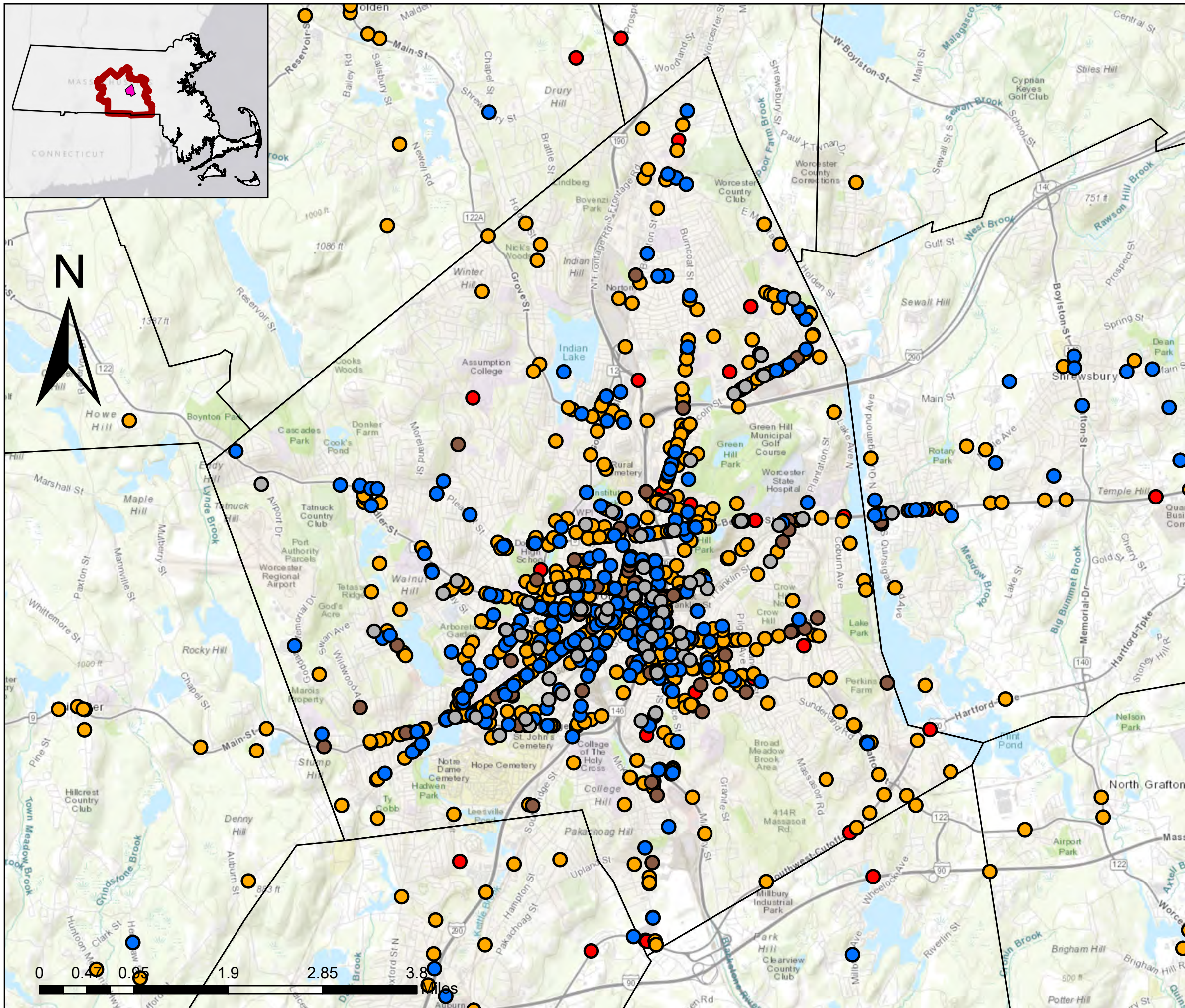
Appendix A: Town Maps, Tables, and Priorities

Municipality: Worcester

Subregion: Central

Maps, Tables, and Priorities

1. Pedestrian Crashes by Severity
2. Walkshed Analysis - Destination Proximity Scores
3. Population Access Analysis
4. Priority Segments by Weighted Score
5. Table: Top 10 Priority Segments by Weighted Score



Reported Pedestrian Crashes from 2013 - 2022 by Crash Severity in WORCESTER

Legend

Pedestrian Crash Severity

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

Massachusetts Towns

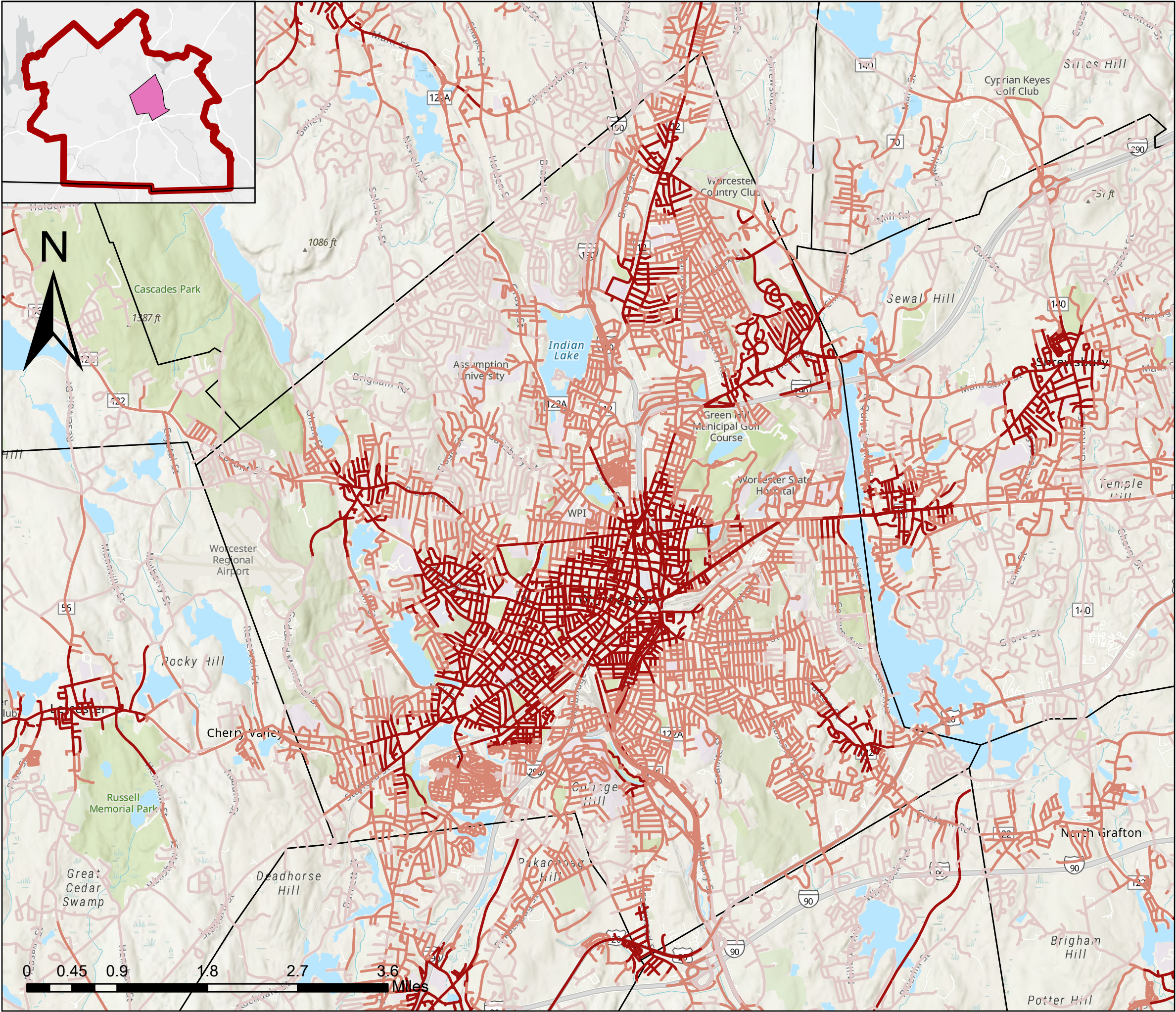
CMRPC Outline

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Source: Data provided by MassDOT Open Data Portal, CMRPC and the Office of Geographic Information (MassGIS), Commonwealth of Massachusetts, Information Technology Division.





Pedestrian Destination Proximity Scoring in WORCESTER

Legend

Destination Proximity Score

- Low
- Medium
- High

Massachusetts Towns

CMRPC Region Outline

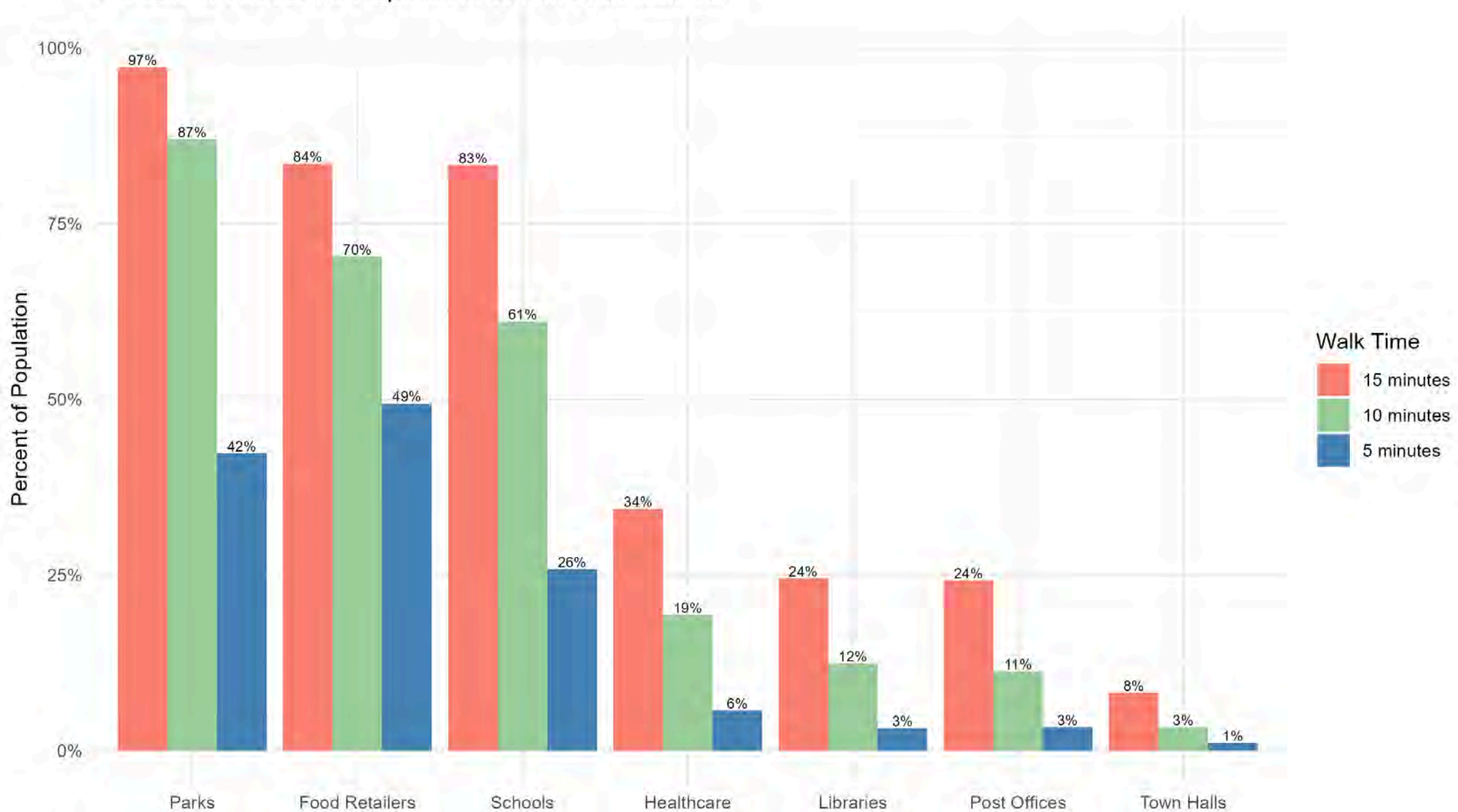
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Source: Data provided by MassDOT Open Data Portal, CMRPC and the Office of Geographic Information (MassGIS), Commonwealth of Massachusetts, Information Technology Division.



Percent of Worcester Population Within Walkshed of:



Regional Pedestrian Priorities by Weighted Score in WORCESTER

Legend

Regional Pedestrian Priorities

Weighted Score

Low Priority

Medium Priority

High Priority

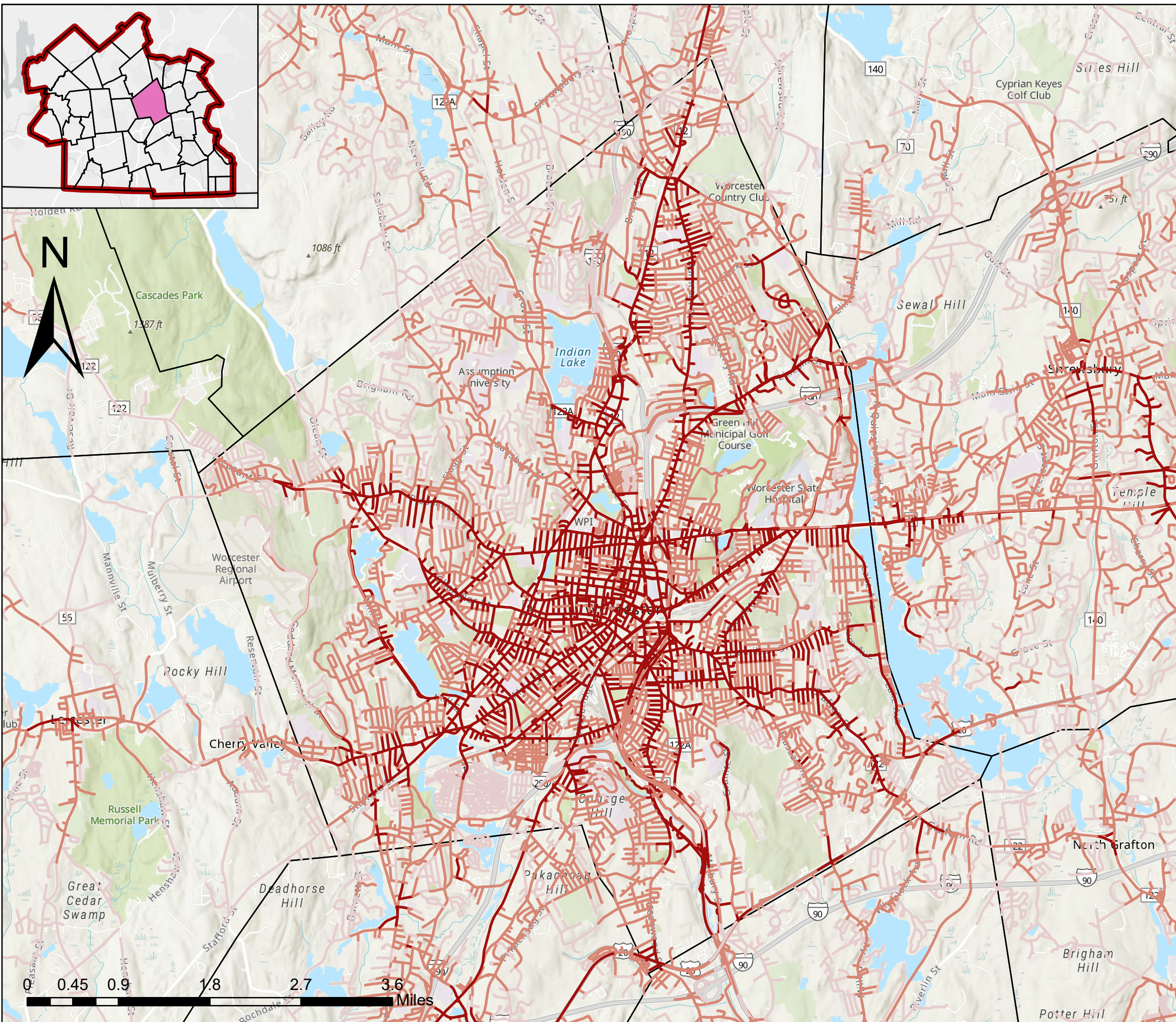
Massachusetts Towns

CMRPC Outline

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Source: Data provided by MassDOT Open Data Portal, CMRPC and the Office of Geographic Information (MassGIS), Commonwealth of Massachusetts, Information Technology Division.



Top 10 Scoring Priority Segments in Worcester

OBJECTID	City	Street Name	Weighted Priority Score	Scaled Priority Score
13193	WORCESTER	CHANDLER STREET	4.5	100.0
15881	WORCESTER	PARK AVENUE	4.5	100.0
15164	WORCESTER	MAIN STREET	4.4	97.8
14242	WORCESTER	GRAFTON STREET	4.3	95.6
14241	WORCESTER	GRAFTON STREET	4.2	93.3
14391	WORCESTER	HAMMOND STREET	4.2	93.3
15880	WORCESTER	PARK AVENUE	4.2	93.3
17109	WORCESTER	VERNON STREET	4.2	93.3
15163	WORCESTER	MAIN STREET	4.1	91.1
15314	WORCESTER	MAY STREET	4.1	91.1

2026 CMMPO Regional Pedestrian Plan Technical Appendix

Appendix B: Methodology

1. Safety Analysis Methodology
2. Access to Destinations Analysis Methodology
3. Prioritization Methodology

Safety Analysis Methodology

Downloading the Relevant Data Layers

To obtain data on pedestrian crashes, pedestrian 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 01/01/2013 to 12/31/2022, to include all crash data from the start of 2013 through the end of 2022. This range was chosen because data from 2023 was still considered “open,” at the time of the query 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 “Pedestrian” 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. Data pertaining to Regional Environmental Justice Plus (REJ+) Census Block Groups and the MassDOT Vulnerable Road User (VRU) Assessment was downloaded from ArcGIS Online.

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 pedestrian safety throughout the CMMPO region. It is important to note that not all pedestrian crashes are reported. There is a myriad of reasons why a person may choose not to report a pedestrian 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 crash through official channels, even if injury or serious injury has occurred.

Access to Destinations Analysis Methodology

Downloading Relevant Data Layers

Staff of the CMMPO utilized ArcGIS Pro and R to conduct the connectivity analysis portion of the Regional Pedestrian Plan. The first step in performing the access to destinations analysis was to decide which destinations would be used in the analysis and obtain the relevant data layers. With assistance from the Pedestrian Plan Advisory Committee, it was determined that the following destinations would be ideally suited for the analysis: town & city halls, food retailers, libraries, parks, schools, post offices, and healthcare facilities. United States Census population data and Replica HQ pedestrian trip data was used to understand and represent trip origins. The following data layers were obtained from the following sources:

- Town & City Halls from the CMMPO GIS database
- Libraries from the CMMPO GIS database
- Schools from the CMMPO GIS database
- Parks from the CMMPO GIS database
- Healthcare Facilities from the CMMPO GIS database
- Post Offices from the CMMPO GIS database
- SNAP Retailer Locations from U.S. Department of Agriculture (USDA)
- Farmers' Market Locations from MassGIS
- Population data from the U.S. Census Bureau
- Pedestrian network link volumes from Replica HQ
- Massachusetts Road Inventory File (RIF) from MassGIS

The walkshed analysis comprises three steps: 1) calculating isochrones for each location, 2) estimating the population within each isochrone, and 3) visualizing the results by location, town, and region. All analysis and visualization was conducted in R.

Isochrones

An isochrone is a line connecting points of equal travel time from a given location. Isochrones were calculated using the Mapbox Isochrone API, which computes the area reachable within a specified travel time along a street and pedestrian network and returns

that area as a polygon. See the [Mapbox isochrone API documentation](#) for additional details.

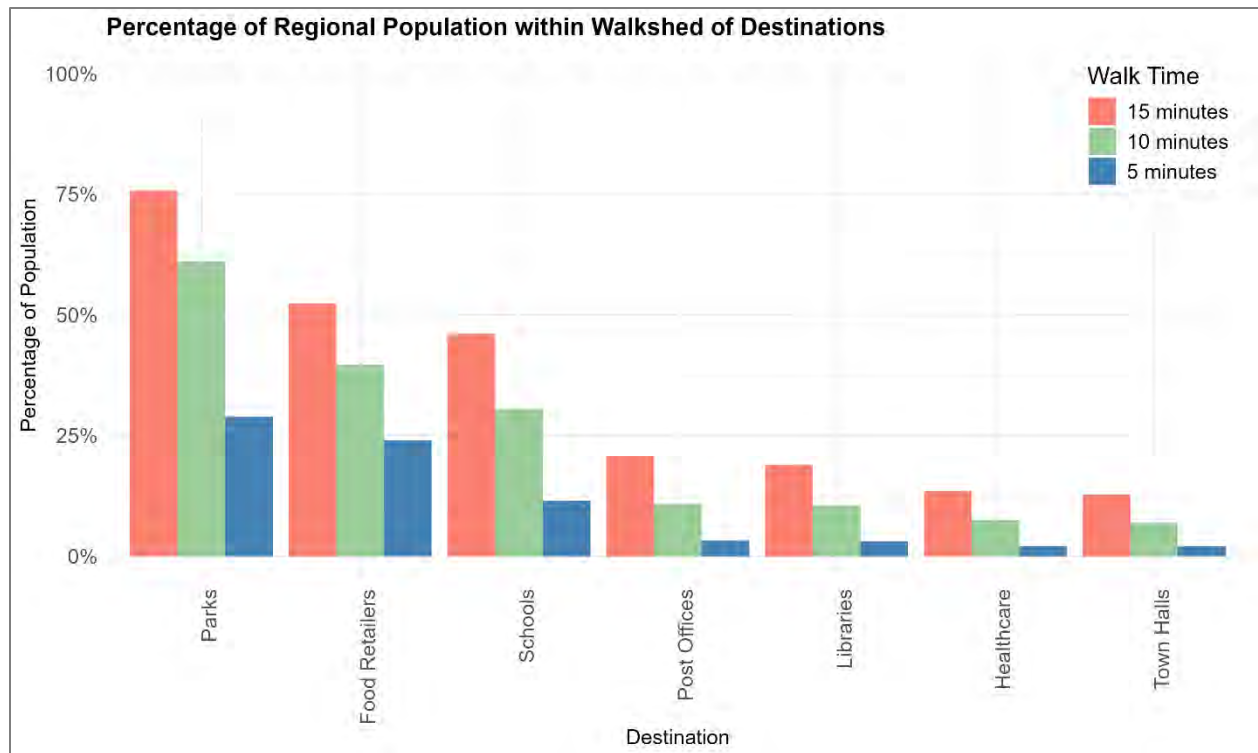
The analysis covered seven location types: food retailers, libraries, parks, schools, town halls, post offices, and healthcare facilities. For each individual location, isochrones were calculated at 5-, 10-, and 15-minute walking/travel times, using Mapbox's default walking speed of 1.42 meters per second. Isochrones were then merged (dissolved) by time and location type, so that all 5-minute isochrones for parks, for example, became a single polygon showing the total area within a 5-minute walk of any park.

