

This document is draft and has not gone through the internal editorial review process.

# Boston Region Vision Zero Action Plan

## Appendix E: Top Municipal Crash Data Profiles



June 13, 2025



# INSTRUCTIONS FOR MUNICIPAL PROFILES

Page 1 uses 2018-2022 crash data from the MassDOT IMPACT Portal and public survey data to show **WHAT** are the key traffic safety concerns in the municipality.

This section provides an overview of the municipality based on the most recent available data, including population, Vehicle Miles Traveled (VMT), and summary crash statistics.

## Section 1

This section illustrates the annual variations in the number of fatal crashes and serious injury crashes recorded in the municipality from 2018 to 2022.

## Section 2

This section lists the **TOP THREE SAFETY CONCERNS** related to roadway design, infrastructure, and driver behavior, as identified by the public. These three safety concerns reflect the most frequently mentioned issues in the public survey responses collected from project stakeholders in each municipality.

## Section 3

For each concern, the percentage of survey responses that mentioned that specific safety concern is also provided in the accompanying blue boxes.

Some municipalities either had little public feedback or no public feedback. In the case of the former, this section is replaced by select quotes from respondents. In the case of the latter, this section is removed entirely.

This section lists the **TOP THREE MOST COMMON** emphasis areas in the municipality, defined as the three emphasis areas with the highest number of fatal and serious injury crashes recorded in the region from 2018 to 2022.

## Section 4

This section lists the **TOP THREE MOST OVER-REPRESENTED** emphasis areas in the municipality, defined as the three emphasis areas with the greatest statistical disparity between the municipality's crash share and the region's crash share from 2018 to 2022.

## Section 5

This section lists all emphasis areas identified by the Massachusetts Highway Safety Improvement Program (HSIP). The first six emphasis areas are the six key emphasis areas in this plan, and the rest are presented in descending order based on the fatal and serious injury crash frequencies observed in the Boston Region MPO communities. For each emphasis area, the total number of these crashes and the municipality's crash share are included in the table.

## Section 6





## INSTRUCTIONS FOR MUNICIPAL PROFILES *CONTINUED*

Page 2 presents the Prioritized Municipal High-Injury Network (HIN) map to indicate **WHERE** the most critical crash areas are located in the municipality.

This section displays the **PRIORITIZED HIGH-INJURY NETWORK (HIN) MAP** developed for the municipality. A brief explanation of the methodology used to create and prioritize the network is also provided.

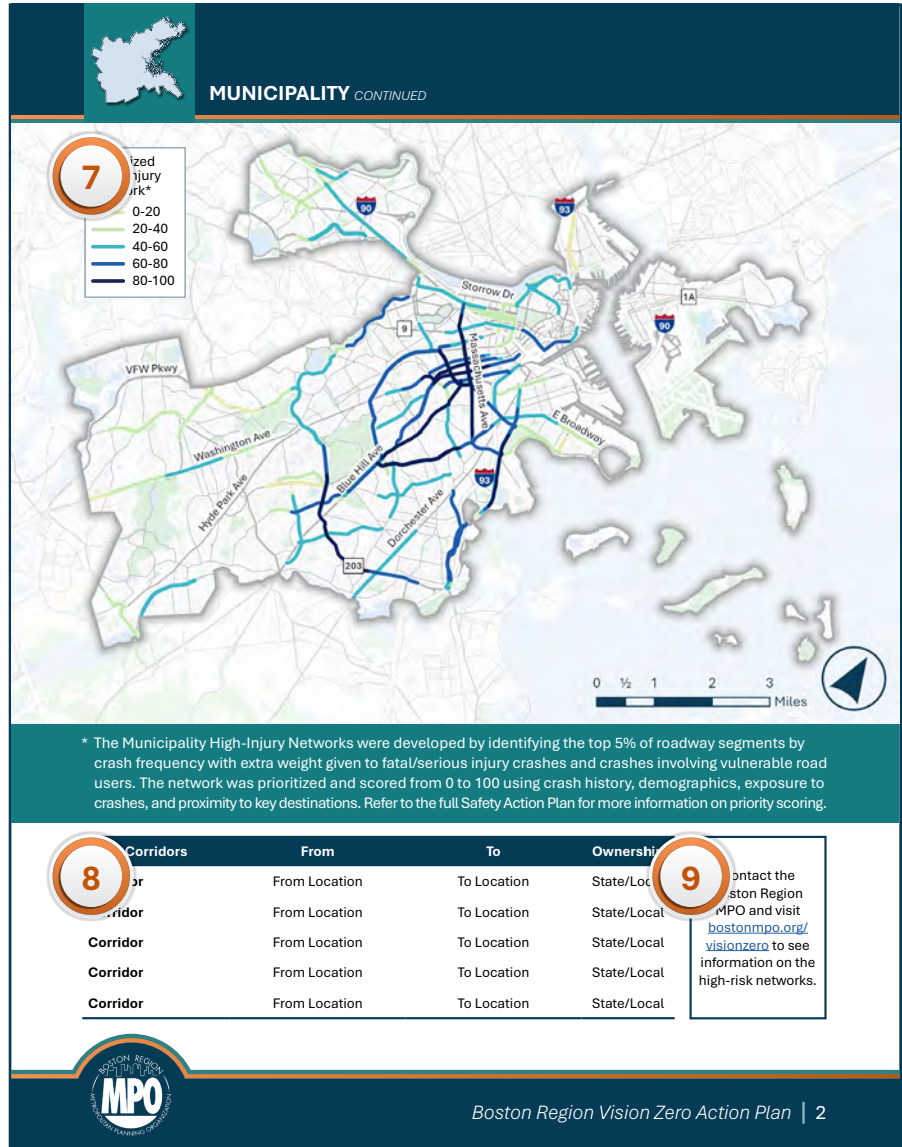
### Section 7

This section lists the **TOP FIVE CORRIDORS** from the prioritized municipal HIN, identified based on the highest priority scores. The table includes the corridor names, from-street and to-street limits, and roadway ownership.

### Section 8

In addition to the HIN displayed in Section 7, **HIGH-RISK NETWORKS** were also developed for the region. These are networks for each of the six key emphasis areas from the plan, where each network identifies locations that are at high-risk for each crash type. The identified areas do not necessarily have a history of crashes, but instead have a high risk for crashes. To view these networks, visit the link or contact the MPO.

### Section 9





## INSTRUCTIONS FOR MUNICIPAL PROFILES *CONTINUED*

Page 3 summarizes the most critical intersection crash and segment crash issues based on 2018-2022 fatal and serious injury crash data to show select options for **HOW TO IMPROVE** transportation safety in the municipality.

This section discusses the most common or most over represented intersection crash type in the municipality.

### Section 10

**Part 10-1:** This part describes the observed crash patterns for the identified intersection crash type, including its proportion of all intersection crashes, and highlights certain prominent crash risk factors and their percentages within this crash type.

**Part 10-2:** This part presents a sample of engineering- and infrastructure-based proven safety countermeasures designed to effectively reduce the crash risks associated with the identified intersection crash type.

For each selected countermeasure, the table lists the applicable intersection type, its Safe System Roadway Design Hierarchy Tier<sup>1</sup>, estimated cost<sup>2</sup>, and high-risk potential<sup>3</sup>.

Similar to Section 10, this section discusses the most common or most over represented segment crash type in the municipality.

### Section 11

**Part 11-1:** This part describes the observed crash patterns for the identified segment crash type, including its share of all segment crashes and associated crash risk factors.

**Part 11-2:** This part lists a sample of engineering- and infrastructure-based proven safety countermeasures designed to effectively reduce the crash risks associated with the identified segment crash type in the municipality.

**MUNICIPALITY** *CONTINUED*

**10**

**CRASH ISSUE 1 (INTERSECTIONS)**

**1**

% of intersection fatal and serious injury crashes in municipality occurred at signalized intersections between 2018 and 2022.

%

Crash Type

%

Crash Type

%

Crash Type

Note: Percentages only apply to signalized intersection fatal and serious injury crashes.

**2**

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Countermeasure	Application	Hierarchy	L/M/H	L/M/H
Countermeasure	Application	Hierarchy	L/M/H	L/M/H
Countermeasure	Application	Hierarchy	L/M/H	L/M/H

**11**

**CRASH ISSUE 2 (SEGMENTS)**

**1**

Crashes involving people walking accounted for % of region's segment fatal and serious injury crashes.

%

Crash Type

%

Crash Type

%

Crash Type

Note: Percentages only apply to pedestrian-involved segment fatal and serious injury crashes.

**2**

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Countermeasure	Application	Hierarchy	L/M/H	L/M/H
Countermeasure	Application	Hierarchy	L/M/H	L/M/H
Countermeasure	Application	Hierarchy	L/M/H	L/M/H

To see all countermeasures, strategies, and actions in this plan, visit [bostonmipo.org/visionzero](https://bostonmipo.org/visionzero).

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- <sup>1</sup> **Safe System Roadway Design Hierarchy Tier** is a tool that helps transportation agencies and practitioners identify and prioritize countermeasures and strategies when developing transportation projects based on their alignment with the Safe System Approach (SSA). It includes four tiers that are arranged from most to least aligned with the Safe System principles: Tier 1 – Remove Severe Conflicts; Tier 2 – Reduce Vehicle Speeds; Tier 3 – Manage Conflicts in Time; and Tier 4 – Increase Attentiveness and Awareness
- <sup>2</sup> **Estimated Cost** is categorized as Low (less than \$50,000), Medium (\$50,000 to \$200,000) and High (over \$200,000) based on a selected countermeasure's estimated cost per treatment per location.
- <sup>3</sup> **High-Risk Potential** describes how cost-effective and applicable a selected countermeasure is for widespread, proactive implementation across a road network to address common crash risks and prevent future fatal and serious injury crashes.



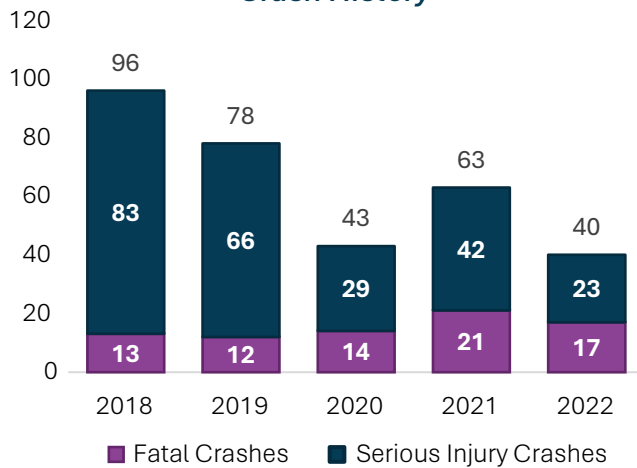


# CITY OF BOSTON

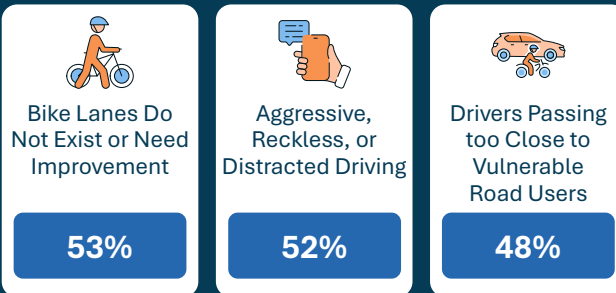
## INNER CORE COMMITTEE

Population (2020)	678,617
Annual Vehicle Miles Traveled (2022)	2.90B
Total Crashes (2018-2022)	10,362
Fatal & Serious Injury Crashes (2018-2022)	320
Fatal & Serious Injury Crash Rate (per 100,000 residents)	47.2
Bicyclist Fatal & Serious Injury Crashes (2018-2022)	24
Pedestrian Fatal & Serious Injury Crashes (2018-2022)	88

### Crash History



The **TOP THREE SAFETY CONCERNS** identified by the public are:



All crash data comes from the [MassDOT IMPACT Portal](#). Population data comes from the [US Census Bureau](#). Vehicle-miles-traveled data comes from [Massachusetts Vehicle Census](#).

The City of Boston Police Department maintains their own crash records. The crash data available from MassDOT may not contain every crash. Contact the City of Boston for more extensive crash data.

The **TOP THREE MOST COMMON** emphasis areas (EAs) in the City of Boston:



The **TOP THREE MOST OVER REPRESENTED** EAs compared to the entire Commonwealth:



	Intersections	167	52%
	Lane Departure	30	9%
	Older Drivers	39	12%
	Pedestrians	88	28%
	Bicyclists	24	8%
	Large Vehicles	23	7%
	Speeding	25	8%
	Younger Drivers	29	9%
	Motorcyclists	32	10%
	Distracted Driving	19	6%
	Impaired Driving	16	5%
	Occupant Protection	15	5%

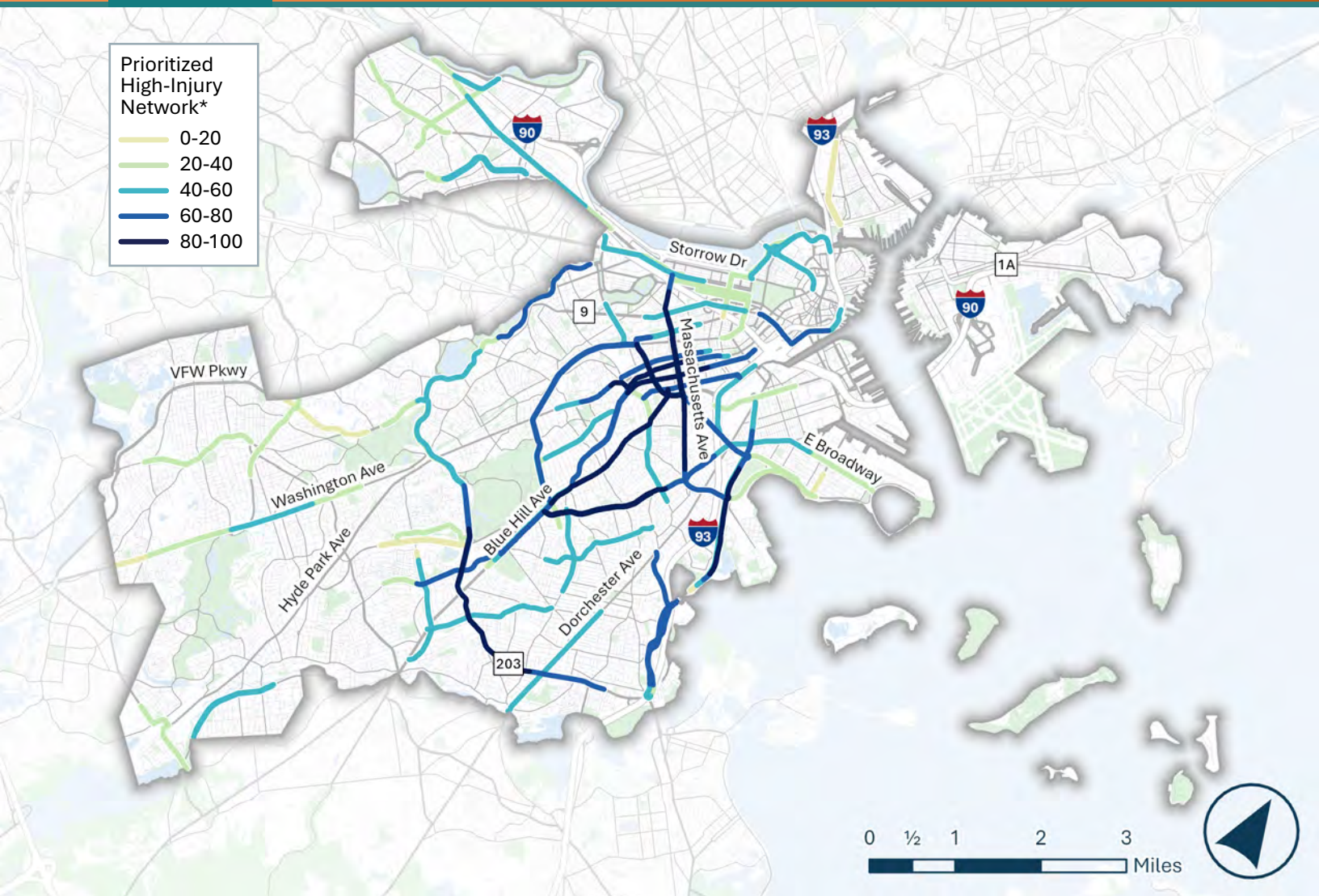
■ # of Fatal & Serious Injury Crashes

■ % of Municipality's Fatal & Serious Injury Crashes





## CITY OF BOSTON CONTINUED



\* The Municipality High-Injury Networks were developed by identifying the top 5% of roadway segments by crash frequency with extra weight given to fatal/serious injury crashes and crashes involving vulnerable road users. The network was prioritized and scored from 0 to 100 using crash history, demographics, exposure to crashes, and proximity to key destinations. Refer to the full Vision Zero Action Plan for more information on priority scoring.

Top 5 Corridors	From	To	Ownership
Massachusetts Ave	Columbus Ave	Melnea Cass Blvd	Local
Massachusetts Ave	Melnea Cass Blvd	Enterprise St	Local
Harrison Ave	E Canton St	Warren Pl	Local
Blue Hill Ave	Brookford St	Seaver St	Local
Morton St	Harvard St	Circuit Dr	State

Contact the Boston Region MPO and visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero) to see information on the high-risk networks.





## SIGNALIZED INTERSECTION CRASHES



**62%** of intersection fatal and serious injury crashes in Boston occurred at signalized intersections between 2018 and 2022.



**75%**

occurred at four-way signalized intersections



**36%**

involved a left-turning vehicle



**22%**

involved drivers disregarding traffic signs, signals, road markings

*Note: Percentages only apply to signalized intersection fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
<b>Backplates with retroreflective borders</b>	Signalized intersections	Increase attentiveness and awareness	Low	High
<b>Dedicated left-turn lanes with protected left-turn signal phasing at intersections</b>	Intersections with a history of turn-related crashes	Remove severe conflicts	Medium	Medium
<b>Roundabouts</b>	Intersections in both rural and urban areas	Remove severe conflicts; reduce vehicle speeds	High	Low

## PEDESTRIAN-INVOLVED SEGMENT CRASHES



Crashes involving people walking accounted for **29%** of Boston's segment fatal and serious injury crashes.



**52%**

occurred on two-way undivided roadways



**50%**

happened in dark conditions



**52%**

occurred while pedestrians were stepping into or crossing travel lanes

*Note: Percentages only apply to pedestrian-involved segment fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
<b>Medians and pedestrian refuge islands</b>	Curbed sections of urban and suburban multilane roadways	Remove severe conflicts; reduce vehicle speeds	Low	High
<b>Improved lighting</b>	All types of roadway segments	Increase attentiveness and awareness	Low	High
<b>Rectangular rapid flashing beacons (RRFB)</b>	Multilane crossings with speed limits less than 40 miles per hour	Increase attentiveness and awareness	Low to medium	High
<b>Pedestrian hybrid beacons</b>	Higher-speed roadways at midblock crossings	Manage conflicts in time	Medium	High
<b>Walkways</b>	All types of roadway segments except controlled access	Remove severe conflicts	Medium to high	High

To see all countermeasures, strategies, and actions in this plan, visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero).

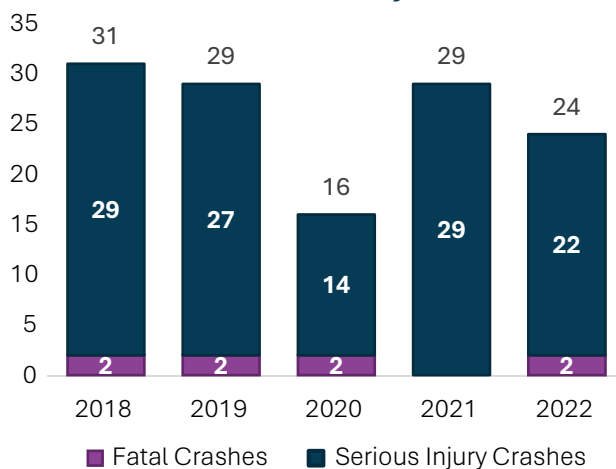


# CAMBRIDGE

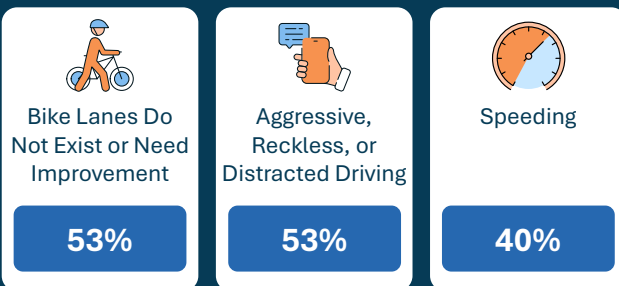
## INNER CORE COMMITTEE

Population (2020)	118,395
Annual Vehicle Miles Traveled (2022)	357.8M
Total Crashes (2018-2022)	6,872
Fatal & Serious Injury Crashes (2018-2022)	129
Fatal & Serious Injury Crash Rate (per 100,000 residents)	109.0
Bicyclist Fatal & Serious Injury Crashes (2018-2022)	29
Pedestrian Fatal & Serious Injury Crashes (2018-2022)	42

**Crash History**

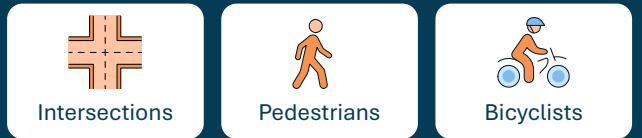


The **TOP THREE SAFETY CONCERNS** identified by the public are:

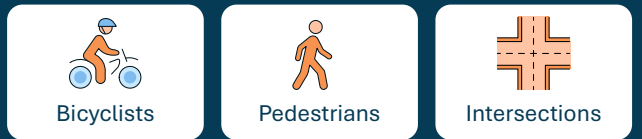


All crash data comes from the [MassDOT IMPACT Portal](#). Population data comes from the [US Census Bureau](#). Vehicle-miles-traveled data comes from [Massachusetts Vehicle Census](#).

