

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

Boston Region Vision Zero Action Plan

Appendix H: Reference List of Best Practices and Countermeasures



| June 13, 2025

1 | Primary Emphasis Areas, Strategies, and Actions

Intersections

Strategies	Actions	Safe System Element
Implement proven safety countermeasures and low-cost solutions at priority intersections to mitigate likelihood and severity of intersection crashes based on location-specific crash data	Implement applicable proven safety countermeasures from the Systemic Treatment Package for Intersections.	Safer Roads
	Continue to improve signage, signal timing, and enhance pavement markings where needed at intersections.	Safer Roads
	Increase sight distance (visibility) of intersections on approaches, improve lighting, and maintain/repair non-operating traffic detectors in signalized intersections.	Safer Roads
	Develop and adopt an Intersection Control Evaluation (ICE) process that uses the Safe System Approach for determining appropriate intersection design, including coordination with Boston MPO region to conduct studies to consider roundabouts at all intersections that are being designed or considered for signalization.	Safer Roads
Identify, initiate, and prioritize systemic projects involving top-risk intersections	Consider widespread implementation of mini and regular roundabouts using quick build design practices.	Safer Roads
	Target unusual and outdated intersection configurations for modernization, such as dog-legs, 5 or 6 legged intersections, skewed intersections where the legs are not perpendicular and visibility is low.	Safer Roads
	Develop and implement a systemic intersection program that applies the Safe System Approach and low-cost proven safety countermeasures at intersections with characteristics most likely to lead to fatal and serious injury crashes.	Safer Roads
	Compile a Top 100 listing of High Crash Intersections and incorporate, when applicable, the Regional Transportation Safety Interactive Map.	Safer Roads

Strategies	Actions	Safe System Element
Identify, initiate, and prioritize systemic projects involving top-risk intersections (continued)	Establish an access management ordinance which applies to new construction and limits curb cuts per block to ensure proper spacing and sight distance and at Planning Board review, consider available lot frontage and possible shared driveway easements when parcels are subdivided to avoid "necessary" clusters of driveways close together.	Safer Roads, Safer People
	Remove unwarranted signals as appropriate, replacing them with more effective traffic control devices and traffic calming improvements.	Safe Roads
Improve safety by implementing proven systemic countermeasures at at-grade crossing	Utilize the latest edition of the Highway-Rail Crossing Handbook to install or improve active warning devices and implement strategies to identify and eliminate hazards at highway-rail at-grade crossings.	Safer Roads, Safer People
	Utilize proven crash prevention methods for at-grade crossings, including increased signage and pavement markings, changing devices from passive to active, painting fog lines, installing plastic bollards and surface reflectors, and installing 12-inch LED warning lights.	Safer Roads, Safer People
	Continue collaborating with entities responsible for at-grade crossing safety to improve communication and collaboration.	Safer Roads, Safer People
Support policy initiatives to improve intersection safety	Consider removing permissive left turns during active pedestrian phase and develop criteria for where a "No Turn on Red" policy can apply, starting with intersections identified as High-Injury and High-Risk Networks or located within safety zones or school zones.	Safer Roads, Safer People
	Collaborate with MassDOT to take legislative action to permit the use of automated red-light enforcement and citations at signalized intersections.	Safer Roads, Safer People
Provide educational materials to promote safer travel at intersections	Create and share educational materials for quick-build demonstrations to local member agencies.	Safer Roads, Safer People
	Work with local organizations on educational programs, including demonstrations and awareness campaigns related to crash data, statistics, and safe behaviors for roadway users at signalized intersections.	Safer Roads, Safer People