Area Weighted Population Estimates

To estimate the population living within 5, 10, and 15 minutes of each destination, isochrone polygons were intersected with 2020 U.S. Census blocks, pulled using the R package *tidycensus*. For each block, an overlap ratio was calculated as the area of intersection divided by the block's total area. That ratio was then applied to the block's population to estimate how much of it falls within the isochrone. This method assumes population is distributed evenly across each census block, which is a simplification but a standard one for this kind of estimate. For example, if 50% of a census block's area fell within the 10-minute isochrone for a healthcare facility, the analysis applied an overlap ratio of 0.5 to that block's population to estimate the population within a 10-minute walk of the facility.

Visualization

Using the estimated populations from each isochrone, we produced visualizations showing total population, regionwide and by town, within 5-, 10-, and 15-minute walksheds of each location type. The regionwide population access graph is shown below. Municipal officials, planners, and residents can use the population access analysis to achieve a more nuanced understanding of walkability within their communities. The population access analysis provides important information to assist in the advancement of a broad range of planning goals.



Destination Proximity Scoring

To assign a point value to roadway segments within the walksheds, CMMPO staff scored each roadway segment based on which walkshed a roadway segment was located in. Segments that were located in the 5-minute walkshed of a particular destination type were scored a value of 3, segments located in the 10-minute walkshed were scored a value of 2, and segments located in the 15-minute walkshed were scored a value of 1. This process was repeated for each of the destination types. This way, roadway segments that were located within walksheds of multiple different destination types would be scored higher. This methodology allowed CMMPO staff to identify roadways within the region that were in close proximity to numerous types of common destinations. Destination proximity scores represent the results of the access to destinations analysis and can be found in the Technical Appendix. Further, destination proximity scores were a factor in determining regional pedestrian priorities.

Prioritization Methodology

Regional Pedestrian Priorities & Scoring

To determine regional pedestrian priorities, a weighted scoring system was developed to score roadway segments based on a 14-factor scoring rubric. The table below shows the factors included in the scoring rubric, the category each factor falls into, and the weight assigned to each category. Safety-related factors received the most significant weight at 40%, connectivity & access-related factors received the second-most significant weight at 30%, and the remaining categories received 10% weight, as these factors were important to take into consideration but not considered as important as the safety- and connectivity & access-related factors. The scoring system was intentionally devised to include factors that contribute to walkability; as such, the resulting priorities reflect priorities for improving the overall pedestrian experience. High scoring priority segments may call for an array of improvements to improve walkability in that location, depending on the context. Due to the nature of the Road Inventory File (RIF), segments of the same street may have received different weighted scores. As such, the same street name may appear multiple times in a municipality's top scoring priority segment tables.

Table: Priority Roadway Segment Scoring Rubric

Factor	Category	Weight
Crash-Based Analysis	Safety	40%
Risk-Based Analysis		
MassDOT VRU Assessment		
Destination Proximity Score	Comfort & Access	30%
Sidewalk Condition		
WRTA Bus Stop Presence		
Number of Pedestrian Trips		
Pedestrian Experience Survey	Public Participation	10%
Public Concern Mapper		
State Priority	State and Local Priority Determination	10%
Local Priority		
Potential for Walkable Trips		
Population Density	Socioeconomic & Demographic	10%
REJ+ Determination		

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

Prioritization Scoring Rubric

Category	Criteria							
Safety (40%)	HSIP Crash Cluster Analysis		Risk-Based Analysis (MassDOT Network Screening Tool)		MassDOT VRU Assessment			
	Quality	Points	Quality	Points	Quality	Points		
	Yes	1	Primary Risk Site	2	Primary Risk Location	1		
	No	0	Secondary Risk Site	1	Not a Risk Site	0		
	Presence of Fatal Crash	1 Extra Point	Not a Risk Site	0				
Connectivity & Access (30%)	Walkshed Analysis (Destination Proximity Score)		Average Annual Daily Pedestrian Trips (Replica Estimates)		Sidewalk Condition		WRTA Bus Stop	
	Quality	Points	Quality	Points	Quality	Points	Quality	Points
	High (10+)	2	High (≥58)	2	Poor	2	Yes	1
	Medium (5-9)	1	Medium (25-57)	1	Fair	1	No	0
	Low (0-4)	0	Low (≤24)	0	Good/Excellent	0		
Public Participation (10%)	Ped Experience Survey Mention		Public Concern Mapper (SS4A)					
	Quality	Points	Quality	Points				
	3 Or More Mentions	2	Yes	1				
	Mentioned	1	No	0				
	Not Mentioned	0						
Socioeconomic & Demographic (10%)	Population Density (Census Block Group)		REJ+ Determination					
	Quality (Population/Area)	Points	Quality	Points				
	Low Density	0	Yes	1				
	Medium Density	1	No	0				
	High Density	2						
Local & State Priority Determination (10%)	State Priority (MassDOT)		Local Priority (Subregional Meetings)		MassDOT Potential For Walkable Trips			
	Quality	Points	Quality	Points	Quality	Points		
	Top 10% Priority	1	Yes	1	High Potential	2		
	Not identified	0	Not identified	0	Medium Potential	1		
					Low Potential	0		

2026 CMMPO Regional Pedestrian Plan Technical Appendix

Appendix C: Additional Tables

Tables:

1. Table of Top 5% Regional Pedestrian Priorities
2. Table of Resources for Municipalities
3. Massachusetts State-Preferred Crash Modifications Factors (CMFs)
4. U.S. Department of Transportation Pedestrian and Bicycle Funding Sources
5. CMMPO Subregional Meeting Comments
6. Pedestrian Experience Survey Responses

Top 5% Pedestrian Priorities by Weighted Score

Object ID	City	Street Name	Weighted Priority Score	Scaled Priority Score
458	WORCESTER	CHANDLER STREET	4.5	100.0
1028	WORCESTER	PARK AVENUE	4.5	100.0
888	WORCESTER	MAIN STREET	4.4	97.8
678	WORCESTER	GRAFTON STREET	4.3	95.6
256	WEBSTER	MAIN STREET	4.2	93.3
677	WORCESTER	GRAFTON STREET	4.2	93.3
724	WORCESTER	HAMMOND STREET	4.2	93.3
1027	WORCESTER	PARK AVENUE	4.2	93.3
1269	WORCESTER	VERNON STREET	4.2	93.3
887	WORCESTER	MAIN STREET	4.1	91.1
926	WORCESTER	MAY STREET	4.1	91.1
1073	WORCESTER	PLEASANT STREET	4.1	91.1
457	WORCESTER	CHANDLER STREET	4.0	88.9
468	WORCESTER	CHESTNUT STREET	4.0	88.9
762	WORCESTER	HIGHLAND STREET	4.0	88.9
925	WORCESTER	MAY STREET	4.0	88.9
1072	WORCESTER	PLEASANT STREET	4.0	88.9
182	SOUTHBRIDGE	HAMILTON STREET	3.9	86.7
194	SOUTHBRIDGE	MAIN STREET	3.9	86.7
537	WORCESTER	DORCHESTER STREET	3.9	86.7
588	WORCESTER	FAIRFIELD STREET	3.9	86.7
676	WORCESTER	GRAFTON STREET	3.9	86.7
721	WORCESTER	HAMILTON STREET	3.9	86.7
761	WORCESTER	HIGHLAND STREET	3.9	86.7
773	WORCESTER	HOUGHTON STREET	3.9	86.7
795	WORCESTER	JEFFERSON STREET	3.9	86.7
835	WORCESTER	LANCASTER STREET	3.9	86.7
861	WORCESTER	LINDEN STREET	3.9	86.7
899	WORCESTER	MAPLE TREE LANE	3.9	86.7
929	WORCESTER	MAYFIELD STREET	3.9	86.7
954	WORCESTER	MILL STREET	3.9	86.7
1108	WORCESTER	RAMP-RT 122A TO RT 290 EB	3.9	86.7
1113	WORCESTER	RAMP-RT 290 EB TO RT 122A	3.9	86.7
1175	WORCESTER	SHREWSBURY STREET	3.9	86.7
1268	WORCESTER	VERNON STREET	3.9	86.7
1302	WORCESTER	WELLINGTON STREET	3.9	86.7
1320	WORCESTER	WESTFIELD STREET	3.9	86.7
1327	WORCESTER	WINFIELD STREET	3.9	86.7
1331	WORCESTER	WINTHROP STREET	3.9	86.7
246	WEBSTER	EAST MAIN STREET	3.8	84.4
385	WORCESTER	BELMONT STREET	3.8	84.4
437	WORCESTER	CANTERBURY STREET	3.8	84.4
571	WORCESTER	ELM STREET	3.8	84.4
705	WORCESTER	GROVE STREET	3.8	84.4
856	WORCESTER	LINCOLN STREET	3.8	84.4
886	WORCESTER	MAIN STREET	3.8	84.4
977	WORCESTER	MOUNTAIN STREET EAST	3.8	84.4
1026	WORCESTER	PARK AVENUE	3.8	84.4
1033	WORCESTER	PATTISON STREET	3.8	84.4
1071	WORCESTER	PLEASANT STREET	3.8	84.4
1198	WORCESTER	SOUTHBRIDGE STREET	3.8	84.4
425	WORCESTER	BURNCOAT STREET	3.7	82.2
809	WORCESTER	JUNE STREET	3.7	82.2
855	WORCESTER	LINCOLN STREET	3.7	82.2
869	WORCESTER	LOVELL STREET	3.7	82.2
924	WORCESTER	MAY STREET	3.7	82.2
976	WORCESTER	MOUNTAIN STREET EAST	3.7	82.2
1025	WORCESTER	PARK AVENUE	3.7	82.2
1070	WORCESTER	PLEASANT STREET	3.7	82.2
1197	WORCESTER	SOUTHBRIDGE STREET	3.7	82.2

Top 5% Pedestrian Priorities by Weighted Score

Object ID	City	Street Name	Weighted Priority Score	Scaled Priority Score
184	SOUTHBRIDGE	HIGH STREET	3.6	80.0
193	SOUTHBRIDGE	MAIN STREET	3.6	80.0
201	SOUTHBRIDGE	MILL STREET	3.6	80.0
266	WEBSTER	PLEASANT STREET	3.6	80.0
375	WORCESTER	BELLEVUE STREET	3.6	80.0
384	WORCESTER	BELMONT STREET	3.6	80.0
424	WORCESTER	BURNCOAT STREET	3.6	80.0
434	WORCESTER	CAMBRIDGE STREET	3.6	80.0
456	WORCESTER	CHANDLER STREET	3.6	80.0
467	WORCESTER	CHESTNUT STREET	3.6	80.0
471	WORCESTER	CHURCH STREET	3.6	80.0
503	WORCESTER	CRYSTAL STREET	3.6	80.0
524	WORCESTER	DEWEY STREET	3.6	80.0
536	WORCESTER	DORCHESTER STREET	3.6	80.0
544	WORCESTER	DUPONT STREET	3.6	80.0
548	WORCESTER	EARNEST S. JOHNSON UNDERPA	3.6	80.0
627	WORCESTER	FRANKLIN STREET	3.6	80.0
635	WORCESTER	FRONT STREET	3.6	80.0
720	WORCESTER	HAMILTON STREET	3.6	80.0
743	WORCESTER	HARVARD STREET	3.6	80.0
760	WORCESTER	HIGHLAND STREET	3.6	80.0
788	WORCESTER	IRVING STREET	3.6	80.0
834	WORCESTER	LANCASTER STREET	3.6	80.0
900	WORCESTER	MARBLE STREET	3.6	80.0
912	WORCESTER	MASON STREET	3.6	80.0
923	WORCESTER	MAY STREET	3.6	80.0
934	WORCESTER	MAYWOOD STREET	3.6	80.0
953	WORCESTER	MILL STREET	3.6	80.0
956	WORCESTER	MILL STREET EXTENSION	3.6	80.0
965	WORCESTER	MILLBURY STREET	3.6	80.0
992	WORCESTER	MYRTLE STREET	3.6	80.0
1016	WORCESTER	ORIENT STREET	3.6	80.0
1042	WORCESTER	PIEDMONT STREET	3.6	80.0
1096	WORCESTER	QUEEN STREET	3.6	80.0
1161	WORCESTER	SCHOOL STREET	3.6	80.0
1196	WORCESTER	SOUTHBRIDGE STREET	3.6	80.0
1312	WORCESTER	WEST BOYLSTON STREET	3.6	80.0
192	SOUTHBRIDGE	MAIN STREET	3.5	77.8
275	WEBSTER	SOUTH MAIN STREET	3.5	77.8
279	WEBSTER	TRACY COURT	3.5	77.8
280	WEBSTER	UNION STREET	3.5	77.8
285	WEBSTER	WELLINGTON STREET	3.5	77.8
362	WORCESTER	BARBARA LANE	3.5	77.8
365	WORCESTER	BARCLAY STREET	3.5	77.8
373	WORCESTER	BEAVER STREET	3.5	77.8
393	WORCESTER	BIRCH STREET	3.5	77.8
433	WORCESTER	CAMBRIDGE STREET	3.5	77.8
436	WORCESTER	CANTERBURY STREET	3.5	77.8
535	WORCESTER	DORCHESTER STREET	3.5	77.8
570	WORCESTER	ELM STREET	3.5	77.8
612	WORCESTER	FOSTER STREET	3.5	77.8
619	WORCESTER	FRANCIS J. MCGRATH BOULEVAF	3.5	77.8
629	WORCESTER	FREELAND STREET	3.5	77.8
675	WORCESTER	GRAFTON STREET	3.5	77.8
690	WORCESTER	GREEN STREET	3.5	77.8
704	WORCESTER	GROVE STREET	3.5	77.8
710	WORCESTER	HALE STREET	3.5	77.8
730	WORCESTER	HARDING STREET	3.5	77.8
755	WORCESTER	HERMON STREET	3.5	77.8
778	WORCESTER	INGLESIDE AVENUE	3.5	77.8

Top 5% Pedestrian Priorities by Weighted Score

Object ID	City	Street Name	Weighted Priority Score	Scaled Priority Score
808	WORCESTER	JUNE STREET	3.5	77.8
812	WORCESTER	KELLEY SQUARE	3.5	77.8
825	WORCESTER	LAKESIDE AVENUE	3.5	77.8
833	WORCESTER	LANCASTER STREET	3.5	77.8
854	WORCESTER	LINCOLN STREET	3.5	77.8
868	WORCESTER	LOVELL STREET	3.5	77.8
885	WORCESTER	MAIN STREET	3.5	77.8
894	WORCESTER	MAJOR TAYLOR BOULEVARD	3.5	77.8
915	WORCESTER	MASSASOIT ROAD	3.5	77.8
922	WORCESTER	MAY STREET	3.5	77.8
933	WORCESTER	MAYWOOD STREET	3.5	77.8
1011	WORCESTER	OREAD PLACE	3.5	77.8
1099	WORCESTER	QUINSIGAMOND AVENUE	3.5	77.8
1106	WORCESTER	RAMP-RT 122 NB TO RT 290 EB	3.5	77.8
1109	WORCESTER	RAMP-RT 122A TO RT 290 WB	3.5	77.8
1117	WORCESTER	RAMP-RT 290 WB TO RT 122A	3.5	77.8
1132	WORCESTER	RICHARDS STREET	3.5	77.8
1174	WORCESTER	SHREWSBURY STREET	3.5	77.8
1217	WORCESTER	SUMMER STREET	3.5	77.8
1230	WORCESTER	TEMPLE STREET	3.5	77.8
1243	WORCESTER	TRIANGLE STREET	3.5	77.8
1259	WORCESTER	VENDORA ROAD	3.5	77.8
1267	WORCESTER	VERNON STREET	3.5	77.8
1271	WORCESTER	VERNON TERRACE	3.5	77.8
1281	WORCESTER	WALPOLE STREET	3.5	77.8
1282	WORCESTER	WALWORTH STREET	3.5	77.8
1290	WORCESTER	WATER STREET	3.5	77.8
1311	WORCESTER	WEST BOYLSTON STREET	3.5	77.8
1314	WORCESTER	WEST OBERLIN STREET	3.5	77.8
1330	WORCESTER	WINTER STREET	3.5	77.8
12	AUBURN	SOUTHBRIDGE STREET	3.4	75.6
343	WORCESTER	ANDOVER STREET	3.4	75.6
372	WORCESTER	BEAVER STREET	3.4	75.6
383	WORCESTER	BELMONT STREET	3.4	75.6
407	WORCESTER	BOYLSTON STREET	3.4	75.6
432	WORCESTER	CAMBRIDGE STREET	3.4	75.6
455	WORCESTER	CHANDLER STREET	3.4	75.6
472	WORCESTER	CLAREMONT STREET	3.4	75.6
660	WORCESTER	GOLD STAR BOULEVARD	3.4	75.6
719	WORCESTER	HAMILTON STREET	3.4	75.6
782	WORCESTER	INSTITUTE ROAD	3.4	75.6
807	WORCESTER	JUNE STREET	3.4	75.6
843	WORCESTER	LIBERTY STREET	3.4	75.6
853	WORCESTER	LINCOLN STREET	3.4	75.6
875	WORCESTER	MADISON STREET	3.4	75.6
884	WORCESTER	MAIN STREET	3.4	75.6
893	WORCESTER	MAJOR TAYLOR BOULEVARD	3.4	75.6
921	WORCESTER	MAY STREET	3.4	75.6
927	WORCESTER	MAYBROOK PLACE	3.4	75.6
1004	WORCESTER	NORWOOD STREET	3.4	75.6
1005	WORCESTER	OAK AVENUE	3.4	75.6
1024	WORCESTER	PARK AVENUE	3.4	75.6
1044	WORCESTER	PILGRIM AVENUE	3.4	75.6
1069	WORCESTER	PLEASANT STREET	3.4	75.6
1135	WORCESTER	RIPLEY STREET	3.4	75.6
1195	WORCESTER	SOUTHBRIDGE STREET	3.4	75.6
1248	WORCESTER	TUCKERMAN STREET	3.4	75.6
1289	WORCESTER	WATER STREET	3.4	75.6
112	NORTHBRIDGE	MAIN STREET	3.3	73.3
123	SHREWSBURY	BOSTON TURNPIKE	3.3	73.3

Top 5% Pedestrian Priorities by Weighted Score

Object ID	City	Street Name	Weighted Priority Score	Scaled Priority Score
137	SHREWSBURY	MAIN STREET	3.3	73.3
153	SHREWSBURY	SOUTH STREET	3.3	73.3
237	WEBSTER	CHASE AVENUE	3.3	73.3
272	WEBSTER	SCHOOL STREET	3.3	73.3
350	WORCESTER	ARLINGTON STREET	3.3	73.3
358	WORCESTER	AUSTIN STREET	3.3	73.3
382	WORCESTER	BELMONT STREET	3.3	73.3
447	WORCESTER	CATHARINE STREET	3.3	73.3
463	WORCESTER	CHATHAM STREET	3.3	73.3
479	WORCESTER	CLIFTON STREET	3.3	73.3
488	WORCESTER	CONVERSE STREET	3.3	73.3
492	WORCESTER	CORAL STREET	3.3	73.3
523	WORCESTER	DEWEY STREET	3.3	73.3
534	WORCESTER	DORCHESTER STREET	3.3	73.3
547	WORCESTER	EARNEST S. JOHNSON UNDERPA	3.3	73.3
561	WORCESTER	EINHORN ROAD	3.3	73.3
595	WORCESTER	FEDERAL STREET	3.3	73.3
598	WORCESTER	FIFTH AVENUE	3.3	73.3
601	WORCESTER	FLORENCE STREET	3.3	73.3
611	WORCESTER	FOSTER STREET	3.3	73.3
614	WORCESTER	FOX STREET	3.3	73.3
648	WORCESTER	GEORGE STREET	3.3	73.3
787	WORCESTER	IRVING STREET	3.3	73.3
818	WORCESTER	KINGSBURY STREET	3.3	73.3
852	WORCESTER	LINCOLN STREET	3.3	73.3
874	WORCESTER	MADISON STREET	3.3	73.3
883	WORCESTER	MAIN STREET	3.3	73.3
898	WORCESTER	MAPLE STREET	3.3	73.3
907	WORCESTER	MARTIN LUTHER KING JR BOULE'	3.3	73.3
920	WORCESTER	MAY STREET	3.3	73.3
930	WORCESTER	MAYSIDE LANE	3.3	73.3
937	WORCESTER	MECHANIC STREET	3.3	73.3
940	WORCESTER	MERCANTILE STREET	3.3	73.3
991	WORCESTER	MYRTLE STREET	3.3	73.3
1023	WORCESTER	PARK AVENUE	3.3	73.3
1032	WORCESTER	PATTISON STREET	3.3	73.3
1035	WORCESTER	PEARL STREET	3.3	73.3
1041	WORCESTER	PIEDMONT STREET	3.3	73.3
1057	WORCESTER	PLANTATION STREET	3.3	73.3
1095	WORCESTER	QUEEN STREET	3.3	73.3
1114	WORCESTER	RAMP-RT 290 EB TO RT 9	3.3	73.3
1177	WORCESTER	SILVER STREET	3.3	73.3
1194	WORCESTER	SOUTHBRIDGE STREET	3.3	73.3
1234	WORCESTER	THOMAS STREET	3.3	73.3
1310	WORCESTER	WEST BOYLSTON STREET	3.3	73.3
19	BLACKSTONE	CANAL STREET	3.2	71.1
40	DUDLEY	OXFORD AVENUE	3.2	71.1
110	NORTHBRIDGE	HILL STREET	3.2	71.1
165	SOUTHBRIDGE	CROSS STREET	3.2	71.1
173	SOUTHBRIDGE	EDWARDS STREET	3.2	71.1
181	SOUTHBRIDGE	HAMILTON STREET	3.2	71.1
187	SOUTHBRIDGE	HOOK STREET	3.2	71.1
203	SOUTHBRIDGE	OFF HAMILTON STREET	3.2	71.1
204	SOUTHBRIDGE	OLIVER STREET	3.2	71.1
232	WEBSTER	ALDRICH STREET	3.2	71.1
242	WEBSTER	DAVIS STREET	3.2	71.1
261	WEBSTER	NORTH MAIN STREET	3.2	71.1
265	WEBSTER	PLEASANT STREET	3.2	71.1
270	WEBSTER	RAILROAD LANE	3.2	71.1
281	WEBSTER	UPLAND AVENUE	3.2	71.1