The **TOP THREE MOST COMMON** emphasis areas (EAs) in Cambridge:



The **TOP THREE MOST OVER REPRESENTED** EAs compared to the entire Commonwealth:



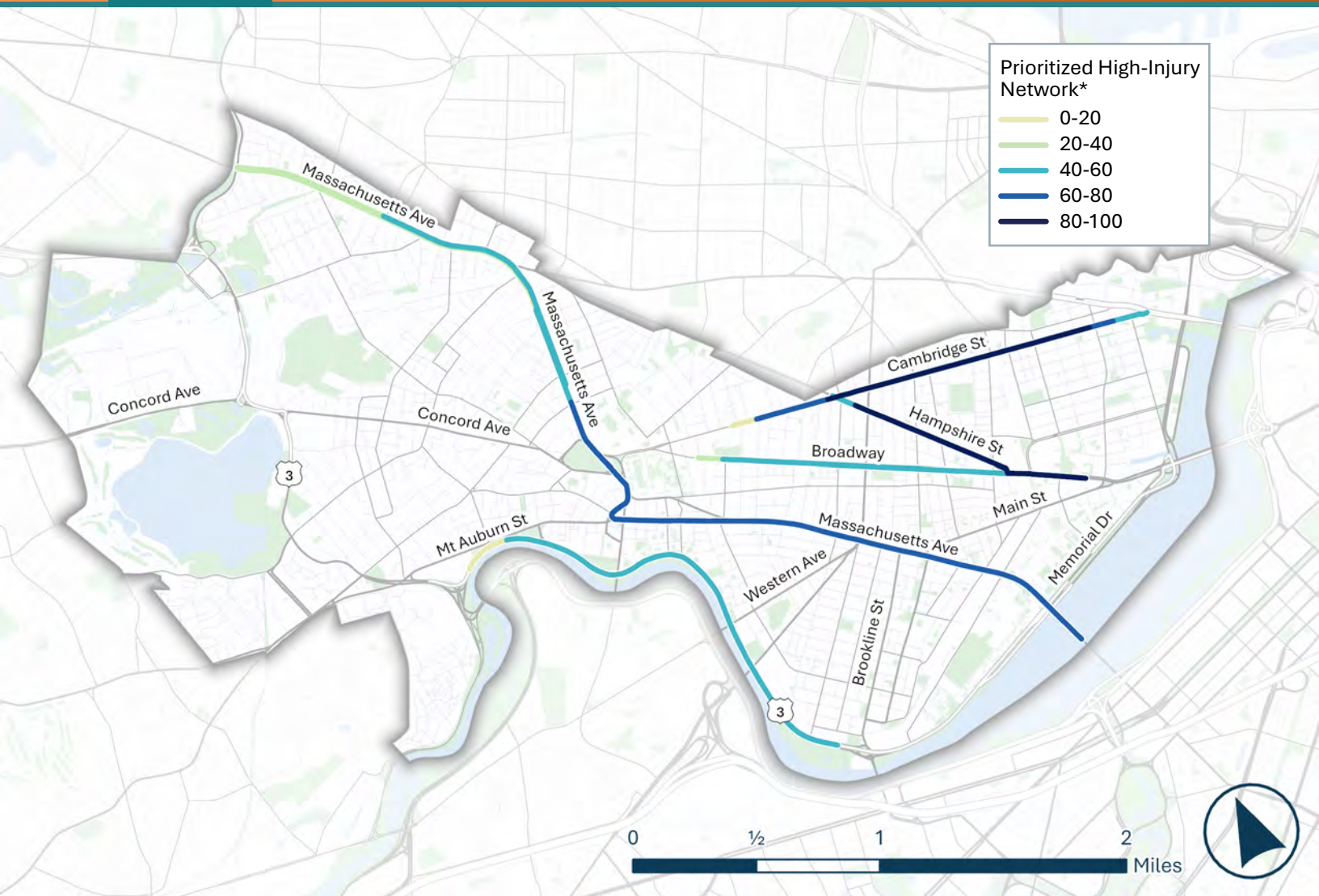
	Intersections	66	51%
	Lane Departure	9	7%
	Older Drivers	18	14%
	Pedestrians	42	33%
	Bicyclists	29	22%
	Large Vehicles	11	9%
	Speeding	5	4%
	Younger Drivers	5	4%
	Motorcyclists	5	4%
	Distracted Driving	7	5%
	Impaired Driving	6	5%
	Occupant Protection	3	2%

■ # of Fatal & Serious Injury Crashes

■ % of Municipality's Fatal & Serious Injury Crashes



## CAMBRIDGE CONTINUED



\* The Municipality High-Injury Networks were developed by identifying the top 5% of roadway segments by crash frequency with extra weight given to fatal/serious injury crashes and crashes involving vulnerable road users. The network was prioritized and scored from 0 to 100 using crash history, demographics, exposure to crashes, and proximity to key destinations. Refer to the full Vision Zero Action Plan for more information on priority scoring.

Top 5 Corridors	From	To	Ownership
Hampshire St	Amory St	Broadway	Local
Cambridge St	Ellsworth Ave	Third St	Local
Massachusetts Ave	Prospect St	Charles River	Local
Massachusetts Ave	Putnam Ave	Prospect St	Local
Mt Auburn St	Brattle Square	Massachusetts Ave	Local

Contact the Boston Region MPO and visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero) to see information on the high-risk networks.





## CAMBRIDGE *CONTINUED*

### PEDESTRIAN-INVOLVED INTERSECTION CRASHES



**36%** of intersection fatal and serious injury crashes in Cambridge involved pedestrians between 2018 and 2022.



**38%**

occurred at  
signalized  
intersections



**38%**

happened in  
dark conditions



**33%**

involved a  
left-turning  
vehicle

*Note: Percentages only apply to pedestrian-involved intersection fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Leading pedestrian interval	Signalized intersections	Manage conflicts in time	Low	High
Crosswalk visibility enhancements	All types of intersections	Increase attentiveness and awareness	Low	High
Curb extensions	All types of intersections	Reduce vehicle speeds	Low to medium	Medium
Improved lighting	All types of intersections	Increase attentiveness and awareness	Low	High

### BICYCLIST-INVOLVED SEGMENT CRASHES



Crashes involving people biking accounted for **23%** of Cambridge's segment fatal and serious injury crashes.



**57%**

occurred on  
two-way  
undivided  
roadways



**50%**

involved a  
vehicle slowing or  
stopped in traffic



**43%**

occurred when  
bicyclists were  
cycling in the  
roadway

*Note: Percentages only apply to bicyclist-involved segment fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Road diets	Roadways with average daily traffic of 25,000 or less	Remove severe conflicts; reduce vehicle speeds	Low	Medium
Bicycle lanes	Roadways where adjacent land use suggests that trips could be served by varied modes	Remove severe conflicts	Medium to high	Low

To see all countermeasures, strategies, and actions in this plan, visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero).



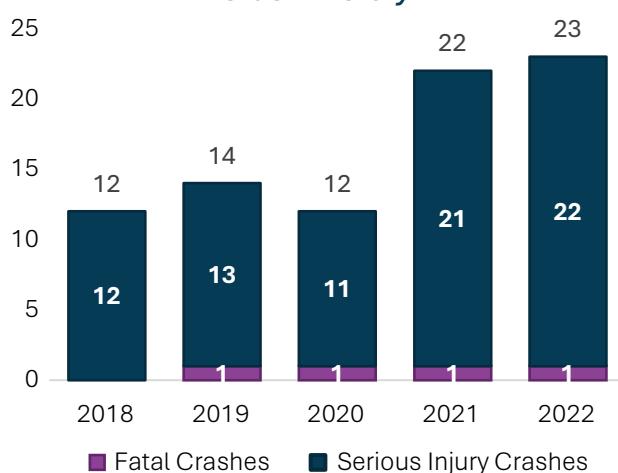


# CHELSEA

## INNER CORE COMMITTEE

Population (2020)	40,784
Annual Vehicle Miles Traveled (2022)	451.3M
Total Crashes (2018-2022)	3,557
Fatal & Serious Injury Crashes (2018-2022)	83
Fatal & Serious Injury Crash Rate (per 100,000 residents)	203.5
Bicyclist Fatal & Serious Injury Crashes (2018-2022)	7
Pedestrian Fatal & Serious Injury Crashes (2018-2022)	25

**Crash History**



### Quotes from members of the public include...

*Speeding is a major problem, especially on wider roads around the Tobin Bridge, Marginal Street, and Eastern Avenue.*

*Chelsea is effectively an island from a pedestrian standpoint.*

All crash data comes from the [MassDOT IMPACT Portal](#). Population data comes from the [US Census Bureau](#). Vehicle-miles-traveled data comes from [Massachusetts Vehicle Census](#).

The **TOP THREE MOST COMMON** emphasis areas (EAs) in Chelsea:



Intersections



Pedestrians



Younger Drivers

The **TOP THREE MOST OVER REPRESENTED** EAs compared to the entire Commonwealth:



Pedestrians



Large Vehicles



Intersections

	Intersections	40	48%
	Lane Departure	6	7%
	Older Drivers	10	12%
	Pedestrians	25	30%
	Bicyclists	7	8%
	Large Vehicles	7	8%
	Speeding	1	1%
	Younger Drivers	11	13%
	Motorcyclists	8	10%
	Distracted Driving	4	5%
	Impaired Driving	4	5%
	Occupant Protection	1	1%

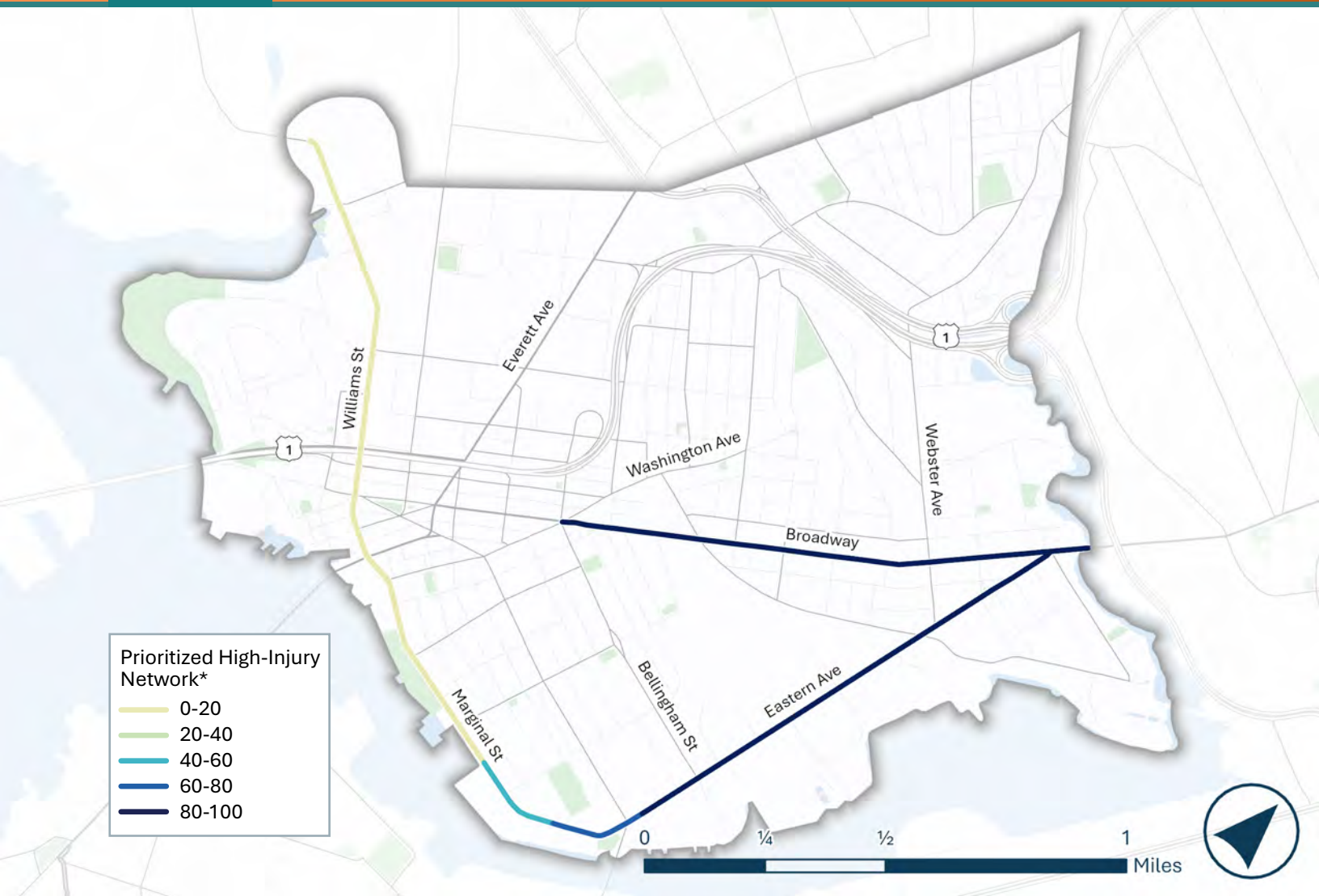
■ # of Fatal & Serious Injury Crashes

■ % of Municipality's Fatal & Serious Injury Crashes





## CHELSEA CONTINUED



\* The Municipality High-Injury Networks were developed by identifying the top 5% of roadway segments by crash frequency with extra weight given to fatal/serious injury crashes and crashes involving vulnerable road users. The network was prioritized and scored from 0 to 100 using crash history, demographics, exposure to crashes, and proximity to key destinations. Refer to the full Vision Zero Action Plan for more information on priority scoring.

Top 5 Corridors	From	To	Ownership
Eastern Ave	Broadway	Webster Ave	Local
Broadway	Clinton St	Washington Ave	Local
Eastern Ave	Webster Ave	Central Ave	Local
Marginal St	Central Ave	Andrew McArdle Brg	Local
Williams St/Beacham St	Andrew McArdle Brg	Riley Way	Local

Contact the Boston Region MPO and visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero) to see information on the high-risk networks.





## CHELSEA CONTINUED

### HEAD-ON CRASHES AT INTERSECTIONS



**18%** of intersection fatal and serious injury crashes in Chelsea were head-on crashes between 2018 and 2022.



**71%**

occurred at T-intersections



**43%**

happened in dark conditions



**57%**

involved a left-turning vehicle

*Note: Percentages only apply to head-on intersection fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
<b>Protected left turn phasing</b>	Signalized intersections with relatively high left turn volumes	Remove severe conflicts	Low	High
<b>Offset left-turn lanes at intersections</b>	Intersections with a high frequency of crashes between vehicles turning left and opposing through vehicles	Remove severe conflicts	Medium	Medium
<b>Roundabouts</b>	Intersections in both rural and urban areas	Remove severe conflicts; reduce vehicle speeds	High	Low

### SIDESWIPE CRASHES ON SEGMENTS



Sideswipe crashes accounted for **22%** of Chelsea's segment fatal and serious injury crashes.



**67%**

occurred on two-way undivided roadways



**56%**

were sideswipe crashes in the same direction



**44%**

involved a parked vehicle

*Note: Percentages only apply to sideswipe-involved segment fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
<b>Pavement marking improvement</b>	All types of roadway segments	Increase attentiveness and awareness	Low	High
<b>Medians</b>	Urban and suburban multilane roadway segments	Remove severe conflicts; reduce vehicle speeds	Low	High
<b>Speed humps</b>	Low-speed local and collector streets	Reduce vehicle speeds	Low	High
<b>Reduce density through driveway closure, consolidation, or relocation (Corridor Access Management)</b>	All types of roadway segments	Remove severe conflicts	High	Low

To see all countermeasures, strategies, and actions in this plan, visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero).



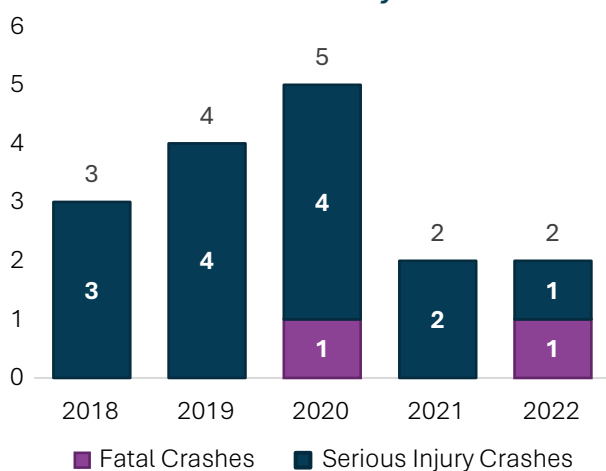


# DOVER

## SOUTHWEST ADVISORY PLANNING COMMITTEE

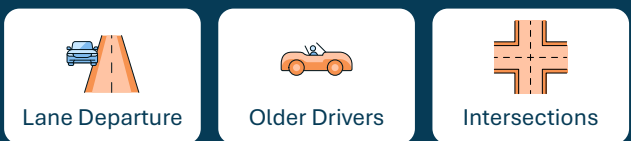
Population (2020)	5,924
Annual Vehicle Miles Traveled (2022)	52.4M
Total Crashes (2018-2022)	445
Fatal & Serious Injury Crashes (2018-2022)	16
Fatal & Serious Injury Crash Rate (per 100,000 residents)	270.1
Bicyclist Fatal & Serious Injury Crashes (2018-2022)	1
Pedestrian Fatal & Serious Injury Crashes (2018-2022)	0

*Crash History*

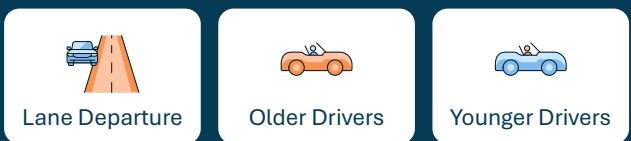


All crash data comes from the [MassDOT IMPACT Portal](#). Population data comes from the [US Census Bureau](#). Vehicle-miles-traveled data comes from [Massachusetts Vehicle Census](#).