Lane Departures

Strategies	Actions	Safe System Element
Implement proven safety countermeasures and low-cost solutions to reduce roadway departure crashes based on roadway departure crash data on priority segments	Implement applicable proven safety countermeasures that address roadway departure crashes.	Safer Roads
	Assess pavement and striping conditions along the HIN roadways or priority segments; identify locations to use repaving and restriping to implement safer road designs; coordinate with resurfacing and restriping programs to prioritize and implement necessary locations.	Safer Roads
	Upgrade roadway signage and pavement markings to meet MUTCD standards .	Safer Roads, Safer People
	Pilot pavement friction countermeasures and evaluate their performance in crash reductions.	Safer Roads, Safer Vehicles
Implement systemic safety improvements to decrease the severity of roadway departure crashes	Improve related geometric data collection and safety analysis to promote infrastructure projects enhancing roadside design in the clear zone with context considerations to remove, relocate, shoulder, or delineate fixed objects.	Safer Roads
	Pursue a collaborative contract for ball bank studies to develop a region-wide inventory of horizontal curves.	Safer Roads
	Provide shoulder widening for Focus Facilities identified in this Vision Zero Action Plan's systemic analysis.	Safer Roads, Safe Vehicles
	Develop low-cost systemic horizontal curve program that includes countermeasures such as clear zone improvements, lighting, etc.	Safer Roads
	Upgrade guardrail to current standards and replace existing barriers that are damaged or non-functional, and examine guardrail and other assets' repair policy, including the repair versus replace policy.	Safer Roads, Safer Vehicles
	Increase distance to roadside features on high-speed roadways by removing/ relocating fixed objects, such as trees and utility poles, in the clear zone. Work with MassDOT to remove or shield fixed objects currently inside state right-of-way/clear zone.	Safer Roads, Safer Vehicles

Strategies	Actions	Safe System Element
Focus education efforts aimed at roadway departure countermeasures	Train and inform municipalities about proper use of signage and lane markings to combat lane departures.	Safer Roads
	Create training program for Transportation Managers on how to identify and locate objects and encroachments within clear zone and state right-of-way and build a database to track objects.	Safer Roads, Safer People
	Create and share educational materials for quick-build demonstrations to local member agencies.	Safer Roads
Support policy initiatives to reduce roadway departures	Develop policy to deliver systemic safety signage, striping, and related treatments as a part of recurring maintenance projects.	Safer Roads
	Develop and distribute education materials about the dangers of distracted driving and the Massachusetts Hands Free Law.	Safer People

Vulnerable Road Users (VRUs)

Strategies	Actions	Safe System Element
Continue implementing infrastructure programs to enhance VRUs safety on priority segments, at priority intersections, and in High Risk areas	Utilize FHWA STEP and Proven Safety Countermeasures for Pedestrians and Bicyclists to systemically implement countermeasures with known safety benefits at both uncontrolled and signalized crossing locations.	Safer Roads, Safer People
	Review crosswalk spacings based on crosswalk design standards and reduce distance of crossings (including pedestrian refuge islands) along arterials with long distances between signalized intersections.	Safer Roads, Safer People
	Fix or remove surface irregularities and provide routine maintenance of bicycle and pedestrian accommodation facilities.	Safer Roads
	Provide buffers, such as paint, greenspace, trees, etc., to provide greater separation between vehicular traffic and sidewalks, bicycle lanes, or side paths.	Safer Roads, Safer People
	Enhance bus stop crossings in highest risk areas and in areas with highest potential for walking.	Safer People
	Provide effective lighting and enhance conspicuity of pedestrians and bicyclists based on FHWA Pedestrian Lighting Primer .	Safer Roads, Safer People
	Design and implement pedestrian safety zone program in high pedestrian crash areas.	Safer People
	Engage with community members and seek funding for the planning or construction of improvements in at least two HIN corridors every year.	Safer Roads
	Improve active warning devices, signing, and pavement markings for trail crossings and remove/move on-street parking to reallocate space for pedestrian and bike infrastructure.	Safer People
	Use the Statewide Pedestrian Plan and Statewide Bicycle Plan as a guide to create accessible and connected network of pedestrian and bicycle facilities.	Safer Roads, Safer People

Strategies	Actions	Safe System Element
Support policy initiatives and work with VRU advocates and working groups to increase VRU safety	Collaborate with municipalities, MassDOT, and advocacy organizations to build upon 2022 MA Law, An Act to Reduce Traffic Fatalities, and define Vulnerable Road User as a protected class.	Safer People
	Adopt a Complete Streets policy and leverage MassDOT Complete Streets funding opportunities to prioritize and make improvements for walking and biking infrastructure.	Safer Roads, Safer People, Safer Speeds
	Encourage and collaborate with municipalities to participate in the MassDOT Safe Routes to School (SRTS) program; Encourage municipalities to sign up as Alliance Partners for the SRTS program, as well as encourage schools within their jurisdiction to sign up as School Partners.	Safer People
	Identify the top safety concerns for each local jurisdiction and conduct enforcement and education campaigns (e.g. Traffic Safety Media Toolkit https://www.youtube.com/playlist?list=PLYV4Oew_Ov-Jn-RohJuUTK-PFr0nP4u4b focused on addressing those concerns.	Safer People
	Permit the use of automated bicycle and bus lane enforcement and citations via bus-mounted cameras for both parking and moving violations.	Safer Roads
	Adopt a separated bike lane policy and leverage federal and state guidance to evaluate and design separated bike lanes.	Safer Roads
	Establish speed limits on non-motorized, multimodal facilities with posted signs.	Safer Roads, Safer People
	Evaluate and update curb management policies and plans to reflect the needs and safety for all types of road users.	Safer Roads, Safer People
	Develop a policy requiring traffic control guidance and design to improve safety for pedestrians and cyclists traveling through municipal-project work zones.	Safer Roads, Safer People
Enhance data processes to obtain VRU volume, crash, and infrastructure data (especially in High-Risk Areas)	Collect additional non-motorized crash, volume, and infrastructure data to improve crash trends and high-risk areas analysis.	Safer Roads, Safer People
	Provide training to law enforcement on bicycle/pedestrian laws and how to accurately identify non-motorized crashes on the crash report.	Safer People
	Develop a strategic data collection plan to obtain pedestrian and bicycle count data.	Safer Roads, Safer People