Top 5% Pedestrian Priorities by Weighted Score

Object ID	City	Street Name	Weighted Priority Score	Scaled Priority Score
323	WORCESTER	ACTON STREET	3.2	71.1
327	WORCESTER	AGAWAM STREET	3.2	71.1
328	WORCESTER	AIRLIE STREET	3.2	71.1
334	WORCESTER	ALLEN STREET	3.2	71.1
353	WORCESTER	ASHLAND STREET	3.2	71.1
356	WORCESTER	ASYLUM STREET	3.2	71.1
357	WORCESTER	AUSTIN STREET	3.2	71.1
369	WORCESTER	BEACON STREET	3.2	71.1
387	WORCESTER	BENEFIT STREET	3.2	71.1
402	WORCESTER	BOURNE STREET	3.2	71.1
411	WORCESTER	BRIDGE STREET	3.2	71.1
415	WORCESTER	BROOKS STREET	3.2	71.1
431	WORCESTER	CAMBRIDGE STREET	3.2	71.1
435	WORCESTER	CANTERBURY STREET	3.2	71.1
446	WORCESTER	CASTLE STREET	3.2	71.1
448	WORCESTER	CEDAR STREET	3.2	71.1
450	WORCESTER	CHADWICK STREET	3.2	71.1
454	WORCESTER	CHANDLER STREET	3.2	71.1
461	WORCESTER	CHARLTON STREET	3.2	71.1
477	WORCESTER	CLEMENT STREET	3.2	71.1
533	WORCESTER	DORCHESTER STREET	3.2	71.1
554	WORCESTER	EAST CENTRAL STREET	3.2	71.1
557	WORCESTER	EASTERN AVENUE	3.2	71.1
569	WORCESTER	ELM STREET	3.2	71.1
576	WORCESTER	ENDICOTT STREET	3.2	71.1
577	WORCESTER	ENFIELD STREET	3.2	71.1
581	WORCESTER	ERNEST AVENUE	3.2	71.1
590	WORCESTER	FAIRMONT AVENUE	3.2	71.1
600	WORCESTER	FLORENCE STREET	3.2	71.1
604	WORCESTER	FORESTDALE ROAD	3.2	71.1
632	WORCESTER	FREMONT STREET	3.2	71.1
643	WORCESTER	GATES STREET	3.2	71.1
652	WORCESTER	GLENWOOD STREET	3.2	71.1
674	WORCESTER	GRAFTON STREET	3.2	71.1
682	WORCESTER	GRAND STREET	3.2	71.1
689	WORCESTER	GREEN STREET	3.2	71.1
695	WORCESTER	GROSS COURT	3.2	71.1
703	WORCESTER	GROVE STREET	3.2	71.1
718	WORCESTER	HAMILTON STREET	3.2	71.1
723	WORCESTER	HAMMOND STREET	3.2	71.1
769	WORCESTER	HOLLYWOOD STREET	3.2	71.1
783	WORCESTER	IONIC AVENUE	3.2	71.1
786	WORCESTER	IRVING STREET	3.2	71.1
792	WORCESTER	JACKSON STREET	3.2	71.1
817	WORCESTER	KING STREET	3.2	71.1
821	WORCESTER	LAGRANGE STREET	3.2	71.1
837	WORCESTER	LAUREL STREET	3.2	71.1
840	WORCESTER	LEO TURO WAY	3.2	71.1
851	WORCESTER	LINCOLN STREET	3.2	71.1
860	WORCESTER	LINDEN STREET	3.2	71.1
870	WORCESTER	LOWELL STREET	3.2	71.1
911	WORCESTER	MASON STREET	3.2	71.1
919	WORCESTER	MAY STREET	3.2	71.1
931	WORCESTER	MAYWOOD PLACE	3.2	71.1
932	WORCESTER	MAYWOOD STREET	3.2	71.1
939	WORCESTER	MENDON STREET	3.2	71.1
952	WORCESTER	MILL STREET	3.2	71.1
959	WORCESTER	MILLBROOK STREET	3.2	71.1
964	WORCESTER	MILLBURY STREET	3.2	71.1
973	WORCESTER	MORSE COURT	3.2	71.1

Top 5% Pedestrian Priorities by Weighted Score

Object ID	City	Street Name	Weighted Priority Score	Scaled Priority Score
998	WORCESTER	NEWBURY STREET	3.2	71.1
999	WORCESTER	NIXON AVENUE	3.2	71.1
1012	WORCESTER	OREAD STREET	3.2	71.1
1020	WORCESTER	OXFORD STREET	3.2	71.1
1036	WORCESTER	PEMBROKE STREET	3.2	71.1
1038	WORCESTER	PERKINS STREET	3.2	71.1
1040	WORCESTER	PIEDMONT STREET	3.2	71.1
1056	WORCESTER	PLANTATION STREET	3.2	71.1
1077	WORCESTER	POND STREET	3.2	71.1
1090	WORCESTER	PROVIDENCE STREET	3.2	71.1
1093	WORCESTER	PURITAN AVENUE	3.2	71.1
1115	WORCESTER	RAMP-RT 290 EB TO SHREWSBUR	3.2	71.1
1127	WORCESTER	RAMP-SUMMER ST TO RT 290 WE	3.2	71.1
1130	WORCESTER	RICE LANE	3.2	71.1
1133	WORCESTER	RICHLAND STREET	3.2	71.1
1145	WORCESTER	SAGAMORE ROAD	3.2	71.1
1149	WORCESTER	SALEM STREET	3.2	71.1
1160	WORCESTER	SCHOOL STREET	3.2	71.1
1165	WORCESTER	SHANNON STREET	3.2	71.1
1173	WORCESTER	SHREWSBURY STREET	3.2	71.1
1183	WORCESTER	SOUTH CRYSTAL STREET	3.2	71.1
1193	WORCESTER	SOUTHBRIDGE STREET	3.2	71.1
1201	WORCESTER	SOUTHWEST CUTOFF	3.2	71.1
1206	WORCESTER	STAFFORD STREET	3.2	71.1
1207	WORCESTER	STANDISH STREET	3.2	71.1
1216	WORCESTER	SUMMER STREET	3.2	71.1
1223	WORCESTER	SYCAMORE STREET	3.2	71.1
1228	WORCESTER	TAINTER STREET	3.2	71.1
1233	WORCESTER	THOMAS STREET	3.2	71.1
1236	WORCESTER	TIRRELL STREET	3.2	71.1
1266	WORCESTER	VERNON STREET	3.2	71.1
1293	WORCESTER	WAVERLY STREET	3.2	71.1
1300	WORCESTER	WEBSTER STREET	3.2	71.1
1301	WORCESTER	WELLINGTON STREET	3.2	71.1
1332	WORCESTER	WOODBINE STREET	3.2	71.1
1335	WORCESTER	WOODLAND STREET	3.2	71.1
124	SHREWSBURY	BRENTWOOD DRIVE	3.1	68.9
132	SHREWSBURY	JULIO DRIVE	3.1	68.9
152	SHREWSBURY	SOUTH STREET	3.1	68.9
158	SOUTHBRIDGE	CENTRAL STREET	3.1	68.9
163	SOUTHBRIDGE	CRANE STREET	3.1	68.9
164	SOUTHBRIDGE	CROSS STREET	3.1	68.9
171	SOUTHBRIDGE	DRESSER STREET	3.1	68.9
176	SOUTHBRIDGE	FRANKLIN STREET	3.1	68.9
177	SOUTHBRIDGE	FRANKLIN TERRACE	3.1	68.9
180	SOUTHBRIDGE	HAMILTON STREET	3.1	68.9
198	SOUTHBRIDGE	MARCY STREET	3.1	68.9
216	SPENCER	CHESTNUT STREET	3.1	68.9
217	SPENCER	ELM STREET	3.1	68.9
219	SPENCER	MAPLE STREET	3.1	68.9
222	SPENCER	MECHANIC STREET	3.1	68.9
224	SPENCER	TEMPLE STREET	3.1	68.9
278	WEBSTER	THOMPSON ROAD	3.1	68.9
371	WORCESTER	BEAVER BROOK PARKWAY	3.1	68.9
381	WORCESTER	BELMONT STREET	3.1	68.9
418	WORCESTER	BUFFUM STREET	3.1	68.9
516	WORCESTER	DEERFIELD STREET	3.1	68.9
522	WORCESTER	DEWEY STREET	3.1	68.9
528	WORCESTER	DIX STREET	3.1	68.9
575	WORCESTER	ENDICOTT STREET	3.1	68.9

Top 5% Pedestrian Priorities by Weighted Score

Object ID	City	Street Name	Weighted Priority Score	Scaled Priority Score
610	WORCESTER	FOSTER STREET	3.1	68.9
618	WORCESTER	FRANCIS J. MCGRATH BOULEVAF	3.1	68.9
641	WORCESTER	GARDNER STREET	3.1	68.9
666	WORCESTER	GOSNOLD STREET	3.1	68.9
673	WORCESTER	GRAFTON STREET	3.1	68.9
694	WORCESTER	GREENWOOD STREET	3.1	68.9
702	WORCESTER	GROVE STREET	3.1	68.9
717	WORCESTER	HAMILTON STREET	3.1	68.9
729	WORCESTER	HARDING STREET	3.1	68.9
747	WORCESTER	HAWTHORNE STREET	3.1	68.9
799	WORCESTER	JOHN STREET	3.1	68.9
810	WORCESTER	KEESE STREET	3.1	68.9
811	WORCESTER	KELLEY SQUARE	3.1	68.9
815	WORCESTER	KILBY STREET	3.1	68.9
850	WORCESTER	LINCOLN STREET	3.1	68.9
859	WORCESTER	LINDEN STREET	3.1	68.9
882	WORCESTER	MAIN STREET	3.1	68.9
892	WORCESTER	MAJOR TAYLOR BOULEVARD	3.1	68.9
897	WORCESTER	MANN STREET	3.1	68.9
918	WORCESTER	MAY STREET	3.1	68.9
928	WORCESTER	MAYFAIR STREET	3.1	68.9
951	WORCESTER	MILL STREET	3.1	68.9
1002	WORCESTER	NORTHRIDGE STREET	3.1	68.9
1006	WORCESTER	OBERLIN STREET	3.1	68.9
1055	WORCESTER	PLANTATION STREET	3.1	68.9
1068	WORCESTER	PLEASANT STREET	3.1	68.9
1112	WORCESTER	RAMP-RT 290 EB TO RT 122	3.1	68.9
1172	WORCESTER	SHREWSBURY STREET	3.1	68.9
1179	WORCESTER	SOUTH BUFFUM STREET	3.1	68.9
1192	WORCESTER	SOUTHBRIDGE STREET	3.1	68.9
1209	WORCESTER	STOCKTON STREET	3.1	68.9
1225	WORCESTER	SYME STREET	3.1	68.9
1265	WORCESTER	VERNON STREET	3.1	68.9
1272	WORCESTER	VIEW STREET	3.1	68.9
1309	WORCESTER	WEST BOYLSTON STREET	3.1	68.9
1313	WORCESTER	WEST BOYLSTON TERRACE	3.1	68.9
1329	WORCESTER	WINTER STREET	3.1	68.9
11	AUBURN	SOUTHBRIDGE STREET	3.0	66.7
131	SHREWSBURY	JULIO DRIVE	3.0	66.7
151	SHREWSBURY	SOUTH STREET	3.0	66.7
210	SOUTHBRIDGE	SOUTH STREET	3.0	66.7
363	WORCESTER	BARBER AVENUE	3.0	66.7
380	WORCESTER	BELMONT STREET	3.0	66.7
401	WORCESTER	BOURNE STREET	3.0	66.7
406	WORCESTER	BOYLSTON STREET	3.0	66.7
430	WORCESTER	CAMBRIDGE STREET	3.0	66.7
445	WORCESTER	CAROLINE STREET	3.0	66.7
609	WORCESTER	FOSTER STREET	3.0	66.7
634	WORCESTER	FRONT STREET	3.0	66.7
672	WORCESTER	GRAFTON STREET	3.0	66.7
701	WORCESTER	GROVE STREET	3.0	66.7
759	WORCESTER	HIGHLAND STREET	3.0	66.7
776	WORCESTER	HUNTINGTON AVENUE	3.0	66.7
794	WORCESTER	JEFFERSON STREET	3.0	66.7
849	WORCESTER	LINCOLN STREET	3.0	66.7
881	WORCESTER	MAIN STREET	3.0	66.7
950	WORCESTER	MILL STREET	3.0	66.7
994	WORCESTER	NEPONSET STREET	3.0	66.7
1015	WORCESTER	ORIENT STREET	3.0	66.7
1022	WORCESTER	PARK AVENUE	3.0	66.7

Top 5% Pedestrian Priorities by Weighted Score

Object ID	City	Street Name	Weighted Priority Score	Scaled Priority Score
1054	WORCESTER	PLANTATION STREET	3.0	66.7
1067	WORCESTER	PLEASANT STREET	3.0	66.7
1155	WORCESTER	SALISBURY STREET	3.0	66.7
1171	WORCESTER	SHREWSBURY STREET	3.0	66.7
1191	WORCESTER	SOUTHBRIDGE STREET	3.0	66.7
1264	WORCESTER	VERNON STREET	3.0	66.7
1308	WORCESTER	WEST BOYLSTON STREET	3.0	66.7
1317	WORCESTER	WEST STREET	3.0	66.7
35	DUDLEY	MILL STREET	2.9	64.4
36	DUDLEY	OAK STREET	2.9	64.4
39	DUDLEY	OXFORD AVENUE	2.9	64.4
44	DUDLEY	VILLAGE STREET	2.9	64.4
47	DUDLEY	WEST MAIN STREET	2.9	64.4
48	GRAFTON	BOULEVARD AVENUE	2.9	64.4
53	GRAFTON	NORTH STREET	2.9	64.4
68	LEICESTER	SOUTH MAIN STREET	2.9	64.4
87	MILLBURY	RIVERLIN STREET	2.9	64.4
109	NORTHBRIDGE	HILL STREET	2.9	64.4
125	SHREWSBURY	CARLTON STREET	2.9	64.4
128	SHREWSBURY	HARRINGTON AVENUE	2.9	64.4
136	SHREWSBURY	MAIN STREET	2.9	64.4
139	SHREWSBURY	NORTH QUINSIGAMOND AVENUE	2.9	64.4
144	SHREWSBURY	SOUTH QUINSIGAMOND AVENUE	2.9	64.4
155	SHREWSBURY	SVENSON ROAD	2.9	64.4
159	SOUTHBRIDGE	CHAPIN STREET	2.9	64.4
170	SOUTHBRIDGE	DRESSER STREET	2.9	64.4
174	SOUTHBRIDGE	ELM STREET	2.9	64.4
178	SOUTHBRIDGE	GODDARD STREET	2.9	64.4
179	SOUTHBRIDGE	HAMILTON STREET	2.9	64.4
185	SOUTHBRIDGE	HILL STREET	2.9	64.4
197	SOUTHBRIDGE	MARCY STREET	2.9	64.4
207	SOUTHBRIDGE	PINE STREET	2.9	64.4
236	WEBSTER	BROWN COURT	2.9	64.4
244	WEBSTER	DESLAURIER AVENUE	2.9	64.4
252	WEBSTER	HIGH STREET	2.9	64.4
253	WEBSTER	LAKE STREET	2.9	64.4
254	WEBSTER	LINCOLN STREET	2.9	64.4
255	WEBSTER	MAIN STREET	2.9	64.4
257	WEBSTER	MECHANIC STREET	2.9	64.4
260	WEBSTER	NORTH MAIN STREET	2.9	64.4
264	WEBSTER	PETER STREET	2.9	64.4
271	WEBSTER	RIVER COURT	2.9	64.4
286	WEBSTER	WHITCOMB STREET	2.9	64.4
326	WORCESTER	AETNA STREET	2.9	64.4
330	WORCESTER	AITCHISON STREET	2.9	64.4
333	WORCESTER	ALLEN COURT	2.9	64.4
349	WORCESTER	ARLINGTON STREET	2.9	64.4
359	WORCESTER	BANCROFT STREET	2.9	64.4
364	WORCESTER	BARCLAY STREET	2.9	64.4
367	WORCESTER	BARTON PLACE	2.9	64.4
368	WORCESTER	BEACON STREET	2.9	64.4
370	WORCESTER	BEAVER BROOK PARKWAY	2.9	64.4
379	WORCESTER	BELMONT STREET	2.9	64.4
397	WORCESTER	BLACKSTONE RIVER ROAD	2.9	64.4
400	WORCESTER	BOURNE STREET	2.9	64.4
429	WORCESTER	CAMBRIDGE STREET	2.9	64.4
451	WORCESTER	CHANDLER COURT	2.9	64.4
460	WORCESTER	CHARLOTTE STREET	2.9	64.4
466	WORCESTER	CHESTNUT STREET	2.9	64.4
482	WORCESTER	COES STREET	2.9	64.4

Top 5% Pedestrian Priorities by Weighted Score

Object ID	City	Street Name	Weighted Priority Score	Scaled Priority Score
485	WORCESTER	COMMERCIAL STREET	2.9	64.4
505	WORCESTER	CURTIS PARKWAY	2.9	64.4
508	WORCESTER	CUTLER STREET	2.9	64.4
514	WORCESTER	DEAN STREET	2.9	64.4
532	WORCESTER	DORCHESTER STREET	2.9	64.4
546	WORCESTER	EARNEST S. JOHNSON UNDERPA	2.9	64.4
553	WORCESTER	EAST CENTRAL STREET	2.9	64.4
556	WORCESTER	EASTERN AVENUE	2.9	64.4
558	WORCESTER	EATON PLACE	2.9	64.4
568	WORCESTER	ELM STREET	2.9	64.4
580	WORCESTER	ERICSSON STREET EXTENSION	2.9	64.4
582	WORCESTER	ESTHER STREET	2.9	64.4
585	WORCESTER	EXCHANGE STREET	2.9	64.4
602	WORCESTER	FORBES STREET	2.9	64.4
608	WORCESTER	FOSTER STREET	2.9	64.4
626	WORCESTER	FRANKLIN STREET	2.9	64.4
628	WORCESTER	FREDERICK STREET	2.9	64.4
633	WORCESTER	FRONT STREET	2.9	64.4
640	WORCESTER	GARDNER STREET	2.9	64.4
642	WORCESTER	GATES LANE	2.9	64.4
659	WORCESTER	GOLD STAR BOULEVARD	2.9	64.4
661	WORCESTER	GOLD STREET	2.9	64.4
665	WORCESTER	GOSNOLD STREET	2.9	64.4
671	WORCESTER	GRAFTON STREET	2.9	64.4
685	WORCESTER	GREEN ISLAND BOULEVARD	2.9	64.4
688	WORCESTER	GREEN STREET	2.9	64.4
700	WORCESTER	GROVE STREET	2.9	64.4
708	WORCESTER	HACKFELD ROAD	2.9	64.4
716	WORCESTER	HAMILTON STREET	2.9	64.4
722	WORCESTER	HAMMOND STREET	2.9	64.4
738	WORCESTER	HARRISON STREET	2.9	64.4
749	WORCESTER	HEARD STREET	2.9	64.4
751	WORCESTER	HENCHMAN STREET	2.9	64.4
764	WORCESTER	HILL STREET	2.9	64.4
767	WORCESTER	HITCHCOCK ROAD	2.9	64.4
768	WORCESTER	HOLLAND ROAD	2.9	64.4
781	WORCESTER	INSTITUTE ROAD	2.9	64.4
784	WORCESTER	IRENE STREET	2.9	64.4
814	WORCESTER	KENDRICK AVENUE	2.9	64.4
832	WORCESTER	LANCASTER STREET	2.9	64.4
836	WORCESTER	LARKIN STREET	2.9	64.4
848	WORCESTER	LINCOLN STREET	2.9	64.4
867	WORCESTER	LOVELL STREET	2.9	64.4
871	WORCESTER	LUCIAN STREET	2.9	64.4
873	WORCESTER	MADISON STREET	2.9	64.4
880	WORCESTER	MAIN STREET	2.9	64.4
906	WORCESTER	MARTIN LUTHER KING JR BOULE'	2.9	64.4
910	WORCESTER	MASON STREET	2.9	64.4
916	WORCESTER	MAXWELL STREET	2.9	64.4
963	WORCESTER	MILLBURY STREET	2.9	64.4
975	WORCESTER	MOUNTAIN STREET EAST	2.9	64.4
986	WORCESTER	MULBERRY STREET	2.9	64.4
987	WORCESTER	MURRAY AVENUE	2.9	64.4
1001	WORCESTER	NORTHAMPTON STREET	2.9	64.4
1018	WORCESTER	ORNE STREET	2.9	64.4
1019	WORCESTER	OXFORD STREET	2.9	64.4
1029	WORCESTER	PARK AVENUE PLACE	2.9	64.4
1037	WORCESTER	PENN AVENUE	2.9	64.4
1066	WORCESTER	PLEASANT STREET	2.9	64.4
1084	WORCESTER	PROSPECT STREET	2.9	64.4

Top 5% Pedestrian Priorities by Weighted Score

Object ID	City	Street Name	Weighted Priority Score	Scaled Priority Score
1085	WORCESTER	PROVIDENCE AND WORCESTER	2.9	64.4
1089	WORCESTER	PROVIDENCE STREET	2.9	64.4
1124	WORCESTER	RAMP-RT 70 TO RT 290 EB (W)	2.9	64.4
1125	WORCESTER	RAMP-RT 9 TO RT 290 WB	2.9	64.4
1126	WORCESTER	RAMP-SUMMER ST TO RT 290 WE	2.9	64.4
1154	WORCESTER	SALISBURY STREET	2.9	64.4
1159	WORCESTER	SCHOOL STREET	2.9	64.4
1162	WORCESTER	SCHUSSLER ROAD	2.9	64.4
1170	WORCESTER	SHREWSBURY STREET	2.9	64.4
1182	WORCESTER	SOUTH CRYSTAL STREET	2.9	64.4
1184	WORCESTER	SOUTH HILL STREET	2.9	64.4
1190	WORCESTER	SOUTHBRIDGE STREET	2.9	64.4
1210	WORCESTER	STONELAND ROAD	2.9	64.4
1212	WORCESTER	SUDBURY STREET	2.9	64.4
1215	WORCESTER	SUMMER STREET	2.9	64.4
1244	WORCESTER	TROWBRIDGE ROAD	2.9	64.4
1246	WORCESTER	TRUMBULL STREET	2.9	64.4
1263	WORCESTER	VERNON STREET	2.9	64.4
1280	WORCESTER	WALNUT STREET	2.9	64.4
1286	WORCESTER	WASHINGTON SQUARE	2.9	64.4
1287	WORCESTER	WASHINGTON SQUARE CONNEC	2.9	64.4
1288	WORCESTER	WASHINGTON STREET	2.9	64.4
1292	WORCESTER	WAVERLY STREET	2.9	64.4
1299	WORCESTER	WEBSTER STREET	2.9	64.4
1337	WORCESTER	YOUNG STREET	2.9	64.4
46	DUDLEY	WEST MAIN STREET	2.8	62.2
96	NORTHBOROUGH	CHURCH STREET	2.8	62.2
127	SHREWSBURY	FLORAL STREET	2.8	62.2
150	SHREWSBURY	SOUTH STREET	2.8	62.2
162	SOUTHBRIDGE	COOMBS STREET	2.8	62.2
169	SOUTHBRIDGE	DRESSER STREET	2.8	62.2
191	SOUTHBRIDGE	MAIN STREET	2.8	62.2
196	SOUTHBRIDGE	MARCY STREET	2.8	62.2
200	SOUTHBRIDGE	MECHANIC STREET	2.8	62.2
215	SPENCER	CHESTNUT STREET	2.8	62.2
221	SPENCER	MECHANIC STREET	2.8	62.2
235	WEBSTER	BRODEUR AVENUE	2.8	62.2
243	WEBSTER	DAY STREET	2.8	62.2
259	WEBSTER	NORTH MAIN STREET	2.8	62.2
262	WEBSTER	PARK AVENUE	2.8	62.2
263	WEBSTER	PEARL AVENUE	2.8	62.2
269	WEBSTER	RAILROAD AVENUE	2.8	62.2
282	WEBSTER	VILLAGE WAY	2.8	62.2
300	WESTBOROUGH	EAST MAIN STREET	2.8	62.2
316	WESTBOROUGH	TURNPIKE ROAD	2.8	62.2
321	WORCESTER	ABBOTT STREET	2.8	62.2
325	WORCESTER	ADAMS STREET	2.8	62.2
337	WORCESTER	ALPINE STREET	2.8	62.2
338	WORCESTER	AMES STREET	2.8	62.2
342	WORCESTER	ANDERSON AVENUE	2.8	62.2
352	WORCESTER	ARTHUR STREET	2.8	62.2
374	WORCESTER	BELLEVUE STREET	2.8	62.2
403	WORCESTER	BOWDOIN STREET	2.8	62.2
409	WORCESTER	BOYNTON STREET	2.8	62.2
444	WORCESTER	CAROLINE STREET	2.8	62.2
453	WORCESTER	CHANDLER STREET	2.8	62.2
459	WORCESTER	CHAPIN STREET	2.8	62.2
465	WORCESTER	CHESTNUT STREET	2.8	62.2
498	WORCESTER	COUNTRY CLUB BOULEVARD	2.8	62.2
500	WORCESTER	CROMPTON STREET	2.8	62.2