The **TOP THREE MOST COMMON** emphasis areas (EAs) in Dover:



The **TOP THREE MOST OVER REPRESENTED** EAs compared to the entire Commonwealth:



	Intersections	4	25%
	Lane Departure	9	56%
	Older Drivers	5	31%
	Pedestrians	0	0%
	Bicyclists	1	6%
	Large Vehicles	1	6%
	Speeding	1	6%
	Younger Drivers	3	19%
	Motorcyclists	2	13%
	Distracted Driving	2	13%
	Impaired Driving	0	0%
	Occupant Protection	0	0%

# of Fatal & Serious Injury Crashes

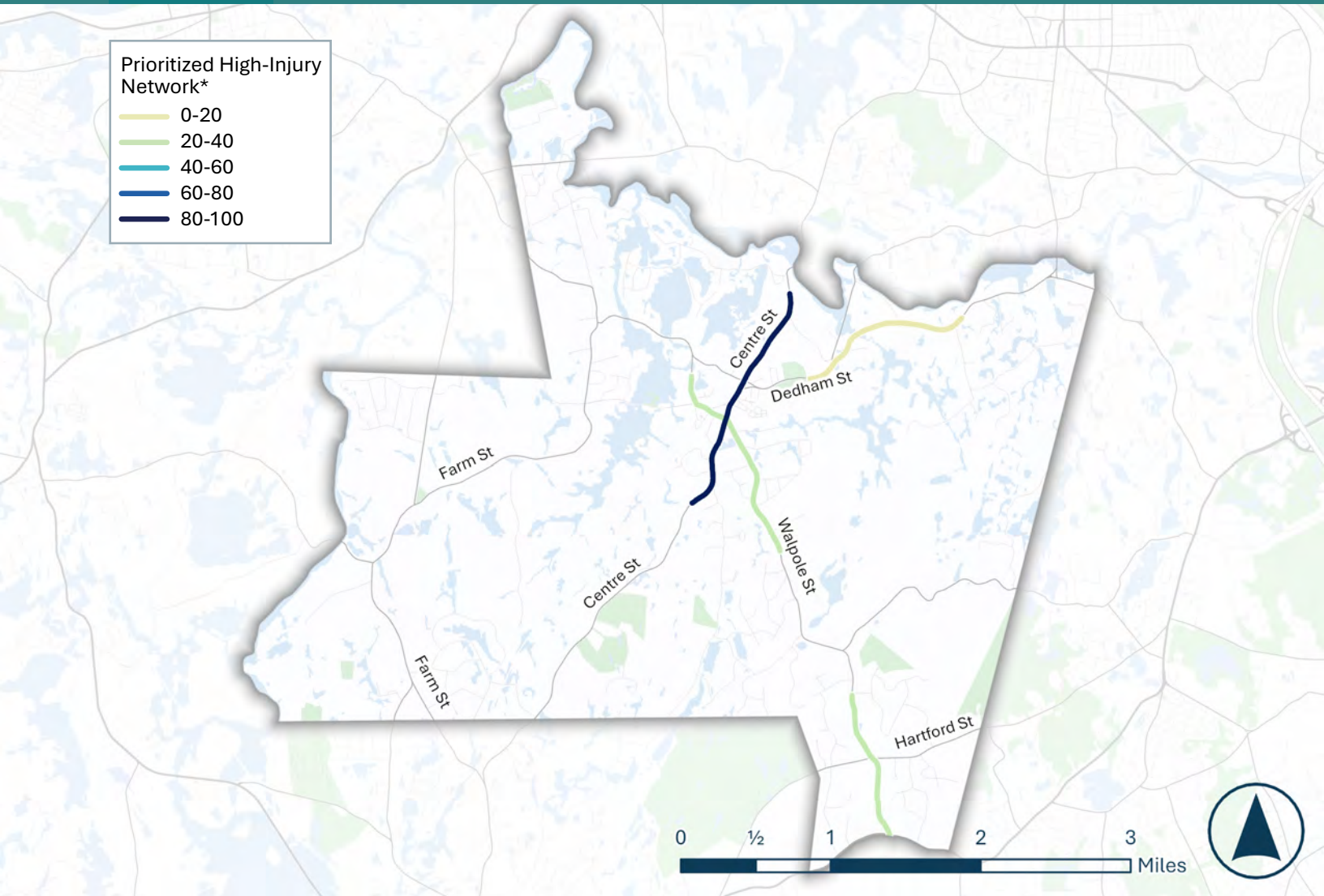
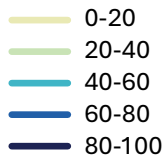
% of Municipality's Fatal & Serious Injury Crashes





## DOVER CONTINUED

### Prioritized High-Injury Network\*



\* The Municipality High-Injury Networks were developed by identifying the top 5% of roadway segments by crash frequency with extra weight given to fatal/serious injury crashes and crashes involving vulnerable road users. The network was prioritized and scored from 0 to 100 using crash history, demographics, exposure to crashes, and proximity to key destinations. Refer to the full Vision Zero Action Plan for more information on priority scoring.

Top 5 Corridors	From	To	Ownership
Centre St	Claybrook Rd	Springdale Ave	Local
Centre St	Springdale Ave	Pine St	Local
Springdale Ave	Church St	Centre St	Local
Walpole St	Centre St	Woodland Rd	Local
Walpole St	Shady Ln	County St	Local

Contact the Boston Region MPO and visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero) to see information on the high-risk networks.





## DOVER CONTINUED

### ANGLE CRASHES AT INTERSECTIONS



**50%** of intersection fatal and serious injury crashes in Dover were angle crashes between 2018 and 2022.



**50%**

occurred at four-way stop-controlled intersections



**100%**

happened in daylight conditions



**50%**

involved driver disregarding traffic signs and road markings

*Note: Percentages only apply to angle intersection fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Enhanced signing and delineation	Unsignalized intersections	Increase attentiveness and awareness	Low	High
Advanced intersection warning signs	Approach lanes of intersections	Increase attentiveness and awareness	Low	High
Transverse rumble strips	Approach lanes of intersections	Reduce vehicle speeds; increase attentiveness and awareness	Medium	High

### LANE DEPARTURE CRASHES ON SEGMENTS (FIXED OBJECTS)



Fixed object lane departure crashes accounted for **50%** of Dover's segment fatal and serious injury crashes.



**83%**

occurred on two-way undivided roadways



**50%**

were collisions with trees



**33%**

involved a young driver (aged 24 and under)

*Note: Percentages only apply to lane departure (fixed object)-involved segment fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Shoulder and edge line rumble strips and stripes	All types of roadway segments	Increase attentiveness and awareness	Low	High
Enhanced curve delineation	Horizontal curves	Increase attentiveness and awareness	Low	High
SafetyEdge	All types of roadway segments	Remove severe conflicts	Low	High
Clear zone improvements (e.g., removal of shrubs and trees)	Horizontal curves	Remove severe conflicts	Low to high	High

To see all countermeasures, strategies, and actions in this plan, visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero).



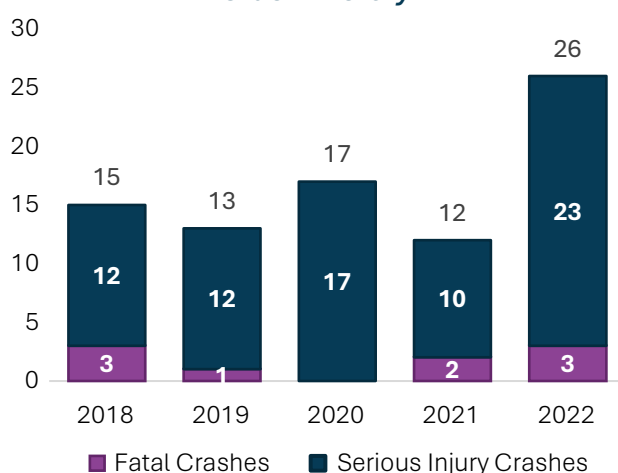


# FRAMINGHAM

## METROWEST REGIONAL COLLABORATIVE

Population (2020)	72,377
Annual Vehicle Miles Traveled (2022)	582.1M
Total Crashes (2018-2022)	6,494
Fatal & Serious Injury Crashes (2018-2022)	83
Fatal & Serious Injury Crash Rate (per 100,000 residents)	114.7
Bicyclist Fatal & Serious Injury Crashes (2018-2022)	4
Pedestrian Fatal & Serious Injury Crashes (2018-2022)	19

**Crash History**



### Quotes from members of the public include...

*There's an absence of crosswalks and bike lanes to cross Route 20, Route 9, and Route 126.*

*The Edgell Road intersection is a cyclist's nightmare.*

All crash data comes from the [MassDOT IMPACT Portal](#). Population data comes from the [US Census Bureau](#). Vehicle-miles-traveled data comes from [Massachusetts Vehicle Census](#).

The **TOP THREE MOST COMMON** emphasis areas (EAs) in Framingham:



Intersections



Pedestrians



Motorcyclists

The **TOP THREE MOST OVER REPRESENTED** EAs compared to the entire Commonwealth:



Speeding



Motorcyclists



Intersections

	Intersections	41	49%
	Lane Departure	8	10%
	Older Drivers	10	12%
	Pedestrians	19	23%
	Bicyclists	4	5%
	Large Vehicles	3	4%
	Speeding	9	11%
	Younger Drivers	6	7%
	Motorcyclists	13	16%
	Distracted Driving	2	2%
	Impaired Driving	5	6%
	Occupant Protection	3	4%

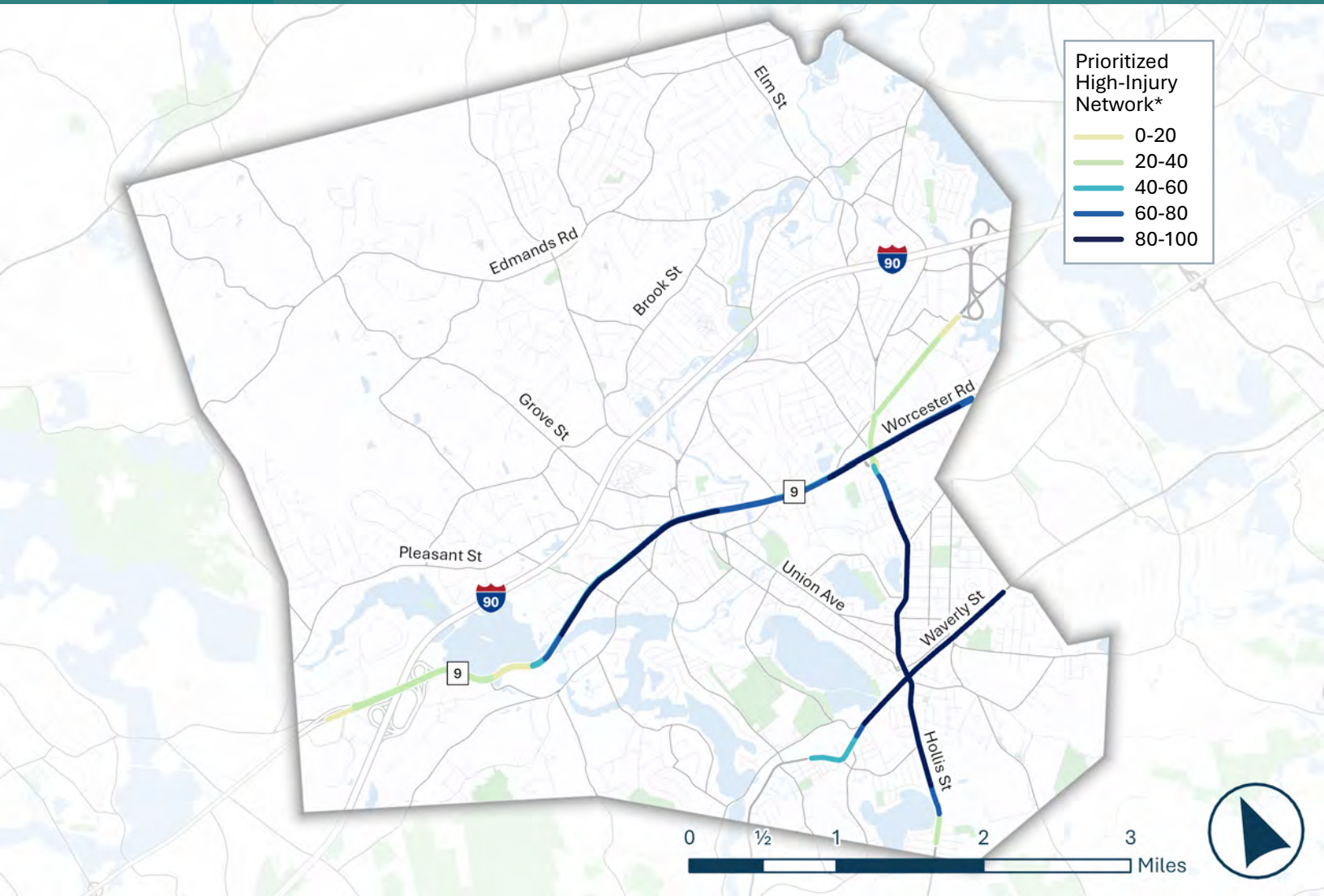
# of Fatal & Serious Injury Crashes

% of Municipality's Fatal & Serious Injury Crashes





## FRAMINGHAM *CONTINUED*



\* The Municipality High-Injury Networks were developed by identifying the top 5% of roadway segments by crash frequency with extra weight given to fatal/serious injury crashes and crashes involving vulnerable road users. The network was prioritized and scored from 0 to 100 using crash history, demographics, exposure to crashes, and proximity to key destinations. Refer to the full Vision Zero Action Plan for more information on priority scoring.

Top 5 Corridors	From	To	Ownership
<b>Concord St</b>	Normandy Rd	Waverly St	Local
<b>Waverly St</b>	Fountain St	2nd St	Local
<b>Worcester Rd</b>	Foss Reservoir	Main St	State
<b>Hollis St</b>	Waverly St	Andrew St	Local
<b>Worcester Rd</b>	Cochituate Rd	Shoppers World Dr	State

Contact the Boston Region MPO and visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero) to see information on the high-risk networks.





## FRAMINGHAM *CONTINUED*

### TURNING MOVEMENT-RELATED INTERSECTION CRASHES



**54%** of intersection fatal and serious injury crashes in Framingham involved turning movement between 2018 and 2022.



**68%**

occurred at  
signalized  
intersections



**41%**

happened in  
dark conditions



**95%**

involved a  
left-turning  
vehicle

*Note: Percentages only apply to turning movement-related intersection fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
<b>Backplates with retroreflective borders</b>	Signalized intersections	Increase attentiveness and awareness	Low	High
<b>Yellow change intervals</b>	Signalized intersections	Manage conflicts in time	Low	High
<b>Dedicated left-turn lanes with protected left-turn signal phasing at intersections</b>	Intersections with a history of turn-related crashes	Remove severe conflicts	Medium	Medium

### SPEEDING-RELATED SEGMENT CRASHES



Speeding-related crashes accounted for **15%** of Framingham's segment fatal and serious injury crashes.



**67%**

occurred on  
two-way undivided  
roadways



**67%**

were  
single-vehicle  
crashes



**17%**

happened on  
roadways with  
posted speed limits  
greater than 40 mph

*Note: Percentages only apply to speeding related-involved segment fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
<b>Speed humps</b>	Low-speed local and collector streets	Reduce vehicle speeds	Low	High
<b>Variable speed limits</b>	Urban and rural freeways and high-speed arterials with posted speed limits greater than 40 mph	Reduce vehicle speeds; Increase attentiveness and awareness	Low	High
<b>Speed feedback signs</b>	All types of roadway segments	Increase attentiveness and awareness	Low	High

To see all countermeasures, strategies, and actions in this plan, visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero).



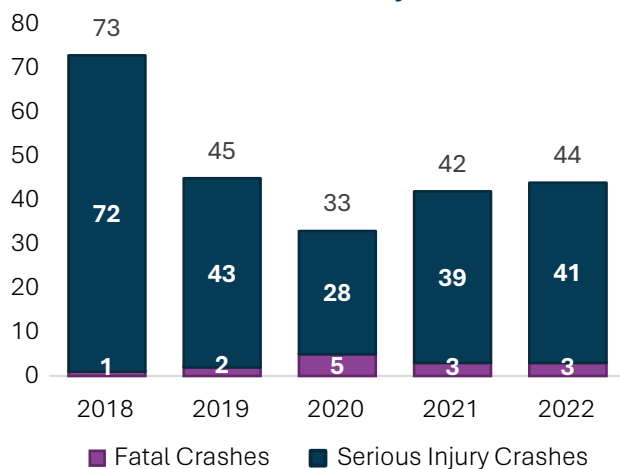


# LYNN

## INNER CORE COMMITTEE

Population (2020)	101,264
Annual Vehicle Miles Traveled (2022)	563.5M
Total Crashes (2018-2022)	9,363
Fatal & Serious Injury Crashes (2018-2022)	237
Fatal & Serious Injury Crash Rate (per 100,000 residents)	234.0
Bicyclist Fatal & Serious Injury Crashes (2018-2022)	13
Pedestrian Fatal & Serious Injury Crashes (2018-2022)	60

### Crash History



### Quotes from members of the public include...

*Lynn drivers seem to be actively hostile towards bikers.*

*I am extremely concerned about overgrown vegetation and large vehicles.*

All crash data comes from the [MassDOT IMPACT Portal](#). Population data comes from the [US Census Bureau](#). Vehicle-miles-traveled data comes from [Massachusetts Vehicle Census](#).

The **TOP THREE MOST COMMON** emphasis areas (EAs) in Lynn:



Intersections



Pedestrians



Older Drivers

The **TOP THREE MOST OVER REPRESENTED** EAs compared to the entire Commonwealth:



Intersections



Pedestrians



Occupant Protection

	Intersections	124	52%
	Lane Departure	22	9%
	Older Drivers	35	15%
	Pedestrians	60	25%
	Bicyclists	13	5%
	Large Vehicles	9	4%
	Speeding	7	3%
	Younger Drivers	28	12%
	Motorcyclists	23	10%
	Distracted Driving	3	1%
	Impaired Driving	4	2%
	Occupant Protection	16	7%

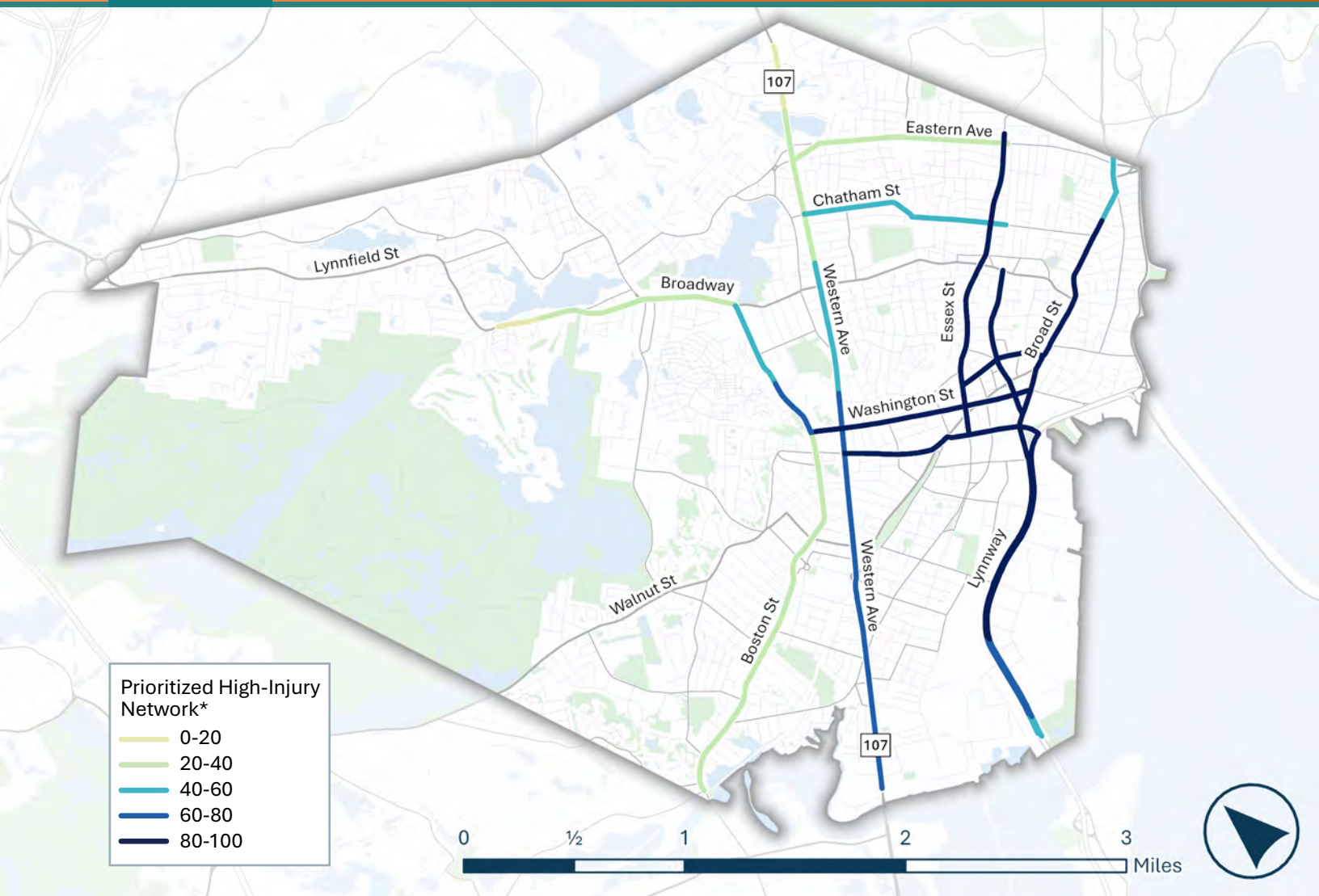
■ # of Fatal & Serious Injury Crashes

■ % of Municipality's Fatal & Serious Injury Crashes





## LYNN CONTINUED



\* The Municipality High-Injury Networks were developed by identifying the top 5% of roadway segments by crash frequency with extra weight given to fatal/serious injury crashes and crashes involving vulnerable road users. The network was prioritized and scored from 0 to 100 using crash history, demographics, exposure to crashes, and proximity to key destinations. Refer to the full Vision Zero Action Plan for more information on priority scoring.

Top 5 Corridors	From	To	Ownership
Washington St	Western Ave	Broad St	Local
Liberty St	Market St	Baldwin St	Local
Essex St	Baldwin St	Porter St	Local
Lynnway	Shepard St	Market St	State
Broad St	Market St	Nahant St	Local

Contact the Boston Region MPO and visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero) to see information on the high-risk networks.





## LYNN CONTINUED

### PEDESTRIAN-INVOLVED INTERSECTION CRASHES



**25%** of intersection fatal and serious injury crashes in Lynn involved pedestrians between 2018 and 2022.



**48%**

occurred at signalized intersections



**32%**

happened in dark conditions



**32%**

involved a left-turning vehicle

*Note: Percentages only apply to pedestrian-involved intersection fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
<b>Leading pedestrian interval</b>	Signalized intersections	Manage conflicts in time	Low	High
<b>Crosswalk visibility enhancements</b>	All types of intersections	Increase attentiveness and awareness	Low	High
<b>Improved lighting</b>	All types of intersections	Increase attentiveness and awareness	Low	High
<b>Curb extensions</b>	All types of intersections	Reduce vehicle speeds	Low to medium	Medium

### HEAD-ON CRASHES ON SEGMENTS



Head-on crashes accounted for **15%** of Lynn's segment fatal and serious injury crashes.



