Boston Region Vision Zero Action Plan

Appendix E: Top Municipal Crash Data Profiles

March 5, 2026

KEY TO MUNICIPAL PROFILES

The first page of each municipal profile shows the key traffic safety concerns in the municipality. This information is based on 2018-2022 crash data obtained through the MassDOT IMPACT Portal and public survey data.

Section 1

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 2

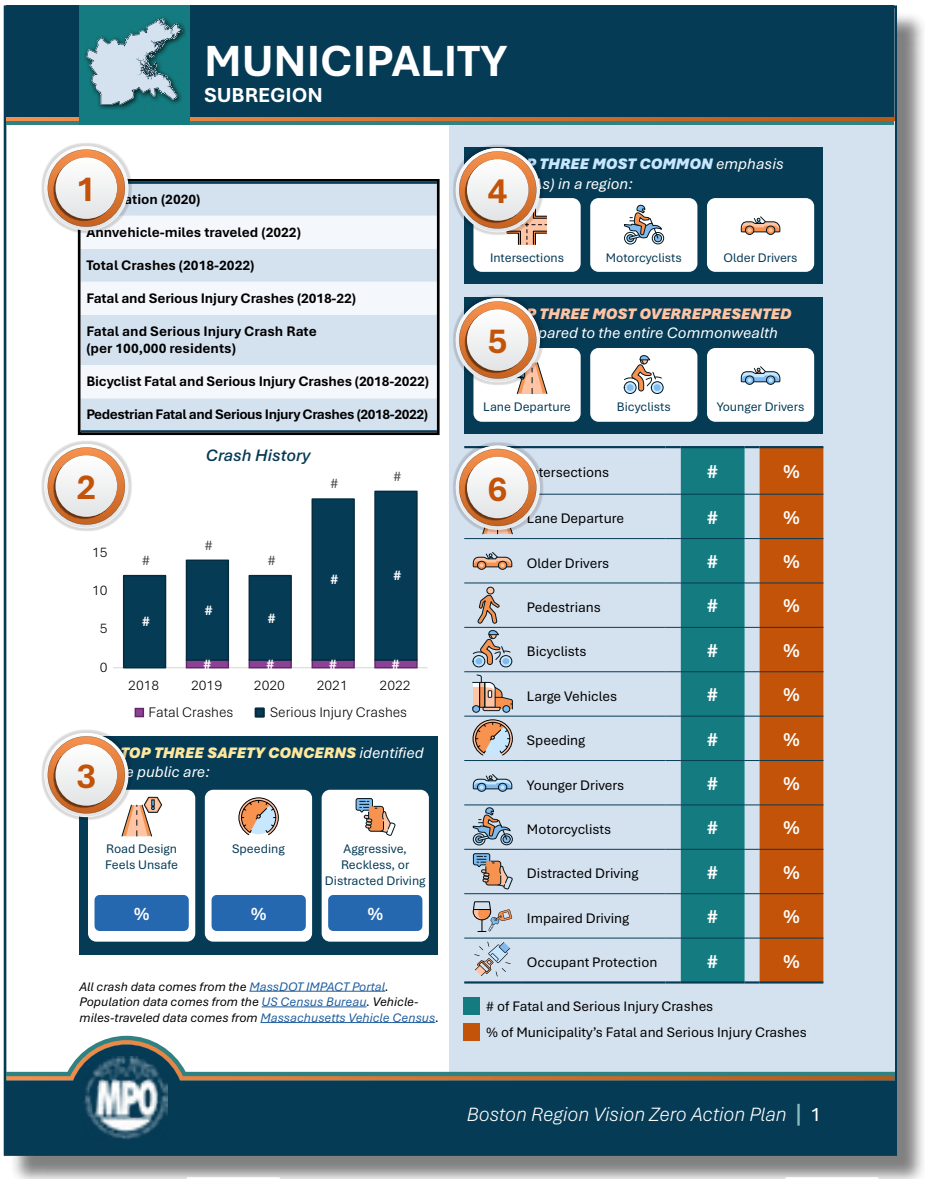
This section illustrates the annual variations in the number of fatal crashes and serious injury crashes recorded in the municipality from 2018 to 2022.

Section 3

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.

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.



Section 4

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 5

This section lists the ***TOP THREE MOST OVERREPRESENTED*** 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 6

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.

The second page of each municipal profile presents the Prioritized Municipal High-Injury Network (HIN) map, which indicates where the most critical crash areas are located in the municipality.

Section 7

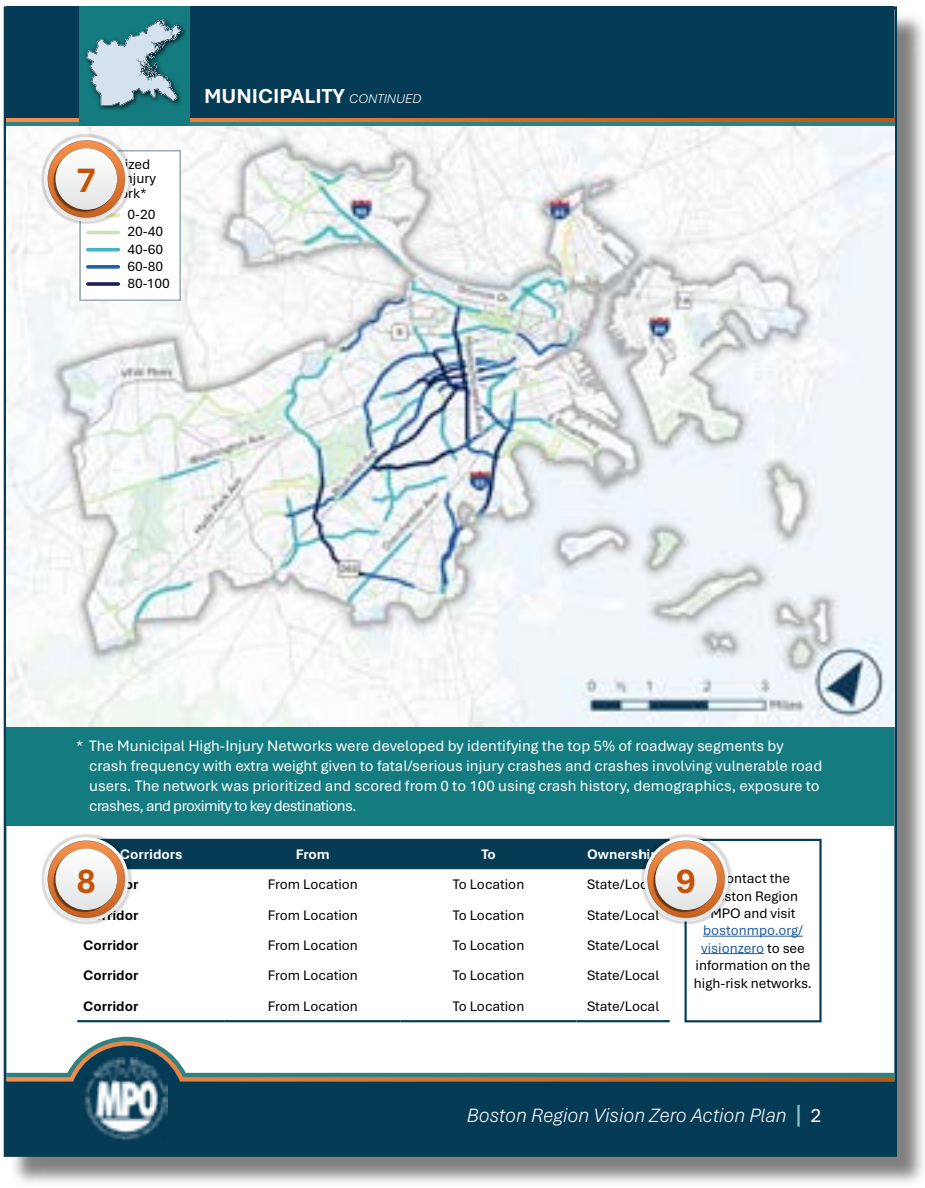
This section displays the ***PRIORITIZED HIGH-INJURY NETWORK (HIN) MAP*** developed for the municipality. A brief explanation of the methodology used to create and prioritize the network is also provided.

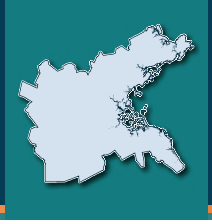
Section 8

This section lists the ***TOP FIVE CORRIDORS*** from the prioritized municipal HIN, identified based on the highest priority scores and roadway ownership.

Section 9

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. 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.





KEY TO MUNICIPAL PROFILES *CONTINUED*

The third page of each municipal profile summarizes the most critical crash issues for intersections and roadway segments based on 2018-22 fatal and serious injury crash data. Select options for how to improve transportation safety in the municipality are provided.

Section 10

This section describes the most common or overrepresented intersection crash types in the municipality. A sample of proven safety countermeasures designed to reduce crash risk are provided. Each countermeasure's tier in the Safe System Roadway Design Hierarchy is listed along with estimated costs and high-risk potential.[1]

Section 11

Section 11 describes the most common or overrepresented segment crash types in the municipality. As in Section 10, a sample of countermeasures is provided.

MUNICIPALITY *CONTINUED*

10 CRASH ISSUE 1 (INTERSECTIONS)

% 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.

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)

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.

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 bostonmpo.org/visionzero.

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[1] *The **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.*

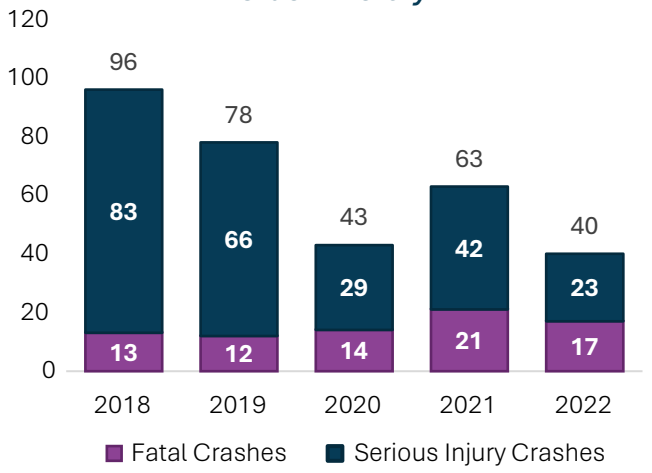
***Estimated Cost** is categorized as Low (less than $50,000), Medium ($50,000 to $200,000) and High (over $200,000) based on a selected countermeasure's estimated cost per treatment per location.*

***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)	2.9B
Total Crashes (2018-2022)	10,362
Fatal and Serious Injury Crashes (2018-2022)	320
Fatal and Serious Injury Crash Rate (per 100,000 residents)	47.2
Bicyclist Fatal and Serious Injury Crashes (2018-2022)	24
Pedestrian Fatal and Serious Injury Crashes (2018-2022)	88

Crash History



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

- Bike Lanes Do Not Exist or Need Improvement — **53%**
- Aggressive, Reckless, or Distracted Driving — **52%**
- Drivers Passing too Close to Vulnerable Road Users — **48%**