Top 5% Pedestrian Priorities by Weighted Score

Object ID	City	Street Name	Weighted Priority Score	Scaled Priority Score
501	WORCESTER	CROSS STREET	2.8	62.2
502	WORCESTER	CROWN STREET	2.8	62.2
506	WORCESTER	CURTIS STREET	2.8	62.2
507	WORCESTER	CUTLER STREET	2.8	62.2
513	WORCESTER	DEAN STREET	2.8	62.2
518	WORCESTER	DELMONT AVENUE	2.8	62.2
521	WORCESTER	DEWEY STREET	2.8	62.2
526	WORCESTER	DISTRIBUTOR ROAD	2.8	62.2
531	WORCESTER	DORCHESTER STREET	2.8	62.2
552	WORCESTER	EAST CENTRAL STREET	2.8	62.2
563	WORCESTER	ELIZABETH STREET	2.8	62.2
567	WORCESTER	ELM STREET	2.8	62.2
564	WORCESTER	ELM-MAPLE CONNECTOR	2.8	62.2
579	WORCESTER	ERICSSON STREET EXTENSION	2.8	62.2
596	WORCESTER	FERN STREET	2.8	62.2
607	WORCESTER	FOSTER STREET	2.8	62.2
617	WORCESTER	FRANCIS J. MCGRATH BOULEVAF	2.8	62.2
625	WORCESTER	FRANKLIN STREET	2.8	62.2
644	WORCESTER	GATEWAY PARK STREET	2.8	62.2
658	WORCESTER	GOLD STAR BOULEVARD	2.8	62.2
687	WORCESTER	GREEN STREET	2.8	62.2
693	WORCESTER	GREENWOOD STREET	2.8	62.2
699	WORCESTER	GROVE STREET	2.8	62.2
715	WORCESTER	HAMILTON STREET	2.8	62.2
725	WORCESTER	HANCOCK STREET	2.8	62.2
728	WORCESTER	HARDING STREET	2.8	62.2
734	WORCESTER	HARRINGTON WAY	2.8	62.2
739	WORCESTER	HARTSHORN AVENUE	2.8	62.2
750	WORCESTER	HECLA STREET	2.8	62.2
752	WORCESTER	HENRY STREET	2.8	62.2
765	WORCESTER	HILLSIDE STREET	2.8	62.2
771	WORCESTER	HOOPER STREET	2.8	62.2
780	WORCESTER	INSTITUTE ROAD	2.8	62.2
806	WORCESTER	JUNE STREET	2.8	62.2
831	WORCESTER	LANCASTER STREET	2.8	62.2
842	WORCESTER	LEXINGTON STREET	2.8	62.2
847	WORCESTER	LINCOLN STREET	2.8	62.2
858	WORCESTER	LINDEN STREET	2.8	62.2
863	WORCESTER	LOUDON STREET	2.8	62.2
891	WORCESTER	MAJOR TAYLOR BOULEVARD	2.8	62.2
949	WORCESTER	MILL STREET	2.8	62.2
966	WORCESTER	MONTAGUE STREET	2.8	62.2
972	WORCESTER	MORRIS SQUARE	2.8	62.2
982	WORCESTER	MOUNTAIN STREET WEST	2.8	62.2
1010	WORCESTER	OLIVER STREET	2.8	62.2
1039	WORCESTER	PIEDMONT STREET	2.8	62.2
1043	WORCESTER	PILGRIM AVENUE	2.8	62.2
1053	WORCESTER	PLANTATION STREET	2.8	62.2
1065	WORCESTER	PLEASANT STREET	2.8	62.2
1076	WORCESTER	POND STREET	2.8	62.2
1080	WORCESTER	PRENTICE STREET	2.8	62.2
1082	WORCESTER	PRESCOTT STREET	2.8	62.2
1120	WORCESTER	RAMP-RT 290 WB TO RT 70 (W)	2.8	62.2
1134	WORCESTER	RICHMOND AVENUE	2.8	62.2
1136	WORCESTER	RIVERSIDE STREET	2.8	62.2
1169	WORCESTER	SHREWSBURY STREET	2.8	62.2
1189	WORCESTER	SOUTHBRIDGE STREET	2.8	62.2
1200	WORCESTER	SOUTHWEST CUTOFF	2.8	62.2
1202	WORCESTER	SPURR STREET	2.8	62.2
1229	WORCESTER	TEMPLE STREET	2.8	62.2

Top 5% Pedestrian Priorities by Weighted Score

Object ID	City	Street Name	Weighted Priority Score	Scaled Priority Score
1240	WORCESTER	TRAHAN AVENUE	2.8	62.2
1247	WORCESTER	TUCKERMAN STREET	2.8	62.2
1262	WORCESTER	VERNON STREET	2.8	62.2
1270	WORCESTER	VERNON STREET PLACE	2.8	62.2
1277	WORCESTER	WAKEFIELD STREET	2.8	62.2
1298	WORCESTER	WEBSTER STREET	2.8	62.2
1323	WORCESTER	WILLIAM STREET	2.8	62.2
1	AUBURN	AUBURN STREET	2.7	60.0
9	AUBURN	SOUTH STREET	2.7	60.0
10	AUBURN	SOUTHBRIDGE STREET	2.7	60.0
98	NORTHBOROUGH	HUDSON STREET	2.7	60.0
100	NORTHBOROUGH	MAIN STREET	2.7	60.0
111	NORTHBRIDGE	MAIN STREET	2.7	60.0
114	OXFORD	MAIN STREET	2.7	60.0
122	SHREWSBURY	BOSTON TURNPIKE	2.7	60.0
126	SHREWSBURY	FARVIEW AVENUE	2.7	60.0
129	SHREWSBURY	HARTFORD TURNPIKE	2.7	60.0
133	SHREWSBURY	KESWICK STREET	2.7	60.0
135	SHREWSBURY	LAMPLIGHTER DRIVE	2.7	60.0
142	SHREWSBURY	PLAINFIELD AVENUE	2.7	60.0
149	SHREWSBURY	SOUTH STREET	2.7	60.0
157	SOUTHBRIDGE	CENTRAL STREET	2.7	60.0
208	SOUTHBRIDGE	SAYLES STREET	2.7	60.0
209	SOUTHBRIDGE	SOUTH STREET	2.7	60.0
214	SPENCER	ADAMS STREET	2.7	60.0
291	WEST BOYLSTON	WEST BOYLSTON STREET	2.7	60.0
303	WESTBOROUGH	FISHER STREET	2.7	60.0
315	WESTBOROUGH	TURNPIKE ROAD	2.7	60.0
332	WORCESTER	ALDRICH STREET	2.7	60.0
348	WORCESTER	ARCTIC STREET	2.7	60.0
396	WORCESTER	BLACKSTONE RIVER ROAD	2.7	60.0
399	WORCESTER	BOARDMAN STREET	2.7	60.0
413	WORCESTER	BROOKFIELD STREET	2.7	60.0
423	WORCESTER	BURNCOAT STREET	2.7	60.0
440	WORCESTER	CARGILL AVENUE	2.7	60.0
551	WORCESTER	EAST CENTRAL STREET	2.7	60.0
574	WORCESTER	ENDICOTT STREET	2.7	60.0
583	WORCESTER	EUCLID AVENUE	2.7	60.0
594	WORCESTER	FAY STREET	2.7	60.0
624	WORCESTER	FRANKLIN STREET	2.7	60.0
645	WORCESTER	GENESEE STREET	2.7	60.0
646	WORCESTER	GENEVA STREET	2.7	60.0
657	WORCESTER	GOLD STAR BOULEVARD	2.7	60.0
670	WORCESTER	GRAFTON STREET	2.7	60.0
692	WORCESTER	GREENWOOD STREET	2.7	60.0
709	WORCESTER	HADWEN ROAD	2.7	60.0
714	WORCESTER	HAMILTON STREET	2.7	60.0
727	WORCESTER	HARDING STREET	2.7	60.0
737	WORCESTER	HARRISON STREET	2.7	60.0
742	WORCESTER	HARVARD STREET	2.7	60.0
748	WORCESTER	HEARD STREET	2.7	60.0
756	WORCESTER	HEYWOOD STREET	2.7	60.0
789	WORCESTER	IVES STREET	2.7	60.0
791	WORCESTER	JACKSON STREET	2.7	60.0
798	WORCESTER	JOHN STREET	2.7	60.0
805	WORCESTER	JUNE STREET	2.7	60.0
816	WORCESTER	KING PHILIP ROAD	2.7	60.0
823	WORCESTER	LAKE AVENUE	2.7	60.0
830	WORCESTER	LANCASTER STREET	2.7	60.0
846	WORCESTER	LINCOLN STREET	2.7	60.0

Top 5% Pedestrian Priorities by Weighted Score

Object ID	City	Street Name	Weighted Priority Score	Scaled Priority Score
866	WORCESTER	LOVELL STREET	2.7	60.0
879	WORCESTER	MAIN STREET	2.7	60.0
890	WORCESTER	MAJOR TAYLOR BOULEVARD	2.7	60.0
896	WORCESTER	MANN STREET	2.7	60.0
905	WORCESTER	MARSH AVENUE	2.7	60.0
969	WORCESTER	MONTROSE STREET	2.7	60.0
990	WORCESTER	MYRTLE STREET	2.7	60.0
993	WORCESTER	NATURAL HISTORY ROAD	2.7	60.0
1008	WORCESTER	OLD LINCOLN STREET	2.7	60.0
1017	WORCESTER	ORIOLE DRIVE	2.7	60.0
1052	WORCESTER	PLANTATION STREET	2.7	60.0
1064	WORCESTER	PLEASANT STREET	2.7	60.0
1091	WORCESTER	PULLMAN STREET	2.7	60.0
1103	WORCESTER	RAMP-RT 12 NB TO RT 12 SB	2.7	60.0
1104	WORCESTER	RAMP-RT 12 SB TO RT 12 NB	2.7	60.0
1143	WORCESTER	RUTHVEN AVENUE	2.7	60.0
1153	WORCESTER	SALISBURY STREET	2.7	60.0
1156	WORCESTER	SARGENT STREET	2.7	60.0
1157	WORCESTER	SAUGUS PLACE	2.7	60.0
1188	WORCESTER	SOUTHBRIDGE STREET	2.7	60.0
1213	WORCESTER	SUFFIELD STREET	2.7	60.0
1220	WORCESTER	SUNDERLAND ROAD	2.7	60.0
1238	WORCESTER	TOBIAS BOLAND WAY	2.7	60.0
1251	WORCESTER	UNION PLACE	2.7	60.0
1255	WORCESTER	UPSALA STREET	2.7	60.0
1258	WORCESTER	VENDORA ROAD	2.7	60.0
1261	WORCESTER	VERNON STREET	2.7	60.0
1276	WORCESTER	WACHUSETT STREET	2.7	60.0
1304	WORCESTER	WEST BOYLSTON DRIVE	2.7	60.0
1307	WORCESTER	WEST BOYLSTON STREET	2.7	60.0
1318	WORCESTER	WEST UPSALA STREET	2.7	60.0
1321	WORCESTER	WHITMARSH AVENUE	2.7	60.0
1325	WORCESTER	WINDHAM STREET	2.7	60.0
16	BLACKSTONE	BRIDGE STREET	2.6	57.8
18	BLACKSTONE	CANAL STREET	2.6	57.8
21	BLACKSTONE	OLD MENDON STREET	2.6	57.8
31	DUDLEY	CHARLTON ROAD	2.6	57.8
33	DUDLEY	FLAXFIELD ROAD	2.6	57.8
38	DUDLEY	OXFORD AVENUE	2.6	57.8
41	DUDLEY	PINE STREET	2.6	57.8
45	DUDLEY	WEST MAIN STREET	2.6	57.8
52	GRAFTON	NORTH STREET	2.6	57.8
67	LEICESTER	PLEASANT STREET	2.6	57.8
73	MILLBURY	CANAL STREET	2.6	57.8
75	MILLBURY	ELM STREET	2.6	57.8
76	MILLBURY	GRAFTON ROAD	2.6	57.8
79	MILLBURY	GREENWOOD STREET	2.6	57.8
81	MILLBURY	HOWE AVENUE	2.6	57.8
83	MILLBURY	NORTH MAIN STREET	2.6	57.8
90	MILLBURY	WHEELOCK AVENUE	2.6	57.8
95	NORTHBOROUGH	BARTLETT STREET	2.6	57.8
102	NORTHBOROUGH	SOUTH STREET	2.6	57.8
103	NORTHBOROUGH	WEST MAIN STREET	2.6	57.8
107	NORTHBRIDGE	DOUGLAS ROAD	2.6	57.8
121	SHREWSBURY	BOSTON TURNPIKE	2.6	57.8
148	SHREWSBURY	SOUTH STREET	2.6	57.8
190	SOUTHBRIDGE	MAIN STREET	2.6	57.8
220	SPENCER	MCDONALD STREET	2.6	57.8
228	SPENCER	WEST MAIN STREET	2.6	57.8
249	WEBSTER	GRANDVIEW AVENUE	2.6	57.8

Top 5% Pedestrian Priorities by Weighted Score

Object ID	City	Street Name	Weighted Priority Score	Scaled Priority Score
287	WEBSTER	WORCESTER ROAD	2.6	57.8
293	WESTBOROUGH	BOARDMAN STREET	2.6	57.8
295	WESTBOROUGH	CHURCH STREET	2.6	57.8
301	WESTBOROUGH	FAY STREET	2.6	57.8
302	WESTBOROUGH	FISHER STREET	2.6	57.8
309	WESTBOROUGH	LYMAN STREET	2.6	57.8
312	WESTBOROUGH	RESEARCH DRIVE	2.6	57.8
336	WORCESTER	ALMONT AVENUE	2.6	57.8
340	WORCESTER	ANCONA ROAD	2.6	57.8
351	WORCESTER	ARTHUR STREET	2.6	57.8
378	WORCESTER	BELMONT STREET	2.6	57.8
386	WORCESTER	BENEDICT ROAD	2.6	57.8
390	WORCESTER	BERKMANS STREET	2.6	57.8
395	WORCESTER	BLACKSTONE RIVER ROAD	2.6	57.8
398	WORCESTER	BLEEKER STREET	2.6	57.8
404	WORCESTER	BOYDEN STREET	2.6	57.8
405	WORCESTER	BOYLSTON STREET	2.6	57.8
416	WORCESTER	BROWNELL STREET	2.6	57.8
422	WORCESTER	BURNCOAT STREET	2.6	57.8
442	WORCESTER	CARO STREET	2.6	57.8
443	WORCESTER	CAROLINE STREET	2.6	57.8
470	WORCESTER	CHROME STREET	2.6	57.8
483	WORCESTER	COHASSET STREET	2.6	57.8
484	WORCESTER	COLLEGE STREET	2.6	57.8
511	WORCESTER	DARTMOUTH STREET	2.6	57.8
530	WORCESTER	DORCHESTER STREET	2.6	57.8
572	WORCESTER	EMERSON STREET	2.6	57.8
623	WORCESTER	FRANKLIN STREET	2.6	57.8
639	WORCESTER	GARDNER STREET	2.6	57.8
679	WORCESTER	GRANBY ROAD	2.6	57.8
684	WORCESTER	GREEN HILL PARKWAY	2.6	57.8
732	WORCESTER	HARLOW STREET	2.6	57.8
736	WORCESTER	HARRISON STREET	2.6	57.8
758	WORCESTER	HIGHLAND STREET	2.6	57.8
772	WORCESTER	HOUGHTON STREET	2.6	57.8
777	WORCESTER	INGLESIDE AVENUE	2.6	57.8
779	WORCESTER	INSTITUTE ROAD	2.6	57.8
804	WORCESTER	JUNE STREET	2.6	57.8
845	WORCESTER	LINCOLN STREET	2.6	57.8
857	WORCESTER	LINDEN LANE	2.6	57.8
862	WORCESTER	LORD STREET	2.6	57.8
878	WORCESTER	MAIN STREET	2.6	57.8
935	WORCESTER	MCKINLEY ROAD	2.6	57.8
948	WORCESTER	MILL STREET	2.6	57.8
962	WORCESTER	MILLBURY STREET	2.6	57.8
967	WORCESTER	MONTEFORTE STREET	2.6	57.8
974	WORCESTER	MOUNTAIN STREET EAST	2.6	57.8
981	WORCESTER	MOUNTAIN STREET WEST	2.6	57.8
985	WORCESTER	MOWER STREET	2.6	57.8
1000	WORCESTER	NORTH STREET	2.6	57.8
1009	WORCESTER	OLDE MILLBURY STREET	2.6	57.8
1014	WORCESTER	ORIENT STREET	2.6	57.8
1051	WORCESTER	PLANTATION STREET	2.6	57.8
1063	WORCESTER	PLEASANT STREET	2.6	57.8
1088	WORCESTER	PROVIDENCE STREET	2.6	57.8
1098	WORCESTER	QUINSIGAMOND AVENUE	2.6	57.8
1122	WORCESTER	RAMP-RT 70 TO RT 290 EB (E)	2.6	57.8
1144	WORCESTER	SAGAMORE ROAD	2.6	57.8
1152	WORCESTER	SALISBURY STREET	2.6	57.8
1211	WORCESTER	STURGIS STREET	2.6	57.8

Top 5% Pedestrian Priorities by Weighted Score

Object ID	City	Street Name	Weighted Priority Score	Scaled Priority Score
1219	WORCESTER	SUNDERLAND ROAD	2.6	57.8
1232	WORCESTER	THOMAS STREET	2.6	57.8
1245	WORCESTER	TRUCK TUNNEL	2.6	57.8
1249	WORCESTER	TURIN ROAD	2.6	57.8
1254	WORCESTER	UPPER CAMPUS ROAD	2.6	57.8
1256	WORCESTER	VALE STREET	2.6	57.8
1273	WORCESTER	VILLAGE STREET	2.6	57.8
1274	WORCESTER	VINTON STREET	2.6	57.8
1316	WORCESTER	WEST STREET	2.6	57.8
6	AUBURN	OXFORD STREET NORTH	2.5	55.6
15	AUBURN	WASHINGTON STREET	2.5	55.6
34	DUDLEY	MASON ROAD	2.5	55.6
50	GRAFTON	GRAFTON COMMON	2.5	55.6
51	GRAFTON	MILLBURY STREET	2.5	55.6
54	GRAFTON	OAK PLACE	2.5	55.6
55	GRAFTON	OAK STREET	2.5	55.6
56	GRAFTON	WORCESTER STREET	2.5	55.6
57	HOPEDALE	CHAPEL STREET	2.5	55.6
58	HOPEDALE	DUTCHER STREET	2.5	55.6
59	HOPEDALE	FREEDOM STREET	2.5	55.6
60	HOPEDALE	HOPE STREET	2.5	55.6
61	HOPEDALE	HOPEDALE STREET	2.5	55.6
63	HOPEDALE	PEACE STREET	2.5	55.6
64	HOPEDALE	SOCIAL STREET	2.5	55.6
65	HOPEDALE	UNION STREET	2.5	55.6
66	LEICESTER	MAIN STREET	2.5	55.6
77	MILLBURY	GRAFTON STREET	2.5	55.6
78	MILLBURY	GREENWOOD STREET	2.5	55.6
84	MILLBURY	PROVIDENCE STREET	2.5	55.6
86	MILLBURY	RIVERLIN STREET	2.5	55.6
88	MILLBURY	SOUTH MAIN STREET	2.5	55.6
105	NORTHBRIDGE	COTTAGE STREET	2.5	55.6
108	NORTHBRIDGE	HILL STREET	2.5	55.6
117	SHREWSBURY	BELMONT STREET	2.5	55.6
120	SHREWSBURY	BOSTON TURNPIKE	2.5	55.6
141	SHREWSBURY	OLD BROOK ROAD	2.5	55.6
147	SHREWSBURY	SOUTH STREET	2.5	55.6
160	SOUTHBRIDGE	CHARLTON STREET	2.5	55.6
161	SOUTHBRIDGE	COLE AVENUE	2.5	55.6
168	SOUTHBRIDGE	DRESSER STREET	2.5	55.6
183	SOUTHBRIDGE	HARDING COURT	2.5	55.6
212	SOUTHBRIDGE	TAFT STREET	2.5	55.6
230	SUTTON	MAIN STREET	2.5	55.6
231	UXBRIDGE	NORTH MAIN STREET	2.5	55.6
233	WEBSTER	BARTLETT STREET	2.5	55.6
239	WEBSTER	CHURCH STREET	2.5	55.6
240	WEBSTER	CODY STREET	2.5	55.6
241	WEBSTER	DAVIS STREET	2.5	55.6
245	WEBSTER	EAST MAIN STREET	2.5	55.6
247	WEBSTER	FIRE COURT	2.5	55.6
248	WEBSTER	FREDERICK STREET	2.5	55.6
250	WEBSTER	GRANITE STREET	2.5	55.6
267	WEBSTER	PROSPECT STREET	2.5	55.6
274	WEBSTER	SLATER STREET	2.5	55.6
276	WEBSTER	STOUGHTON AVENUE	2.5	55.6
277	WEBSTER	THOMPSON ROAD	2.5	55.6
283	WEBSTER	WAKEFIELD STREET	2.5	55.6
288	WEST BOYLSTON	CHURCH STREET	2.5	55.6
290	WEST BOYLSTON	WEST BOYLSTON STREET	2.5	55.6
292	WEST BOYLSTON	WORCESTER STREET	2.5	55.6