**76%**

occurred on two-way undivided roadways



**71%**

happened on roadways with posted speed limits lower than 35 mph



**24%**

were caused by driver failure to keep in lane or running off road

*Note: Percentages only apply to head-on-involved segment fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
<b>Center line rumble strips and stripes</b>	Undivided roadway segments	Increase attentiveness and awareness	Low	High
<b>SafetyEdge</b>	All types of roadway segments	Remove severe conflicts	Low	High
<b>Median barriers</b>	Divided roadway segments	Remove severe conflicts	Medium	Medium

To see all countermeasures, strategies, and actions in this plan, visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero).



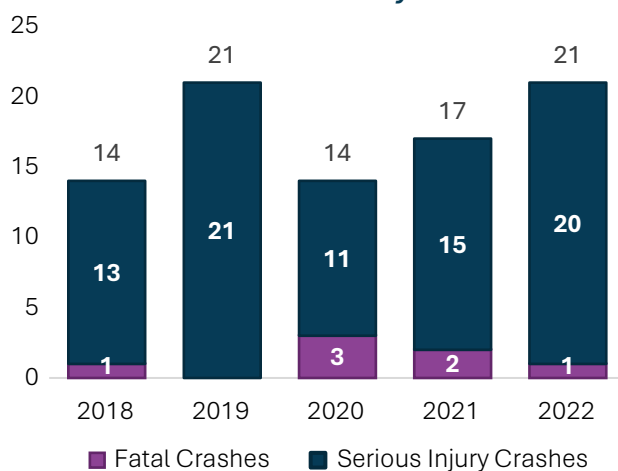


# MALDEN

## INNER CORE COMMITTEE

Population (2020)	66,271
Annual Vehicle Miles Traveled (2022)	345.9M
Total Crashes (2018-2022)	4,157
Fatal & Serious Injury Crashes (2018-2022)	87
Fatal & Serious Injury Crash Rate (per 100,000 residents)	131.3
Bicyclist Fatal & Serious Injury Crashes (2018-2022)	3
Pedestrian Fatal & Serious Injury Crashes (2018-2022)	21

Crash History



The **TOP THREE SAFETY CONCERNS** identified by the public are:



Difficult to Cross Street

60%



Speeding

43%



Road Design Feels Unsafe

40%

All crash data comes from the [MassDOT IMPACT Portal](#). Population data comes from the [US Census Bureau](#). Vehicle-miles-traveled data comes from [Massachusetts Vehicle Census](#).

The **TOP THREE MOST COMMON** emphasis areas (EAs) in Malden:



Intersections



Pedestrians



Older Drivers

The **TOP THREE MOST OVER REPRESENTED** EAs compared to the entire Commonwealth:



Intersections



Occupant Protection



Pedestrians

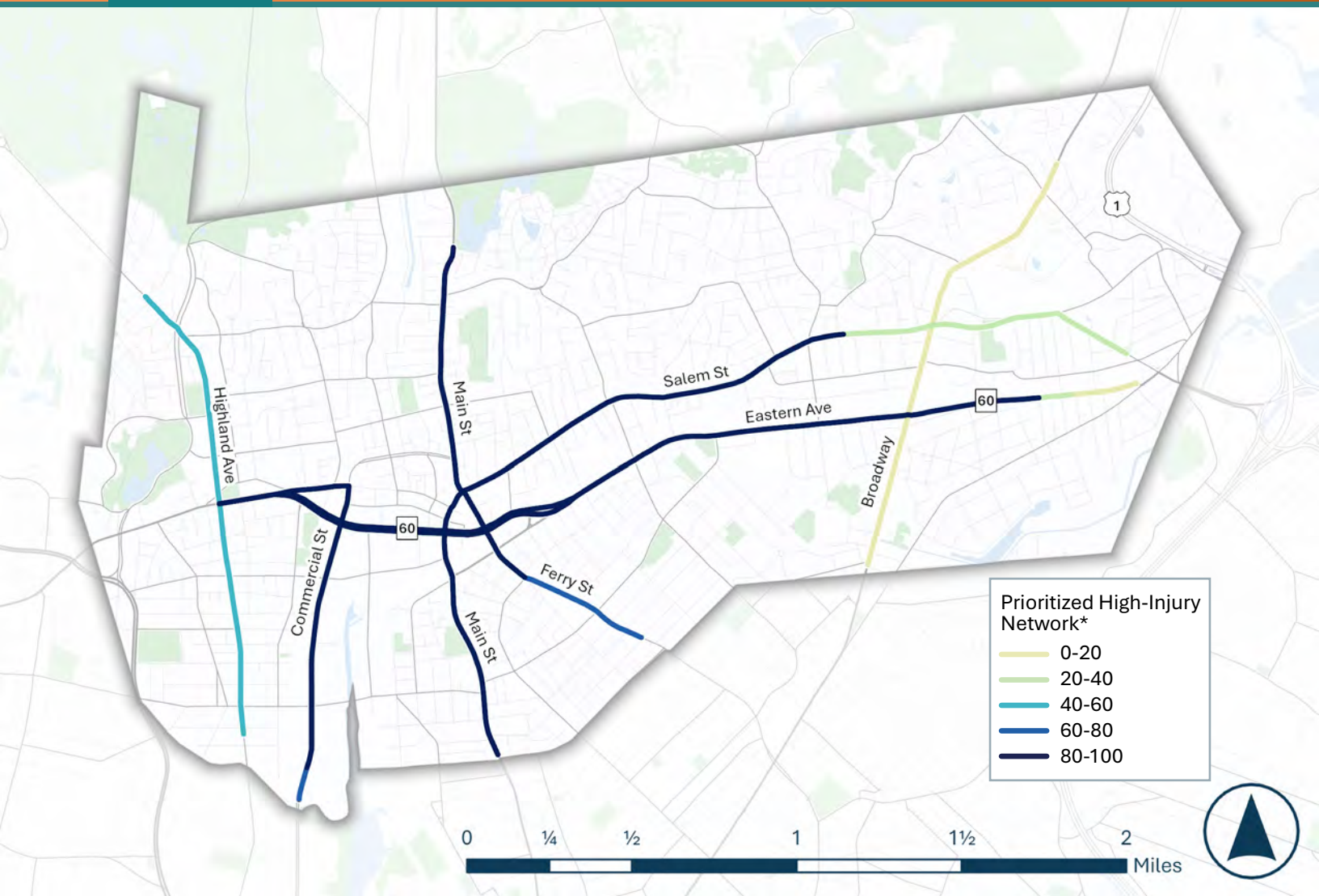
	Intersections	52	60%
	Lane Departure	6	7%
	Older Drivers	11	13%
	Pedestrians	21	24%
	Bicyclists	3	3%
	Large Vehicles	2	2%
	Speeding	1	1%
	Younger Drivers	6	7%
	Motorcyclists	9	10%
	Distracted Driving	3	3%
	Impaired Driving	3	3%
	Occupant Protection	7	8%

# of Fatal & Serious Injury Crashes

% of Municipality's Fatal & Serious Injury Crashes



## MALDEN CONTINUED



\* The Municipality High-Injury Networks were developed by identifying the top 5% of roadway segments by crash frequency with extra weight given to fatal/serious injury crashes and crashes involving vulnerable road users. The network was prioritized and scored from 0 to 100 using crash history, demographics, exposure to crashes, and proximity to key destinations. Refer to the full Vision Zero Action Plan for more information on priority scoring.

Top 5 Corridors	From	To	Ownership
Main St	Medford St	Centre St	Local
Main St	Centre St	Park Ave	Local
Salem St	Main St	Branch St	Local
Commercial St	Medford St	Pleasant St	Local
Eastern Ave	Centre St	Broadway	Local

Contact the Boston Region MPO and visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero) to see information on the high-risk networks.





## MALDEN *CONTINUED*

### SIGNALIZED INTERSECTION CRASHES



**58%** of intersection fatal and serious injury crashes in Malden occurred at signalized intersections between 2018 and 2022.



**46%**

occurred at four-way signalized intersections



**37%**

happened in dark conditions



**29%**

involved a left-turning vehicle

*Note: Percentages only apply to signalized intersection fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
<b>Backplates with retroreflective borders</b>	Signalized intersections	Increase attentiveness and awareness	Low	High
<b>Dedicated left-turn lanes with protected left-turn signal phasing at intersections</b>	Intersections with a history of turn-related crashes	Remove severe conflicts	Medium	Medium
<b>Roundabouts</b>	Intersections in both rural and urban areas	Remove severe conflicts; Reduce vehicle speeds	High	Low

### PEDESTRIAN-INVOLVED SEGMENT CRASHES



Crashes involving people walking accounted for **27%** of Malden's segment fatal and serious injury crashes.



**56%**

occurred on two-way undivided roadways



**33%**

occurred while pedestrians were walking or running in travel lanes



**11%**

involved driver disregarding traffic signs and road markings

*Note: Percentages only apply to pedestrian-involved segment fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
<b>Medians and pedestrian refuge islands</b>	Curbed sections of urban and suburban multilane roadways	Remove severe conflicts; reduce vehicle speeds	Low	High
<b>Improved lighting</b>	All types of roadway segments	Increase attentiveness and awareness	Low	High
<b>Rectangular rapid flashing beacons (RRFB)</b>	Multilane crossings with speed limits less than 40 miles per hour	Increase attentiveness and awareness	Low to medium	High
<b>Walkways</b>	All types of roadway segments except controlled access	Remove severe conflicts	Medium to high	High

To see all countermeasures, strategies, and actions in this plan, visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero).



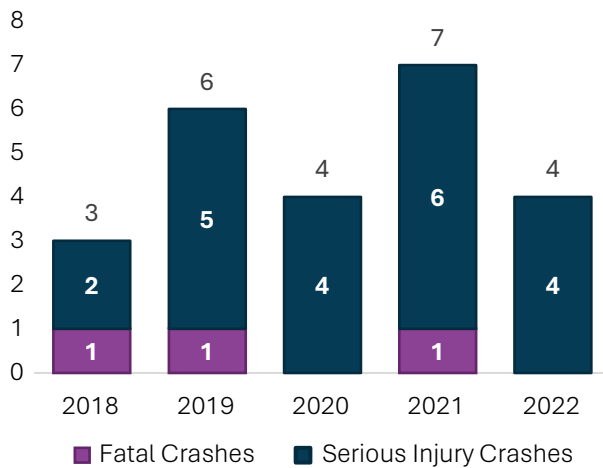


# MIDDLETON

## NORTH SHORE TASK FORCE

Population (2020)	9,780
Annual Vehicle Miles Traveled (2022)	93.9M
Total Crashes (2018-2022)	898
Fatal & Serious Injury Crashes (2018-2022)	24
Fatal & Serious Injury Crash Rate (per 100,000 residents)	245.4
Bicyclist Fatal & Serious Injury Crashes (2018-2022)	0
Pedestrian Fatal & Serious Injury Crashes (2018-2022)	3

*Crash History*



All crash data comes from the [MassDOT IMPACT Portal](#). Population data comes from the [US Census Bureau](#). Vehicle-miles-traveled data comes from [Massachusetts Vehicle Census](#).

The **TOP THREE MOST COMMON** emphasis areas (EAs) in Middleton:



Lane Departure



Older Drivers



Intersections

The **TOP THREE MOST OVER REPRESENTED** EAs compared to the entire Commonwealth:



Lane Departure



Impaired Driving



Large Vehicles

	Intersections	3	13%
	Lane Departure	11	46%
	Older Drivers	4	17%
	Pedestrians	3	13%
	Bicyclists	0	0%
	Large Vehicles	2	8%
	Speeding	1	4%
	Younger Drivers	3	13%
	Motorcyclists	3	13%
	Distracted Driving	2	8%
	Impaired Driving	3	13%
	Occupant Protection	0	0%

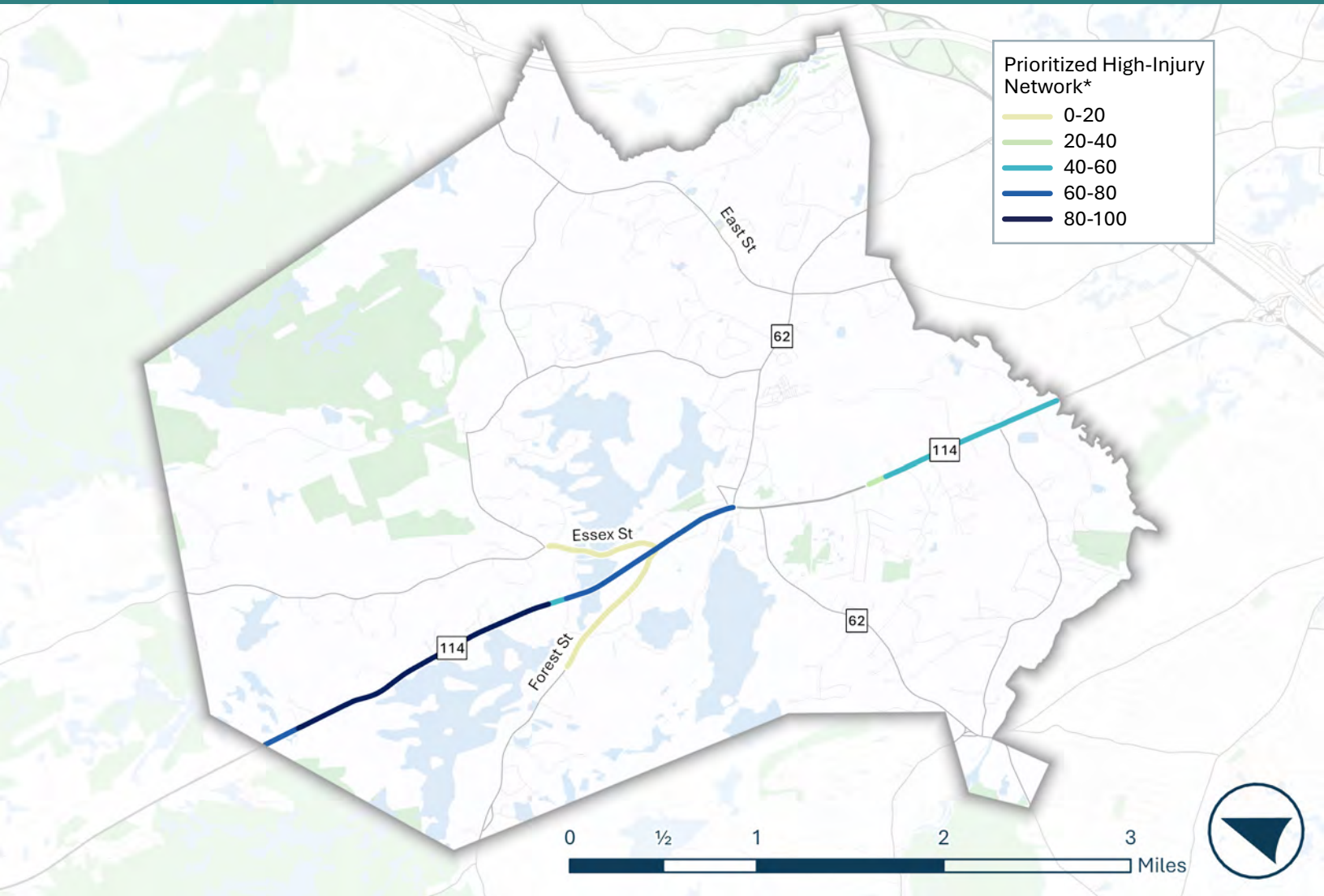
■ # of Fatal & Serious Injury Crashes

■ % of Municipality's Fatal & Serious Injury Crashes





## MIDDLETON CONTINUED



\* The Municipality High-Injury Networks were developed by identifying the top 5% of roadway segments by crash frequency with extra weight given to fatal/serious injury crashes and crashes involving vulnerable road users. The network was prioritized and scored from 0 to 100 using crash history, demographics, exposure to crashes, and proximity to key destinations. Refer to the full Vision Zero Action Plan for more information on priority scoring.

Top 5 Corridors	From	To	Ownership
N Main St	Rockaway Rd	Lake St	State
N Main St	Lake St	Maple St	State
S Main St	Meadows Dr	Ipswich River	State
Forest St	Old Hundred Ln	N Main St	Local
Essex St	N Main St	School St	Local

Contact the Boston Region MPO and visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero) to see information on the high-risk networks.





## MIDDLETON CONTINUED

### ANGLE CRASHES AT INTERSECTIONS



**ALL** intersection fatal and serious injury crashes in Middleton were angle crashes between 2018 and 2022.



67%

occurred at four-way signalized intersections



33%

happened in dark conditions



33%

involved a left-turning vehicle

Note: Percentages only apply to angle intersection fatal and serious injury crashes.

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Enhanced signing and delineation	Unsignalized intersections	Increase attentiveness and awareness	Low	High
Transverse rumble strips	Approach lanes of intersections	Reduce vehicle speeds; increase attentiveness and awareness	Medium	High
Dedicated left-turn lanes with protected left-turn signal phasing at intersections	Intersections with a history of turn-related crashes	Remove severe conflicts	Medium	Medium

### SEGMENT CRASHES INVOLVING VEHICLE ENTERING/LEAVING TRAFFIC LANES



Crashes involving vehicle entering or leaving traffic lanes accounted for **14%** of Middleton's segment fatal and serious injury crashes



67%

occurred on two-way undivided roadways



33%

were sideswipe crashes in the opposite direction



33%

involved driver failure to yield right-of-way

Note: Percentages only apply to vehicle entering/leaving traffic lanes-involved segment fatal and serious injury crashes.

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Medians	Urban and suburban multilane roadway segments	Remove severe conflicts; reduce vehicle speeds	Low	High
Limit allowable movements at driveways (Corridor Access Management)	All types of roadway segments	Remove severe conflicts	Low	High
Reduce density through driveway closure, consolidation, or relocation (Corridor Access Management)	All types of roadway segments	Remove severe conflicts	High	Low

To see all countermeasures, strategies, and actions in this plan, visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero).



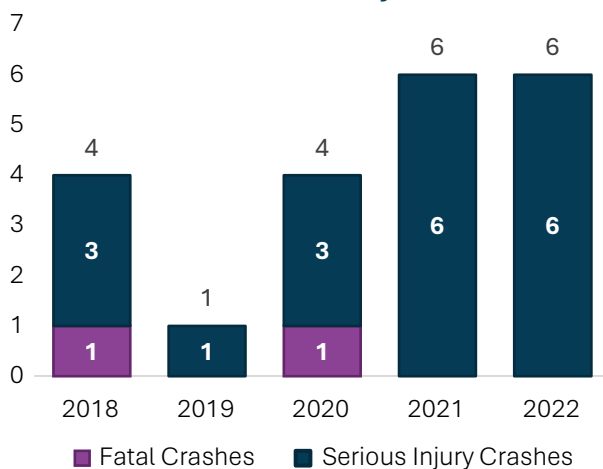


# MILLIS

## SOUTHWEST ADVISORY PLANNING COMMITTEE

Population (2020)	8,459
Annual Vehicle Miles Traveled (2022)	79.8M
Total Crashes (2018-2022)	478
Fatal & Serious Injury Crashes (2018-2022)	21
Fatal & Serious Injury Crash Rate (per 100,000 residents)	248.3
Bicyclist Fatal & Serious Injury Crashes (2018-2022)	0
Pedestrian Fatal & Serious Injury Crashes (2018-2022)	1

*Crash History*



All crash data comes from the [MassDOT IMPACT Portal](#). Population data comes from the [US Census Bureau](#). Vehicle-miles-traveled data comes from [Massachusetts Vehicle Census](#).