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

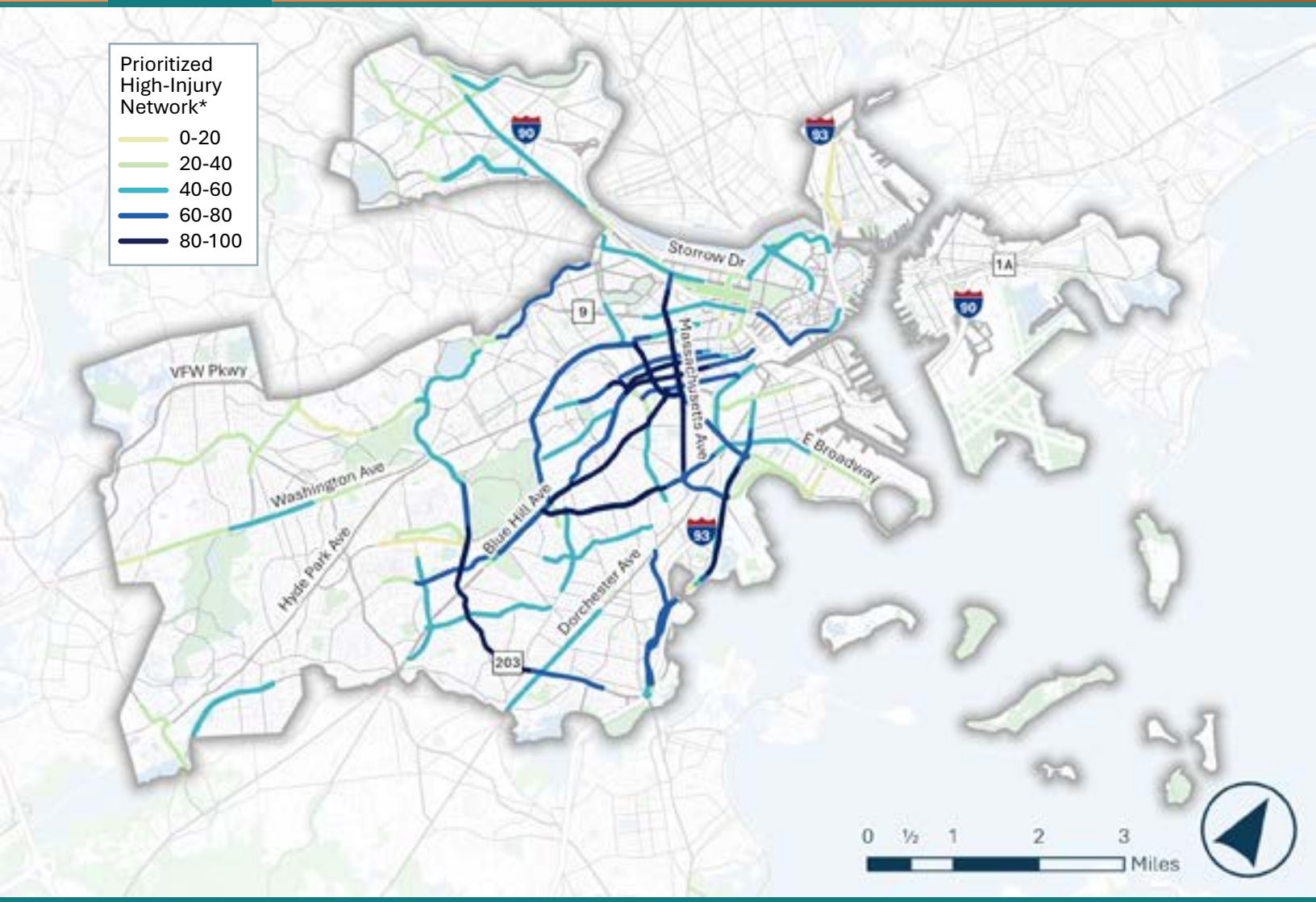
*The **TOP THREE MOST COMMON** emphasis areas (EAs) in the City of Boston:*

- Intersections
- Pedestrians
- Older Drivers

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

- Pedestrians
- Intersections
- Speeding

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



* The Municipal 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.

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 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, or road markings

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

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
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
Roundabouts	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 fatal and serious injury crashes involving a pedestrian on a roadway segment.

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

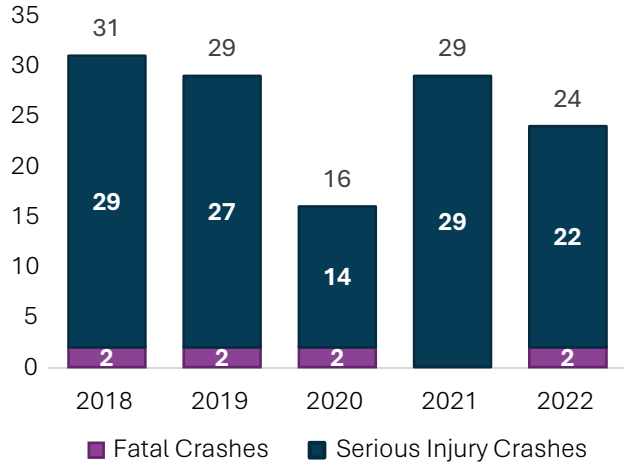
To see all countermeasures, strategies, and actions in this plan, visit bostonmpo.org/visionzero.

CAMBRIDGE

INNER CORE COMMITTEE

Population (2020)	118,395
Annual Vehicle Miles Traveled (2022)	357.8M
Total Crashes (2018-2022)	6,872
Fatal and Serious Injury Crashes (2018-2022)	129
Fatal and Serious Injury Crash Rate (per 100,000 residents)	109
Bicyclist Fatal and Serious Injury Crashes (2018-2022)	29
Pedestrian Fatal and Serious Injury Crashes (2018-2022)	42

Crash History



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

- Bike Lanes Do Not Exist or Need Improvement — **53%**
- Aggressive, Reckless, or Distracted Driving — **53%**
- Speeding — **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.

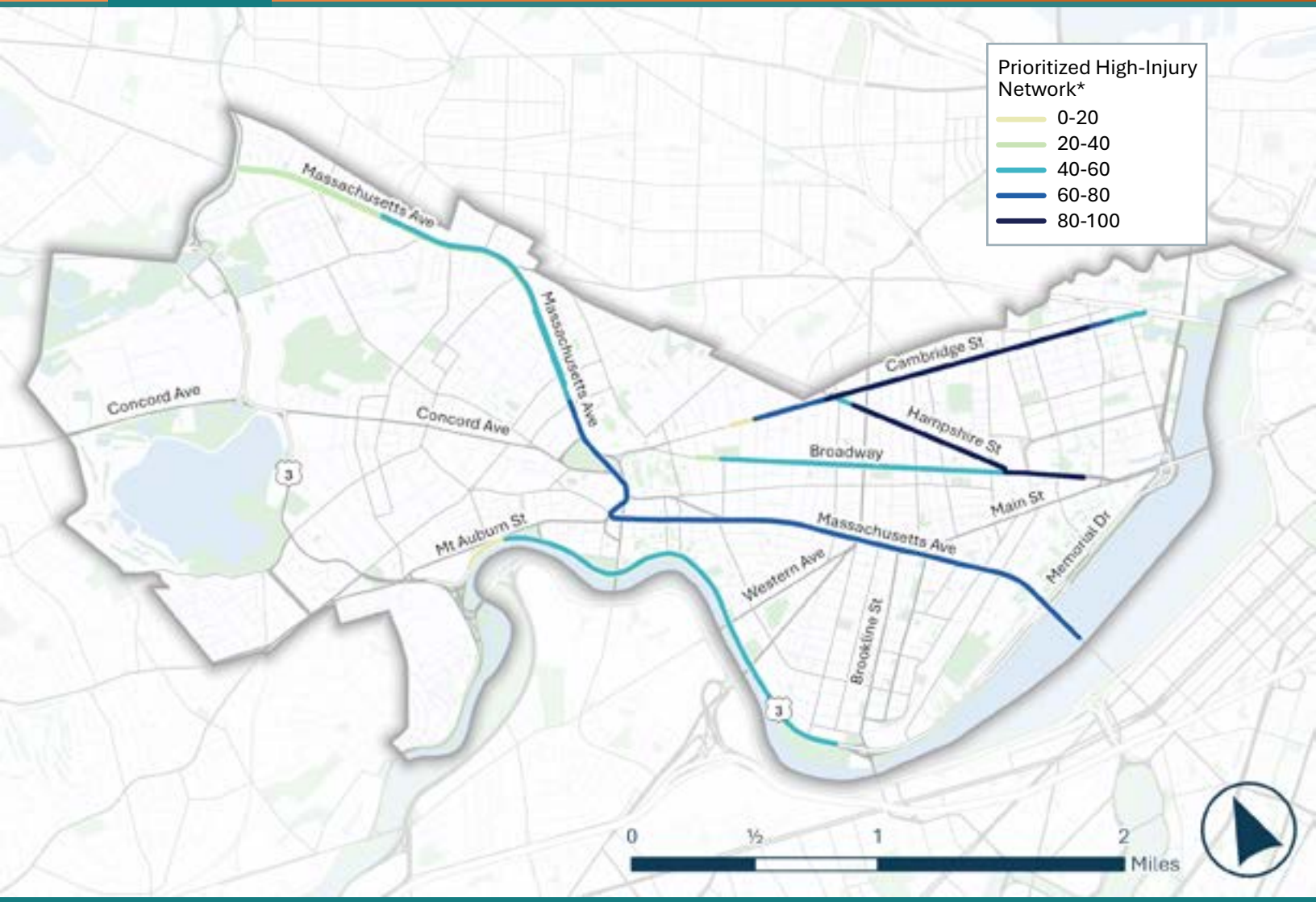
*The **TOP THREE MOST COMMON** emphasis areas (EAs) in Cambridge:*

- Intersections
- Pedestrians
- Bicyclists

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

- Bicyclists
- Pedestrians
- Intersections

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



* The Municipal 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.

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 to see information on the high-risk networks.

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 fatal and serious injury crashes involving a pedestrian at an intersection.

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 fatal and serious injury crashes involving a bicyclist on a roadway segment.

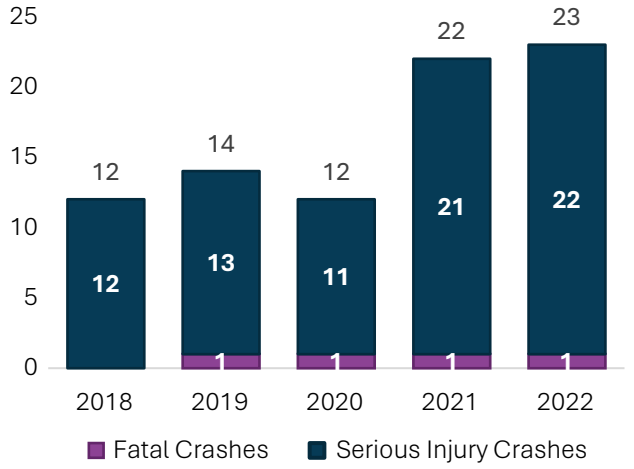
Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Road diets	Roadways with average daily traffic of 25,000 or less	Remove severe conflicts; reduce vehicle speeds	Low	Medium
Bicycle lanes	Roadways where adjacent land use suggests that trips could be served by varied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

To see all countermeasures, strategies, and actions in this plan, visit bostonmpo.org/visionzero.