Strategies	Actions	Safe System Element
Focus education efforts aimed at safe roadway behavior and awareness of laws regarding VRUs	Conduct Road Safety Audits and Corridor Studies through Local Technical Assistance Program (LTAP) and develop long- and short-term safety improvement recommendations for enhancing traffic safety.	Safer Roads, Safer People
	Host Bike & Pedestrian Advisory Committee meetings that include leaders and representatives from MassDOT, regional, state, advocate groups, communities, public, etc.	Safer People
	Work with local advocacy groups to conduct safety campaigns and/or giveaway programs to promote the use of safety equipment like active lights, reflectors, and retroreflective clothing among pedestrians and bicyclists.	Safer Roads, Safer People
	Use Dynamic Message Signs to provide public service messages to increase awareness of the dangers to non-motorists traffic on high volume/speed roadways and in school zones, and to remind drivers to follow laws intended to protect non-motorists.	Safer Roads
	Expand educational campaigns and training programs for children and adults focusing on bicyclists and pedestrian skill education, safety-related training, helmet use, etc.	Safer People
	Partner with schools to distribute educational brochures and materials with identified SRTS program.	Safer People
	Recruit effective partners to ensure the VRU programs are reaching diverse communities.	Safer People
Improve enforcement for the safety of VRUs	Educate and enforce VRUs (bicycles, pedestrians, skateboarders, etc.) on proper road use to minimize crashes between vehicles and VRUs; conduct VRU enforcement especially in vicinity of intersections where most crashes occur.	Safer People
	Host training for law enforcement on reporting crashes involving VRUs and increase data collection during crash investigations related to VRUs, causation and distractions.	Safer People

Older Drivers

Strategies	Actions	Safe System Element
Support and implement improved public transportation options and accessibility	Work to make pedestrian-friendly and transit connected communities so that people are not forced to get a car and/or drive when they feel unsafe due to weather or health issues.	Safer People
	Identify and promote programs and activities like driver assessments, elderly public transit service, and driver improvement programs that help older road users stay mobile.	Safer Roads, Safer People
	Establish resource centers within local communities to provide guidance and assistance to identify and incentivize safe transportation options.	Safer People
	Identify locations with high older population density and available transit services (all mobility options).	Safer People
	Encourage local government, private nonprofit organizations, and public transit operators to apply for Community Transit Grant Program (CTGP) funding to meet the transportation and mobility needs of older adults and people with disabilities.	Safer People
Implement engineering designs to accommodate older drivers	Utilize FHWA Handbook for Designing Roadways for the Aging Population to improve roadway design and to better accommodate the special needs of older drivers.	Safer Roads, Safer People
	Implement effective measures from the Highway Design Handbook for Older Drivers and Pedestrians to improve visibility at at-grade crossings for older drivers.	Safer Roads, Safer People
Support organizations with driver education for older drivers	Promote partnerships and educate safety professionals at regional and local governments on addressing the special needs of the aging population in their transportation, land use, and housing plans.	Safer People
	Distribute educational materials that provide information and resources for older driver safety to older drivers, caregivers, and family members (include self-assessment tools, driving evaluation programs like CarFit , effects of medications and health conditions on driving, etc.).	Safer People
	Develop classes and partner with vehicle dealerships to better educate older drivers on the usage of new vehicle technology.	Safer Roads, Safer People
	Utilize the resources provided by the Registry of Motor Vehicles (RMV) which offers free workshops on issues faced by older drivers, their families, and caregivers.	Safer People
Support policy initiatives aimed at improving safety for older drivers	Update drivers education and licensing requirements to include opportunities for continued education for older drivers.	Safer People