The **TOP THREE MOST COMMON** emphasis areas (EAs) in Millis:



Lane Departure



Intersections



Older Drivers

The **TOP THREE MOST OVER REPRESENTED** EAs compared to the entire Commonwealth:



Lane Departure



Impaired Driving



Large Vehicles

	Intersections	6	29%
	Lane Departure	9	43%
	Older Drivers	5	24%
	Pedestrians	1	5%
	Bicyclists	0	0%
	Large Vehicles	2	10%
	Speeding	0	0%
	Younger Drivers	3	14%
	Motorcyclists	3	14%
	Distracted Driving	2	10%
	Impaired Driving	3	14%
	Occupant Protection	1	5%

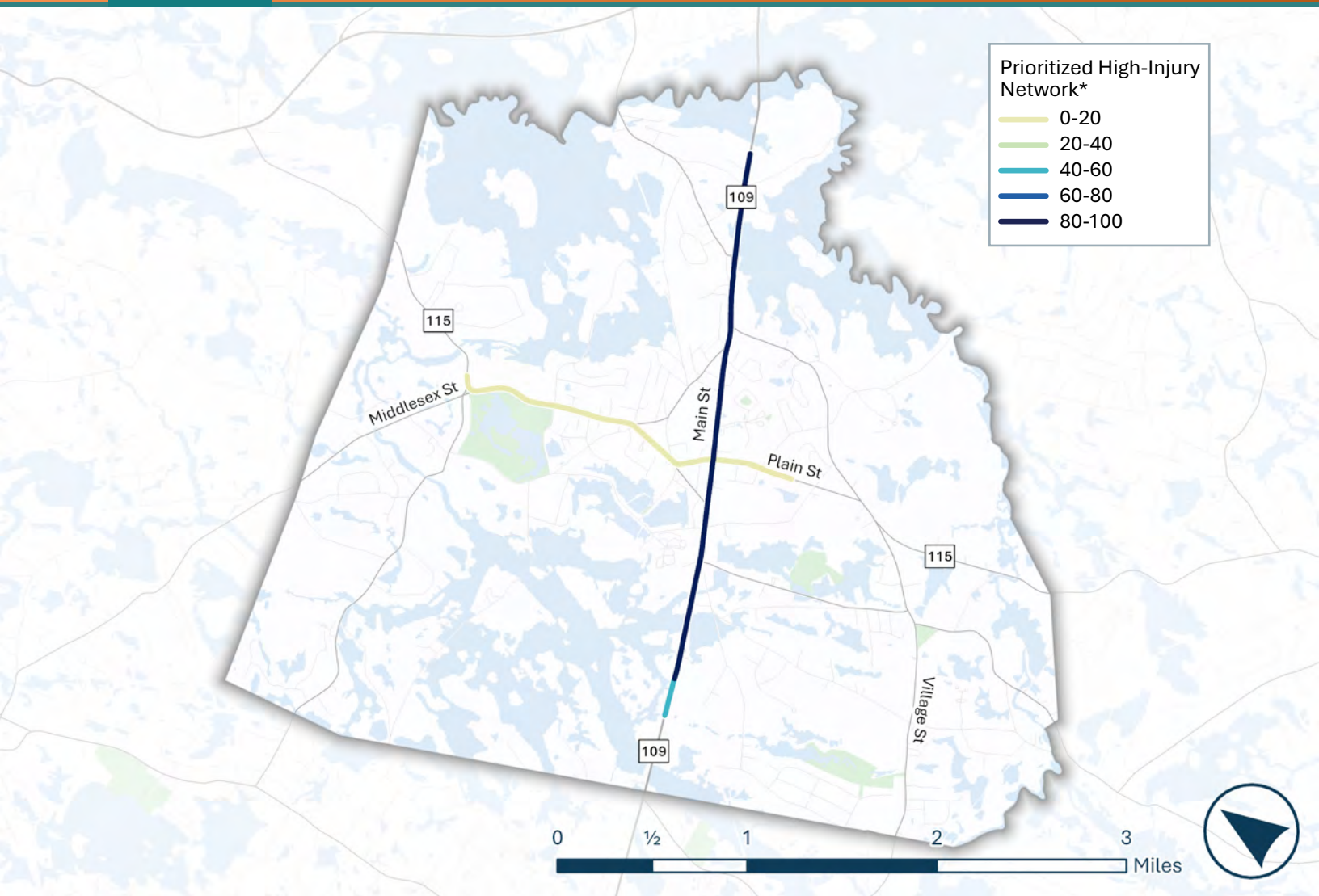
■ # of Fatal & Serious Injury Crashes

■ % of Municipality's Fatal & Serious Injury Crashes





## MILLIS CONTINUED



\* The Municipality High-Injury Networks were developed by identifying the top 5% of roadway segments by crash frequency with extra weight given to fatal/serious injury crashes and crashes involving vulnerable road users. The network was prioritized and scored from 0 to 100 using crash history, demographics, exposure to crashes, and proximity to key destinations. Refer to the full Vision Zero Action Plan for more information on priority scoring.

Top 5 Corridors	From	To	Ownership
Main St	Bridge St	Village St	Local
Main St	Village St	Plain St	Local
Main St	Plain St	Oakland St	Local
Plain St	Orchard St	Main St	Local
Plain St	Main St	Millis High School	Local

Contact the Boston Region MPO and visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero) to see information on the high-risk networks.





## MILLIS CONTINUED

### REAR-END CRASHES AT INTERSECTIONS



**33%** of intersection fatal and serious injury crashes in Millis were rear-end crashes between 2018 and 2022.



**50%**

occurred at stop-controlled T-intersections



**50%**

involved driver failure to yield right-of-way



**50%**

involved a young driver (aged 24 and under)

*Note: Percentages only apply to rear-end intersection fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Advanced intersection warning signs	Approach lanes of intersections	Increase attentiveness and awareness	Low	High
Backplates with retroreflective borders	Signalized intersections	Increase attentiveness and awareness	Low	High
Transverse rumble strips	Approach lanes of unsignalized intersections	Reduce vehicle speeds; increase attentiveness and awareness	Medium	High

### LANE DEPARTURE CRASHES ON SEGMENTS (FIXED OBJECTS)



Fixed object lane departure crashes accounted for **40%** of Millis's segment fatal and serious injury crashes.



**83%**

occurred on two-way undivided roadways



**67%**

were collisions with trees



**17%**

involved impaired driving

*Note: Percentages only apply to lane departure (fixed object)-involved segment fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Shoulder and edge line rumble strips and stripes	All types of roadway segments	Increase attentiveness and awareness	Low	High
Enhanced curve delineation	Horizontal curves	Increase attentiveness and awareness	Low	High
SafetyEdge	All types of roadway segments	Remove severe conflicts	Low	High
Clear Zone improvements (e.g., removal of shrubs and trees)	Horizontal curves	Remove severe conflicts	Low to high	High

To see all countermeasures, strategies, and actions in this plan, visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero).



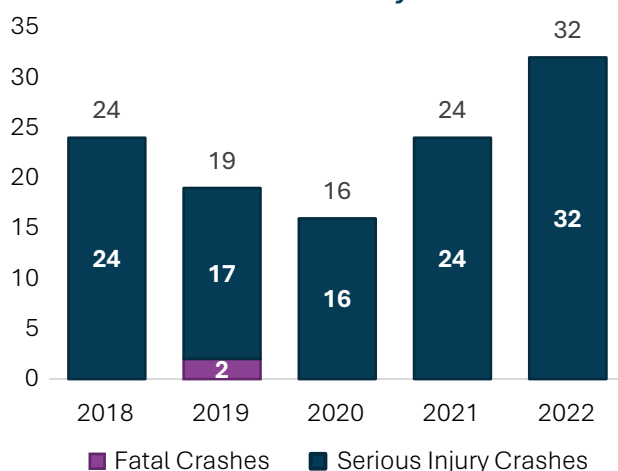


# NEWTON

## INNER CORE COMMITTEE

Population (2020)	88,950
Annual Vehicle Miles Traveled (2022)	489.0M
Total Crashes (2018-2022)	6,016
Fatal & Serious Injury Crashes (2018-2022)	115
Fatal & Serious Injury Crash Rate (per 100,000 residents)	129.3
Bicyclist Fatal & Serious Injury Crashes (2018-2022)	17
Pedestrian Fatal & Serious Injury Crashes (2018-2022)	21

**Crash History**



The **TOP THREE SAFETY CONCERNS** identified by the public are:

<p>Bike Lanes Do Not Exist or Need Improvement</p> <p><b>81%</b></p>	<p>Road Design Feels Unsafe</p> <p><b>69%</b></p>	<p>Difficult to Cross Street</p> <p><b>63%</b></p>
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All crash data comes from the [MassDOT IMPACT Portal](#). Population data comes from the [US Census Bureau](#). Vehicle-miles-traveled data comes from [Massachusetts Vehicle Census](#).

The **TOP THREE MOST COMMON** emphasis areas (EAs) in Newton:

<p>Intersections</p>	<p>Older Drivers</p>	<p>Pedestrians</p>
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The **TOP THREE MOST OVER REPRESENTED** EAs compared to the entire Commonwealth:

<p>Bicyclists</p>	<p>Intersections</p>	<p>Older Drivers</p>
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<p>Intersections</p>	<b>62</b>	<b>54%</b>
<p>Lane Departure</p>	<b>16</b>	<b>14%</b>
<p>Older Drivers</p>	<b>30</b>	<b>26%</b>
<p>Pedestrians</p>	<b>21</b>	<b>18%</b>
<p>Bicyclists</p>	<b>17</b>	<b>15%</b>
<p>Large Vehicles</p>	<b>5</b>	<b>4%</b>
<p>Speeding</p>	<b>3</b>	<b>3%</b>
<p>Younger Drivers</p>	<b>3</b>	<b>3%</b>
<p>Motorcyclists</p>	<b>11</b>	<b>10%</b>
<p>Distracted Driving</p>	<b>4</b>	<b>3%</b>
<p>Impaired Driving</p>	<b>8</b>	<b>7%</b>
<p>Occupant Protection</p>	<b>4</b>	<b>3%</b>

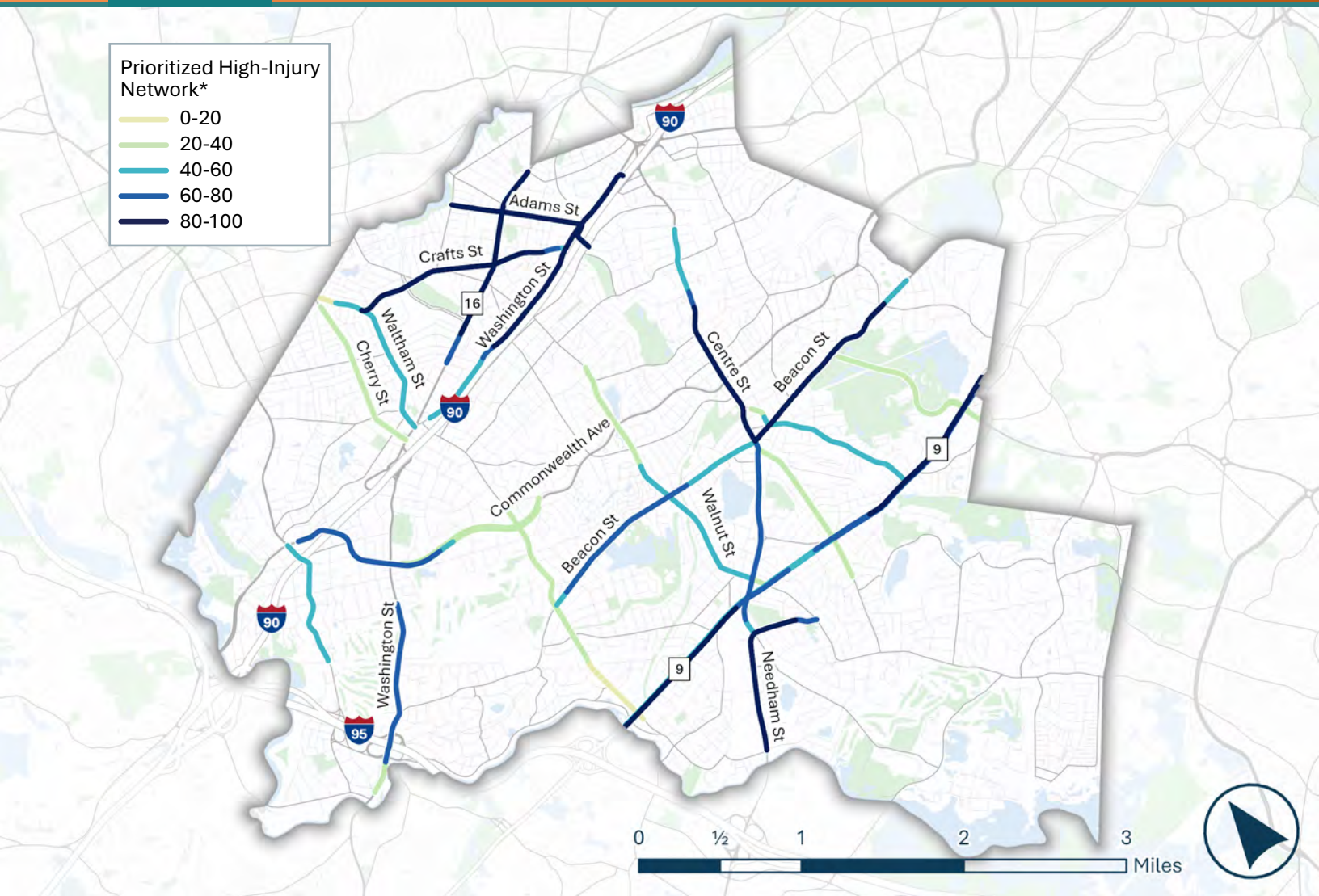
**# of Fatal & Serious Injury Crashes**

**% of Municipality's Fatal & Serious Injury Crashes**





## NEWTON CONTINUED



\* The Municipality High-Injury Networks were developed by identifying the top 5% of roadway segments by crash frequency with extra weight given to fatal/serious injury crashes and crashes involving vulnerable road users. The network was prioritized and scored from 0 to 100 using crash history, demographics, exposure to crashes, and proximity to key destinations. Refer to the full Vision Zero Action Plan for more information on priority scoring.

Top 5 Corridors	From	To	Ownership
Centre St	Beacon St	Cotton St	Local
Adams St & Lewis Ter	Newtonville Ave	California St	Local
Boylston St	Quinobequin Rd	Winchester St	State
Beacon St	Centre St	Hammond Pond Pkwy	Local
Boylston St	Dudley Rd	Hammond Pond Pkwy	State

Contact the Boston Region MPO and visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero) to see information on the high-risk networks.





## NEWTON CONTINUED

### BICYCLIST-INVOLVED INTERSECTION CRASHES



**24%** of intersection fatal and serious injury crashes in Newton involved bicyclists between 2018 and 2022.



**33%**

occurred at four-way signalized intersections



**47%**

involved a left-turning vehicle



**13%**

involved driver failure to yield right-of-way

*Note: Percentages only apply to bicyclist-involved intersection fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
<b>Bike box at intersection (advance stop bar)</b>	Intersections with high bicycle volumes	Remove severe conflicts; increase attentiveness and awareness	Low	High
<b>Right turn on red restrictions</b>	Intersections with high bicycle volumes and conflicts with right-turning vehicles	Manage conflicts in time	Low	High
<b>Improved lighting</b>	All types of intersections	Increase attentiveness and awareness	Low	High

### PEDESTRIAN-INVOLVED SEGMENT CRASHES



Crashes involving people walking accounted for **32%** of Newton's segment fatal and serious injury crashes.



**94%**

occurred on two-way undivided roadways



**24%**

happened in dark conditions



**29%**

occurred while pedestrians were walking or running in travel lanes

*Note: Percentages only apply to pedestrian-involved segment fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
<b>Medians and pedestrian refuge islands</b>	Curbed sections of urban and suburban multilane roadways	Remove severe conflicts; reduce vehicle speeds	Low	High
<b>Improved lighting</b>	All types of roadway segments	Increase attentiveness and awareness	Low	High
<b>Rectangular rapid flashing beacons (RRFB)</b>	Multilane crossings with speed limits less than 40 miles per hour	Increase attentiveness and awareness	Low to medium	High
<b>Walkways</b>	All types of roadway segments except controlled access	Remove severe conflicts	Medium to high	High

To see all countermeasures, strategies, and actions in this plan, visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero).



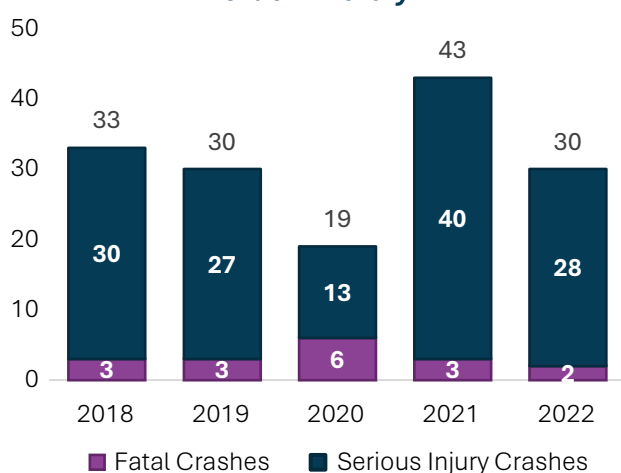


# QUINCY

## INNER CORE COMMITTEE

Population (2020)	101,614
Annual Vehicle Miles Traveled (2022)	581.5M
Total Crashes (2018-2022)	8,622
Fatal & Serious Injury Crashes (2018-2022)	155
Fatal & Serious Injury Crash Rate (per 100,000 residents)	152.5
Bicyclist Fatal & Serious Injury Crashes (2018-2022)	4
Pedestrian Fatal & Serious Injury Crashes (2018-2022)	52

### Crash History



The **TOP THREE SAFETY CONCERNS** identified by the public are:



Bike Lanes Do Not Exist or Need Improvement

86%



Poor or Missing Sidewalks

43%



Aggressive, Reckless, or Distracted Driving

43%

All crash data comes from the [MassDOT IMPACT Portal](#). Population data comes from the [US Census Bureau](#). Vehicle-miles-traveled data comes from [Massachusetts Vehicle Census](#).

The **TOP THREE MOST COMMON** emphasis areas (EAs) in Quincy:



Intersections



Pedestrians



Lane Departure

The **TOP THREE MOST OVER REPRESENTED** EAs compared to the entire Commonwealth:



Pedestrians



Speeding



Intersections

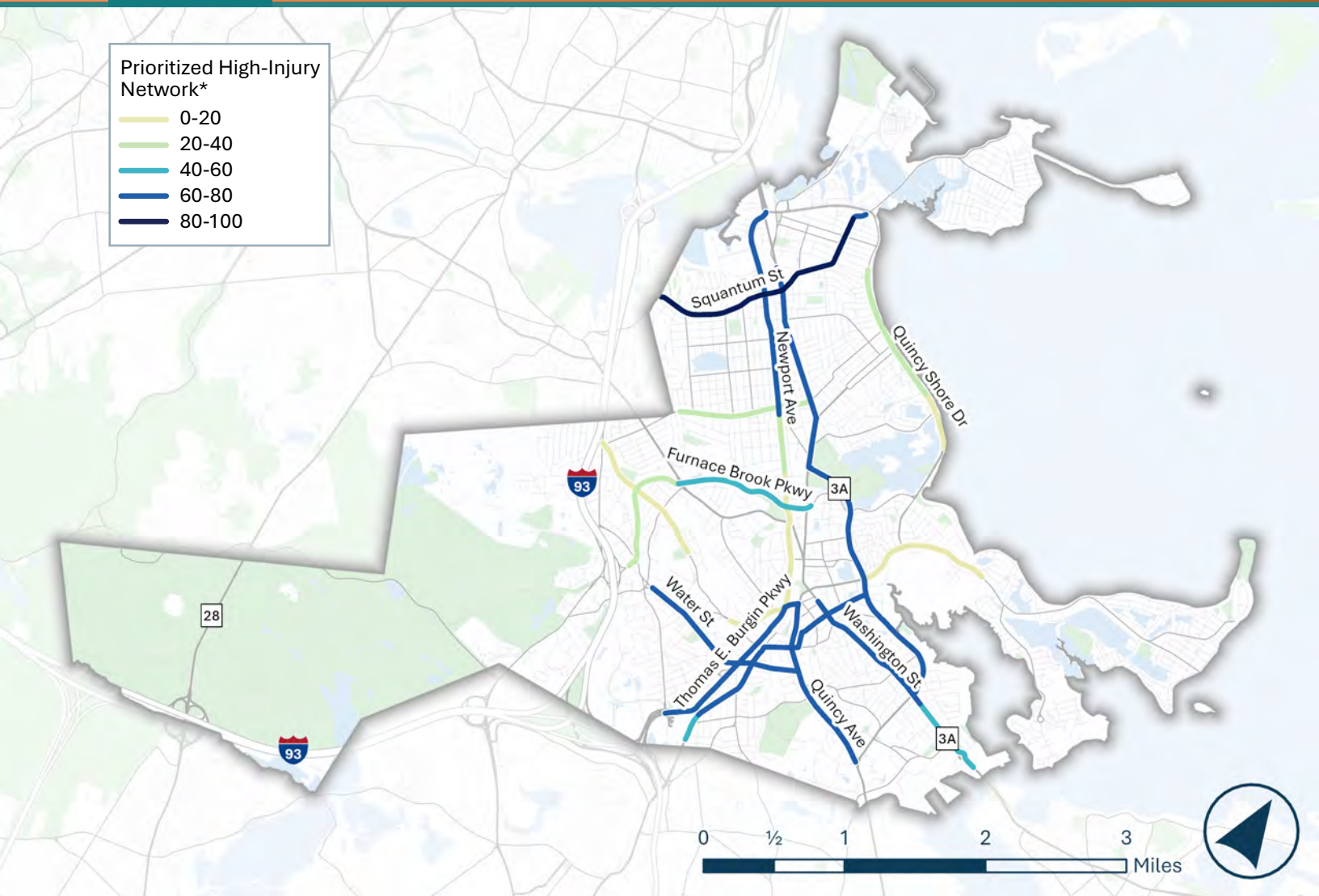
	Intersections	69	45%
	Lane Departure	29	19%
	Older Drivers	27	17%
	Pedestrians	52	34%
	Bicyclists	4	3%
	Large Vehicles	5	3%
	Speeding	11	7%
	Younger Drivers	9	6%
	Motorcyclists	12	8%
	Distracted Driving	9	6%
	Impaired Driving	7	5%
	Occupant Protection	8	5%

■ # of Fatal & Serious Injury Crashes

■ % of Municipality's Fatal & Serious Injury Crashes



## QUINCY *CONTINUED*



\* The Municipality High-Injury Networks were developed by identifying the top 5% of roadway segments by crash frequency with extra weight given to fatal/serious injury crashes and crashes involving vulnerable road users. The network was prioritized and scored from 0 to 100 using crash history, demographics, exposure to crashes, and proximity to key destinations. Refer to the full Vision Zero Action Plan for more information on priority scoring.