CHELSEA
INNER CORE COMMITTEE

Population (2020)	40,784
Annual Vehicle Miles Traveled (2022)	451.3M
Total Crashes (2018-2022)	3,557
Fatal and Serious Injury Crashes (2018-2022)	83
Fatal and Serious Injury Crash Rate (per 100,000 residents)	203.5
Bicyclist Fatal and Serious Injury Crashes (2018-2022)	7
Pedestrian Fatal and 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 OVERREPRESENTED** EAs compared to the entire Commonwealth:*

- Pedestrians
- Large Vehicles
- Intersections

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

* The Municipal 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.

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 Bridge	Local
Williams St/Beacham St	Andrew McArdle Bridge	Riley Way	Local

Contact the Boston Region MPO and visit bostonmpo.org/visionzero to see information on the high-risk networks.

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 fatal and serious injury crashes involving a head-on collision at an intersection.

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Protected left turn phasing	Signalized intersections with relatively high left-turn volumes	Remove severe conflicts	Low	High
Offset left-turn lanes at intersections	Intersections with a high frequency of crashes between vehicles turning left and opposing through vehicles	Remove severe conflicts	Medium	Medium
Roundabouts	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 fatal and serious injury crashes involving a sideswipe collision on a roadway segment.

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

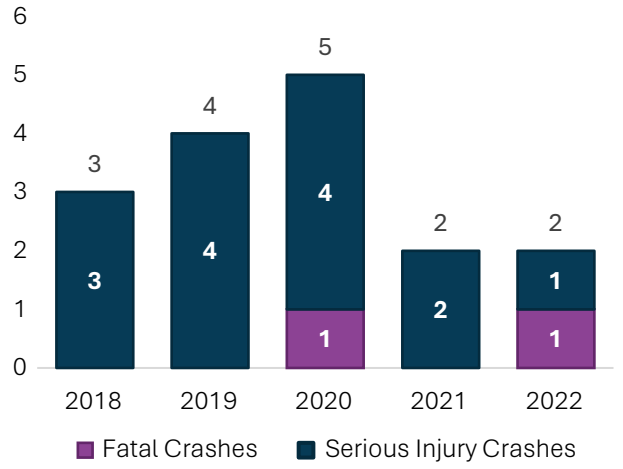
To see all countermeasures, strategies, and actions in this plan, visit bostonmpo.org/visionzero.

DOVER

SOUTHWEST ADVISORY PLANNING COMMITTEE

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

- Lane Departure
- Older Drivers
- Intersections

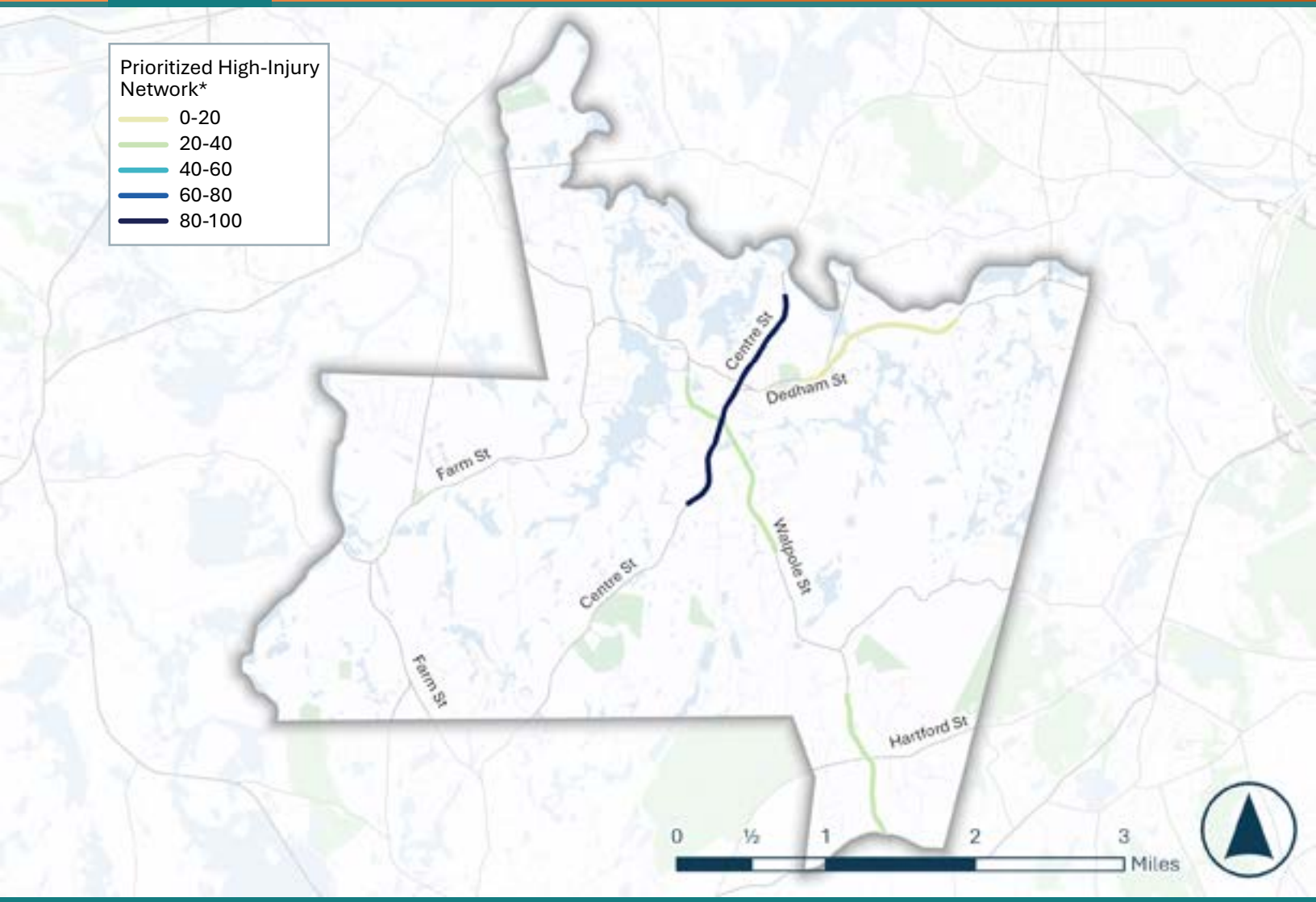
*The **TOP THREE MOST OVERREPRESENTED** EAs compared to the entire Commonwealth:*

- Lane Departure
- Older Drivers
- Younger Drivers

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



* The Municipal 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.

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 to see information on the high-risk networks.

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 fatal and serious injury crashes involving an angle collision at an intersection.

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 fatal and serious injury crashes involving a lane departure and collision with a fixed object on a roadway segment.

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

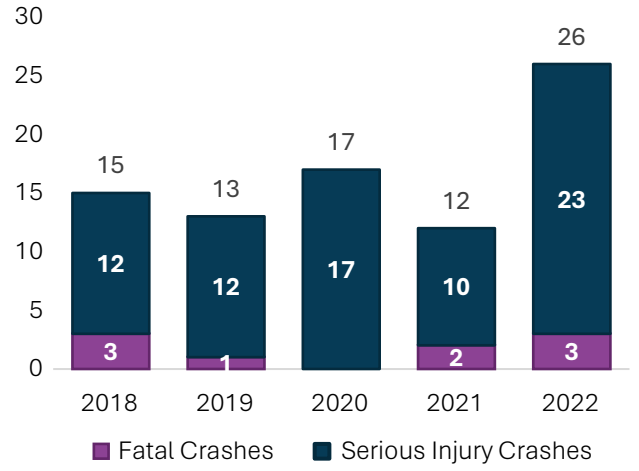
To see all countermeasures, strategies, and actions in this plan, visit bostonmpo.org/visionzero.

FRAMINGHAM

METROWEST REGIONAL COLLABORATIVE

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

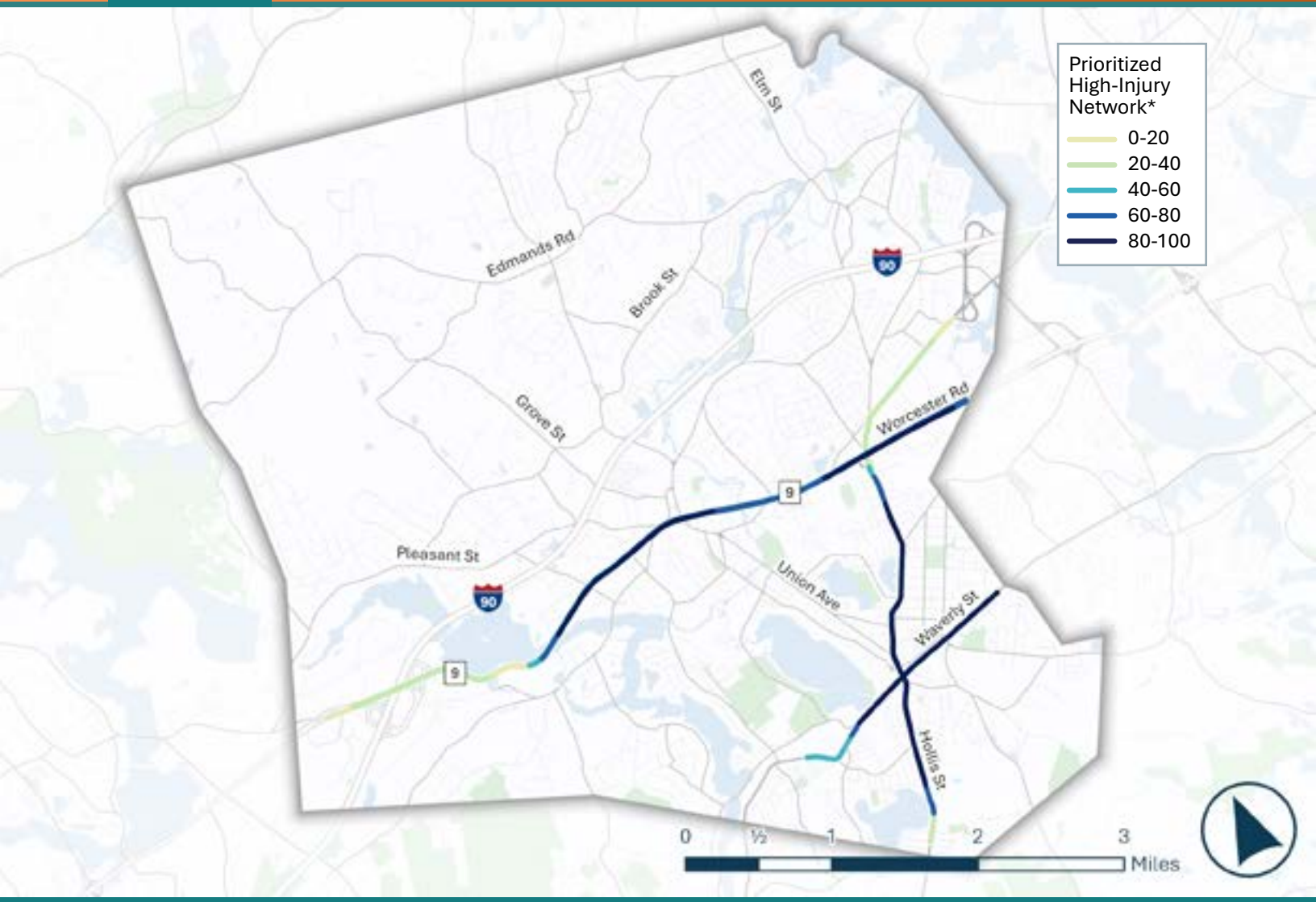
*The **TOP THREE MOST OVERREPRESENTED** EAs compared to the entire Commonwealth:*

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



* The Municipal 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.