Top 5% Pedestrian Priorities by Weighted Score

Object ID	City	Street Name	Weighted Priority Score	Scaled Priority Score
298	WESTBOROUGH	CONNECTOR ROAD	2.5	55.6
319	WESTBOROUGH	WHITNEY STREET	2.5	55.6
324	WORCESTER	ADAMS STREET	2.5	55.6
354	WORCESTER	ASHMONT AVENUE	2.5	55.6
355	WORCESTER	ASSONET STREET	2.5	55.6
377	WORCESTER	BELMONT STREET	2.5	55.6
408	WORCESTER	BOYNTON STREET	2.5	55.6
412	WORCESTER	BRITTAN LANE	2.5	55.6
421	WORCESTER	BURNCOAT STREET	2.5	55.6
426	WORCESTER	BURT STREET	2.5	55.6
427	WORCESTER	CAMASSA TERRACE	2.5	55.6
439	WORCESTER	CARBON STREET	2.5	55.6
449	WORCESTER	CHADWICK STREET	2.5	55.6
452	WORCESTER	CHANDLER STREET	2.5	55.6
464	WORCESTER	CHESTNUT STREET	2.5	55.6
476	WORCESTER	CLARK STREET	2.5	55.6
481	WORCESTER	CLINTON STREET	2.5	55.6
487	WORCESTER	COMMONWEALTH AVENUE	2.5	55.6
491	WORCESTER	COPPERFIELD ROAD	2.5	55.6
495	WORCESTER	COTTAGE STREET	2.5	55.6
497	WORCESTER	COUNTRY CLUB BOULEVARD	2.5	55.6
499	WORCESTER	CRESCENT STREET	2.5	55.6
510	WORCESTER	DANA AVENUE	2.5	55.6
517	WORCESTER	DELL AVENUE	2.5	55.6
519	WORCESTER	DEMARCO TERRACE	2.5	55.6
529	WORCESTER	DIXON AVENUE	2.5	55.6
538	WORCESTER	DOROTHY AVENUE	2.5	55.6
539	WORCESTER	DORRANCE STREET	2.5	55.6
541	WORCESTER	DOWNING STREET	2.5	55.6
550	WORCESTER	EAST CENTRAL STREET	2.5	55.6
560	WORCESTER	EDWARD STREET	2.5	55.6
566	WORCESTER	ELM STREET	2.5	55.6
573	WORCESTER	ENDICOTT STREET	2.5	55.6
578	WORCESTER	ENVELOPE TERRACE	2.5	55.6
584	WORCESTER	EVERARD STREET	2.5	55.6
587	WORCESTER	FAIRFIELD STREET	2.5	55.6
589	WORCESTER	FAIRHAVEN ROAD	2.5	55.6
591	WORCESTER	FANTASIA DRIVE	2.5	55.6
592	WORCESTER	FARADAY STREET	2.5	55.6
593	WORCESTER	FARRAR AVENUE	2.5	55.6
606	WORCESTER	FOSTER STREET	2.5	55.6
616	WORCESTER	FRANCIS J. MCGRATH BOULEVAF	2.5	55.6
622	WORCESTER	FRANKLIN STREET	2.5	55.6
637	WORCESTER	FRONTAGE ROAD SOUTH	2.5	55.6
638	WORCESTER	FRUIT STREET	2.5	55.6
653	WORCESTER	GODDARD MEMORIAL DRIVE	2.5	55.6
656	WORCESTER	GOLD STAR BOULEVARD	2.5	55.6
663	WORCESTER	GOLDSBERRY STREET	2.5	55.6
664	WORCESTER	GOLDTHWAITE ROAD	2.5	55.6
669	WORCESTER	GRAFTON STREET	2.5	55.6
681	WORCESTER	GRAND STREET	2.5	55.6
698	WORCESTER	GROVE STREET	2.5	55.6
713	WORCESTER	HAMILTON STREET	2.5	55.6
746	WORCESTER	HAWLEY STREET	2.5	55.6
754	WORCESTER	HERMON STREET	2.5	55.6
766	WORCESTER	HILTON AVENUE	2.5	55.6
770	WORCESTER	HOMER STREET	2.5	55.6
774	WORCESTER	HOWE AVENUE	2.5	55.6
803	WORCESTER	JUNE STREET	2.5	55.6
819	WORCESTER	KNOWLTON AVENUE	2.5	55.6

Top 5% Pedestrian Priorities by Weighted Score

Object ID	City	Street Name	Weighted Priority Score	Scaled Priority Score
820	WORCESTER	LAFAYETTE STREET	2.5	55.6
826	WORCESTER	LAKEWOOD STREET	2.5	55.6
827	WORCESTER	LAMARTINE STREET	2.5	55.6
838	WORCESTER	LEE STREET	2.5	55.6
864	WORCESTER	LOUISE STREET	2.5	55.6
872	WORCESTER	LYON STREET	2.5	55.6
901	WORCESTER	MARCH STREET	2.5	55.6
904	WORCESTER	MARMON PLACE	2.5	55.6
909	WORCESTER	MASON STREET	2.5	55.6
936	WORCESTER	MCRAE COURT	2.5	55.6
942	WORCESTER	MERRICK STREET	2.5	55.6
943	WORCESTER	MERRIFIELD STREET	2.5	55.6
955	WORCESTER	MILL STREET EXTENSION	2.5	55.6
958	WORCESTER	MILLBROOK STREET	2.5	55.6
961	WORCESTER	MILLBURY STREET	2.5	55.6
968	WORCESTER	MONTGOMERY AVENUE	2.5	55.6
980	WORCESTER	MOUNTAIN STREET WEST	2.5	55.6
984	WORCESTER	MOWER STREET	2.5	55.6
988	WORCESTER	MUSKEEGO STREET	2.5	55.6
997	WORCESTER	NEWBURY STREET	2.5	55.6
1030	WORCESTER	PARKER STREET	2.5	55.6
1031	WORCESTER	PASADENA PARKWAY	2.5	55.6
1047	WORCESTER	PLANE STREET	2.5	55.6
1050	WORCESTER	PLANTATION STREET	2.5	55.6
1059	WORCESTER	PLEASANT PLACE	2.5	55.6
1062	WORCESTER	PLEASANT STREET	2.5	55.6
1079	WORCESTER	PORTLAND STREET	2.5	55.6
1081	WORCESTER	PRESCOTT STREET	2.5	55.6
1087	WORCESTER	PROVIDENCE STREET	2.5	55.6
1094	WORCESTER	PUTNAM LANE	2.5	55.6
1097	WORCESTER	QUINSIGAMOND AVENUE	2.5	55.6
1102	WORCESTER	RAMP-EAST CENTRAL ST EB TO I	2.5	55.6
1111	WORCESTER	RAMP-RT 290 EB TO PLANTATION	2.5	55.6
1116	WORCESTER	RAMP-RT 290 WB TO EAST CENTI	2.5	55.6
1121	WORCESTER	RAMP-RT 70 TO RT 290 EB (E)	2.5	55.6
1137	WORCESTER	ROBIN ROAD	2.5	55.6
1138	WORCESTER	RODNEY STREET	2.5	55.6
1142	WORCESTER	RUSSELL STREET	2.5	55.6
1151	WORCESTER	SALISBURY STREET	2.5	55.6
1163	WORCESTER	SEVER STREET	2.5	55.6
1164	WORCESTER	SHAMROCK STREET	2.5	55.6
1166	WORCESTER	SHIRLEY STREET	2.5	55.6
1180	WORCESTER	SOUTH CAMBRIDGE STREET	2.5	55.6
1205	WORCESTER	STAFFORD STREET	2.5	55.6
1222	WORCESTER	SVEA STREET	2.5	55.6
1235	WORCESTER	THORNE STREET	2.5	55.6
1239	WORCESTER	TOWNSEND STREET	2.5	55.6
1257	WORCESTER	VARNUM STREET	2.5	55.6
1260	WORCESTER	VERNON STREET	2.5	55.6
1275	WORCESTER	WACHUSETT STREET	2.5	55.6
1278	WORCESTER	WALDO STREET	2.5	55.6
1283	WORCESTER	WARNER AVENUE	2.5	55.6
1284	WORCESTER	WASHBURN STREET	2.5	55.6
1285	WORCESTER	WASHINGTON SQUARE	2.5	55.6
1294	WORCESTER	WAYNE STREET	2.5	55.6
1297	WORCESTER	WEBSTER STREET	2.5	55.6
1306	WORCESTER	WEST BOYLSTON STREET	2.5	55.6
1315	WORCESTER	WEST STREET	2.5	55.6
1326	WORCESTER	WINFIELD STREET	2.5	55.6
1328	WORCESTER	WINSLOW STREET	2.5	55.6

Top 5% Pedestrian Priorities by Weighted Score

Object ID	City	Street Name	Weighted Priority Score	Scaled Priority Score
1334	WORCESTER	WOODLAND STREET	2.5	55.6
1336	WORCESTER	WYMAN STREET	2.5	55.6
5	AUBURN	OXFORD STREET NORTH	2.4	53.3
8	AUBURN	SOUTH STREET	2.4	53.3
14	AUBURN	WASHINGTON STREET	2.4	53.3
20	BLACKSTONE	MAIN STREET	2.4	53.3
24	CHARLTON	MAIN STREET	2.4	53.3
25	CHARLTON	MASONIC HOME ROAD	2.4	53.3
26	CHARLTON	MEADOWVIEW ROAD	2.4	53.3
27	CHARLTON	NORTH MAIN STREET	2.4	53.3
62	HOPEDALE	MENDON STREET	2.4	53.3
70	MENDON	HASTINGS STREET	2.4	53.3
71	MENDON	NORTH AVENUE	2.4	53.3
80	MILLBURY	HAMILTON STREET	2.4	53.3
92	MILLVILLE	LINCOLN STREET	2.4	53.3
93	MILLVILLE	MAIN STREET	2.4	53.3
97	NORTHBOROUGH	HUDSON STREET	2.4	53.3
104	NORTHBRIDGE	CHURCH STREET	2.4	53.3
106	NORTHBRIDGE	CROSS STREET	2.4	53.3
115	OXFORD	SUTTON AVENUE	2.4	53.3
119	SHREWSBURY	BOSTON TURNPIKE	2.4	53.3
140	SHREWSBURY	OAK STREET	2.4	53.3
146	SHREWSBURY	SOUTH STREET	2.4	53.3
156	SOUTHBRIDGE	CENTRAL STREET	2.4	53.3
172	SOUTHBRIDGE	EAST MAIN STREET	2.4	53.3
175	SOUTHBRIDGE	FOSTER STREET	2.4	53.3
186	SOUTHBRIDGE	HOOK STREET	2.4	53.3
188	SOUTHBRIDGE	LAROCHELLE WAY	2.4	53.3
189	SOUTHBRIDGE	MAIN STREET	2.4	53.3
195	SOUTHBRIDGE	MAPLE STREET	2.4	53.3
205	SOUTHBRIDGE	PAIGE HILL ROAD	2.4	53.3
206	SOUTHBRIDGE	PINE STREET	2.4	53.3
211	SOUTHBRIDGE	SOUTHBRIDGE ROTARY	2.4	53.3
213	SOUTHBRIDGE	WORCESTER STREET	2.4	53.3
234	WEBSTER	BONNETTE PLACE	2.4	53.3
238	WEBSTER	CHURCH COURT	2.4	53.3
251	WEBSTER	HIGH STREET	2.4	53.3
258	WEBSTER	NORTH MAIN STREET	2.4	53.3
268	WEBSTER	RACICOT AVENUE	2.4	53.3
273	WEBSTER	SLATER STREET	2.4	53.3
284	WEBSTER	WALL STREET	2.4	53.3
296	WESTBOROUGH	COMPUTER DRIVE	2.4	53.3
297	WESTBOROUGH	CONNECTOR ROAD	2.4	53.3
299	WESTBOROUGH	EAST MAIN STREET	2.4	53.3
306	WESTBOROUGH	HIGH STREET	2.4	53.3
308	WESTBOROUGH	LYMAN STREET	2.4	53.3
314	WESTBOROUGH	TURNPIKE ROAD	2.4	53.3
317	WESTBOROUGH	UNION STREET	2.4	53.3
331	WORCESTER	ALCOTT STREET	2.4	53.3
339	WORCESTER	AMESBURY STREET	2.4	53.3
341	WORCESTER	ANDERSON AVENUE	2.4	53.3
346	WORCESTER	ARBOR VITAE STREET	2.4	53.3
347	WORCESTER	ARCADIA STREET	2.4	53.3
361	WORCESTER	BARBARA LANE	2.4	53.3
366	WORCESTER	BARNES AVENUE	2.4	53.3
388	WORCESTER	BENSON AVENUE	2.4	53.3
391	WORCESTER	BEVERLY ROAD	2.4	53.3
392	WORCESTER	BIGELOW DAVIS PARKWAY	2.4	53.3
394	WORCESTER	BLACKSTONE RIVER ROAD	2.4	53.3
414	WORCESTER	BROOKS STREET	2.4	53.3

Top 5% Pedestrian Priorities by Weighted Score

Object ID	City	Street Name	Weighted Priority Score	Scaled Priority Score
417	WORCESTER	BUCKINGHAM STREET	2.4	53.3
420	WORCESTER	BURNCOAT STREET	2.4	53.3
428	WORCESTER	CAMBRIDGE STREET	2.4	53.3
438	WORCESTER	CANTON STREET	2.4	53.3
441	WORCESTER	CARLISLE STREET	2.4	53.3
462	WORCESTER	CHATHAM STREET	2.4	53.3
473	WORCESTER	CLARENCE STREET	2.4	53.3
478	WORCESTER	CLEVELAND AVENUE	2.4	53.3
480	WORCESTER	CLINTON PLACE	2.4	53.3
486	WORCESTER	COMMONWEALTH AVENUE	2.4	53.3
490	WORCESTER	COPLEY ROAD	2.4	53.3
493	WORCESTER	CORNING AVENUE	2.4	53.3
494	WORCESTER	CORRINE STREET	2.4	53.3
496	WORCESTER	COUNTRY CLUB BOULEVARD	2.4	53.3
504	WORCESTER	CURRAN PLACE	2.4	53.3
509	WORCESTER	DALTON STREET	2.4	53.3
512	WORCESTER	DAYTON STREET	2.4	53.3
525	WORCESTER	DEXTER STREET	2.4	53.3
540	WORCESTER	DOVER STREET	2.4	53.3
542	WORCESTER	DUBLIN COURT	2.4	53.3
543	WORCESTER	DUNCAN AVENUE	2.4	53.3
545	WORCESTER	DWIGHT STREET	2.4	53.3
549	WORCESTER	EAST CENTRAL STREET	2.4	53.3
562	WORCESTER	ELBRIDGE STREET	2.4	53.3
565	WORCESTER	ELM STREET	2.4	53.3
586	WORCESTER	EXETER STREET	2.4	53.3
603	WORCESTER	FORD STREET	2.4	53.3
605	WORCESTER	FOSTER STREET	2.4	53.3
615	WORCESTER	FRANCIS J. MCGRATH BOULEVARD	2.4	53.3
620	WORCESTER	FRANCIS STREET	2.4	53.3
621	WORCESTER	FRANKLIN STREET	2.4	53.3
631	WORCESTER	FREMONT STREET	2.4	53.3
636	WORCESTER	FRONTAGE ROAD NORTH	2.4	53.3
649	WORCESTER	GIFFORD DRIVE	2.4	53.3
651	WORCESTER	GLENNIE STREET	2.4	53.3
655	WORCESTER	GOLD STAR BOULEVARD	2.4	53.3
662	WORCESTER	GOLDSBERRY STREET	2.4	53.3
668	WORCESTER	GRAFTON STREET	2.4	53.3
683	WORCESTER	GRANITE STREET	2.4	53.3
686	WORCESTER	GREEN STREET	2.4	53.3
697	WORCESTER	GROVE STREET	2.4	53.3
707	WORCESTER	HACKER STREET	2.4	53.3
712	WORCESTER	HAMILTON STREET	2.4	53.3
726	WORCESTER	HARDING STREET	2.4	53.3
731	WORCESTER	HARLEM STREET	2.4	53.3
735	WORCESTER	HARRISON STREET	2.4	53.3
741	WORCESTER	HARVARD STREET	2.4	53.3
745	WORCESTER	HASTINGS ROAD	2.4	53.3
753	WORCESTER	HENSHAW STREET	2.4	53.3
763	WORCESTER	HILL STREET	2.4	53.3
775	WORCESTER	HUDSON STREET	2.4	53.3
785	WORCESTER	IRVING STREET	2.4	53.3
790	WORCESTER	JACKSON STREET	2.4	53.3
797	WORCESTER	JOHN STREET	2.4	53.3
802	WORCESTER	JUNE STREET	2.4	53.3
813	WORCESTER	KENBERMA ROAD	2.4	53.3
822	WORCESTER	LAKE AVENUE	2.4	53.3
824	WORCESTER	LAKESIDE AVENUE	2.4	53.3
829	WORCESTER	LANCASTER STREET	2.4	53.3
839	WORCESTER	LENORA STREET	2.4	53.3

Top 5% Pedestrian Priorities by Weighted Score

Object ID	City	Street Name	Weighted Priority Score	Scaled Priority Score
865	WORCESTER	LOVELL STREET	2.4	53.3
877	WORCESTER	MAIN STREET	2.4	53.3
889	WORCESTER	MAJOR TAYLOR BOULEVARD	2.4	53.3
903	WORCESTER	MARLAND ROAD	2.4	53.3
913	WORCESTER	MASSACHUSETTS AVENUE	2.4	53.3
914	WORCESTER	MASSASOIT ROAD	2.4	53.3
938	WORCESTER	MENDON STREET	2.4	53.3
941	WORCESTER	MERRICK STREET	2.4	53.3
957	WORCESTER	MILLBROOK STREET	2.4	53.3
970	WORCESTER	MORELAND STREET	2.4	53.3
979	WORCESTER	MOUNTAIN STREET WEST	2.4	53.3
989	WORCESTER	MYRTLE STREET	2.4	53.3
995	WORCESTER	NEW BOND STREET	2.4	53.3
996	WORCESTER	NEW LUDLOW STREET	2.4	53.3
1003	WORCESTER	NORWICH STREET	2.4	53.3
1013	WORCESTER	ORIENT STREET	2.4	53.3
1034	WORCESTER	PEARL STREET	2.4	53.3
1049	WORCESTER	PLANTATION STREET	2.4	53.3
1058	WORCESTER	PLASTICS STREET	2.4	53.3
1061	WORCESTER	PLEASANT STREET	2.4	53.3
1074	WORCESTER	PLYMOUTH STREET	2.4	53.3
1078	WORCESTER	PORTLAND STREET	2.4	53.3
1083	WORCESTER	PROGRESSIVE STREET	2.4	53.3
1092	WORCESTER	PURITAN AVENUE	2.4	53.3
1100	WORCESTER	QUINSIGAMOND PLACE	2.4	53.3
1119	WORCESTER	RAMP-RT 290 WB TO RT 70 (W)	2.4	53.3
1129	WORCESTER	REED STREET	2.4	53.3
1131	WORCESTER	RICHARDS STREET	2.4	53.3
1146	WORCESTER	SAINT ELMO ROAD	2.4	53.3
1147	WORCESTER	SAINT JOHNS ROAD	2.4	53.3
1148	WORCESTER	SALEM STREET	2.4	53.3
1150	WORCESTER	SALISBURY STREET	2.4	53.3
1158	WORCESTER	SCHOOL STREET	2.4	53.3
1176	WORCESTER	SIGEL STREET	2.4	53.3
1181	WORCESTER	SOUTH CRYSTAL STREET	2.4	53.3
1187	WORCESTER	SOUTHBRIDGE STREET	2.4	53.3
1204	WORCESTER	STAFFORD STREET	2.4	53.3
1208	WORCESTER	STANTON STREET	2.4	53.3
1214	WORCESTER	SUMMER STREET	2.4	53.3
1224	WORCESTER	SYLVAN STREET	2.4	53.3
1227	WORCESTER	TAFT STREET	2.4	53.3
1237	WORCESTER	TIVERTON PARKWAY	2.4	53.3
1250	WORCESTER	TYLER PRENTICE ROAD	2.4	53.3
1253	WORCESTER	UNION STREET	2.4	53.3
1279	WORCESTER	WALL STREET	2.4	53.3
1291	WORCESTER	WAVERLY STREET	2.4	53.3
1295	WORCESTER	WEBSTER COURT	2.4	53.3
1296	WORCESTER	WEBSTER STREET	2.4	53.3
1303	WORCESTER	WEST BOYLSTON DRIVE	2.4	53.3
1305	WORCESTER	WEST BOYLSTON STREET	2.4	53.3
1322	WORCESTER	WIGWAM AVENUE	2.4	53.3
1333	WORCESTER	WOODBURY STREET	2.4	53.3
2	AUBURN	BROTHERTON WAY	2.3	51.1
3	AUBURN	JOHNSON STREET	2.3	51.1
4	AUBURN	MILLBURY STREET	2.3	51.1
7	AUBURN	SHARON AVENUE	2.3	51.1
13	AUBURN	SWANSON ROAD	2.3	51.1
17	BLACKSTONE	CANAL STREET	2.3	51.1
22	CHARLTON	BURLINGAME ROAD	2.3	51.1
23	CHARLTON	MAIN STREET	2.3	51.1

Top 5% Pedestrian Priorities by Weighted Score

Object ID	City	Street Name	Weighted Priority Score	Scaled Priority Score
28	CHARLTON	WEST RIDGE CEMETARY ROAD	2.3	51.1
29	DUDLEY	BOYS CLUB STREET	2.3	51.1
30	DUDLEY	BRANDON ROAD	2.3	51.1
32	DUDLEY	CHESTNUT STREET	2.3	51.1
37	DUDLEY	OXFORD AVENUE	2.3	51.1
42	DUDLEY	SCHOFIELD AVENUE	2.3	51.1
43	DUDLEY	SCHOOL COURT	2.3	51.1
49	GRAFTON	GRAFTON COMMON	2.3	51.1
69	MENDON	HASTINGS STREET	2.3	51.1
72	MENDON	WASHINGTON STREET	2.3	51.1
74	MILLBURY	ELM STREET	2.3	51.1
82	MILLBURY	NORTH MAIN STREET	2.3	51.1
85	MILLBURY	RIVERLIN STREET	2.3	51.1
89	MILLBURY	WHEELOCK AVENUE	2.3	51.1
91	MILLBURY	WORCESTER PROVIDENCE TURN	2.3	51.1
94	NORTHBOROUGH	BARTLETT STREET	2.3	51.1
99	NORTHBOROUGH	MAIN STREET	2.3	51.1
101	NORTHBOROUGH	PIERCE STREET	2.3	51.1
113	OXFORD	CHARLTON STREET	2.3	51.1
116	SHREWSBURY	BAILEY ROAD	2.3	51.1
118	SHREWSBURY	BOSTON TURNPIKE	2.3	51.1
130	SHREWSBURY	HUNTING AVENUE	2.3	51.1
134	SHREWSBURY	LAKE STREET	2.3	51.1
138	SHREWSBURY	MAPLE AVENUE	2.3	51.1
143	SHREWSBURY	SOUTH QUINSIGAMOND AVENUE	2.3	51.1
145	SHREWSBURY	SOUTH STREET	2.3	51.1
154	SHREWSBURY	STANLEY ROAD	2.3	51.1
166	SOUTHBRIDGE	CRYSTAL STREET	2.3	51.1
167	SOUTHBRIDGE	DRESSER STREET	2.3	51.1
199	SOUTHBRIDGE	MECHANIC STREET	2.3	51.1
202	SOUTHBRIDGE	MORRIS STREET	2.3	51.1
218	SPENCER	MAIN STREET	2.3	51.1
223	SPENCER	PLEASANT STREET	2.3	51.1
225	SPENCER	WALL STREET	2.3	51.1
226	SPENCER	WATER STREET	2.3	51.1
227	SPENCER	WEST MAIN STREET	2.3	51.1
229	STURBRIDGE	MAIN STREET	2.3	51.1
289	WEST BOYLSTON	NEWTON STREET	2.3	51.1
294	WESTBOROUGH	CHURCH STREET	2.3	51.1
304	WESTBOROUGH	GRANT ROAD	2.3	51.1
305	WESTBOROUGH	HEATH STREET	2.3	51.1
307	WESTBOROUGH	LYMAN STREET	2.3	51.1
310	WESTBOROUGH	OTIS STREET	2.3	51.1
311	WESTBOROUGH	PHILLIPS STREET	2.3	51.1
313	WESTBOROUGH	TURNPIKE ROAD	2.3	51.1
318	WESTBOROUGH	WEST MAIN STREET	2.3	51.1
320	WORCESTER	ABBOTT STREET	2.3	51.1
322	WORCESTER	ACCESS ROAD	2.3	51.1
329	WORCESTER	AIRPORT DRIVE	2.3	51.1
335	WORCESTER	ALMONT AVENUE	2.3	51.1
344	WORCESTER	ANNISQUAM STREET	2.3	51.1
345	WORCESTER	APRICOT STREET	2.3	51.1
360	WORCESTER	BANGOR STREET	2.3	51.1
376	WORCESTER	BELMONT STREET	2.3	51.1
389	WORCESTER	BERGIN LANE	2.3	51.1
410	WORCESTER	BRANDT LANE	2.3	51.1
419	WORCESTER	BURNCOAT STREET	2.3	51.1
469	WORCESTER	CHINO AVENUE	2.3	51.1
474	WORCESTER	CLARENDON STREET	2.3	51.1
475	WORCESTER	CLARK STREET	2.3	51.1