Top 5 Corridors	From	To	Ownership
<b>E Squantum St</b>	Edgeworth Rd	Newport Ave Extension	Local
<b>W Squantum St</b>	Newport Ave Extension	London Ave	Local
<b>Hancock St</b>	E Squantum St	Merrymount Pkwy	Local
<b>Thomas E Burgin Pkwy</b>	Centre St	Hancock St	Local
<b>Newport Avenue Ext</b>	Hancock St	Wilson Ave	Local

Contact the Boston Region MPO and visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero) to see information on the high-risk networks.





## QUINCY *CONTINUED*

### PEDESTRIAN-INVOLVED INTERSECTION CRASHES



**36%** of intersection fatal and serious injury crashes in Quincy involved pedestrians between 2018 and 2022.



**68%**

occurred at  
signalized  
intersections



**56%**

happened in dark  
conditions



**16%**

involved a  
left-turning  
vehicle

*Note: Percentages only apply to pedestrian-involved intersection fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Leading pedestrian interval	Signalized intersections	Manage conflicts in time	Low	High
Crosswalk visibility enhancements	All types of intersections	Increase attentiveness and awareness	Low	High
Improved lighting	All types of intersections	Increase attentiveness and awareness	Low	High
Curb extensions	All types of intersections	Reduce vehicle speeds	Low to medium	Medium

### LANE DEPARTURE CRASHES ON SEGMENTS (FIXED OBJECTS)



*Fixed object lane departure crashes accounted for **20%** of Quincy's segment fatal and serious injury crashes.*



**59%**

occurred on  
two-way undivided  
roadways



**47%**

were collisions  
with curb



**12%**

involved  
distracted  
driving

*Note: Percentages only apply to lane departure (fixed objects)-involved segment fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Shoulder and edge line rumble strips and stripes	All types of roadway segments	Increase attentiveness and awareness	Low	High
Enhanced curve delineation	Horizontal curves	Increase attentiveness and awareness	Low	High
SafetyEdge	All types of roadway segments	Remove severe conflicts	Low	High
Clear zone improvements (e.g., removal of shrubs and trees)	Horizontal curves	Remove severe conflicts	Low to high	High

To see all countermeasures, strategies, and actions in this plan, visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero).



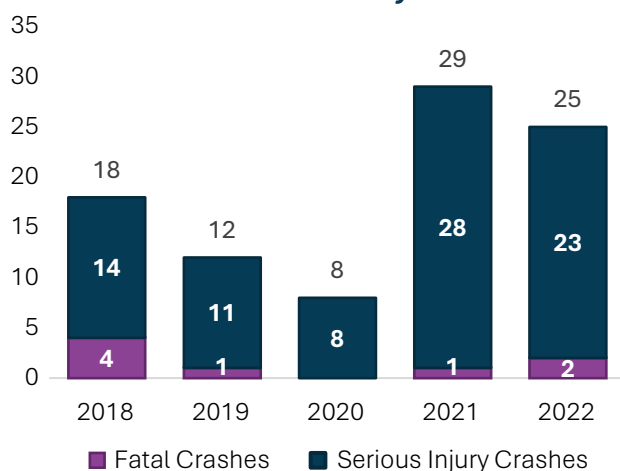


# REVERE

## INNER CORE COMMITTEE

Population (2020)	62,208
Annual Vehicle Miles Traveled (2022)	336.0M
Total Crashes (2018-2022)	3,043
Fatal & Serious Injury Crashes (2018-2022)	92
Fatal & Serious Injury Crash Rate (per 100,000 residents)	147.9
Bicyclist Fatal & Serious Injury Crashes (2018-2022)	2
Pedestrian Fatal & Serious Injury Crashes (2018-2022)	29

### Crash History



The **TOP THREE SAFETY CONCERNS** identified by the public are:



Road Design Feels Unsafe

79%



Speeding

64%



Aggressive, Reckless, or Distracted Driving

64%

All crash data comes from the [MassDOT IMPACT Portal](#). Population data comes from the [US Census Bureau](#). Vehicle-miles-traveled data comes from [Massachusetts Vehicle Census](#).

The **TOP THREE MOST COMMON** emphasis areas (EAs) in Revere:



Intersections



Pedestrians



Lane Departure

The **TOP THREE MOST OVER REPRESENTED** EAs compared to the entire Commonwealth:



Pedestrians



Impaired Driving



Speeding

	Intersections	31	34%
	Lane Departure	20	22%
	Older Drivers	12	13%
	Pedestrians	29	32%
	Bicyclists	2	2%
	Large Vehicles	0	0%
	Speeding	7	8%
	Younger Drivers	6	7%
	Motorcyclists	11	12%
	Distracted Driving	5	5%
	Impaired Driving	9	10%
	Occupant Protection	2	2%

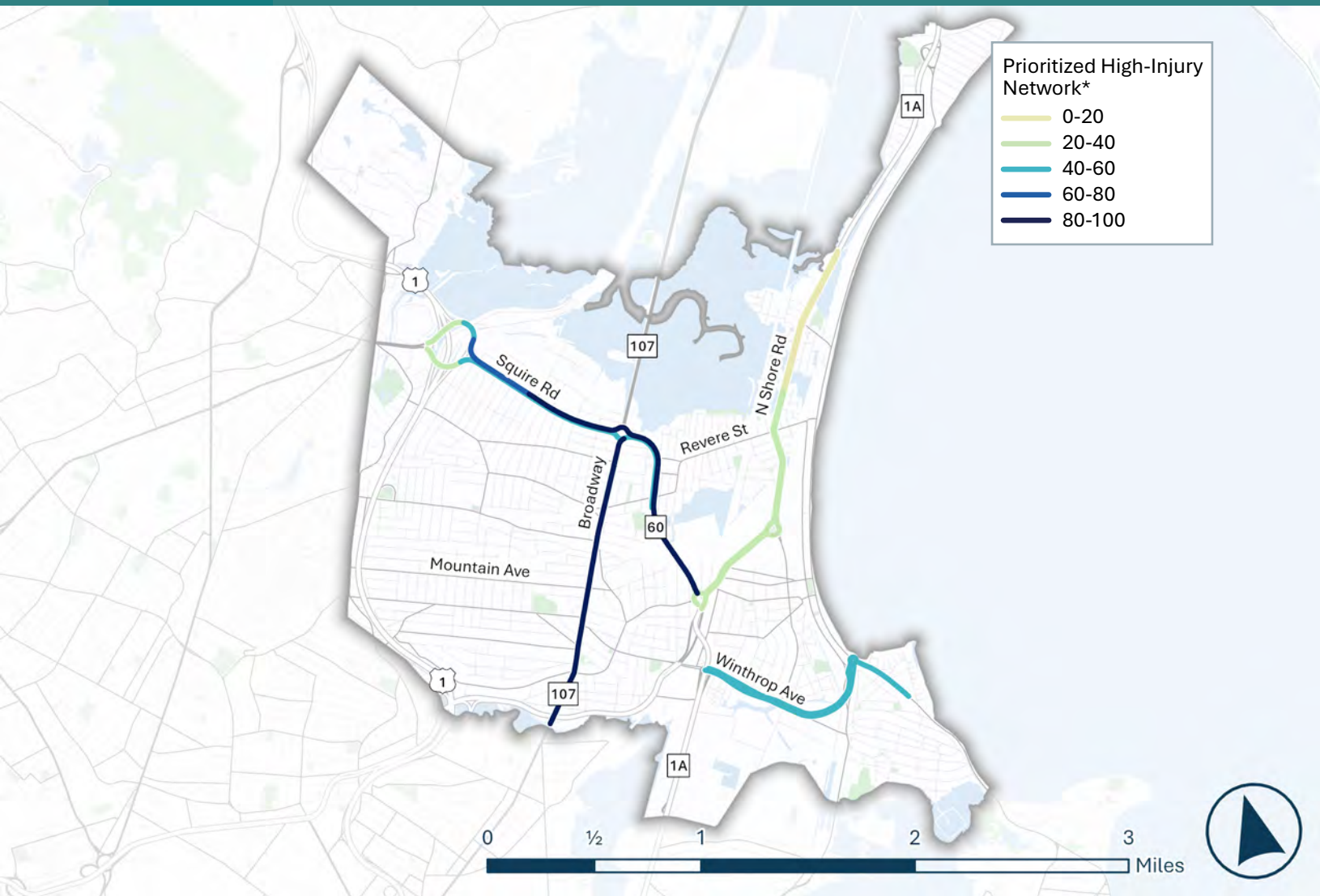
■ # of Fatal & Serious Injury Crashes

■ % of Municipality's Fatal & Serious Injury Crashes





## REVERE *CONTINUED*



\* The Municipality High-Injury Networks were developed by identifying the top 5% of roadway segments by crash frequency with extra weight given to fatal/serious injury crashes and crashes involving vulnerable road users. The network was prioritized and scored from 0 to 100 using crash history, demographics, exposure to crashes, and proximity to key destinations. Refer to the full Vision Zero Action Plan for more information on priority scoring.

Top 5 Corridors	From	To	Ownership
<b>Broadway</b>	Squire Rd	Revere Beach Pkwy	Local
<b>American Legion Hwy Northbound</b>	Beach St	Broadway	State
<b>Squire Rd Westbound</b>	Broadway	US Route 1	State
<b>Squire Rd Eastbound</b>	US Route 1	Broadway	State
<b>Revere Beach Pkwy</b>	Lee Burbank Hwy	Winthrop Pkwy	DCR

Contact the Boston Region MPO and visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero) to see information on the high-risk networks.





## REVERE CONTINUED

### SIGNALIZED INTERSECTION CRASHES



**74%** of intersection fatal and serious injury crashes in Revere occurred at signalized intersections between 2018 and 2022.



**46%**

occurred at four-way signalized intersections



**35%**

involved a left-turning vehicle



**26%**

involved drivers disregarding traffic signs, signals, road markings

*Note: Percentages only apply to signalized intersection fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
<b>Backplates with retroreflective borders</b>	Signalized intersections	Increase attentiveness and awareness	Low	High
<b>Dedicated left-turn lanes with protected left-turn signal phasing at intersections</b>	Intersections with a history of turn-related crashes	Remove severe conflicts	Medium	Medium
<b>Roundabouts</b>	Intersections in both rural and urban areas	Remove severe conflicts; reduce vehicle speeds	High	Low

### SPEEDING-RELATED SEGMENT CRASHES



Speeding-related crashes accounted for **10%** of Revere's segment fatal and serious injury crashes.



**67%**

occurred on two-way divided roadways with positive median barriers



**67%**

happened on roadways with posted speed limits lower than 40 mph



**50%**

were single-vehicle crashes

*Note: Percentages only apply to speeding related-involved segment fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
<b>Speed humps</b>	Low-speed local and collector streets	Reduce vehicle speeds	Low	High
<b>Variable speed limits</b>	Urban and rural freeways and high-speed arterials with posted speed limits greater than 40 mph	Reduce vehicle speeds; increase attentiveness and awareness	Low	High
<b>Speed feedback signs</b>	All types of roadway segments	Increase attentiveness and awareness	Low	High

To see all countermeasures, strategies, and actions in this plan, visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero).



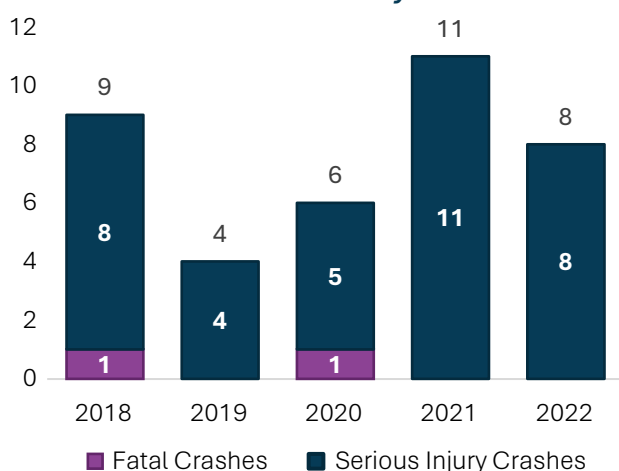


# ROCKLAND

## SOUTH SHORE COALITION

Population (2020)	17,804
Annual Vehicle Miles Traveled (2022)	164.8M
Total Crashes (2018-2022)	1,056
Fatal & Serious Injury Crashes (2018-2022)	38
Fatal & Serious Injury Crash Rate (per 100,000 residents)	213.4
Bicyclist Fatal & Serious Injury Crashes (2018-2022)	0
Pedestrian Fatal & Serious Injury Crashes (2018-2022)	5

*Crash History*



All crash data comes from the [MassDOT IMPACT Portal](#). Population data comes from the [US Census Bureau](#). Vehicle-miles-traveled data comes from [Massachusetts Vehicle Census](#).

The **TOP THREE MOST COMMON** emphasis areas (EAs) in Rockland:



The **TOP THREE MOST OVER REPRESENTED** EAs compared to the entire Commonwealth:



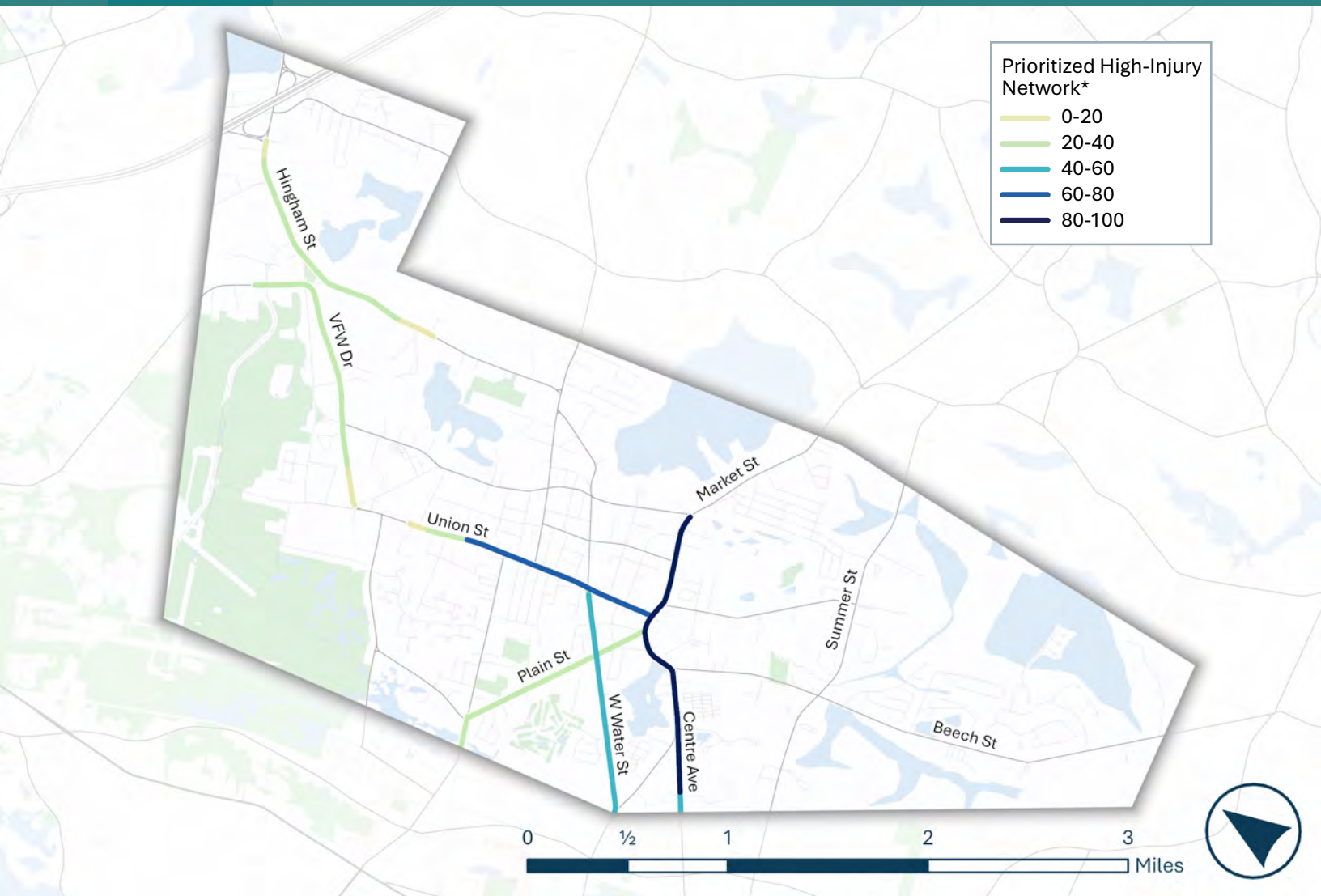
	Intersections	19	50%
	Lane Departure	10	26%
	Older Drivers	5	13%
	Pedestrians	5	13%
	Bicyclists	0	0%
	Large Vehicles	3	8%
	Speeding	2	5%
	Younger Drivers	3	8%
	Motorcyclists	4	11%
	Distracted Driving	2	5%
	Impaired Driving	4	11%
	Occupant Protection	6	16%

# of Fatal & Serious Injury Crashes  
 % of Municipality's Fatal & Serious Injury Crashes





## ROCKLAND CONTINUED



\* The Municipality High-Injury Networks were developed by identifying the top 5% of roadway segments by crash frequency with extra weight given to fatal/serious injury crashes and crashes involving vulnerable road users. The network was prioritized and scored from 0 to 100 using crash history, demographics, exposure to crashes, and proximity to key destinations. Refer to the full Vision Zero Action Plan for more information on priority scoring.

Top 5 Corridors	From	To	Ownership
Market St	Spring St	Liberty St	State
Centre Ave	Spring St	Bradford St	State
Union St	Market St	Biglow Ave	Local
W Water St	Central St	Union St	Local
Plain St	Market St	North Ave	Local

Contact the Boston Region MPO and visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero) to see information on the high-risk networks.





## ROCKLAND CONTINUED

### SIDESWIPE CRASHES AT INTERSECTIONS



**21%** of intersection fatal and serious injury crashes in Rockland were sideswipe crashes between 2018 and 2022.



**50%**

occurred at four-way signalized intersections



**25%**

involved drivers disregarding traffic signs, signals, road markings



**25%**

involved a left-turning vehicle

*Note: Percentages only apply to sideswipe intersection fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Backplates with retroreflective borders	Signalized intersections	Increase attentiveness and awareness	Low	High
Enhanced signing and delineation	Unsignalized intersections	Increase attentiveness and awareness	Low	High
Dedicated left-turn lanes with protected left-turn signal phasing at intersections	Intersections with a history of turn-related crashes	Remove severe conflicts	Medium	Medium

### OVERTAKING-INVOLVED SEGMENT CRASHES



Overtaking-involved crashes accounted for **11%** of Rockland's segment fatal and serious injury crashes.



**50%**

occurred on two-way undivided roadways



**50%**

were head-on crashes



**50%**

involved impaired driving

*Note: Percentages only apply to overtaking-involved segment fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Speed humps	Low-speed local and collector streets	Reduce vehicle speeds	Low	High
Speed feedback signs	All types of roadway segments	Increase attentiveness and awareness	Low	High
Road diets	Roadways with average daily traffic of 25,000 or less	Remove severe conflicts; Reduce vehicle speeds	Low	Medium

To see all countermeasures, strategies, and actions in this plan, visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero).



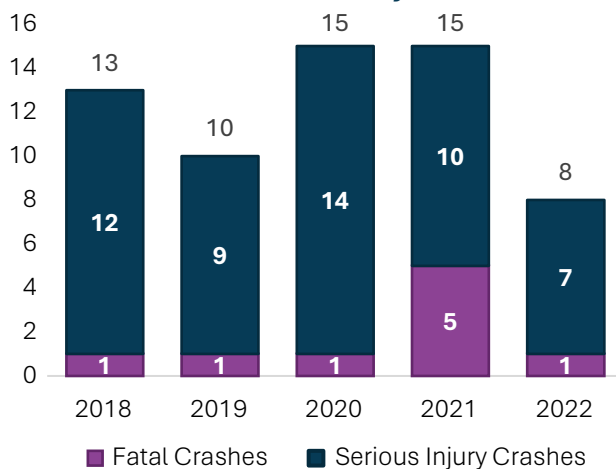


# SAUGUS

## INNER CORE COMMITTEE

Population (2020)	28,616
Annual Vehicle Miles Traveled (2022)	224.6M
Total Crashes (2018-2022)	2,593
Fatal & Serious Injury Crashes (2018-2022)	61
Fatal & Serious Injury Crash Rate (per 100,000 residents)	213.2
Bicyclist Fatal & Serious Injury Crashes (2018-2022)	1
Pedestrian Fatal & Serious Injury Crashes (2018-2022)	8

**Crash History**



### Quotes from members of the public include...

*Road lines are not visible due to overgrown vegetation.*

*Warnings for crossings on Essex Street and School Street on the North Strand Trail would improve safety.*

All crash data comes from the [MassDOT IMPACT Portal](#). Population data comes from the [US Census Bureau](#). Vehicle-miles-traveled data comes from [Massachusetts Vehicle Census](#).