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

Contact the Boston Region MPO and visit bostonmpo.org/visionzero to see information on the high-risk networks.

TURNING MOVEMENT-RELATED INTERSECTION CRASHES

54% *of intersection fatal and serious injury crashes in Framingham involved a vehicle making a 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 fatal and serious injury crashes involving a turning-movement-related collision at an intersection.

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Backplates with retroreflective borders	Signalized intersections	Increase attentiveness and awareness	Low	High
Yellow change intervals	Signalized intersections	Manage conflicts in time	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

SPEEDING-RELATED SEGMENT CRASHES

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

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 fatal and serious injury crashes involving speeding on a roadway segment.

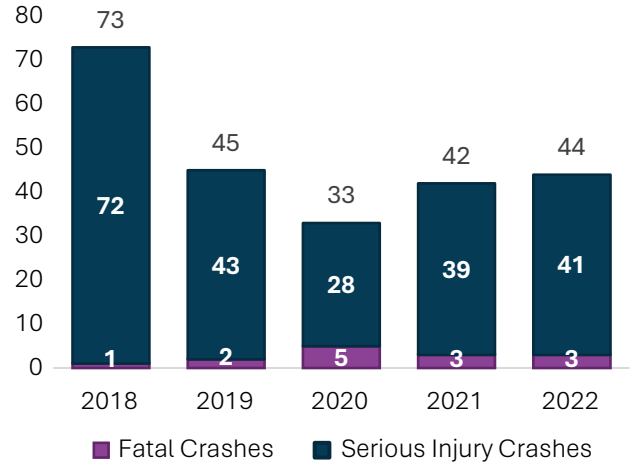
Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Speed humps	Low-speed local and collector streets	Reduce vehicle speeds	Low	High
Variable speed limits	Urban and rural freeways and high-speed arterials with posted speed limits greater than 40 mph	Reduce vehicle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

LYNN
INNER CORE COMMITTEE

Population (2020)	101,264
Annual Vehicle Miles Traveled (2022)	563.5M
Total Crashes (2018-2022)	9,363
Fatal and Serious Injury Crashes (2018-2022)	237
Fatal and Serious Injury Crash Rate (per 100,000 residents)	234
Bicyclist Fatal and Serious Injury Crashes (2018-2022)	13
Pedestrian Fatal and 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

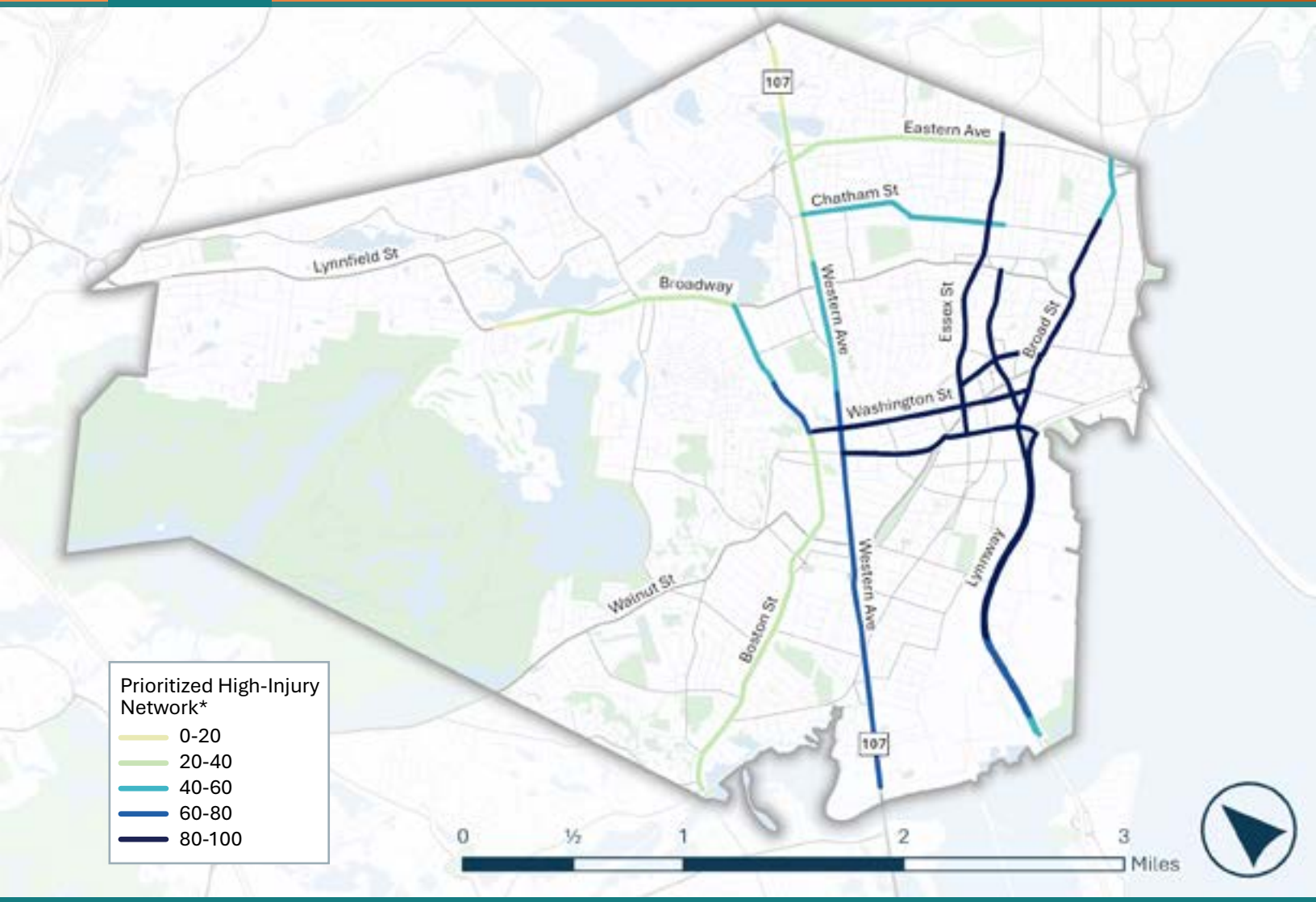
*The **TOP THREE MOST OVERREPRESENTED** EAs compared to the entire Commonwealth:*

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



* The Municipal 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.

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 to see information on the high-risk networks.

PEDESTRIAN-INVOLVED INTERSECTION CRASHES

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

48% occurred at signalized intersections

32% happened in dark conditions

32% involved a left-turning vehicle

Note: Percentages only apply to fatal and serious injury crashes involving a pedestrian at an intersection.

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

HEAD-ON CRASHES ON SEGMENTS

Head-on crashes accounted for ***15%*** *of fatal and serious injury crashes on roadway segments in Lynn.*

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 fatal and serious injury crashes involving a head-on collision on a roadway segment.

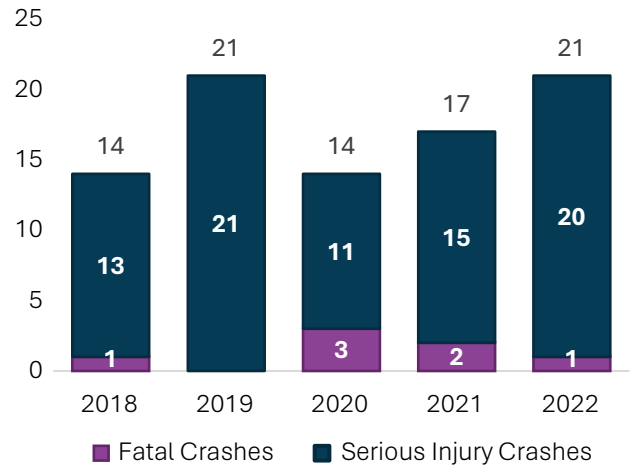
Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Center line rumble strips and stripes	Undivided roadway segments	Increase attentiveness and awareness	Low	High
SafetyEdge	All types of roadway segments	Remove severe conflicts	Low	High
Median barriers	Divided roadway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

To see all countermeasures, strategies, and actions in this plan, visit 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 and Serious Injury Crashes (2018-2022)	87
Fatal and Serious Injury Crash Rate (per 100,000 residents)	131.3
Bicyclist Fatal and Serious Injury Crashes (2018-2022)	3
Pedestrian Fatal and Serious Injury Crashes (2018-2022)	21

Crash History



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

Difficult to Cross Street	Speeding	Road Design Feels Unsafe
60%	43%	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.