Speeding

Strategies	Actions	Safe System Element
Implement engineering improvements to eliminate speeding crashes	Implement applicable proven safety countermeasures from the Systemic Treatment Package for speeding that address speeding crashes.	Safer Speeds, Safer Roads
	Utilize MassDOT Safe speeds: roadway treatment technical toolkit to identify strategies that have been effectively implemented in Massachusetts.	Safer Speeds
	Develop a horizontal curve safety program that focuses on low-cost countermeasures that includes reviewing advisory speed signing and other warning signs.	Safer Speeds
	Encourage the use of the FHWA Traffic Calming ePrimer to implement traffic calming measures for all users, such as Speed humps, Raised crosswalks, etc. in coordination with EMS.	Safer Speeds, Safer Roads
	Assist local jurisdictions with implementing timed and coordinated traffic signals to improve traffic flow, reduce red-light running, and manage speeds.	Safer Speeds, Safer Roads
	Design residential streets for 25 mph target speeds using traffic-calming measures.	Safer Speeds
	Increase usage of dynamic warning signs to remind drivers of travel speeds when entering urban areas or other high-risk locations such as work zones and continue to research the most effective locations for these signs.	Safer Speeds
	Develop a Traffic Calming Master Plan to guide the installation of traffic calming infrastructure with input from EMS. Focus on installing speed reduction infrastructure along high crash segments where excessive speed is a prominent crash factor.	Safer Speeds, Safer Roads
	Explore the use of variable speed limits and conduct pilot projects to explore the effectiveness of using electronic variable speed limit signs that change according to conditions such as weather and congestion.	Safer Speeds, Safer Roads

Strategies	Actions	Safe System Element
Expand existing workforce training to educate personnel on speed management resources	Utilize law enforcement trainings to improve knowledge of Massachusetts speed laws, enforcement tactics, and enforcement tools as well as crash investigations for recruits and in-service law enforcement personnel.	Safer Speeds, Safer People
	Expand speed management resources to local law enforcement via Municipal Police Training Committee (MPTC) in-service training and other avenues. Expand existing law enforcement training to include the Safe System Approach.	Safer Speeds, Safer People
	Provide information to local agencies on speed enforcement grants to enforce speed limits in high-risk areas.	Safer Speeds, Safer Roads
	Encourage jurisdictions to seek community funding through the Shared Streets and Spaces Grant to address speed for locally-owned roads.	Safer Roads, Safer Speeds
Promote the use of automated speed enforcement	Develop educational materials and a fact sheet to gain support from the public on automated enforcement.	Safer People, Safer Speeds
Review the existing speed management resources and update policies to reduce speed-related crashes	Leverage MassDOT's existing speed management guidance to collect information and analyze data, establish target speeds, design roadways for speed control and separation, set speed limits, and build a community-wide safety culture.	Safer Speeds
	Monitor other jurisdiction's practices and encourage local jurisdictions to adopt Chapter 90, Section 17C of the MGL , setting the reasonable and proper speed on municipally-owned streets within thickly settled or business districts at 25 mph.	Safer Speeds
	Establish safety zones and school zones along municipal-owned roadway corridors to lower speed limits to 20 mph.	Safer People, Safer Speeds, Safer Roads
	Perform research about establishing a requirement for speed-limiter devices for repeat speeding offenders.	Safer People, Safer Speeds
	Collaborate with MassDOT to take legislative action to permit automated enforcement and coordinate with municipalities interested in piloting automated speed enforcement.	Safer Speeds
	Expand guidance for municipalities to perform speed data collection.	Safer Speeds

