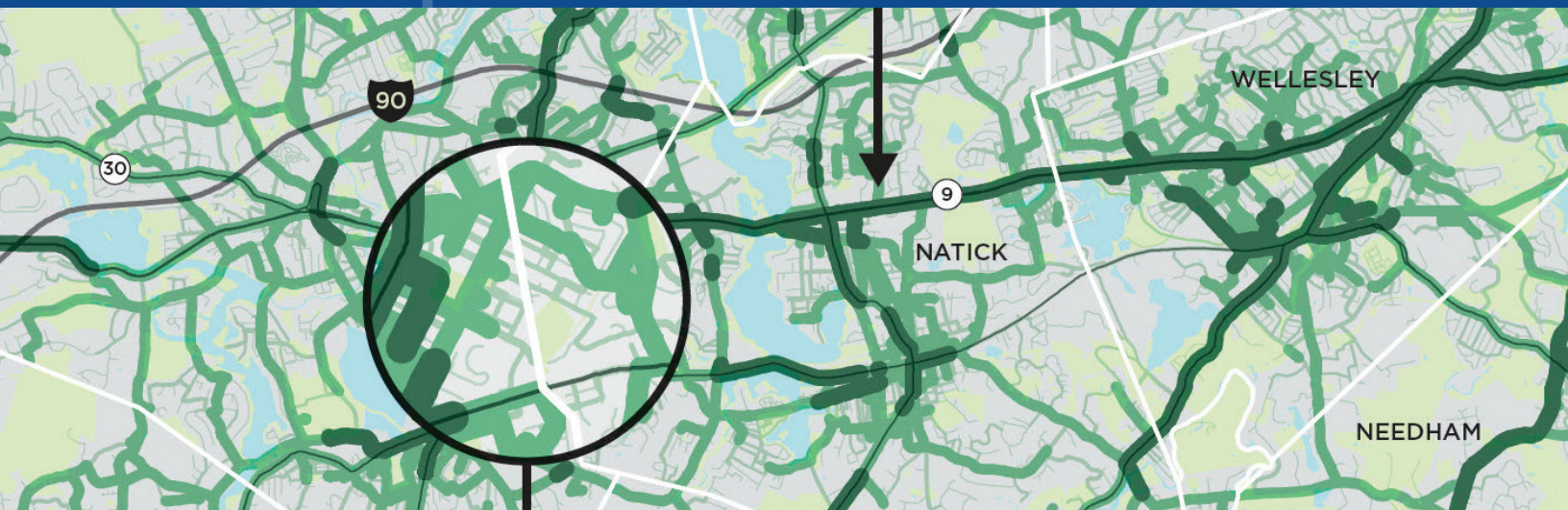


# Local Access Score

## Building Bike/Ped Infrastructure That Really Connects



**Free online statewide app: <http://localaccess.mapc.org/>**

**D**o you mostly fund bike/ped improvements where there are already bikers and walkers? Where it's least expensive? Where new paving has to be done anyway? On roads close to big destinations, regardless of where those roads lead?

If so, you may be missing out — on building and maintaining active transportation infrastructure where it could get used the most.

The Local Access Score uses travel demand software and demographic data to prioritize **the most direct routes between homes and important places**. Schools. Retail. Parks. Transit. Not the roads bikers and walkers use now to stay safer, but the roads that should be safer for bikers and walkers: direct routes to places that matter.

Safer direct routes would encourage more biking and walking. That would mean healthier residents. Fewer emissions. Less traffic congestion.

Try Local Access today. It's free and it's easy to use. It will help you plan, build, and maintain bike/ped routes where they really count: where they connect.

### What is the Local Access Score?



The Local Access Score is a number calculated for every segment of every street in Massachusetts. The higher the score, the more important the segment is in connecting people with places they need to go — and the more important it is that the segment be bike/ped-safe. These scores are downloadable as data, or viewable on easy-to-use maps at [localaccess.mapc.org](http://localaccess.mapc.org/). **Try it today!**

### Why use Local Access?



Local Access helps Massachusetts cities and towns direct limited funds where they will have the biggest impact — on safety, convenience, and traffic congestion relief. It's useful for municipal administrations and officials, planners, school systems, DPWs, public safety, code enforcement agents, health departments, and everyone else interested in making biking and walking a better way to get around.



### SQUEAKIEST WHEEL?

It's easy to depend on constituent requests to prioritize bike/ped spending. But it can lead to inefficiency. It can even lead to inequity, as dollars tend to flow to more affluent neighborhoods.

***Local Access gives you an objective, systematic way to evaluate where your bike/ped dollars can do the most good.***



## Local Access is a robust, quantitative estimate of current or potential roadway utility for walkers and bikers.



### Planning & Prioritization

Use the Local Access score for Complete Streets prioritization and bike/ped plans.



### Pedestrian & Bike Assessments

Focus studies of local conditions on high-utility



### Maintenance & Enforcement

Deploy snow clearance, vegetation management, repair, and code enforcement where it will make the biggest difference.



### Project Selection

Screen projects objectively.



### Wayfinding

Place signage where it will direct the most people to the most useful bike/ped routes.



For more information about Local Access or any of MAPC's other data and analysis tools, please contact:

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<http://localaccess.mapc.org/>

## Understand your residents' bike/ped needs in five different ways

Local Access is calculated with travel demand software that estimates the number of trips households are likely to make in a given day, the likely destinations of those trips, and the most direct routes for those trips.

- 1 Walk to School Local Access Scores Highlights**  
routes that connect school-age children to their local public schools.
- 2 Sidewalk Gap Analysis**  
Combines Local Access Scores with infrastructure information to display gaps in pedestrian-friendly routes.
- 3 Walking Local Access Score**  
Charts the utility of routes for residents within a half of a mile from their homes – where walking trips usually occur.
- 4 Bicycle Local Access Score**  
Displays how useful routes are for residents within a reasonable biking distance.
- 5 Composite Local Access Score**  
Shows how useful each road segment would be for people walking or biking from their homes to school, shops and restaurants, parks, and transit stations.