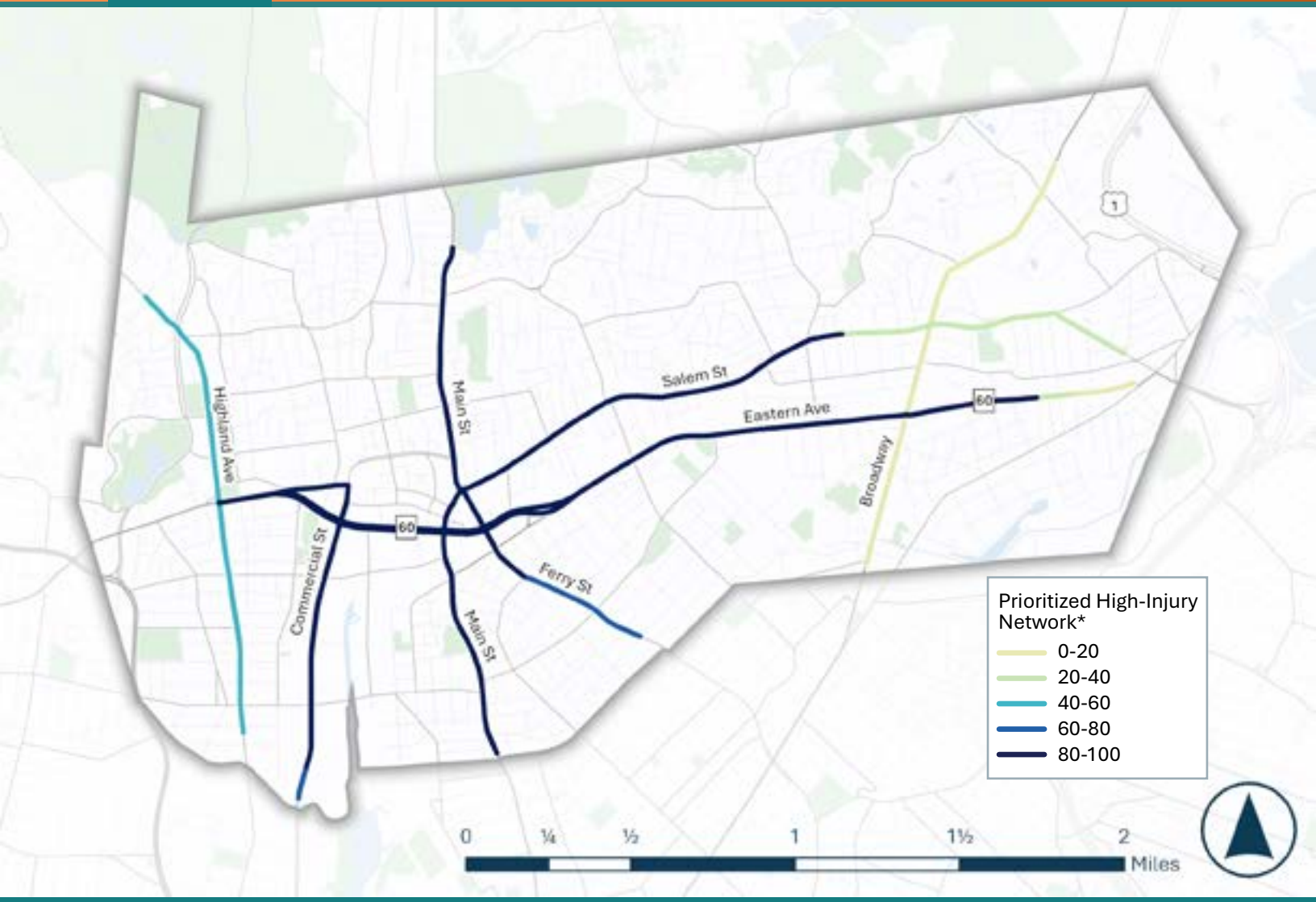
*The **TOP THREE MOST COMMON** emphasis areas (EAs) in Malden:*

Intersections | Pedestrians | Older Drivers

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

Intersections | Occupant Protection | Pedestrians

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



* The Municipal 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.

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 to see information on the high-risk networks.

SIGNALIZED INTERSECTION CRASHES

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

- **46%** occurred at four-way signalized intersections
- **37%** happened in dark conditions
- **29%** involved a left-turning vehicle

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

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
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
Roundabouts	Intersections in both rural and urban areas	Remove severe conflicts; Reduce vehicle speeds	High	Low

PEDESTRIAN-INVOLVED SEGMENT CRASHES

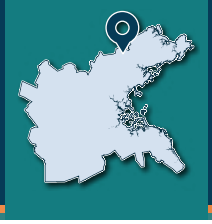
*Crashes involving people walking accounted for **27%** of Malden's fatal and serious injury crashes on roadway segments.*

- **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 fatal and serious injury crashes involving a pedestrian on a roadway segment.

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

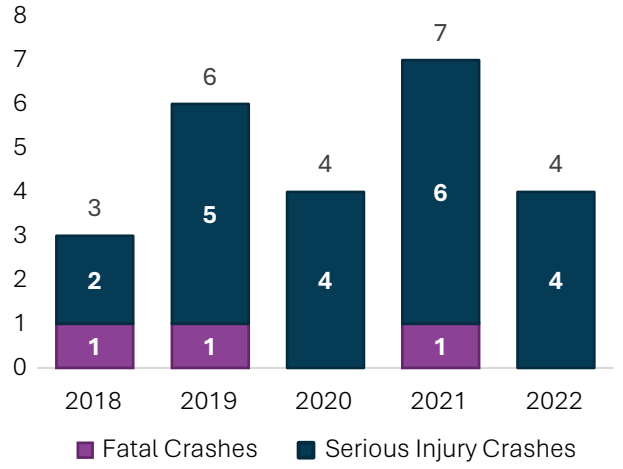


MIDDLETON

NORTH SHORE TASK FORCE

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

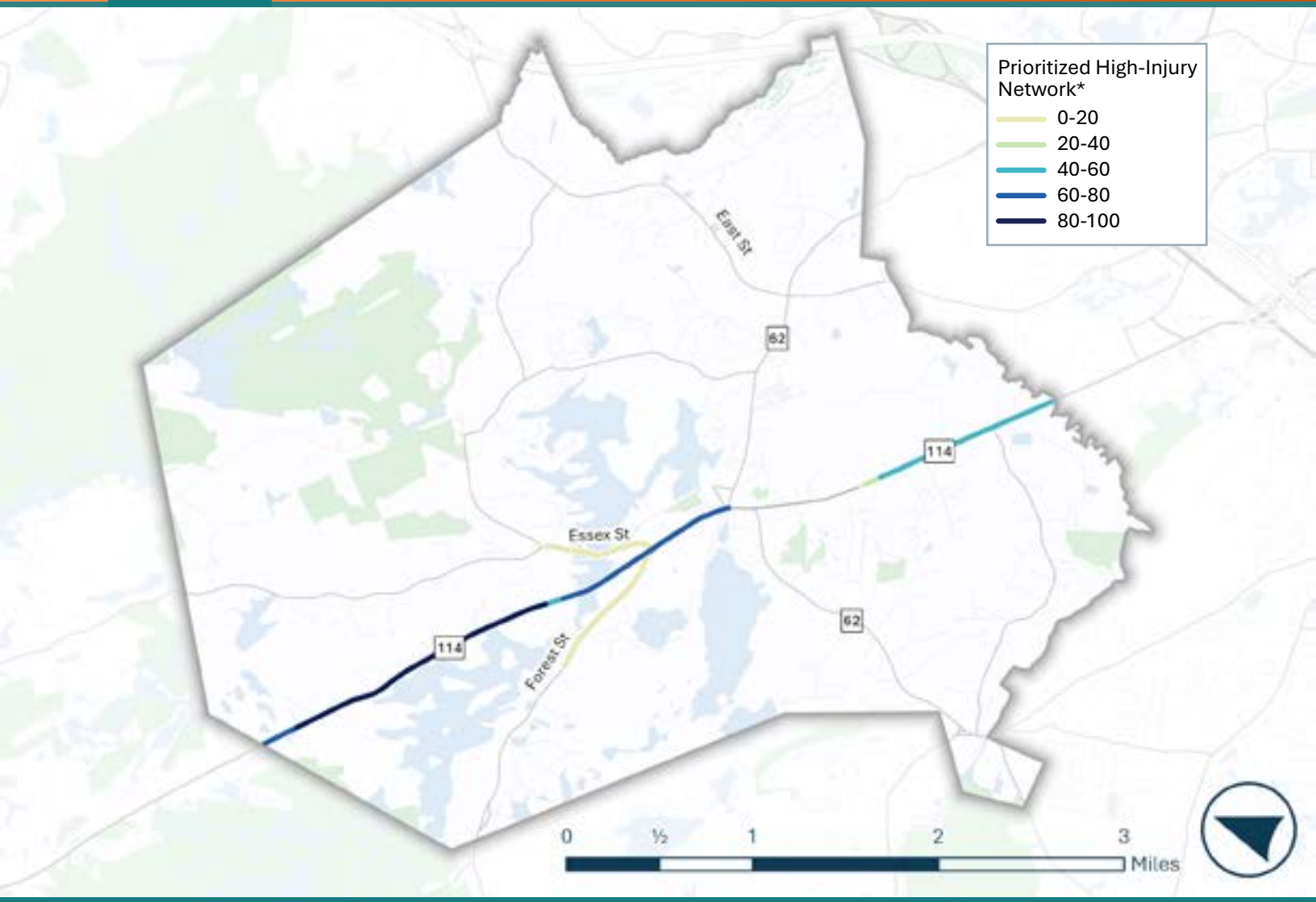
*The **TOP THREE MOST OVERREPRESENTED** EAs compared to the entire Commonwealth:*

- 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



* The Municipal 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.

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 to see information on the high-risk networks.

ANGLE CRASHES AT INTERSECTIONS

***ALL** fatal and serious injury crashes at intersections in Middleton between 2018 and 2022 were angle collisions.*

67% occurred at four-way signalized intersections

33% happened in dark conditions

33% involved a left-turning vehicle

Note: Percentages only apply to fatal and serious injury crashes involving an angle collision at an intersection.

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 a vehicle entering or leaving a traffic lane accounted for **14%** of Midddleton's fatal and serious injury crashes on roadway segments.*

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 fatal and serious injury crashes that involved a vehicle entering or leaving a traffic lane.

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

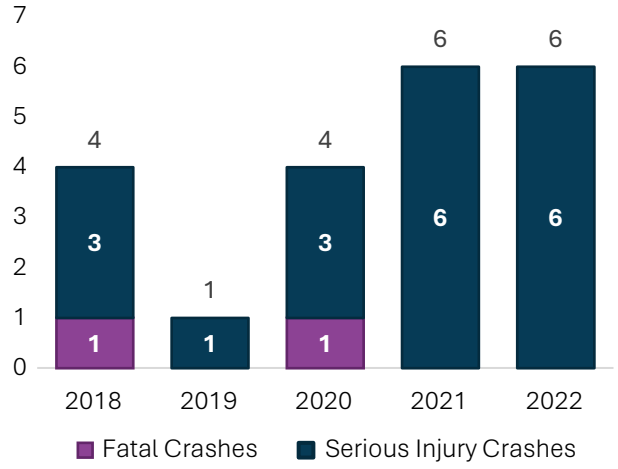
To see all countermeasures, strategies, and actions in this plan, visit bostonmpo.org/visionzero.