Large Vehicles

Strategies	Actions	Safe System Element
Implement proven safety countermeasures to reduce crashes related to large vehicles in high crash risk areas	Implement applicable proven safety countermeasures for reducing large vehicle crashes.	Safer Roads
	Improve commercial motor vehicles ability to navigate work zones safely by using best practices identified in FHWA's Work Zone Management Program .	Safer Roads, Safer Vehicles
Support communities to adopt safety measures for their large vehicles	Promote new requirement that Commonwealth-owned, leased, and contracted trucks install side guards and cross-over mirrors (Massachusetts Acts of 2022 Chapter 358—An Act to Reduce Fatalities).	Safer Vehicles, Safer People
	Encourage member communities to follow MassDOT's example of installing side guards and cross-over mirrors on their trucks.	Safer Vehicles
Support policy initiatives aimed at improving safety for all vehicles	Collaborate with MassDOT to take legislative action to change seat belt usage enforcement to a primary offense for all front and rear passengers.	Safer People, Safer Vehicles
	Encourage municipalities to adopt a 'safe fleet' policy that outlines municipal fleet owners' commitment to safer vehicles with higher direct division.	Safer Vehicles, Safer People
Conduct awareness campaigns to educate drivers on how to safely drive large vehicles	Conduct awareness campaigns for commercial motor vehicle (CMV) drivers on how to better share the roadway and improve safety for all (e.g. Share the Road Campaigns).	Safer Roads, Safer People
	Improve driver education by including CMV safety-related information in existing work zone safety materials, developing materials explaining how roadway users should properly execute a dynamic merge, and educating drivers about safety in work zones—especially around CMVs.	Safer Roads, Safer People

Motorcycles

Strategies	Actions	Safe System Element
Increase awareness of driving risks to motorcyclists	Encourage motorcycle riders to wear protective and conspicuous clothing. Encourage municipalities to develop partnerships with local companies selling motorcycle related equipment and insurance companies to incentivize motorcyclists to take training and wear safety equipment.	Safer People, Safer Vehicles
	Promote RMV's Massachusetts Rider Education Program (MREP) which provides approved training courses for motorcycle riders and increase awareness and education for both riders and drivers.	Safer People, Safer Speeds
Engage in effective, targeted, high visibility enforcement	Conduct high-visibility enforcement efforts for impaired motorcycle drivers.	Safer People

Occupant Protection

Strategies	Actions	Safe System Element
Conduct coordinated targeted enforcement efforts and publicize high-visibility enforcement	Conduct short-term, high-visibility seat belt law enforcement campaigns with supporting media to educate the public on the importance of using seat belts, especially during nighttime.	Safer People
	Continue to enforce local primary enforcement seat belt use laws.	Safer People
	Conduct short-term, high-visibility child passenger safety law enforcement programs to increase seat belt use.	Safer People
	Encourage employer-based compliance programs for occupational groups such as construction and extraction; farming, fishing, and forestry; and installation, maintenance, and repair that have the highest prevalence of inconsistent seat belt use.	Safer People
Conduct educational and outreach efforts to build awareness of safe driving habits	Use a combination of earned media and paid advertising to inform the motoring public about the importance of seat belts, proper wear, and car seats, as well as the penalty for non-compliance.	Safer People
Improve and expand the availability and accessibility of child restraint system inspection stations and increase the correct use of child restraints	Host car seat awareness and instruction classes and provide support for child seat giveaway programs for populations that have lower than average proper car seat use.	Safer People
	Target child transport agencies, hospitals, childcare centers, schools, etc. and collaborate with child passenger safety technicians.	Safer People

Impaired Driving

Strategies	Actions	Safe System Element
Conduct coordinated targeted enforcement efforts and publicize high-visibility enforcement	Conduct well-publicized compliance checks of alcohol retailers to reduce sales to underage people and overservice and conduct enforcement aimed at underage drinking penalties.	Safer People
	Establish a diversion program for people cited for infractions related to walking, bicycling, and distracted driving.	Safer People
Enact, publicize, enforce, and adjudicate laws prohibiting high-risk driving behaviors	Encourage law enforcement to increase sobriety checkpoints and ensure that they are highly visible and extensively publicized.	Safer People
	Enforce the state open-container law for alcohol and cannabis.	Safer People
	Enforce high-visibility saturation patrols to identify impaired drivers.	Safer People
	Promote the use of Preliminary Breath Test Devices and purchase testing supplies and equipment, outsource toxicology testing of backlogged cases, validation of equipment, and purchase new toxicology analysis equipment to improve the collection and quality of impaired driving data. Ensure localities have the necessary alcohol measurement devices/equipment to measure a driver's breath alcohol concentration (BAC).	Safer People
	Promote the implementation of expedited electronic search warrant (eWarrants) programs for law enforcement officers to obtain impaired driving toxicological evidence in a timely more manner.	Safer People
	Support law enforcement with training and technical assistance aimed at increasing their effectiveness to combat impaired driving and underage drinking, field testing sobriety and Sobriety Checkpoints, breath testing, and drug impairment recognition.	Safer People
	Monitor OUI offenders closely by requiring alcohol ignition interlocks, vehicle and license plate sanctions, enhanced high-BAC sanctions, increasing fines for repeat offenders, imposing a lower BAC limit for repeat offenders, and intense supervision programs.	Safer People
	Conduct nighttime high-visibility seat belt enforcement.	Safer People