Top 5% Pedestrian Priorities by Weighted Score

Object ID	City	Street Name	Weighted Priority Score	Scaled Priority Score
489	WORCESTER	COOLIDGE ROAD	2.3	51.1
515	WORCESTER	DEERFIELD STREET	2.3	51.1
520	WORCESTER	DENNIS DRIVE	2.3	51.1
527	WORCESTER	DIVISION STREET	2.3	51.1
555	WORCESTER	EAST WAY	2.3	51.1
559	WORCESTER	EDGEWOOD STREET	2.3	51.1
597	WORCESTER	FERRARO STREET	2.3	51.1
599	WORCESTER	FIRST STREET	2.3	51.1
613	WORCESTER	FOUNTAIN STREET	2.3	51.1
630	WORCESTER	FREMONT STREET	2.3	51.1
647	WORCESTER	GEORGE STREET	2.3	51.1
650	WORCESTER	GLENNIE STREET	2.3	51.1
654	WORCESTER	GOLD STAR BOULEVARD	2.3	51.1
667	WORCESTER	GRAFTON STREET	2.3	51.1
680	WORCESTER	GRAND STREET	2.3	51.1
691	WORCESTER	GREENWOOD STREET	2.3	51.1
696	WORCESTER	GROVE STREET	2.3	51.1
706	WORCESTER	GUILD ROAD	2.3	51.1
711	WORCESTER	HAMILTON STREET	2.3	51.1
733	WORCESTER	HAROLD STREET	2.3	51.1
740	WORCESTER	HARVARD PLACE	2.3	51.1
744	WORCESTER	HASTINGS ROAD	2.3	51.1
757	WORCESTER	HIGHLAND STREET	2.3	51.1
793	WORCESTER	JAMES STREET	2.3	51.1
796	WORCESTER	JENNINGS STREET	2.3	51.1
800	WORCESTER	JUDSON ROAD	2.3	51.1
801	WORCESTER	JUNE STREET	2.3	51.1
828	WORCESTER	LANCASTER STREET	2.3	51.1
841	WORCESTER	LEON STREET	2.3	51.1
844	WORCESTER	LINCOLN STREET	2.3	51.1
876	WORCESTER	MAIN STREET	2.3	51.1
895	WORCESTER	MANHATTAN ROAD	2.3	51.1
902	WORCESTER	MARGIN STREET	2.3	51.1
908	WORCESTER	MARY SCANO DRIVE	2.3	51.1
917	WORCESTER	MAY STREET	2.3	51.1
944	WORCESTER	MERRIWETHER ROAD	2.3	51.1
945	WORCESTER	MID WAY	2.3	51.1
946	WORCESTER	MIDDLESEX AVENUE	2.3	51.1
947	WORCESTER	MILL STREET	2.3	51.1
960	WORCESTER	MILLBURY STREET	2.3	51.1
971	WORCESTER	MORRIS SQUARE	2.3	51.1
978	WORCESTER	MOUNTAIN STREET WEST	2.3	51.1
983	WORCESTER	MOWER STREET	2.3	51.1
1007	WORCESTER	ODEN AVENUE	2.3	51.1
1021	WORCESTER	PARK AVENUE	2.3	51.1
1045	WORCESTER	PINE HILL ROAD	2.3	51.1
1046	WORCESTER	PINROCK ROAD	2.3	51.1
1048	WORCESTER	PLANTATION STREET	2.3	51.1
1060	WORCESTER	PLEASANT STREET	2.3	51.1
1075	WORCESTER	POMONA ROAD	2.3	51.1
1086	WORCESTER	PROVIDENCE STREET	2.3	51.1
1101	WORCESTER	RAMP-BLACKSTONE RIVER RD TO	2.3	51.1
1105	WORCESTER	RAMP-RT 12 SB TO RT 190 SB	2.3	51.1
1107	WORCESTER	RAMP-RT 122 SB TO RT 290 EB	2.3	51.1
1110	WORCESTER	RAMP-RT 190 NB TO RT 12 NB	2.3	51.1
1118	WORCESTER	RAMP-RT 290 WB TO RT 70 (E)	2.3	51.1
1123	WORCESTER	RAMP-RT 70 TO RT 290 EB (W)	2.3	51.1
1128	WORCESTER	RANDOLPH ROAD	2.3	51.1
1139	WORCESTER	ROSE LANE	2.3	51.1
1140	WORCESTER	ROSEMONT ROAD	2.3	51.1

Top 5% Pedestrian Priorities by Weighted Score

Object ID	City	Street Name	Weighted Priority Score	Scaled Priority Score
1141	WORCESTER	RURAL DRIVE	2.3	51.1
1167	WORCESTER	SHORT STREET	2.3	51.1
1168	WORCESTER	SHREWSBURY STREET	2.3	51.1
1178	WORCESTER	SOMERSET STREET	2.3	51.1
1185	WORCESTER	SOUTH LUDLOW STREET	2.3	51.1
1186	WORCESTER	SOUTHBRIDGE STREET	2.3	51.1
1199	WORCESTER	SOUTHGATE STREET	2.3	51.1
1203	WORCESTER	STAFFORD STREET	2.3	51.1
1218	WORCESTER	SUNDERLAND ROAD	2.3	51.1
1221	WORCESTER	SUTTON LANE	2.3	51.1
1226	WORCESTER	TACOMA STREET	2.3	51.1
1231	WORCESTER	TEWKESBURY ROAD	2.3	51.1
1241	WORCESTER	TRENT ROAD	2.3	51.1
1242	WORCESTER	TRIANGLE STREET	2.3	51.1
1252	WORCESTER	UNION STREET	2.3	51.1
1319	WORCESTER	WEST WAY	2.3	51.1
1324	WORCESTER	WILLIAMSBERG DRIVE	2.3	51.1

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 Streets 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 Street Design Guide	The NACTO Urban Street Design Guide provides cities with infrastructure solutions that help create complete streets. It charts the principles and practices of leading engineers, planners, and designers working throughout the United States. 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 Planning, Design, and Operation of Pedestrian Facilities	This guide provides guidance on the planning, design, and operation of pedestrian infrastructure. It also recognizes the profound effect that land use planning and site design have on pedestrian mobility. This document includes guidance appropriate for rural, suburban, and urban communities.
MassDOT's Municipal Resource Guide for Walkability	This document, released in May 2019, provides insight pertaining to planning, designing, establishing, and maintaining pedestrian infrastructure in Massachusetts. Insights are applicable to rural, suburban, or urban communities.
MassDOT's Project Development and Design Guide	This document provides guidance on the development of context-sensitive, community-friendly road and bridge projects. While the scope goes far beyond pedestrian-related projects, there is some guidance included pertaining to pedestrian infrastructure.
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.

Massachusetts State-Preferred Crash Modification Factors (CMFs)									
Countermeasure	Crash Type	All Severity CMF	FI CMF	Area Type	Prior Condition	Site Description	Notes	Resource 1	Resource 2
Add Sidewalk - Urban	Vehicle-Pedestrian	0.12	0.12	Urban/Suburban	No Sidewalk Present			https://www.pedbikeinfo.org/cms/downloads/WalkingAlongRoadways_Study_Guidelines.pdf	
Add Wide Paved Shoulder for Pedestrian Walkway	Vehicle-Pedestrian	0.29	0.29	Rural	Narrow, Unwalkable Shoulder	Rural Highway with Pedestrian Traffic		https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa1304/resources/CRF%20Desktop%20Reference.pdf	
Advanced Pedestrian Crossing Signage	Vehicle-Pedestrian	0.75	0.75	Urban and Suburban	No Advanced Warning Signage or Markings	Mid-Block and Intersection Crossings	Minimum of 340 to Maximum of 52892 Annual Average Daily Traffic (AADT)	http://www.cmfclearinghouse.org/detail.cfm?facid=9017	
Convert to High-Visibility Crosswalk	Vehicle-Pedestrian	0.52	0.52	Urban	Standard Crosswalk Markings	Three or Four Leg Intersection	Signalized and unsignalized intersections.	https://www.sciencedirect.com/science/article/abs/pii/S0001457512001613	http://www.cmfclearinghouse.org/detail.cfm?facid=4123
Exclusive Pedestrian Phase	Vehicle-Pedestrian	0.49	0.49	Urban	Signalized Intersection without Exclusive Phase	Signalized Intersection	3-leg, 4-leg, More than 4 legs intersection	http://www.cmfclearinghouse.org/detail.cfm?facid=4117	
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
Increase Pedestrian Crossing Time	Vehicle-Pedestrian	0.49	0.49	Urban	Standard Crossing Time	Signalized Intersection with Pedestrian Crossing Phase	3-leg, 4-leg, More than 4 legs	http://www.cmfclearinghouse.org/detail.cfm?facid=4115	
Install Crosswalk Lighting	Vehicle-Pedestrian	0.41	0.41	All	No Lighting Present	Intersection		http://www.cmfclearinghouse.org/detail.cfm?facid=440	http://www.cmfclearinghouse.org/detail.cfm?facid=441
Install Grade-Separated Pedestrian Crossing	Vehicle-Pedestrian	0.14	0.14	Urban	At-Grade Pedestrian Crossing	Pedestrian Crossing		https://ctr.eng.fiu.edu/Documents/CRFFinalReport.pdf	
Install Median Island for Pedestrian Crossing at Controlled Crossing	Vehicle-Pedestrian	0.711	0.734	Urban and Suburban	Two-Way Left-Turn Lane	Signalized Pedestrian Crossing	FI CMF only applicable for Method 3. Minimum of 10500 to Maximum of 57000 Annual Average Daily Traffic (AADT)	http://www.cmfclearinghouse.org/detail.cfm?facid=5075	http://www.cmfclearinghouse.org/detail.cfm?facid=5076
Install Median Island for Pedestrian Crossing at Uncontrolled Crossing	Vehicle-Pedestrian	0.685	0.685	Urban and Suburban	No Raised Median Present	Uncontrolled Pedestrian Crossing		http://www.cmfclearinghouse.org/detail.cfm?facid=8799	
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 Pedestrian Hybrid Beacon (or HAWK Crossing)	Vehicle-Pedestrian	0.543	0.55	Urban and Suburban	No PHB/HAWK	Uncontrolled Pedestrian Crossing		http://www.cmfclearinghouse.org/detail.cfm?facid=10608	http://www.cmfclearinghouse.org/detail.cfm?facid=10607
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
Install Rectangular Rapid Flashing Beacon (RRFB)	Vehicle-Pedestrian	0.526	0.526	Urban and Suburban	No RRFB Present	Uncontrolled Pedestrian Crossing		http://www.cmfclearinghouse.org/detail.cfm?facid=9024	

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)	~\$				\$				\$	SSRTS		\$				\$												\$		
Bicycle helmets (safety promotion)	~\$				\$				\$	SSRTS		\$				\$														
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)				\$					\$	SSRTS		\$				\$					~\$									
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	~\$		~\$	\$	\$				\$	SSRTS	\$	\$	\$			\$					~\$									
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	~\$				\$				\$	SSRTS		\$				\$					\$							\$	\$	
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	TTPSE	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
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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
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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](#) (NSFLTTP) program.
 - o [Federal Lands Transportation Program](#) (23 U.S.C. 203): For Federal agencies for projects that provide access within Federal lands.
 - o [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](#).
 - o 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.
 - o 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.
 - o 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.
 - o 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.
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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
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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 • <u>Regional Blackstone River Bikeway</u> -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	• <u>Blackstone River Bikeway</u> 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

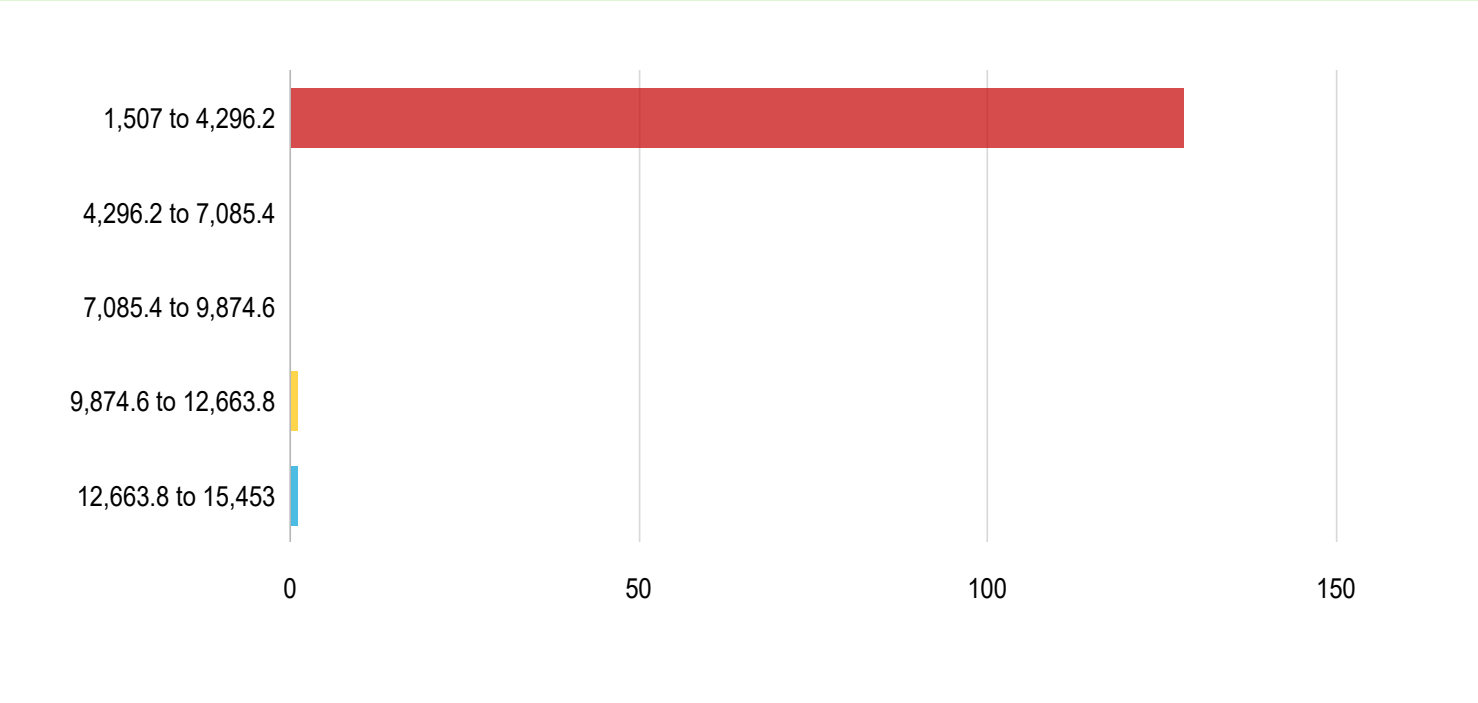
			CMRPC is not collaborating with pioneer valley as route 20 and 148 is a huge portion to be able to make those connections better and to map them much better.
Webster			

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.
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Walkability/Pedestrian Experience Survey

What is your ZIP code?

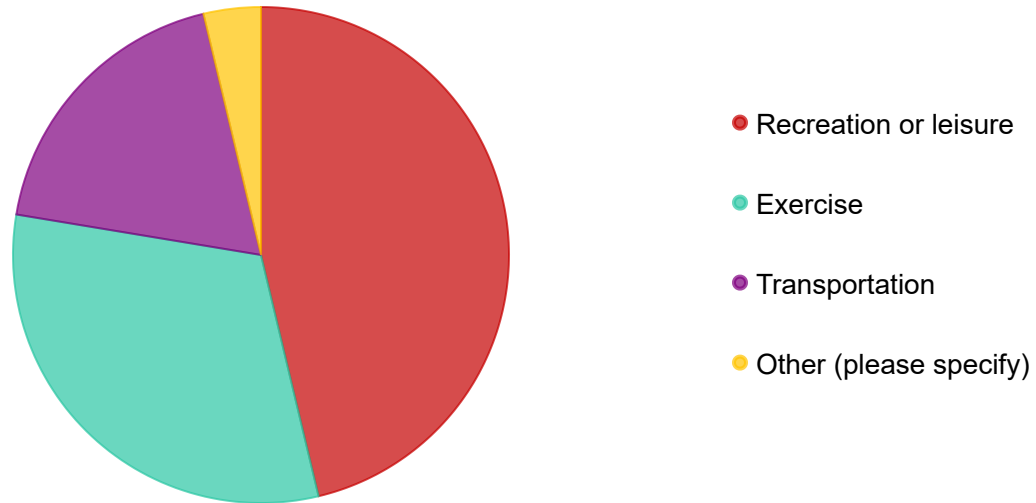


Stats	Value
Min.	1,507
Max.	15,453
Avg.	1,753.5846153846153
Sum.	227,966

Answered: 130 Skipped: 4

Walking Habits

○ What is your primary reason for walking?



Answers

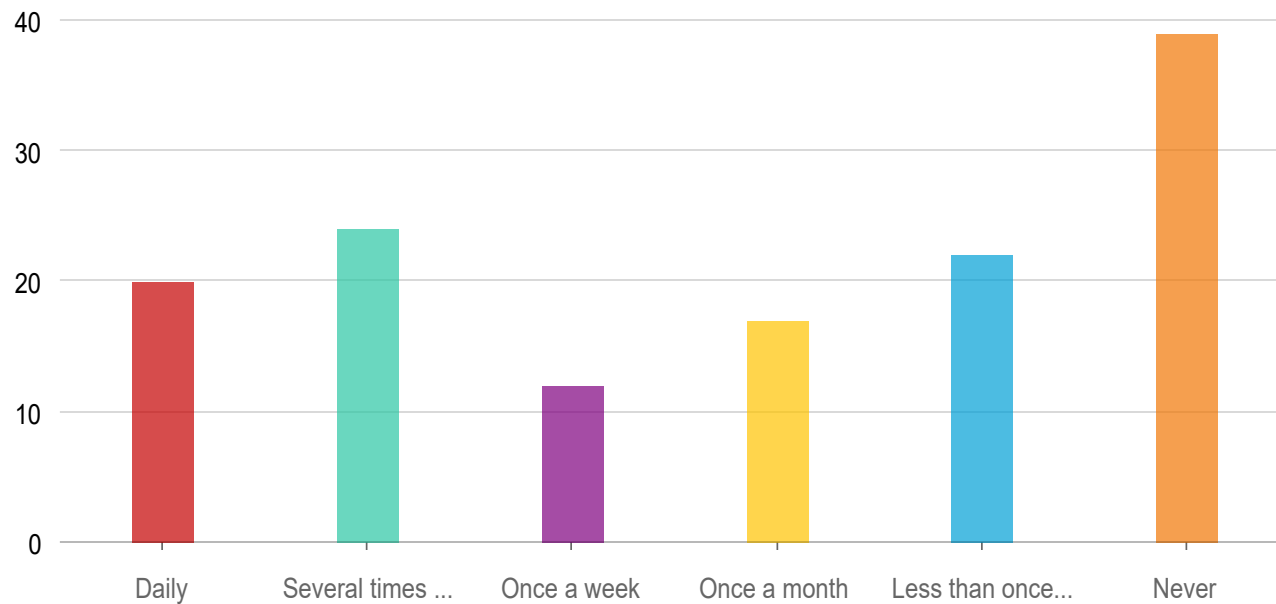
Count

Percentage

Recreation or leisure	62	46.27%
Exercise	42	31.34%
Transportation	25	18.66%
Other (please specify)	5	3.73%

Answered: 134 Skipped: 0

○ How often do you walk for transportation (e.g., to work, school, errands, etc.)?