MILLIS

SOUTHWEST ADVISORY PLANNING COMMITTEE

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

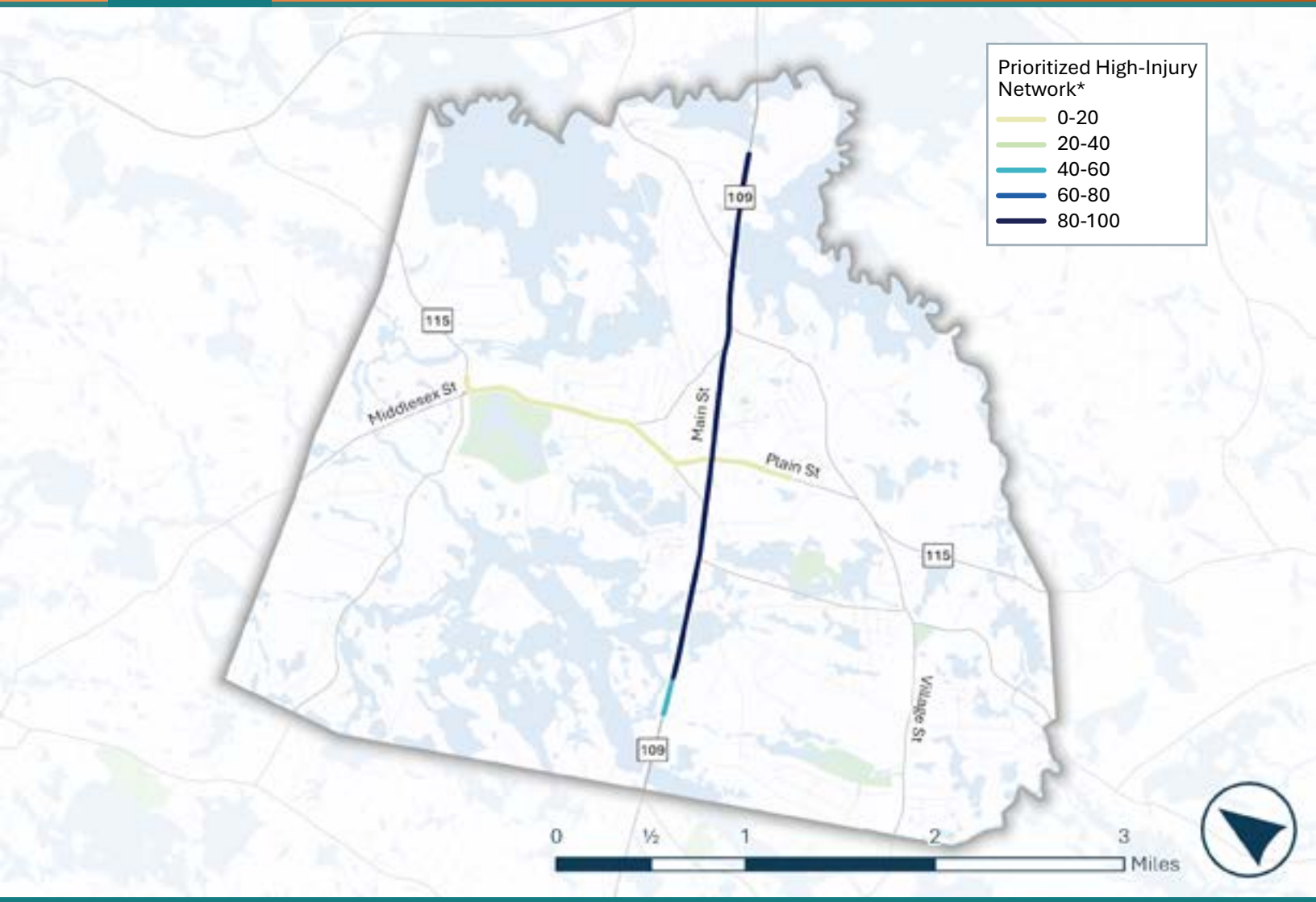
*The **TOP THREE MOST COMMON** emphasis areas (EAs) in Millis:*

- Lane Departure
- Intersections
- Older Drivers

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

- Lane Departure
- Impaired Driving
- Large Vehicles

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



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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 to see information on the high-risk networks.

REAR-END CRASHES AT INTERSECTIONS

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

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 fatal and serious injury crashes involving a rear-end collision at an intersection.

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)

Lane departures and collisions with fixed objects accounted for ***40%*** *of Millis's fatal and serious injury crashes on roadway segments.*

83% occurred on two-way undivided roadways

67% were collisions with trees

17% involved impaired driving

Note: Percentages only apply to fatal and serious injury crashes involving a lane departure and collision with a fixed object on a roadway segment.

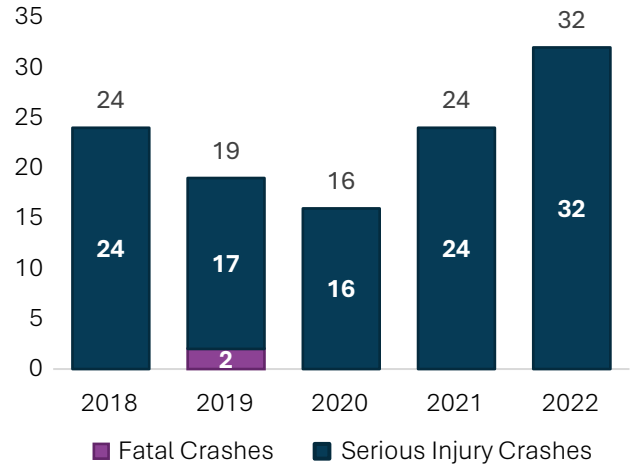
Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Shoulder and edge line rumble strips and stripes	All types of roadway segments	Increase attentiveness and awareness	Low	High
Enhanced curve delineation	Horizontal curves	Increase attentiveness and awareness	Low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

NEWTON
INNER CORE COMMITTEE

Population (2020)	88,950
Annual Vehicle Miles Traveled (2022)	489M
Total Crashes (2018-2022)	6,016
Fatal and Serious Injury Crashes (2018-2022)	115
Fatal and Serious Injury Crash Rate (per 100,000 residents)	129.3
Bicyclist Fatal and Serious Injury Crashes (2018-2022)	17
Pedestrian Fatal and Serious Injury Crashes (2018-2022)	21

Crash History



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

Bike Lanes Do Not Exist or Need Improvement	Road Design Feels Unsafe	Difficult to Cross Street
81%	69%	63%

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

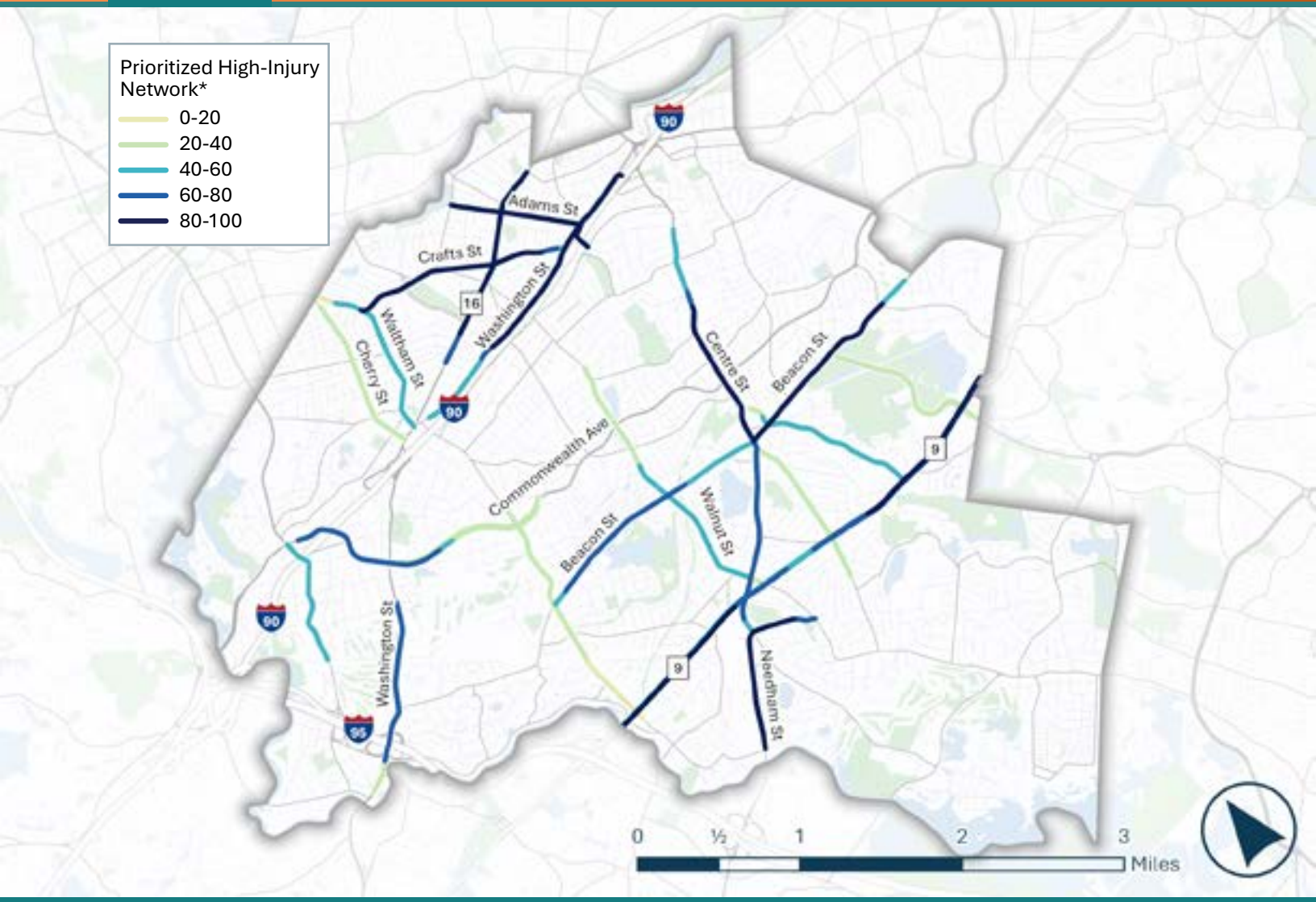
Intersections | Older Drivers | Pedestrians

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

Bicyclists | Intersections | Older Drivers

	# of Fatal & Serious Injury Crashes	% of Municipality's Fatal & Serious Injury Crashes
Intersections	62	54%
Lane Departure	16	14%
Older Drivers	30	26%
Pedestrians	21	18%
Bicyclists	17	15%
Large Vehicles	5	4%
Speeding	3	3%
Younger Drivers	3	3%
Motorcyclists	11	10%
Distracted Driving	4	3%
Impaired Driving	8	7%
Occupant Protection	4	3%

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.



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

Contact the Boston Region MPO and visit bostonmpo.org/visionzero to see information on the high-risk networks.

BICYCLIST-INVOLVED INTERSECTION CRASHES

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

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 fatal and serious injury crashes involving a bicyclist at an intersection.

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

PEDESTRIAN-INVOLVED SEGMENT CRASHES

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

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 fatal and serious injury crashes involving a pedestrian on a roadway segment.