Strategies	Actions	Safe System Element
Conduct educational and outreach efforts to build awareness of safe driving habits	Conduct jurisdiction-wide media campaigns to prevent underage use of alcohol and/or cannabis and reduce overall misuse/abuse by adult consumers.	Safer People
	Encourage alcohol screening and brief intervention in colleges, primary care medical facilities, and social service settings using resources from Massachusetts Screening, Brief Intervention, and Referral to Treatment Training & Technical Assistance (MASBIRTTA).	Safer People
	Utilize social media and educational materials to share information about the dangers of aggressive driving and risks to vulnerable road users.	Safer People
	Educate drivers about the effects of roadway conditions on appropriate motorist speed, such as weather, congestion, daytime/nighttime, and roadway user mix.	Safer People, Safer Speeds
	Coordinate with safety partners to develop consistent speed related safety messaging and distribute materials in local communities related to safe driving behavior.	Safer People, Safer Speeds
Provide alternative transportation options to reduce the need for intoxicated people to drive after drinking	Coordinate with local agencies to explore alternative transportation options such as for-profit rideshare services, nonprofit safe ride programs, and public transportation such as subways or buses.	Safer People, Safer Vehicles
	Educate the public about the available alternative methods of transportation for impaired persons.	Safer People

Distracted Driving

Strategies	Actions	Safe System Element
Conduct coordinated targeted enforcement efforts and publicize high-visibility enforcement	Utilize dedicated resources to publicize Massachusetts' distracted driving laws, including media campaigns, distribution of education materials, etc.	Safer People
	Conduct high-visibility cell phone/text messaging enforcement to enforce Massachusetts' distracted driving laws.	Safer People
	Develop educational tools for law enforcement on how to identify drivers violating state distracted driving laws and educate all emergency responders about the dangers of distracted driving.	Safer People
	Continue jurisdiction-wide high-visibility enforcement and saturation enforcement in active school zones, safety corridors, and work zones.	Safer People
Implement low-cost safety measures to reduce distracted driving	Implement applicable safety measures, such as shoulder and/or center line rumble strips, which are effective in alerting distracted drivers.	Safer Roads
Conduct educational and outreach efforts to build awareness of safe driving habits	Increase jurisdiction-wide public information and education to promote adherence to Massachusetts' distracted driving laws.	Safer People
	Educate commercial vehicle and fleet drivers about the dangers of distracted and drowsy driving.	Safer People
	Implement campaigns and provide education in schools on the dangers of impaired driving.	Safer People
	Coordinate with RMV to identify target populations at increased risk of distracted driving and require them to complete the agency's Distracted Driving Program.	Safer People
Improve the collection and quality of data on high-risk driving behavior	Increase training for law enforcement to record driver behavior characteristics and related observations on crash report forms and ensure they can be recorded in crash database.	Safer People
	Increase data sharing between local officers and engineering agencies to identify and develop solutions for problematic areas.	Safer Roads
	Collect data before and after the implementation of high-risk driving behavioral safety improvements to analyze outcomes.	Safer People

Younger Drivers

Strategies	Actions	Safe System Element
Increase awareness of driving risks amongst younger drivers, teens, college age students, parents, and community members	Expand and continue to support coalitions for safer teen driving, jurisdiction-wide peer-led education activities, and parent-teen driving agreements.	Safer People
	Conduct campaigns to increase public awareness of Massachusetts' Graduated Driver's License (GDL) and dangers of texting and driving on social media outlets.	Safer People
	Implement media campaigns and outreach efforts that reach younger drivers with messages about unsafe driving practices.	Safer People
	Develop and implement school curriculum that provides multimodal training on traffic safety.	Safer People
	Develop and implement guide for teaching teens how to drive that include lessons for nighttime, snow/ice, and rainy weather.	Safer People
Improve enforcement efforts to address younger driver issues	Educate municipalities on best solutions related to GDL enforcement and educate judges regarding risks for younger drivers and GDL law.	Safer People
	Encourage municipalities to sign up as Alliance Partners for the Safe Routes to School (SRTS) program, as well as encourage schools within their jurisdiction to sign up as School Partners.	Safer People