The **TOP THREE MOST COMMON** emphasis areas (EAs) in Saugus:



Lane Departure



Older Drivers



Intersections

The **TOP THREE MOST OVER REPRESENTED** EAs compared to the entire Commonwealth:



Large Vehicles



Lane Departure



Motorcyclists

	Intersections	11	18%
	Lane Departure	18	30%
	Older Drivers	13	21%
	Pedestrians	8	13%
	Bicyclists	1	2%
	Large Vehicles	7	11%
	Speeding	1	2%
	Younger Drivers	4	7%
	Motorcyclists	9	15%
	Distracted Driving	6	10%
	Impaired Driving	6	10%
	Occupant Protection	3	5%

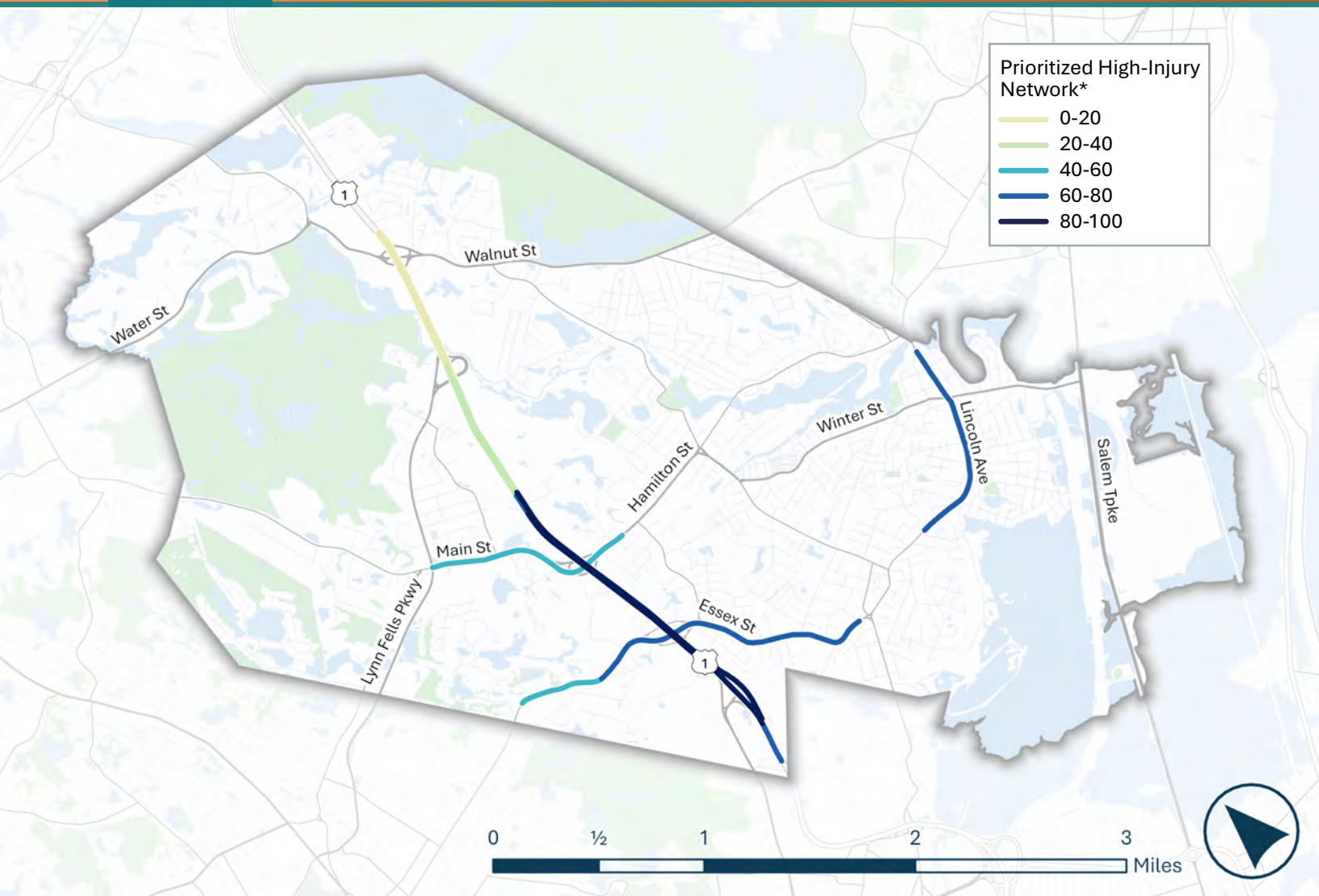
■ # of Fatal & Serious Injury Crashes

■ % of Municipality's Fatal & Serious Injury Crashes





## SAUGUS CONTINUED



\* The Municipality High-Injury Networks were developed by identifying the top 5% of roadway segments by crash frequency with extra weight given to fatal/serious injury crashes and crashes involving vulnerable road users. The network was prioritized and scored from 0 to 100 using crash history, demographics, exposure to crashes, and proximity to key destinations. Refer to the full Vision Zero Action Plan for more information on priority scoring.

Top 5 Corridors	From	To	Ownership
Broadway	Frank P Bennett Hwy	Walmart	State
Essex St	Broadway	Lincoln Ave	Local
Lincoln Ave	Sunnyside Park	Vincent St	Local
Essex St	Broadway	Stevens Pl	State
Main St	Lynn Fells Pkwy	Broadway	Local

Contact the Boston Region MPO and visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero) to see information on the high-risk networks.



## SAUGUS *CONTINUED*

### TURNING MOVEMENT-RELATED INTERSECTION CRASHES



**55%** of intersection fatal and serious injury crashes in Saugus involved turning movement between 2018 and 2022.



**33%**

occurred at stop-controlled T-intersections



**67%**

involved a left-turning vehicle



**33%**

involved a collision with pedestrians

*Note: Percentages only apply to turning movement-related intersection fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
<b>Advance yield/stop markings</b>	Signalized Intersections	Remove severe conflicts	Low	High
<b>Centerline hardening</b>	Signalized Intersections with a history of turn-related crashes or observed improper yield behaviors	Increase attentiveness and awareness	Low	High
<b>Dedicated left-turn lanes with protected left-turn signal phasing at intersections</b>	Intersections with a history of turn-related crashes	Remove severe conflicts	Medium	Medium

### HEAD-ON CRASHES ON SEGMENTS



Head-on crashes accounted for **28%** of Saugus's segment fatal and serious injury crashes.



**43%**

occurred on two-way divided roadways with unprotected medians



**21%**

happened on roadways with posted speed limits greater than 45 mph



**29%**

involved impaired driving

*Note: Percentages only apply to head-on-involved segment fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
<b>Center line rumble strips and stripes</b>	Undivided roadway segments	Increase attentiveness and awareness	Low	High
<b>SafetyEdge</b>	All types of roadway segments	Remove severe conflicts	Low	High
<b>Median barriers</b>	Divided roadway segments	Remove severe conflicts	Medium	Medium

To see all countermeasures, strategies, and actions in this plan, visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero).



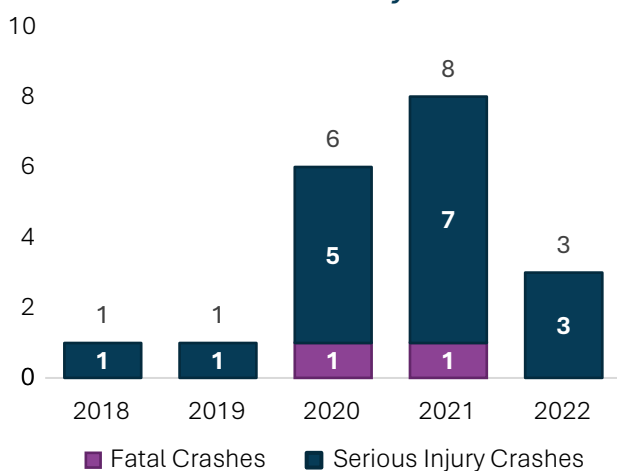


# SHERBORN

## SOUTHWEST ADVISORY PLANNING COMMITTEE

Population (2020)	4,402
Annual Vehicle Miles Traveled (2022)	38.0M
Total Crashes (2018-2022)	700
Fatal & Serious Injury Crashes (2018-2022)	19
Fatal & Serious Injury Crash Rate (per 100,000 residents)	431.6
Bicyclist Fatal & Serious Injury Crashes (2018-2022)	0
Pedestrian Fatal & Serious Injury Crashes (2018-2022)	1

**Crash History**

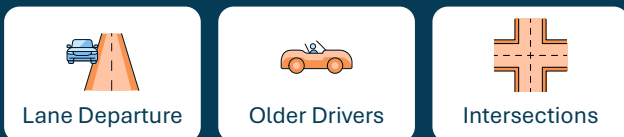


The **TOP THREE SAFETY CONCERNS** identified by the public are:



All crash data comes from the [MassDOT IMPACT Portal](#). Population data comes from the [US Census Bureau](#). Vehicle-miles-traveled data comes from [Massachusetts Vehicle Census](#).

The **TOP THREE MOST COMMON** emphasis areas (EAs) in Sherborn:



The **TOP THREE MOST OVER REPRESENTED** EAs compared to the entire Commonwealth:



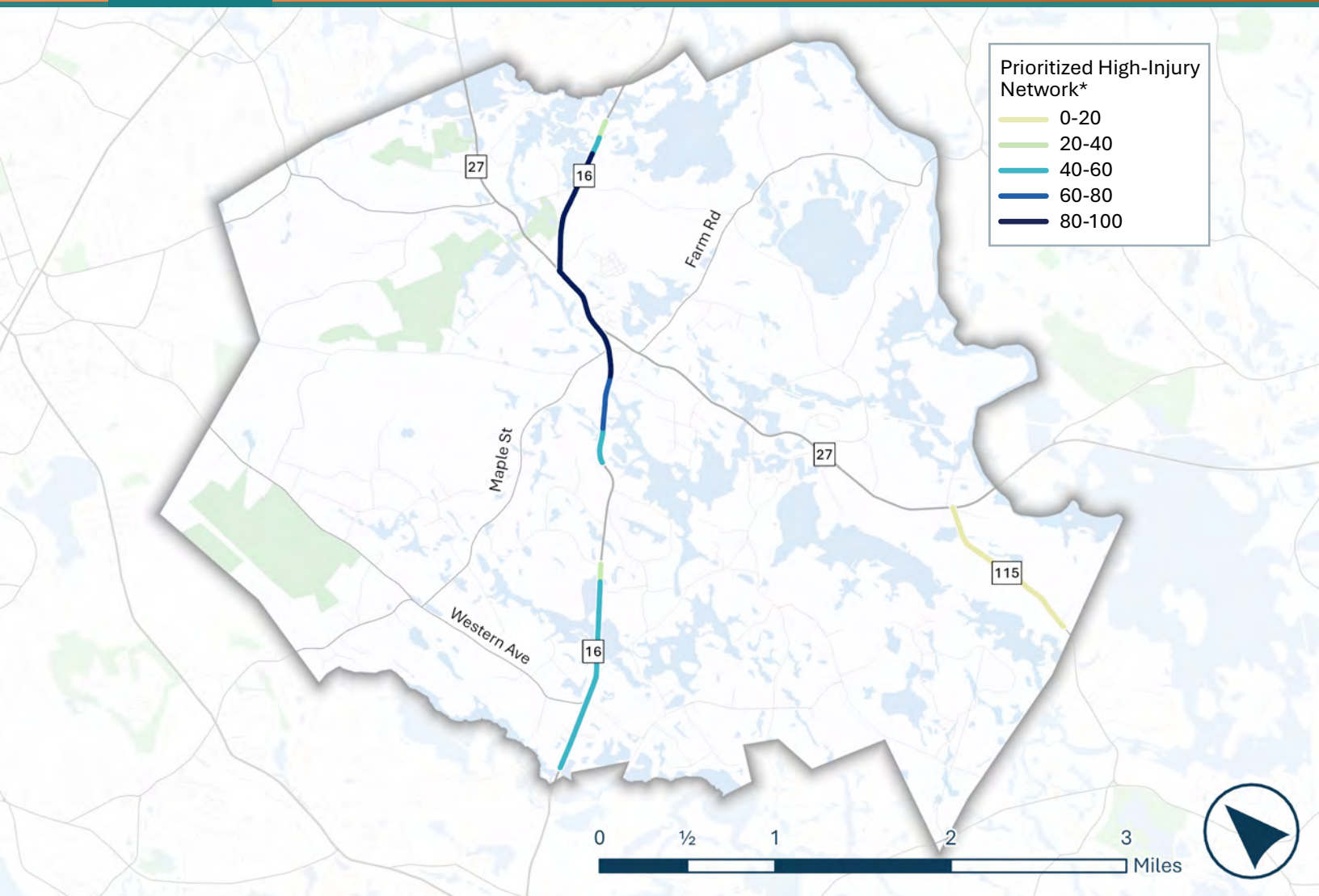
	Intersections	5	26%
	Lane Departure	11	58%
	Older Drivers	8	42%
	Pedestrians	1	5%
	Bicyclists	0	0%
	Large Vehicles	1	5%
	Speeding	4	21%
	Younger Drivers	2	11%
	Motorcyclists	2	11%
	Distracted Driving	1	5%
	Impaired Driving	5	26%
	Occupant Protection	1	5%

■ # of Fatal & Serious Injury Crashes  
■ % of Municipality's Fatal & Serious Injury Crashes





## SHERBORN CONTINUED



\* The Municipality High-Injury Networks were developed by identifying the top 5% of roadway segments by crash frequency with extra weight given to fatal/serious injury crashes and crashes involving vulnerable road users. The network was prioritized and scored from 0 to 100 using crash history, demographics, exposure to crashes, and proximity to key destinations. Refer to the full Vision Zero Action Plan for more information on priority scoring.

Top 5 Corridors	From	To	Ownership
N Main St	Eliot St	Maple St	Local
Eliot St	N Main St	Fieldstone Ln	Local
Washington St	Maple St	Russett Hill Rd	Local
Washington St	Cranberry Ln	Old Orchard Rd	Local
Bullard St	S Main St	Nimrod Rd	Local

Contact the Boston Region MPO and visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero) to see information on the high-risk networks.



## SHERBORN CONTINUED

### INTERSECTION CRASHES INVOLVING FAILURE TO YIELD



**60%** of intersection fatal and serious injury crashes in Sherborn involved failure to yield right-of-way between 2018 and 2022.



**67%**

occurred at stop-controlled T-intersections



**100%**

were angle crashes



**100%**

involved an older driver (aged 65 and above)

*Note: Percentages only apply to failure to yield intersection fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Enhanced signing and delineation	Unsignalized intersections	Increase attentiveness and awareness	Low	High
Advanced intersection warning signs	Approach lanes of intersections	Increase attentiveness and awareness	Low	High
Backplates with retroreflective borders	Signalized intersections	Increase attentiveness and awareness	Low	High
Clear sight triangles	Unsignalized intersections with restricted sight distance	Increase attentiveness and awareness	Medium	High

### LANE DEPARTURE CRASHES ON SEGMENTS (RUN-OFF-ROAD)



Run-off-road lane departure crashes accounted for **50%** of Sherborn's segment fatal and serious injury crashes.



**86%**

occurred on two-way undivided roadways



**86%**

involved aggressive driving



**43%**

involved impaired driving

*Note: Percentages only apply to lane departure (run-off-road)-involved segment fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Shoulder and edge line rumble strips and stripes	All types of roadway segments	Increase attentiveness and awareness	Low	High
Enhanced curve delineation	Horizontal curves	Increase attentiveness and awareness	Low	High
SafetyEdge	All types of roadway segments	Remove severe conflicts	Low	High

To see all countermeasures, strategies, and actions in this plan, visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero).



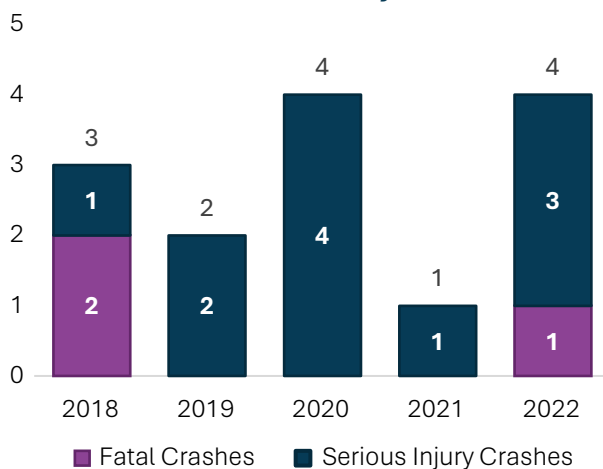


# TOPSFIELD

## NORTH SHORE TASK FORCE

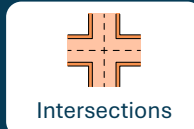
Population (2020)	6,562
Annual Vehicle Miles Traveled (2022)	59.5M
Total Crashes (2018-2022)	388
Fatal & Serious Injury Crashes (2018-2022)	14
Fatal & Serious Injury Crash Rate (per 100,000 residents)	213.3
Bicyclist Fatal & Serious Injury Crashes (2018-2022)	1
Pedestrian Fatal & Serious Injury Crashes (2018-2022)	0

*Crash History*



All crash data comes from the [MassDOT IMPACT Portal](#). Population data comes from the [US Census Bureau](#). Vehicle-miles-traveled data comes from [Massachusetts Vehicle Census](#).

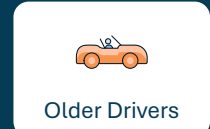
The **TOP THREE MOST COMMON** emphasis areas (EAs) in Topsfield:



Intersections



Lane Departure



Older Drivers

The **TOP THREE MOST OVER REPRESENTED** EAs compared to the entire Commonwealth:



Occupant Protection



Impaired Driving



Speeding

	Intersections	5	36%
	Lane Departure	3	21%
	Older Drivers	3	21%
	Pedestrians	0	0%
	Bicyclists	1	7%
	Large Vehicles	0	0%
	Speeding	2	14%
	Younger Drivers	2	14%
	Motorcyclists	1	7%
	Distracted Driving	0	0%
	Impaired Driving	3	21%
	Occupant Protection	3	21%

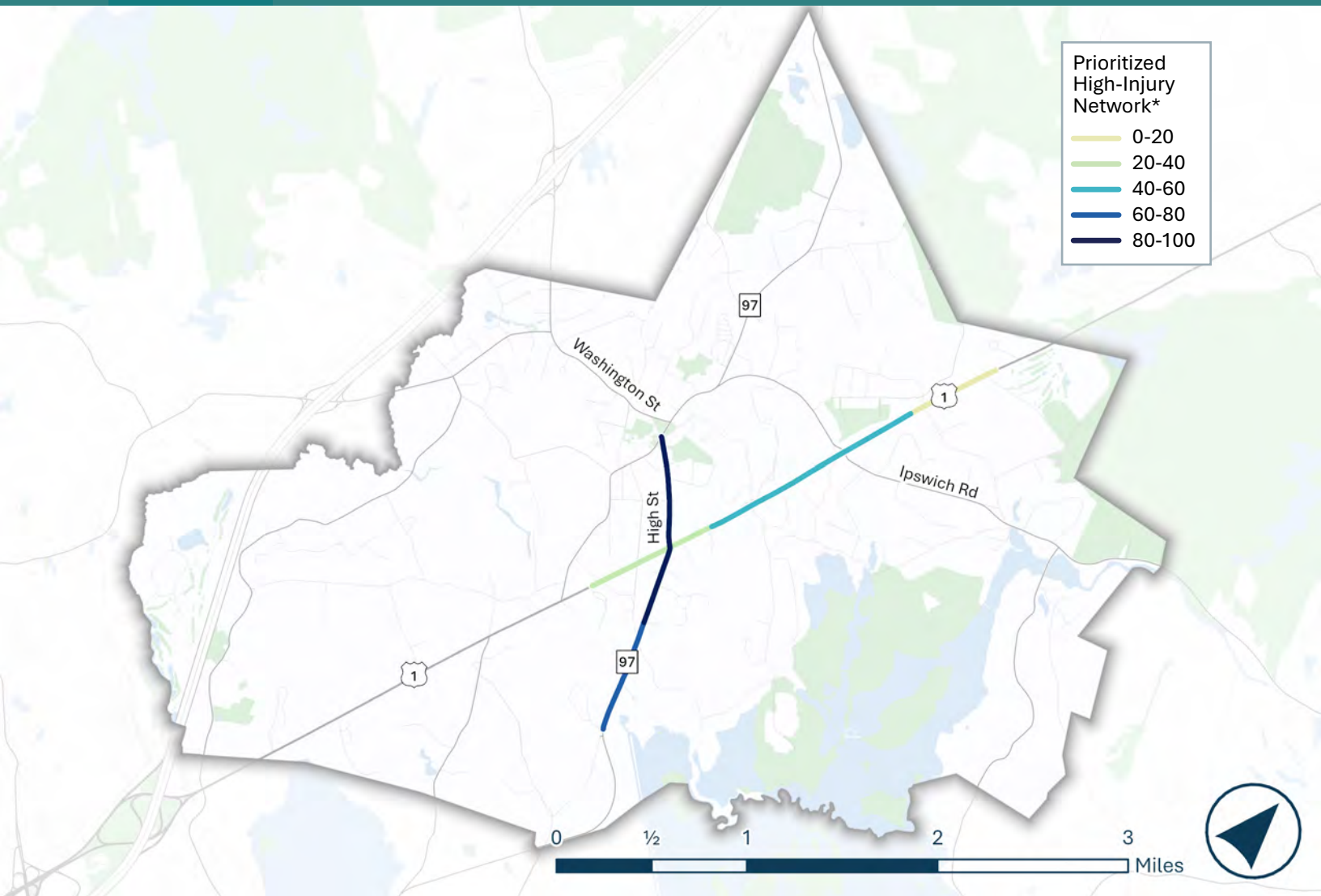
■ # of Fatal & Serious Injury Crashes

■ % of Municipality's Fatal & Serious Injury Crashes





## TOPSFIELD CONTINUED



\* The Municipality High-Injury Networks were developed by identifying the top 5% of roadway segments by crash frequency with extra weight given to fatal/serious injury crashes and crashes involving vulnerable road users. The network was prioritized and scored from 0 to 100 using crash history, demographics, exposure to crashes, and proximity to key destinations. Refer to the full Vision Zero Action Plan for more information on priority scoring.