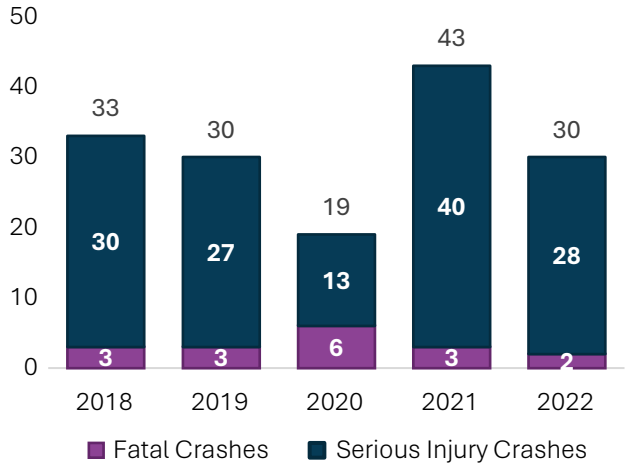
Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Medians and pedestrian refuge islands	Curbed sections of urban and suburban multilane roadways	Remove severe conflicts; reduce vehicle speeds	Low	High
Improved lighting	All types of roadway segments	Increase attentiveness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

QUINCY
INNER CORE COMMITTEE

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

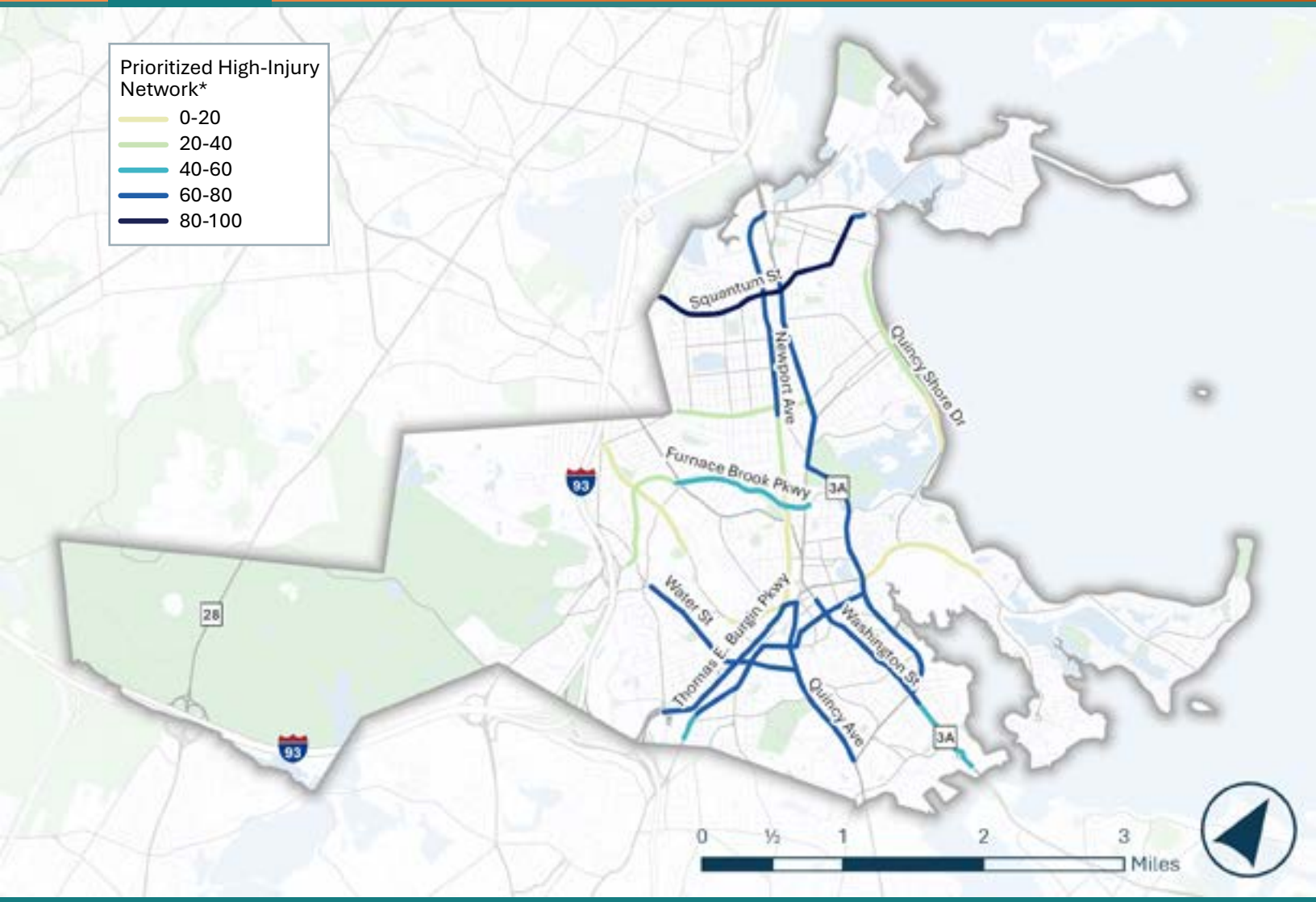
*The **TOP THREE MOST COMMON** emphasis areas (EAs) in Quincy:*

- Intersections
- Pedestrians
- Lane Departure

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

- Pedestrians
- Speeding
- Intersections

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



* The Municipal 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.

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

Contact the Boston Region MPO and visit bostonmpo.org/visionzero to see information on the high-risk networks.

PEDESTRIAN-INVOLVED INTERSECTION CRASHES

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

68% occurred at signalized intersections

56% happened in dark conditions

16% involved a left-turning vehicle

Note: Percentages only apply to fatal and serious injury crashes involving a pedestrian at an intersection.

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)

Lane departures and collisions with fixed objects accounted for ***20%*** *of Quincy's fatal and serious injury crashes on roadway segments.*

59% occurred on two-way undivided roadways

47% were collisions with curb

12% involved distracted driving

Note: Percentages only apply to fatal and serious injury crashes involving a lane departure and collision with a fixed object on a roadway segment.

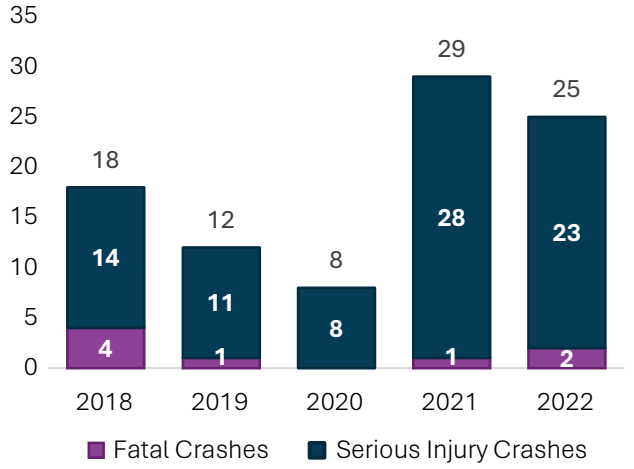
Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Shoulder and edge line rumble strips and stripes	All types of roadway segments	Increase attentiveness and awareness	Low	High
Enhanced curve delineation	Horizontal curves	Increase attentiveness and awareness	Low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

REVERE
INNER CORE COMMITTEE

Population (2020)	62,208
Annual Vehicle Miles Traveled (2022)	336M
Total Crashes (2018-2022)	3,043
Fatal and Serious Injury Crashes (2018-2022)	92
Fatal and Serious Injury Crash Rate (per 100,000 residents)	147.9
Bicyclist Fatal and Serious Injury Crashes (2018-2022)	2
Pedestrian Fatal and 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%**

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

- Intersections
- Pedestrians
- Lane Departure

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

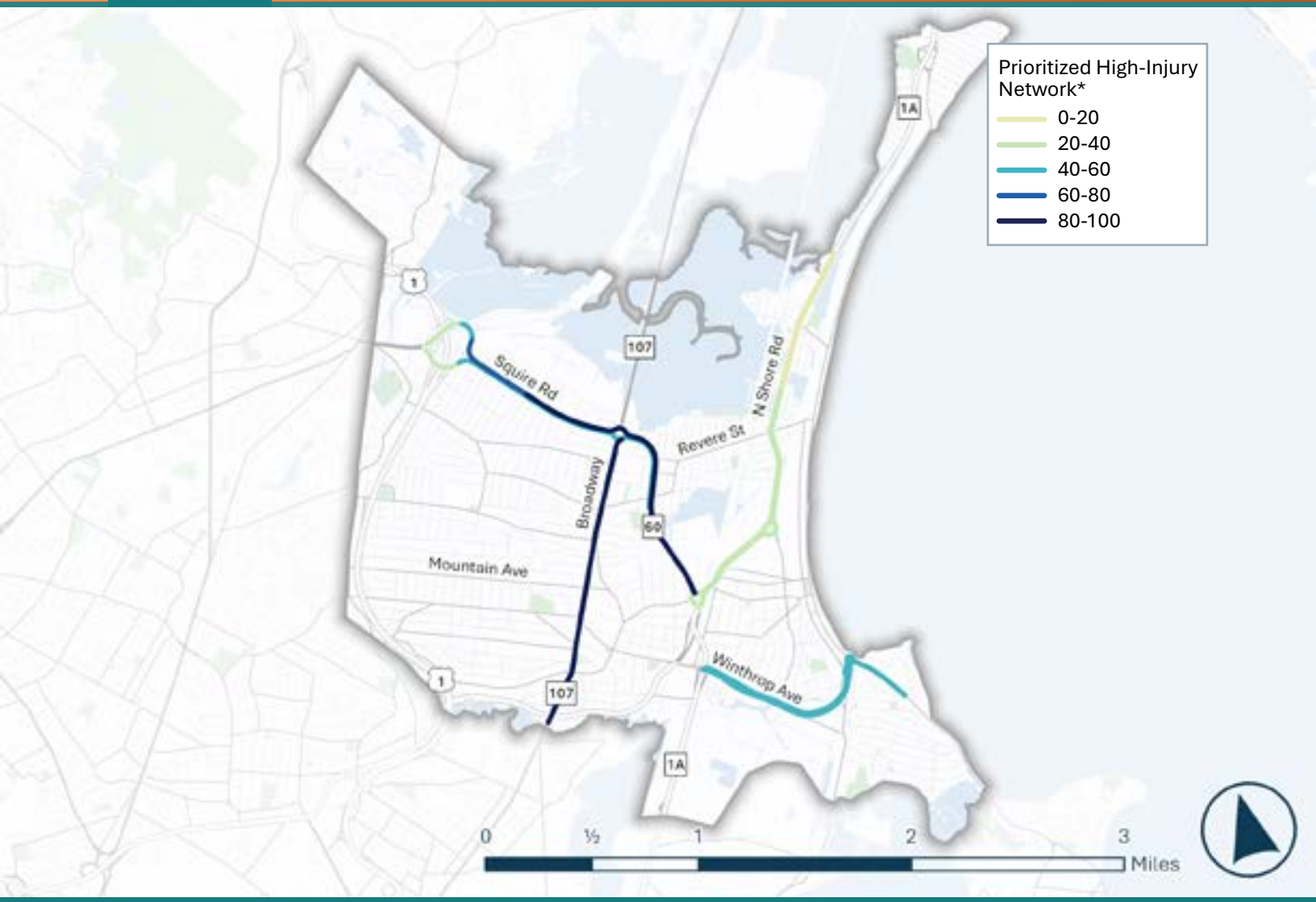
- Pedestrians
- Impaired Driving
- Speeding

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

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 Municipal 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.

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

Contact the Boston Region MPO and visit bostonmpo.org/visionzero to see information on the high-risk networks.

SIGNALIZED INTERSECTION CRASHES

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

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 fatal and serious injury crashes at signalized intersections.

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
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
Roundabouts	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 fatal and serious injury crashes on roadway segments.*

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 fatal and serious injury crashes involving speeding on a roadway segment.