Answers

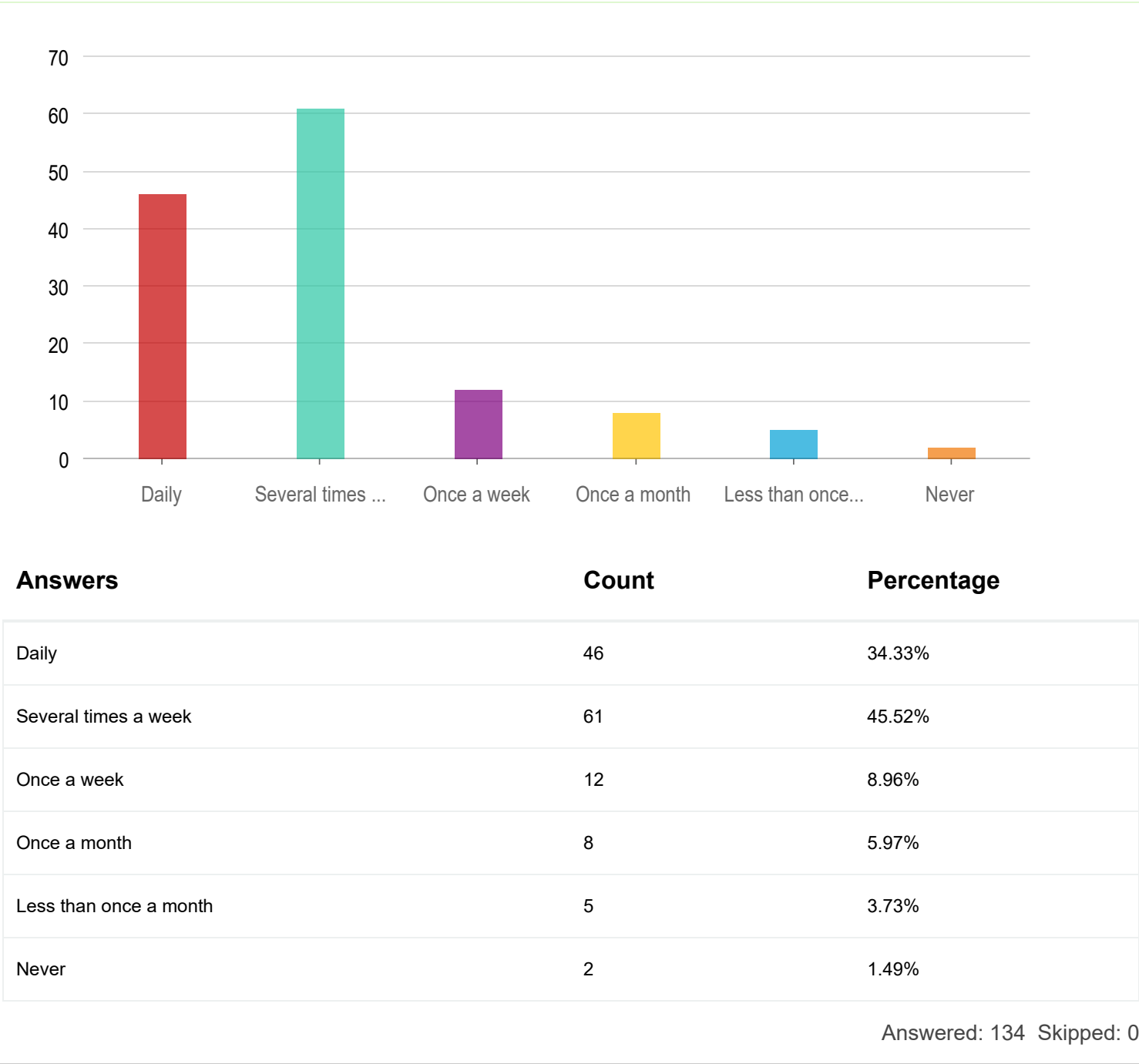
Count

Percentage

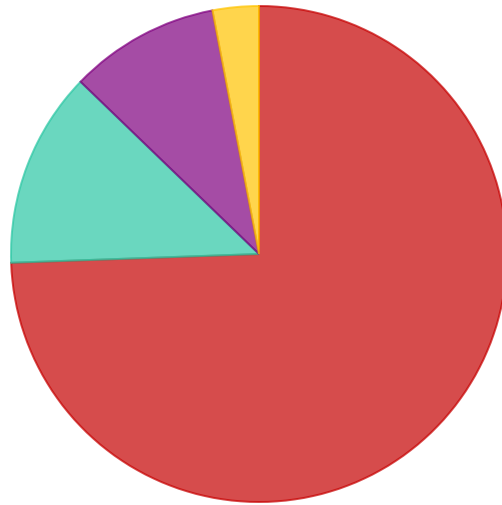
Daily	20	14.93%
Several times a week	24	17.91%
Once a week	12	8.96%
Once a month	17	12.69%
Less than once a month	22	16.42%
Never	39	29.1%

Answered: 134 Skipped: 0

○ How often do you walk for exercise, recreation, or leisure?



○ What setting best describes where you walk the most?



- On sidewalks/along streets
- On hiking trails
- On walking paths or shared-use paths (paved paths meant for several user types, like bicyclists and pedestrians)
- Other (please specify)

Answers

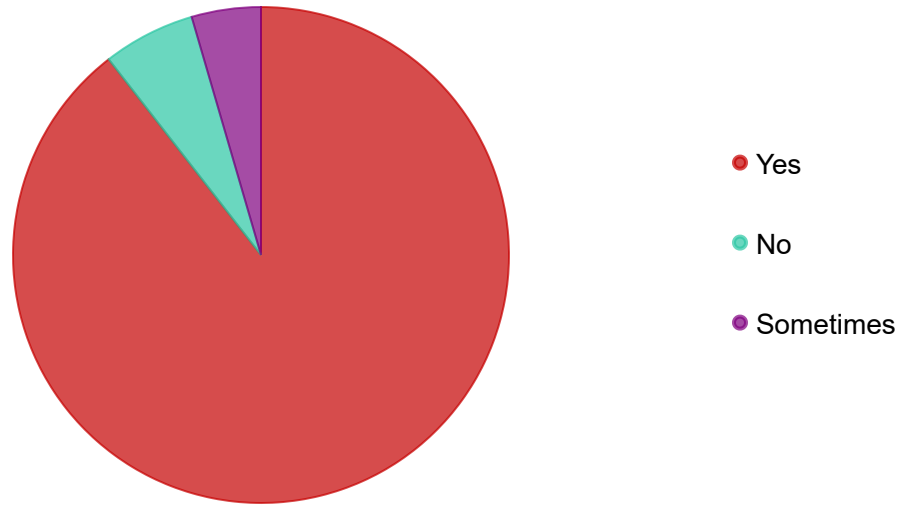
Count

Percentage

On sidewalks/along streets	99	73.88%
On hiking trails	17	12.69%
On walking paths or shared-use paths (paved paths meant for several user types, like bicyclists and pedestrians)	13	9.7%
Other (please specify)	4	2.99%

Answered: 133 Skipped: 1

○ Do you have regular access to a vehicle (such as a car or truck)?



Answers

Count

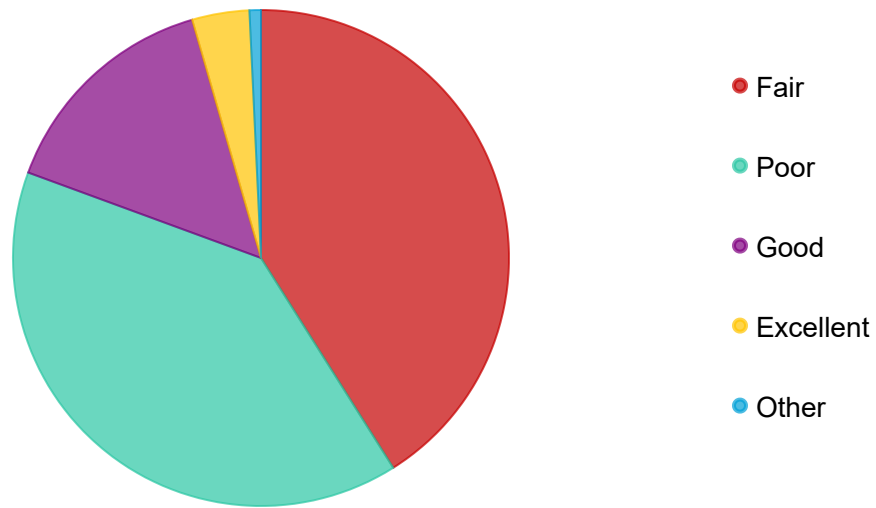
Percentage

Yes	119	88.81%
No	8	5.97%
Sometimes	6	4.48%

Answered: 133 Skipped: 1

The Pedestrian Experience

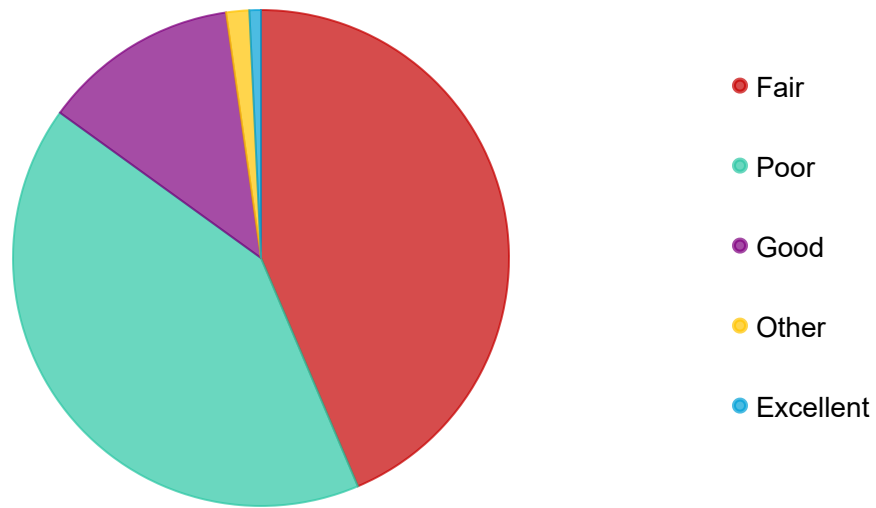
○ How would you rate the overall pedestrian experience in your community?



Answers	Count	Percentage
Fair	55	41.04%
Poor	53	39.55%
Good	20	14.93%
Excellent	5	3.73%
Other	1	0.75%

Answered: 134 Skipped: 0

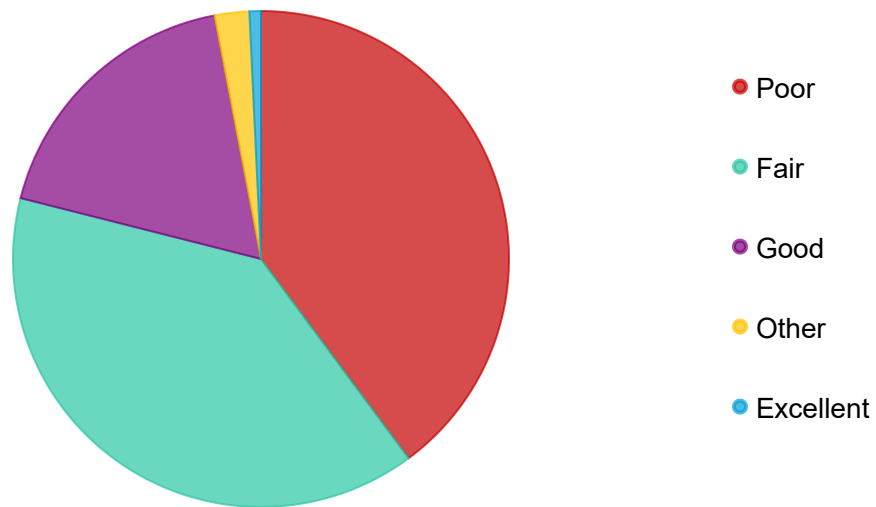
○ How would you rate the sidewalk infrastructure in your community?



Answers	Count	Percentage
Fair	58	43.28%
Poor	55	41.04%
Good	17	12.69%
Other	2	1.49%
Excellent	1	0.75%

Answered: 133 Skipped: 1

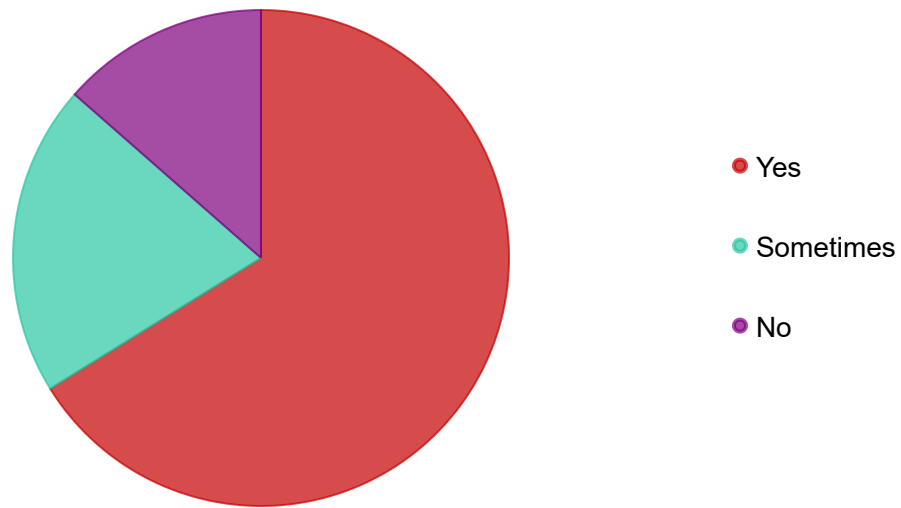
○ How would you rate the sidewalk maintenance in your community?



Answers	Count	Percentage
Poor	53	39.55%
Fair	52	38.81%
Good	24	17.91%
Other	3	2.24%
Excellent	1	0.75%

Answered: 133 Skipped: 1

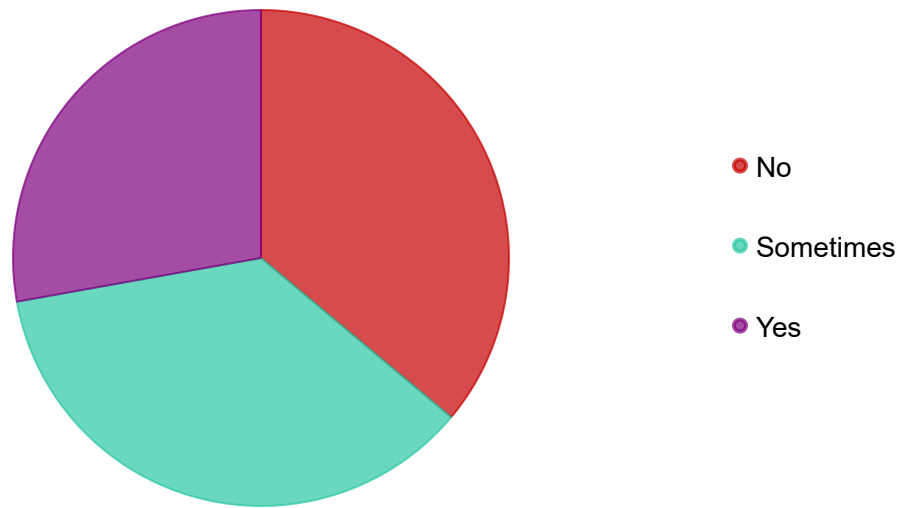
○ Do you feel safe walking in your community during the day?



Answers	Count	Percentage
Yes	88	65.67%
Sometimes	27	20.15%
No	18	13.43%

Answered: 133 Skipped: 1

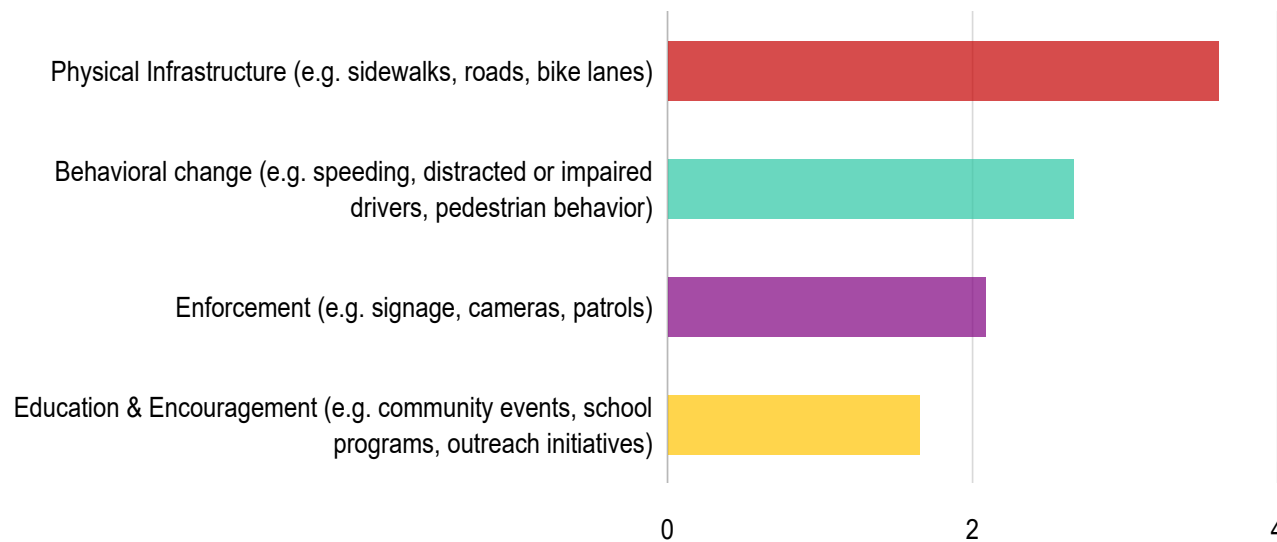
○ Do you feel safe walking in your community at night?



Answers	Count	Percentage
No	48	35.82%
Sometimes	48	35.82%
Yes	37	27.61%

Answered: 133 Skipped: 1

○ Which type of safety improvement is most important for improving pedestrian...



Rank	Answers	1	2	3	Average score	
1	Physical Infrastructure (e.g. sidewalks, roads, bike lanes)	73.13% 98	15.67% 21	10.45% 14	0.75% 3.61 1	
2	Behavioral change (e.g. speeding, distracted or impaired drivers, pedestrian behavior)	19.4% 26	40.3% 54	26.87% 36	2.66	
3	Enforcement (e.g. signage, cameras, patrols)	7.46% 10	27.61% 37	30.6% 41	34.33% 2.08 46	

EXCELLENT?

1

coming

1

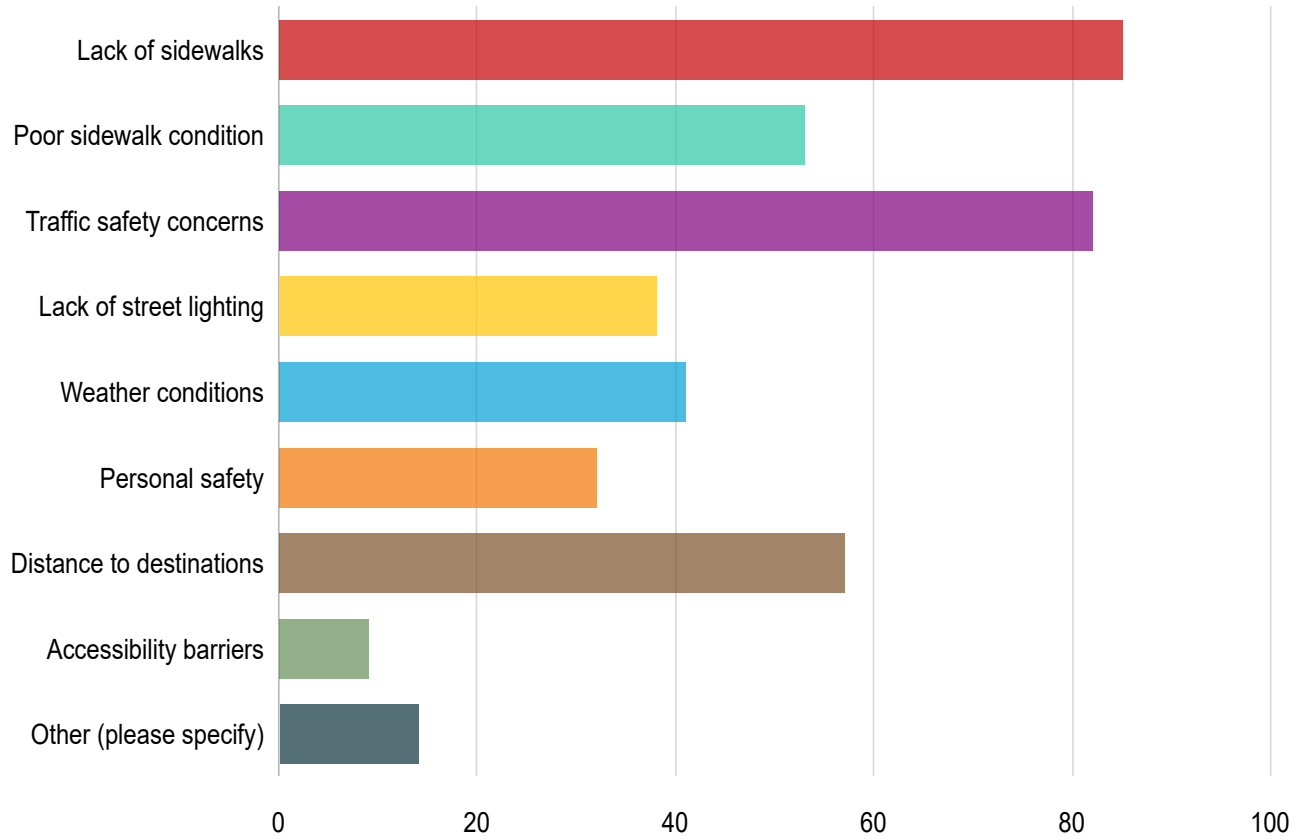
mind.

1

Answered: 102 Skipped: 32

Barriers and Challenges

- What prevents you from walking more often?



Answers	Count	Percentage
Lack of sidewalks	85	63.43%
Poor sidewalk condition	53	39.55%
Traffic safety concerns	82	61.19%
Lack of street lighting	38	28.36%

Weather conditions	41	30.6%
Personal safety concerns	32	23.88%
Distance to destinations	57	42.54%
Accessibility barriers	9	6.72%
Other (please specify)	14	10.45%

○ **What do you see as the biggest barrier to walking comfortably in your community?**

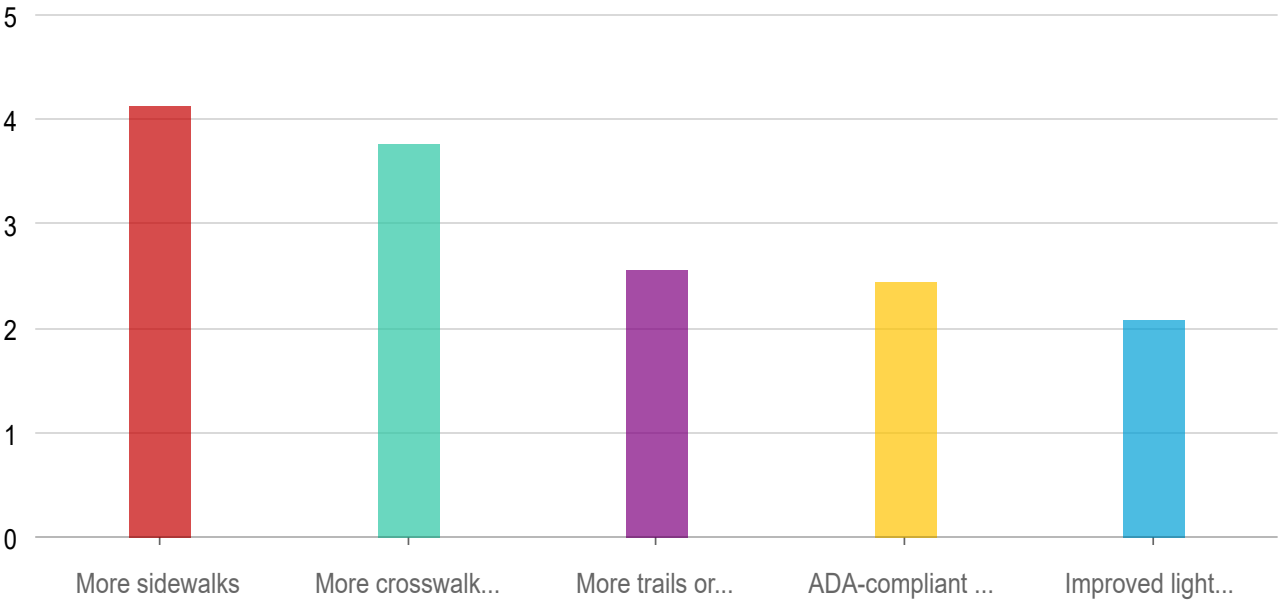
environment.

1

Answered: 113 Skipped: 21

Desired Improvements

Which infrastructure-related improvements are most important in your community?

