

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

# Boston Region Vision Zero Action Plan

## Appendix A: Terms and Acronyms



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**ARIDE:** Advanced Roadside Impaired Driving Enforcement [training](#)

**CBO:** Community Based Organization

**CMV:** [Commercial Motor Vehicle](#)

**Complete Streets:** A transportation policy and design approach that requires streets to be planned, designed, operated and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation

**Corridor of Concern:** A roadway corridor with two or fewer fatal and serious injury crashes that were excluded from the final HIN

**DCR:** [Massachusetts Department of Conversation and Recreation](#)

**DRE:** [Drug Recognition Expert](#)

**FARS:** Fatality Analysis Reporting System, a national [database](#) of fatal crashes maintained by NHTSA

**EA:** Emphasis Area, a program areas based on the prevalence and overrepresentation of fatal and serious injury crashes, as well as the increasing rates of crashes observed over the past five years

**EMS:** Emergency Medical Service

**EPDO:** Equivalent Property Damage Only, a way to assign crash cost values to fatal and injury crashes in terms of a property-damage only crash

**FHWA:** [Federal Highway Administration](#)

**FSI:** Fatal and Serious Injury

**Functional Classifications:** [Classifications](#) established by MassDOT that define the character of services that a particular roadway is intended to provide, including:

- *Limited Principal Access Arterials:* Interstates, freeways, and tollways designed to speeds between 50 and 75 miles per hour (mph)
- *Full Access Principal Arterials:* Primary connector roadways that may have driveway access and unsignalized and signalized intersections. Vehicular speed limits vary between 25 mph in urban areas to as high as 55 mph in rural areas

- *Full Access Minor Arterials*: Connecting roads between the principle arterial and collector network. Vehicular speeds vary between 25 mph in urban areas to as high as 55 mph in rural areas
- *Major Collectors*: Providing service to any areas of the state not serviced by arterials and service land use of a regional importance such as schools, parks, and smaller scale retail use. Vehicular speeds vary between 25 mph in urban areas to as high as 55 mph in rural hinterlands. In many rural municipalities, these roadways travel through many town centers
- *Minor Collectors*: Collecting traffic from the local roadway network and distributing it to the major collector or arterial system. In addition, these roadways provide service to smaller municipalities. Vehicular speed limits range between 25 mph in the urban areas to as high as 50 mph in the rural hinterlands
- *Local Roadways*: Roads to access adjacent land use, serve local trip purposes, and connect to higher order roadways. Vehicular speed limits range between 15 mph in urban centers to 40 mph in the rural hinterlands

**HAWK**: “High-intensity Activated Crosswalk” beacon, also known as a pedestrian hybrid beacon, is a traffic control device using enhanced signals to stop road traffic and allow pedestrians to cross safely

**HIN**: High Injury Network, a framework to identify road segments with higher rates of traffic fatalities or injuries

**HRN**: A High Risk, or Systemic, Network, a proactive approach that focuses on sites with the highest risk of future fatal and serious injury crashes based on the presence of contributing risk factors from a systemwide perspective

**HSIP**: Highway Safety Improvement Program, a [program](#) administered by MassDOT to provide funding for eligible improvements that reduce fatalities and serious injuries on public roads

**iRAP**: International Road Assessment Program, an innovative and proactive risk assessment [tool](#) for analyzing and mapping the safety of a roadway and generating data-driven solutions for correcting hazards

**ITS**: Intelligent Transportation Systems

**KABCO:** A scale of injury severity typically used for crash reporting, in which:

- “K” is a fatal injury
- “A” is a suspected serious injury
- “B” is a suspected minor injury
- “C” is a possible injury
- “O” is no apparent injury

**L RTP:** Long Range Transportation Plan, e.g., the Boston Region MPO’s [Destination 2050](#)

**MassDOT:** [Massachusetts Department of Transportation](#)

**MassDOT Impact Portal:** A [tool](#) for researching crash-related data in Massachusetts

**MBTA:** [Massachusetts Bay Transportation Authority](#)

**MGL:** [Massachusetts General Laws](#)

**MPO:** Metropolitan Planning Organization

**NACTO:** [National Association of City Transportation Officials](#)

**NHTSA:** [National Highway Traffic Safety Administration](#)

**OWI:** Operating Under the Influence, or driving while impaired by alcohol or drugs

**Primary Risk Sites:** Locations identified in the High Risk (Systemic) Network that are ranked in the top 5th percentile, indicating the highest risk level for a given emphasis area

**PTI:** Priority Transportation Investment communities, which include communities defined by: (based on MPO metrics) low-income, minority, Limited English Proficiency (LEP), older adults (age 75 or older), young people (age 17 and under), Disabled; and (based on U.S. DOT criteria to define disadvantaged communities) social vulnerability and transportation insecurity

**RMV:** Massachusetts [Registry of Motor Vehicles](#)

**Safe System Approach:** A holistic and comprehensive strategy focuses both on human mistakes and vulnerability and promotes a system designed with many redundancies in place to protect all road users

**Safety Action Plan:** A comprehensive regional safety plan aimed at reducing and eliminating fatal and serious injury crashes affecting all roadway users.

**Secondary Risk Sites:** Locations identified in the High Risk (Systemic) Network that are ranked in the second-highest 10<sup>th</sup> percentile (i.e., the 6<sup>th</sup> to 15<sup>th</sup> percentile), representing a moderate level of risk

**SHSP:** Strategic Highway Safety Plan, a statewide data-driven, strategic [plan](#) that identifies key safety needs and helps direct funding to improvements that reduce highway fatalities and serious injuries on all public roads

**SRTS:** Safe Routes to School, a [program](#) to increase safe walking, biking, and rolling among elementary, middle, and high school students by using a collaborative, community-focused approach that bridges the gap between health and transportation

**SS4A:** Safe Streets and Road For All, a U.S. DOT [grant program](#)

**Subregion:** The Boston MPO divides its area into eight smaller [subregions](#):

- Inner Core Committee (ICC)
- Minuteman Advisory Group on Interlocal Coordination (MAGIC)
- MetroWest Regional Collaborative (MWRC)
- North Suburban Planning Council (NSPC)
- North Shore Task Force (NSTF)
- South Shore Coalition (SSC)
- Southwest Advisory Planning Committee (SWAP)
- Three Rivers Interlocal Council (TRIC)

**TIM:** Traffic Incident Management

**TIP:** Transportation Improvement Plan, a five-year rolling capital [plan](#) for the 97 cities and towns in the Boston Region MPO planning area

**U.S. DOT:** [U.S. Department of Transportation](#)

**Vision Zero:** A new approach to roadway safety that's based on the assumption that serious traffic crashes are preventable and that we can change how we design, operate, and maintain our streets in order to make the region safe for all road users

**VRU:** Vulnerable Road User, which typically includes pedestrians, bicyclists and other non-motorized road users

**V2X:** "Vehicle to Everything" connected vehicle communication that enables vehicles to exchange data with other vehicles, infrastructure, and other devices

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