Top 5 Corridors	From	To	Ownership
High St	Main St	Boston St	Local
High St	Boston St	Valley Rd	Local
Boston St	Ipswich Rd	High St	State
Boston St	High St	Maple St	State
Boston St	Wildes Rd	Ipswich Rd	State

Contact the Boston Region MPO and visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero) to see information on the high-risk networks.





## TOPSFIELD *CONTINUED*

### REAR-END CRASHES AT INTERSECTIONS



**40%** of intersection fatal and serious injury crashes in Topsfield were rear-end crashes between 2018 and 2022.



**100%**

occurred at unsignalized T-intersections



**50%**

happened in a work zone



**50%**

involved an older driver (aged 65 and above)

*Note: Percentages only apply to rear-end intersection fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
<b>Advanced intersection warning signs</b>	Approach lanes of intersections	Increase attentiveness and awareness	Low	High
<b>Clear sight triangles</b>	Unsignalized intersections with restricted sight distance	Increase attentiveness and awareness	Medium	High
<b>Transverse rumble strips</b>	Approach lanes of unsignalized intersections	Reduce vehicle speeds; Increase attentiveness and awareness	Medium	High

### SIDESWIPE CRASHES ON SEGMENTS



Sideswipe crashes accounted for **33%** of Topsfield's segment fatal and serious injury crashes.



**67%**

occurred on two-way undivided roadways



**67%**

were sideswipe crashes in the opposite direction



**33%**

involved speeding

*Note: Percentages only apply to sideswipe-involved segment fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
<b>Pavement marking improvement</b>	All types of roadway segments	Increase attentiveness and awareness	Low	High
<b>Medians</b>	Urban and suburban multilane roadway segments	Remove severe conflicts; reduce vehicle speeds	Low	High
<b>Speed Humps</b>	Low-speed local and collector streets	Reduce vehicle speeds	Low	High

To see all countermeasures, strategies, and actions in this plan, visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero).



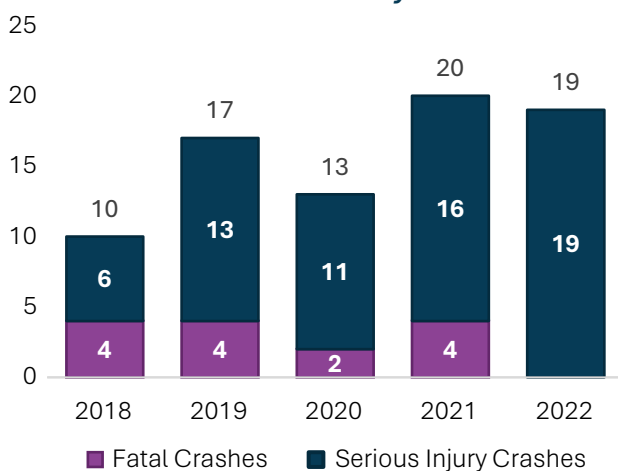


# WEYMOUTH

## SOUTH SHORE COALITION

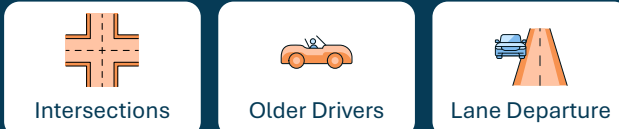
Population (2020)	57,442
Annual Vehicle Miles Traveled (2022)	443.4M
Total Crashes (2018-2022)	4,685
Fatal & Serious Injury Crashes (2018-2022)	79
Fatal & Serious Injury Crash Rate (per 100,000 residents)	137.5
Bicyclist Fatal & Serious Injury Crashes (2018-2022)	4
Pedestrian Fatal & Serious Injury Crashes (2018-2022)	14

*Crash History*



All crash data comes from the [MassDOT IMPACT Portal](#). Population data comes from the [US Census Bureau](#). Vehicle-miles-traveled data comes from [Massachusetts Vehicle Census](#).

The **TOP THREE MOST COMMON** emphasis areas (EAs) in Weymouth:



The **TOP THREE MOST OVER REPRESENTED** EAs compared to the entire Commonwealth:



	Intersections	27	34%
	Lane Departure	17	22%
	Older Drivers	21	27%
	Pedestrians	14	18%
	Bicyclists	4	5%
	Large Vehicles	3	4%
	Speeding	2	3%
	Younger Drivers	8	10%
	Motorcyclists	10	13%
	Distracted Driving	5	6%
	Impaired Driving	8	10%
	Occupant Protection	1	1%

# of Fatal & Serious Injury Crashes  
 % of Municipality's Fatal & Serious Injury Crashes

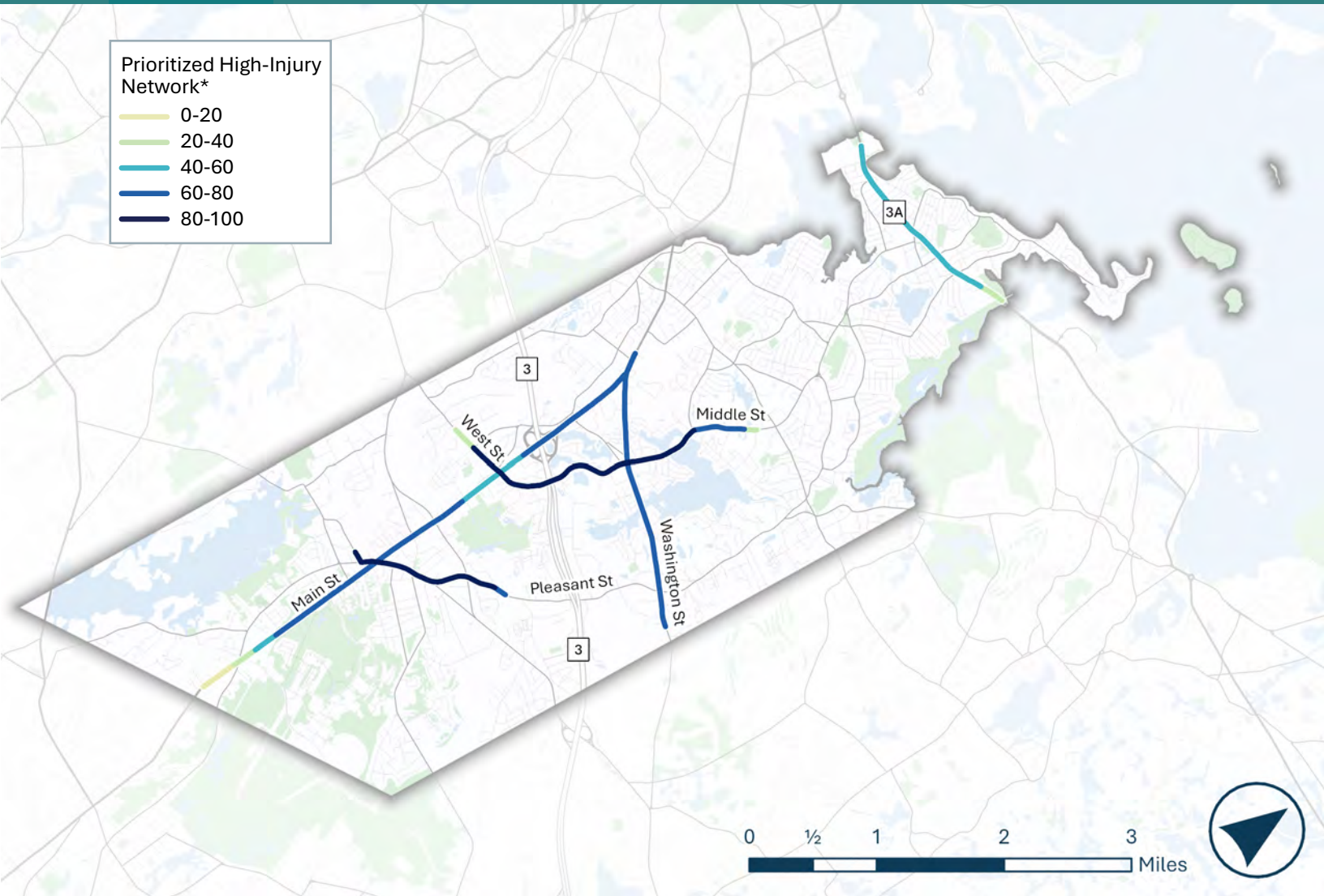




## WEYMOUTH *CONTINUED*

### Prioritized High-Injury Network\*

- 0-20
- 20-40
- 40-60
- 60-80
- 80-100



\* The Municipality High-Injury Networks were developed by identifying the top 5% of roadway segments by crash frequency with extra weight given to fatal/serious injury crashes and crashes involving vulnerable road users. The network was prioritized and scored from 0 to 100 using crash history, demographics, exposure to crashes, and proximity to key destinations. Refer to the full Vision Zero Action Plan for more information on priority scoring.

Top 5 Corridors	From	To	Ownership
Middle St	Main St	Washington St	Local
Pleasant St	Main St	Park Ave	Local
Middle St	Washington St	Essex St	Local
Washington St	Stillman St	White Oaks Ln	State
Washington St	Middle St	Federal St	State

Contact the Boston Region MPO and visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero) to see information on the high-risk networks.





## WEYMOUTH *CONTINUED*

### HEAD-ON CRASHES AT INTERSECTIONS



**30%** of intersection fatal and serious injury crashes in Weymouth were head-on crashes between 2018 and 2022.



**38%**

occurred on two-way undivided roadways



**38%**

happened in dark conditions



**25%**

involved a left-turning vehicle

*Note: Percentages only apply to head-on intersection fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
<b>Protected left turn phasing</b>	Signalized intersections with relatively high left turn volumes	Remove severe conflicts	Low	High
<b>Offset left-turn lanes at intersections</b>	Intersections with a high frequency of crashes between vehicles turning left and opposing through vehicles	Remove severe conflicts	Medium	Medium
<b>Roundabouts</b>	Intersections in both rural and urban areas	Remove severe conflicts; reduce vehicle speeds	High	Low

### SEGMENT CRASHES INVOLVING VEHICLE ENTERING/LEAVING TRAFFIC LANES



Crashes involving vehicle entering or leaving traffic lanes accounted for **12%** of Weymouth's segment fatal and serious injury crashes.



**100%**

occurred on two-way undivided roadways



**17%**

were head-on crashes



**33%**

involved driver failure to yield right-of-way

*Note: Percentages only apply to vehicle entering/leaving traffic lanes-involved segment fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
<b>Medians</b>	Urban and suburban multilane roadway segments	Remove severe conflicts; Reduce vehicle speeds	Low	High
<b>Limit allowable movements at driveways (Corridor Access Management)</b>	All types of roadway segments	Remove severe conflicts	Low	High
<b>Reduce density through driveway closure, consolidation, or relocation (Corridor Access Management)</b>	All types of roadway segments	Remove severe conflicts	High	Low

To see all countermeasures, strategies, and actions in this plan, visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero).



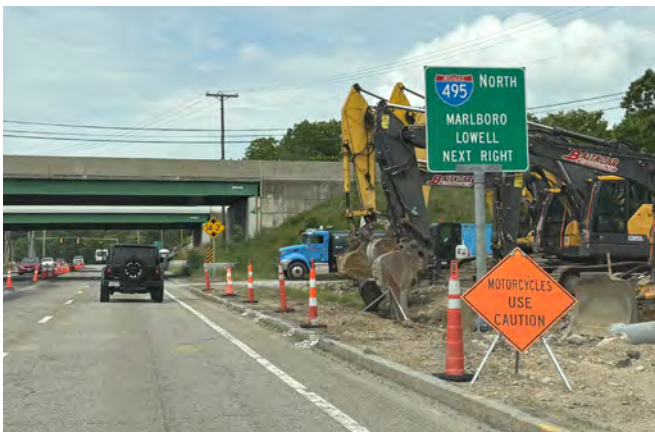
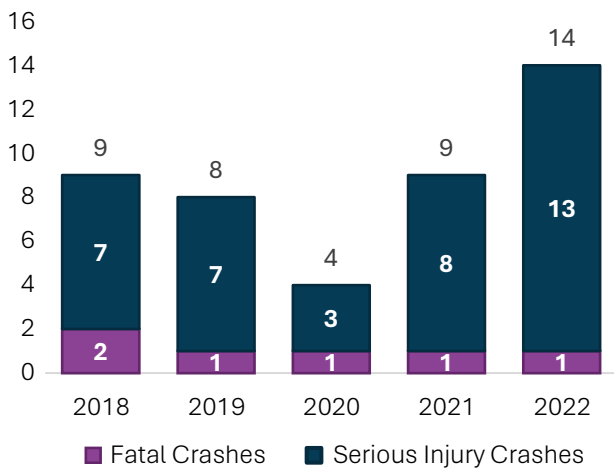


# WRENTHAM

## SOUTHWEST ADVISORY PLANNING COMMITTEE

Population (2020)	12,174
Annual Vehicle Miles Traveled (2022)	125.8M
Total Crashes (2018-2022)	1,148
Fatal & Serious Injury Crashes (2018-2022)	44
Fatal & Serious Injury Crash Rate (per 100,000 residents)	361.4
Bicyclist Fatal & Serious Injury Crashes (2018-2022)	0
Pedestrian Fatal & Serious Injury Crashes (2018-2022)	1

*Crash History*



All crash data comes from the [MassDOT IMPACT Portal](#). Population data comes from the [US Census Bureau](#). Vehicle-miles-traveled data comes from [Massachusetts Vehicle Census](#).

The **TOP THREE MOST COMMON** emphasis areas (EAs) in Wrentham:



Intersections



Motorcyclists



Older Drivers

The **TOP THREE MOST OVER REPRESENTED** EAs compared to the entire Commonwealth:



Occupant Protection



Motorcyclists



Younger Drivers

	Intersections	22	50%
	Lane Departure	8	18%
	Older Drivers	9	20%
	Pedestrians	1	2%
	Bicyclists	0	0%
	Large Vehicles	4	9%
	Speeding	2	5%
	Younger Drivers	8	18%
	Motorcyclists	11	25%
	Distracted Driving	2	5%
	Impaired Driving	0	0%
	Occupant Protection	7	16%

■ # of Fatal & Serious Injury Crashes

■ % of Municipality's Fatal & Serious Injury Crashes

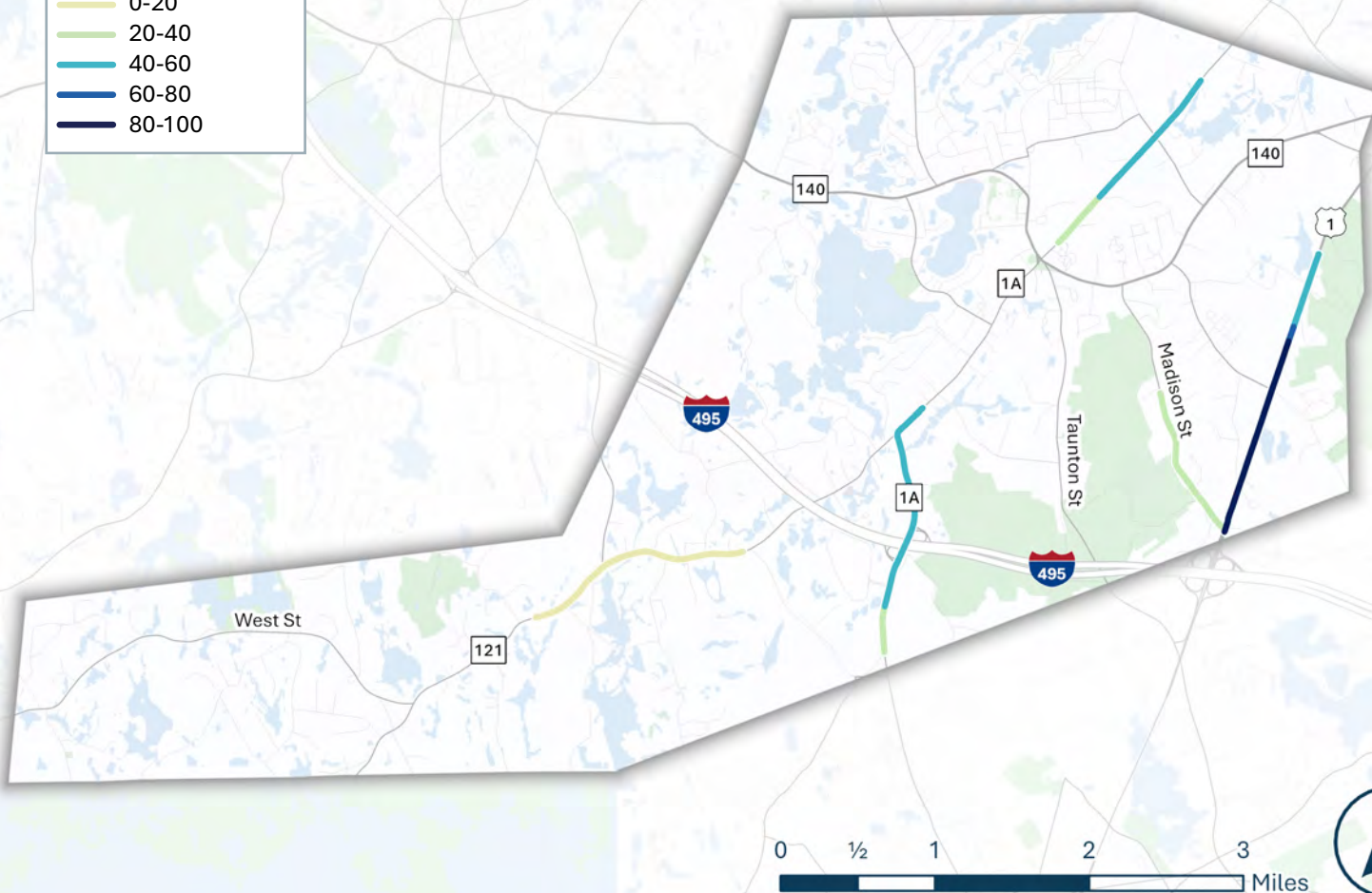




## WRENTHAM *CONTINUED*

### Prioritized High-Injury Network\*

- 0-20
- 20-40
- 40-60
- 60-80
- 80-100



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Top 5 Corridors	From	To	Ownership
Washington St	Madison St	Thurston St	State
South St	Outlet Blvd	West St	State
Washington St	Thurston St	Myrtle St	State
Dedham St	Weber Farm Rd	Franklin St	State
Madison St	Washington St	Regent Rd	Local

Contact the Boston Region MPO and visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero) to see information on the high-risk networks.



## WRENTHAM CONTINUED

### INTERSECTION CRASHES INVOLVING FAILURE TO YIELD



**50%** of intersection fatal and serious injury crashes in Wrentham involved failure to yield right-of-way between 2018 and 2022.



**55%**

occurred at unsignalized T-intersections



**36%**

were head-on crashes



**73%**

involved a left-turning vehicle

*Note: Percentages only apply to failure to yield intersection fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Enhanced signing and delineation	Unsignalized intersections	Increase attentiveness and awareness	Low	High
Advanced intersection warning signs	Approach lanes of intersections	Increase attentiveness and awareness	Low	High
Backplates with retroreflective borders	Signalized intersections	Increase attentiveness and awareness	Low	High
Dedicated left-turn lanes with protected left-turn signal phasing at intersections	Intersections with a history of turn-related crashes	Remove severe conflicts	Medium	Medium

### LARGE VEHICLE-INVOLVED SEGMENT CRASHES



Crashes involving large vehicles accounted for **14%** of Wrentham's segment fatal and serious injury crashes.



**100%**

occurred on two-way undivided roadways



**33%**

involved collisions with bridge overhead structure



**33%**

involved distracted driving

*Note: Percentages only apply to large vehicle-involved segment fatal and serious injury crashes.*

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Center line rumble strips and stripes	Undivided roadway segments	Increase attentiveness and awareness	Low	High
Truck lane restrictions	Multilane freeway segments	Remove severe conflicts	Low	High

To see all countermeasures, strategies, and actions in this plan, visit [bostonmpo.org/visionzero](https://bostonmpo.org/visionzero).