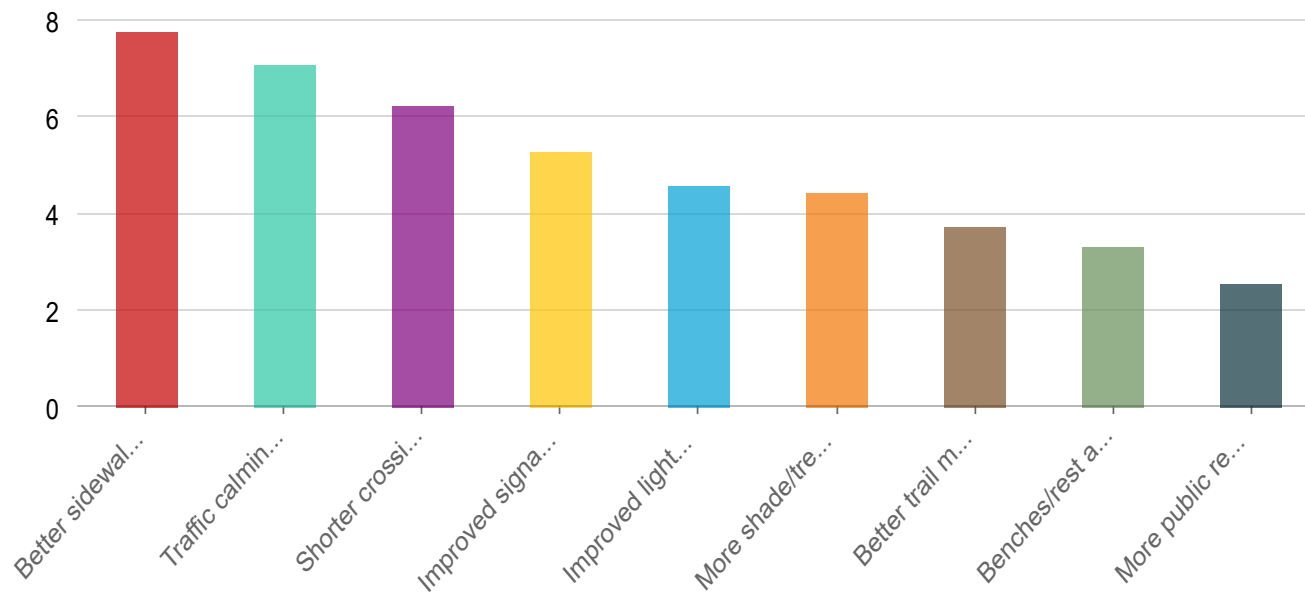


Rank	Answers	1	2	3	4	Average score	
1	More sidewalks	44.27% 58	35.11% 46	11.45% 15	7.63% 10	1.53% 4.13 2	
2	More crosswalks and/or improved crossings	22.9% 30	38.93% 51	32.06% 42	4.58% 6	3.77	

3	More trails or walking paths	23.66%	7.63%	11.45%	16.03%	41.25%
		31	10	15	21	54
4	ADA-compliant curb ramps (accessible ramps to get on or off the sidewalk)	5.34%	6.87%	32.82%	37.4%	2.45
		7	9	43	49	
5	Improved lighting	3.82%	11.45%	12.21%	34.35%	38.40%
		5	15	16	45	50

Answered: 131 Skipped: 3

Which safety- or comfort-related improvements are most important in your...

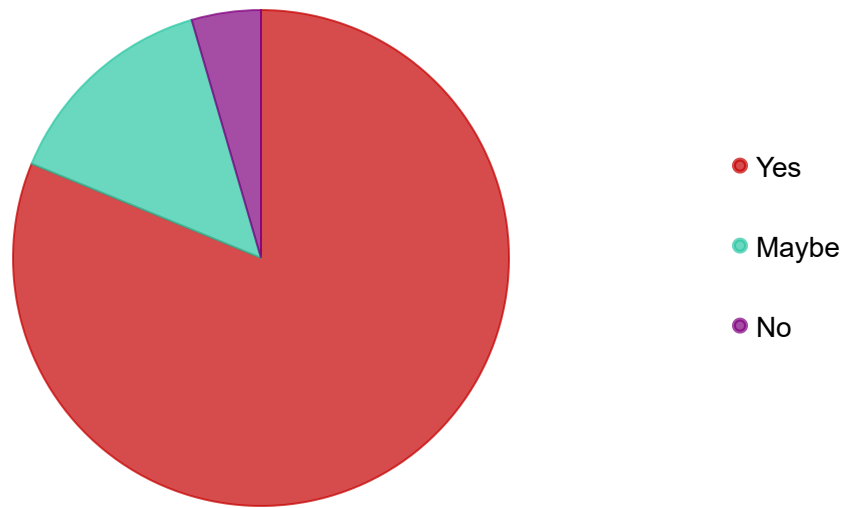


Average

Rank	Answers	1	2	3	4	5	6	score	
1	Better sidewalk maintenance	37.4% 49	31.3% 41	11.45% 15	13.74% 18	3.05% 4	2.29% 3	0.76% 7.76 1	
2	Traffic calming measures (slowing cars down)	37.4% 49	14.5% 19	6.87% 9	21.37% 28	9.16% 12	5.34% 7	7.08	
3	Shorter crossing distances	5.34% 7	24.43% 32	27.48% 36	9.16% 12	16.03% 21	6.11% 8	7.63% 6.24 10	
4	Improved signal timing (more time to traverse crossing)	3.82% 5	11.45% 15	17.56% 23	18.32% 24	16.03% 21	12.98% 17	5.28	
5	Improved lighting	4.58% 6	6.11% 8	6.11% 8	4.58% 6	32.06% 42	16.79% 22	15.27% 4.58 20	
6	More shade/trees	4.58% 6	6.11% 8	12.21% 16	11.45% 15	6.87% 9	4.58% 6	4 4.44	

Answered: 131 Skipped: 3

○ Would you support reallocating street space to improve pedestrian safety?

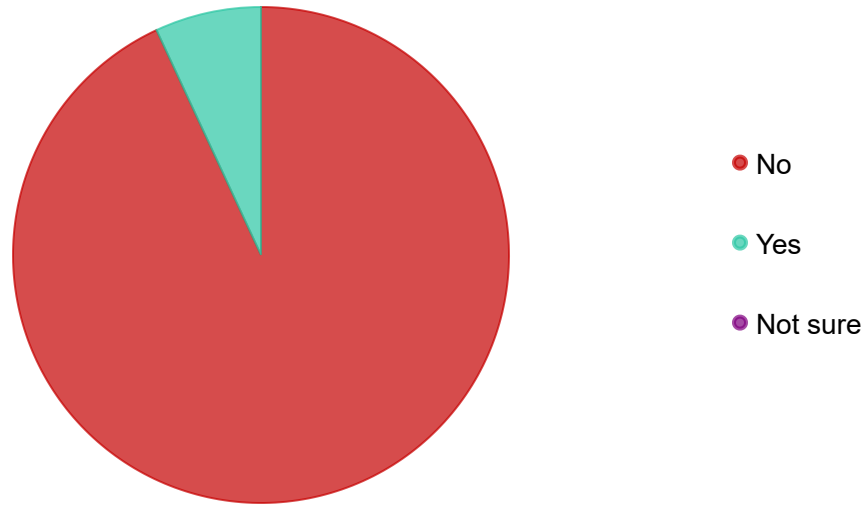


Answers	Count	Percentage
Yes	108	80.6%
Maybe	19	14.18%
No	6	4.48%

Answered: 133 Skipped: 1

○ Where are improvements needed in your community?

○ Do you use a mobility tool?



Answers

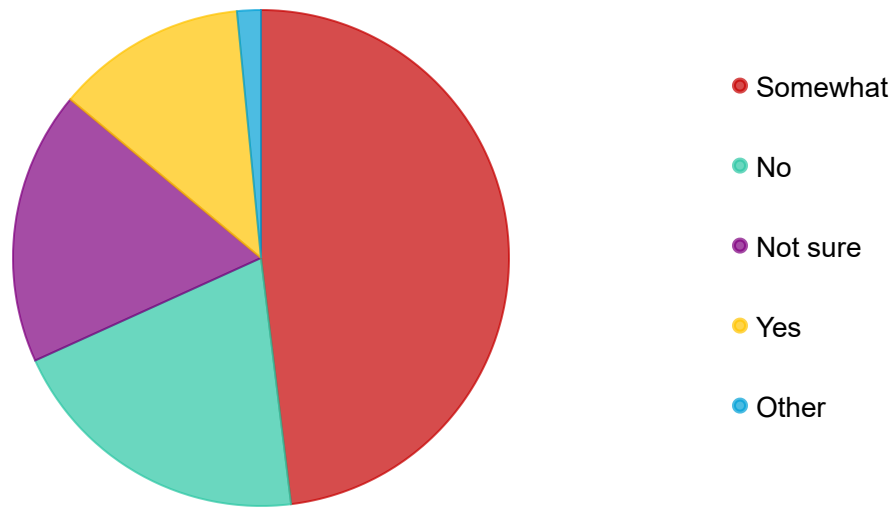
Count

Percentage

No	121	90.3%
Yes	9	6.72%
Not sure	0	0%

Answered: 130 Skipped: 4

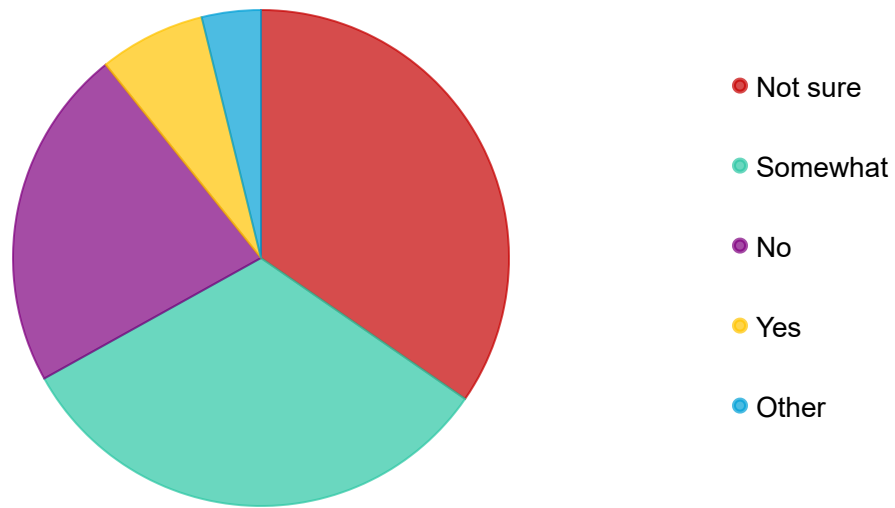
○ Are sidewalks and crossings in your community accessible for people with...



Answers	Count	Percentage
Somewhat	62	46.27%
No	26	19.4%
Not sure	23	17.16%
Yes	16	11.94%
Other	2	1.49%

Answered: 129 Skipped: 5

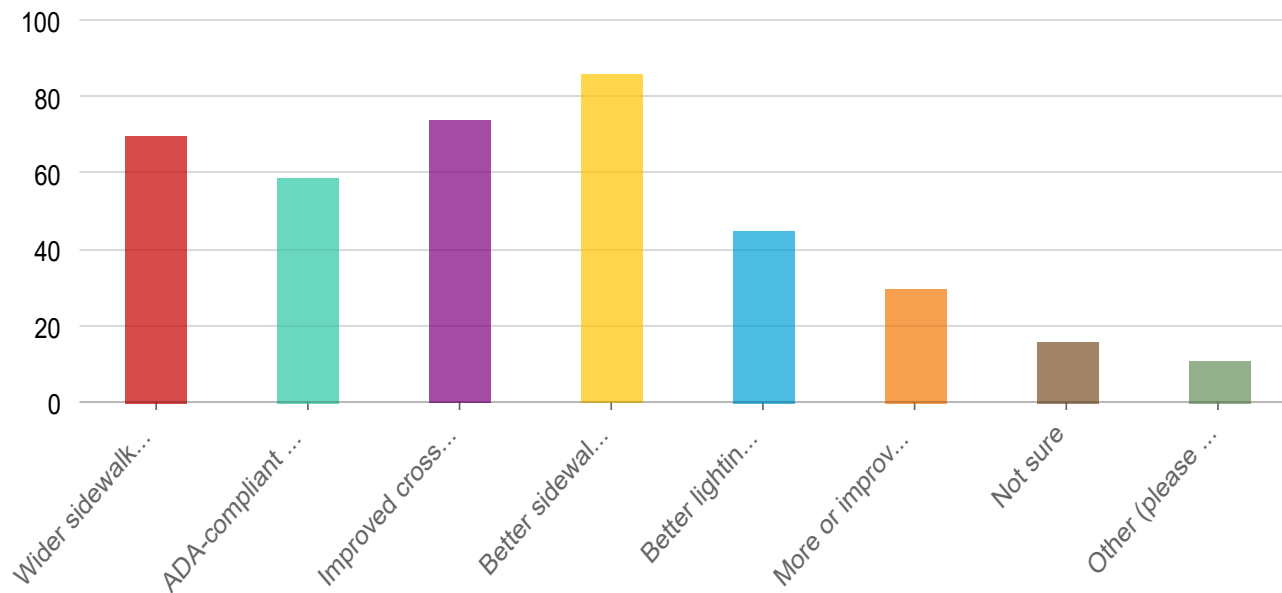
- Are trails and/or shared-use paths in your community accessible for people wit...



Answers	Count	Percentage
Not sure	45	33.58%
Somewhat	42	31.34%
No	29	21.64%
Yes	9	6.72%
Other	5	3.73%

Answered: 130 Skipped: 4

○ What changes would improve the accessibility of sidewalks and crosswalks in your...



Answers

Count

Percentage

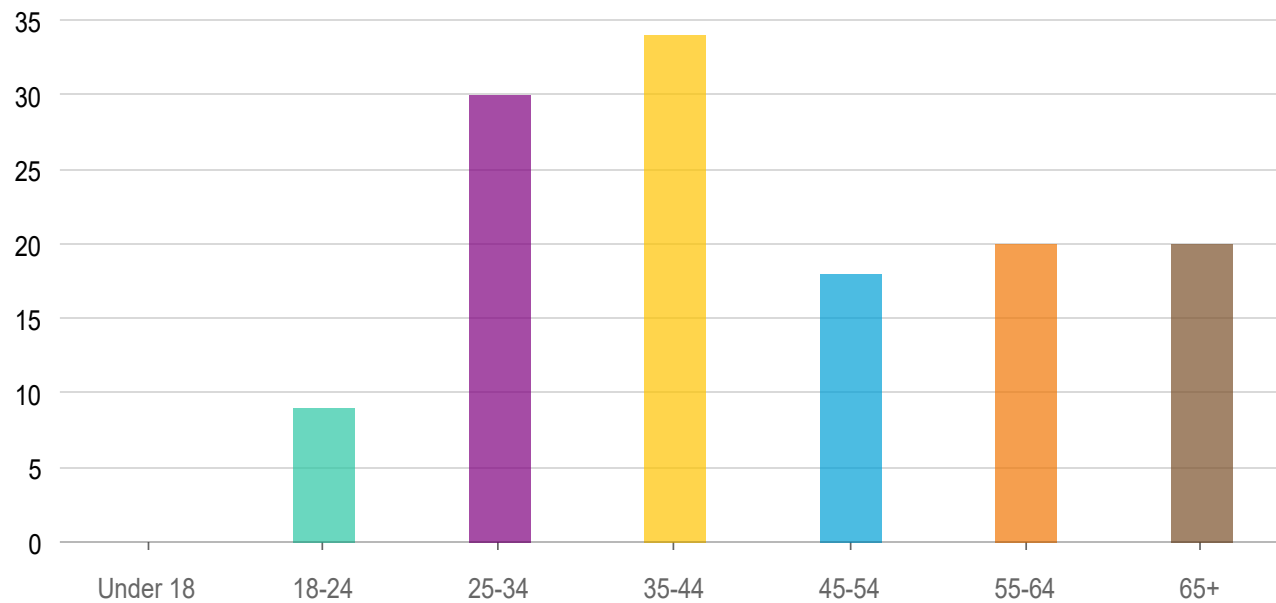
Wider sidewalks	70	52.24%
ADA-compliant curb ramps	59	44.03%
Improved crosswalks or crossings	74	55.22%
Better sidewalk maintenance	86	64.18%
Better lighting	45	33.58%
More or improved signage	30	22.39%
Not sure	16	11.94%
Other (please specify)	11	8.21%

slowed	1
walkers	1
runners	1
rollers	1
adopting	1
Dutch	1
approach	1
engineering	1

Answered: 39 Skipped: 95

Demographics

○ What is your age group?



Answers

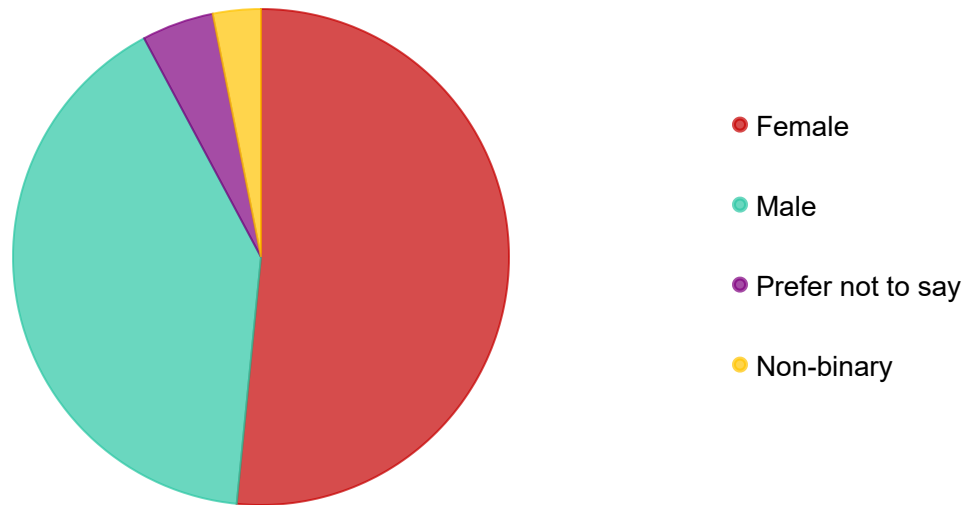
Count

Percentage

Under 18	0	0%
18-24	9	6.72%
25-34	30	22.39%
35-44	34	25.37%
45-54	18	13.43%
55-64	20	14.93%
65+	20	14.93%

Answered: 131 Skipped: 3

○ What is your gender?



Answers

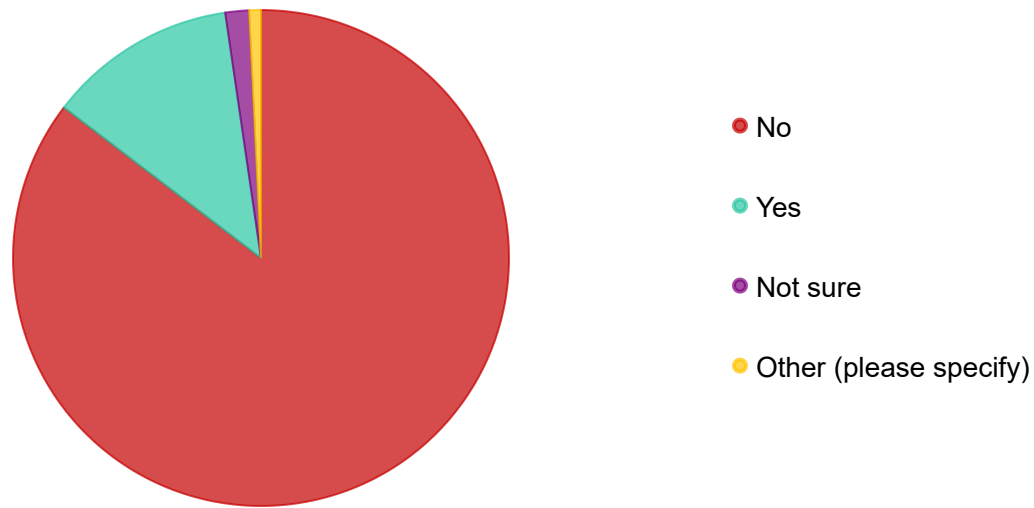
Count

Percentage

Female	66	49.25%
Male	52	38.81%
Prefer not to say	6	4.48%
Non-binary	4	2.99%

Answered: 128 Skipped: 6

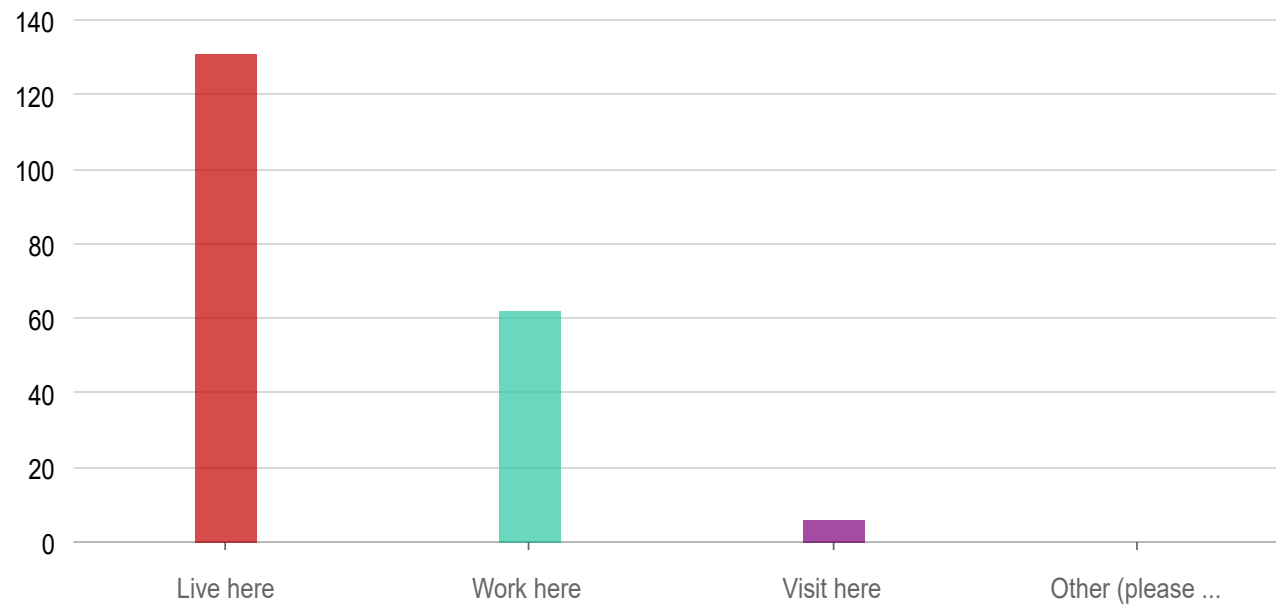
○ Do you identify as an individual with a disability or health condition that...



Answers	Count	Percentage
No	111	82.84%
Yes	16	11.94%
Not sure	2	1.49%
Other (please specify)	1	0.75%

Answered: 130 Skipped: 4

○ How are you connected to the Central Massachusetts region?



Answers	Count	Percentage
Live here	131	97.76%
Work here	62	46.27%
Visit here	6	4.48%
Other (please specify)	0	0%

Answered: 132 Skipped: 2