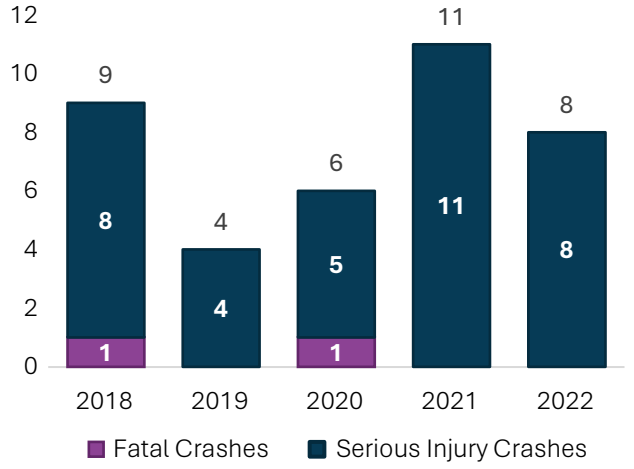
Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Speed humps	Low-speed local and collector streets	Reduce vehicle speeds	Low	High
Variable speed limits	Urban and rural freeways and high-speed arterials with posted speed limits greater than 40 mph	Reduce vehicle speeds; increase attentiveness and awareness	Low	High
Speed feedback signs	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.

ROCKLAND
SOUTH SHORE COALITION

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

- Intersections
- Lane Departure
- Occupant Protection

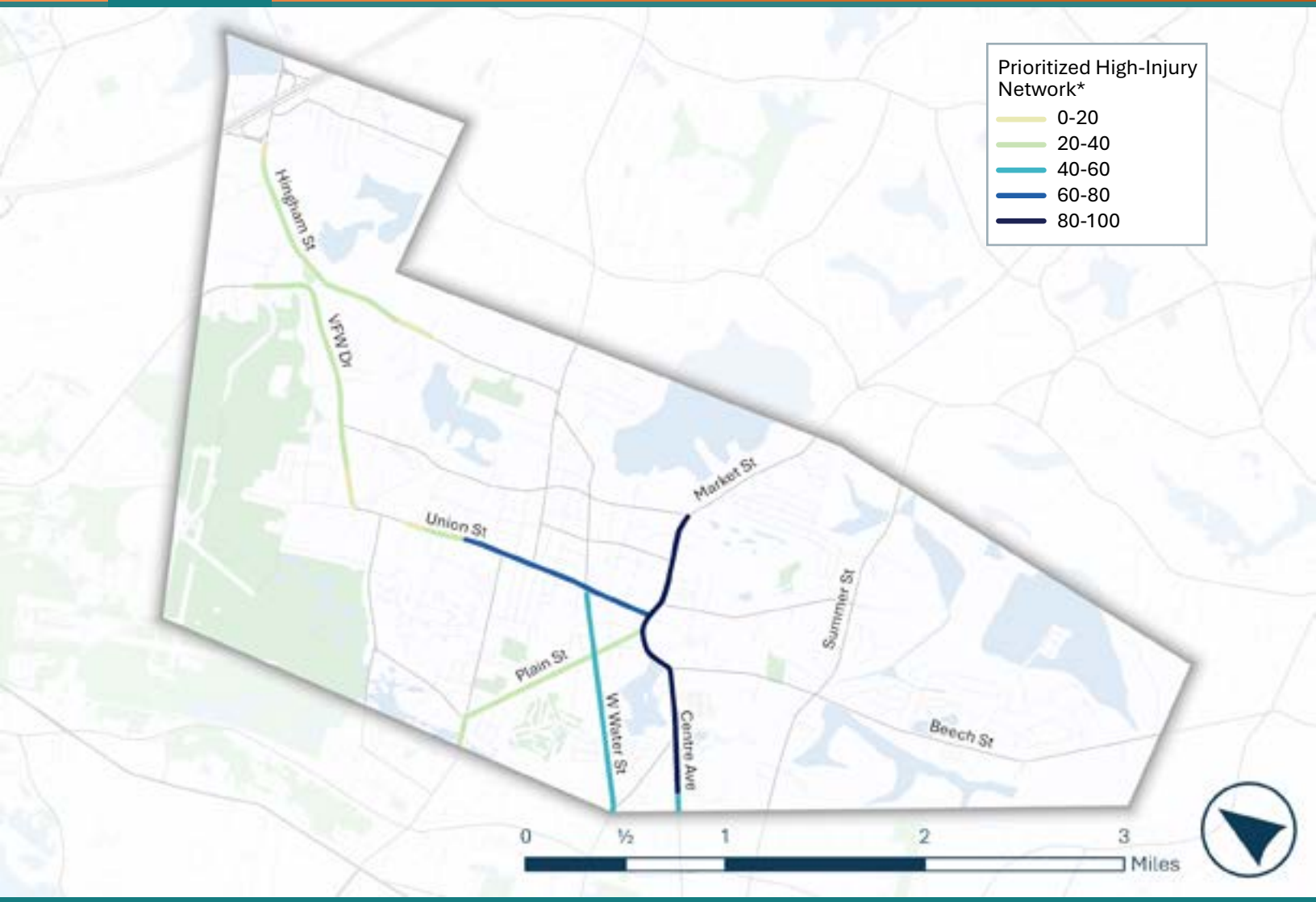
*The **TOP THREE MOST OVERREPRESENTED** EAs compared to the entire Commonwealth:*

- Occupant Protection
- Impaired Driving
- Intersections

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



* The Municipal 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.

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 to see information on the high-risk networks.

SIDESWIPE CRASHES AT INTERSECTIONS

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

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 fatal and serious injury crashes involving a sideswipe collision at an intersection.

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

*Crashes resulting from overtaking accounted for **11%** of Rockland's fatal and serious injury crashes on roadway segments.*

50% occurred on two-way undivided roadways

50% were head-on crashes

50% involved impaired driving

Note: Percentages only apply to fatal and serious injury crashes involving overtaking on a roadway segment.

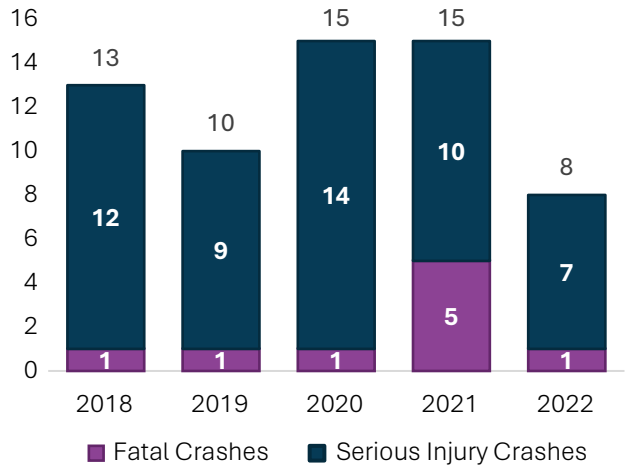
Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Speed humps	Low-speed local and collector streets	Reduce vehicle speeds	Low	High
Speed feedback signs	All types of roadway segments	Increase attentiveness and awareness	Low	High
Road diets	Roadways with average 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.

SAUGUS
INNER CORE COMMITTEE

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

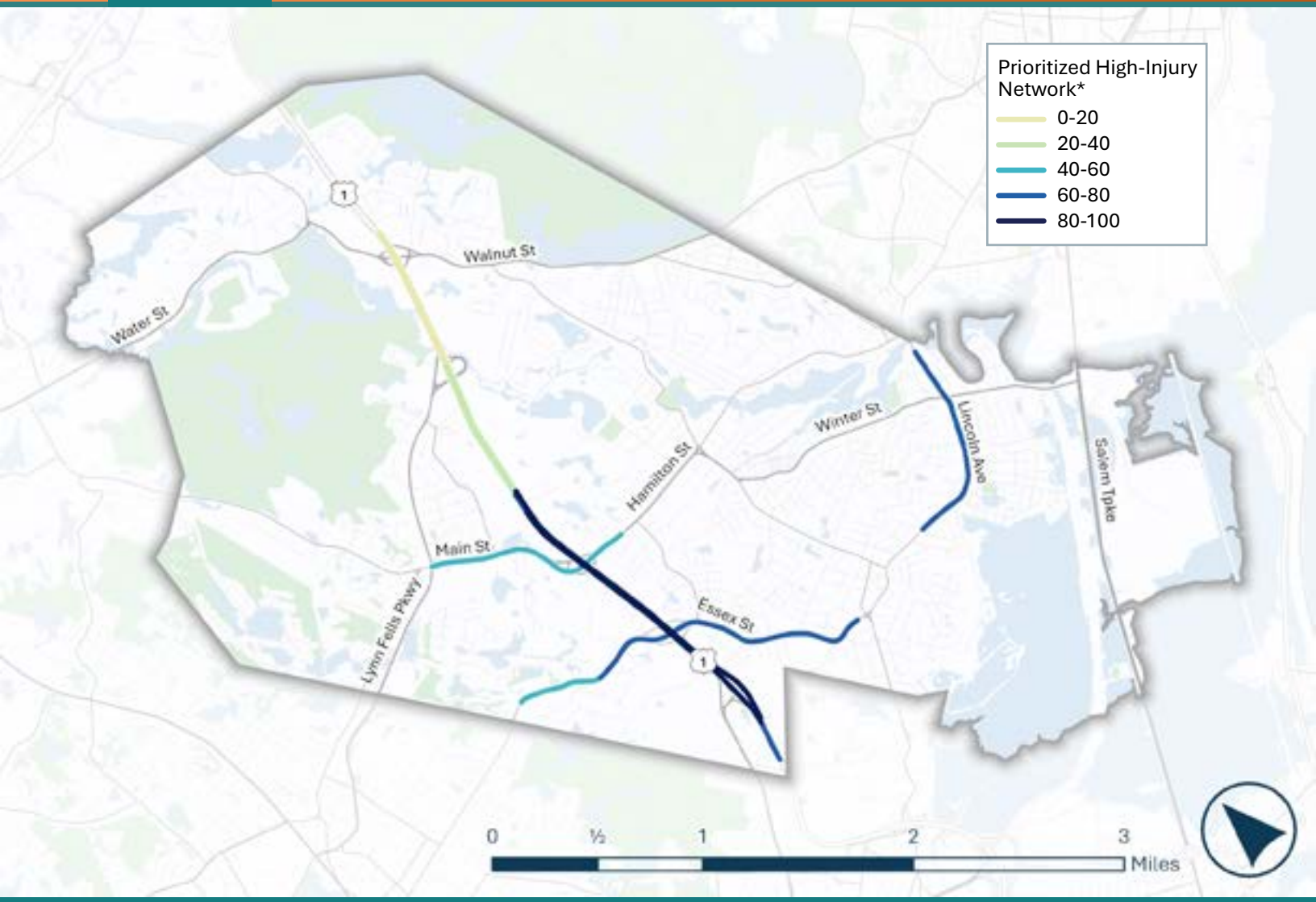
*The **TOP THREE MOST OVERREPRESENTED** EAs compared to the entire Commonwealth:*

- 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



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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 to see information on the high-risk networks.

TURNING MOVEMENT-RELATED INTERSECTION CRASHES

***55%** of fatal and serious injury crashes at intersections in Saugus between 2018 and 2022 involved a vehicle making a turning movement.*

- **33%** occurred at stop-controlled T-intersections
- **67%** involved a left-turning vehicle
- **33%** involved a collision with pedestrians

Note: Percentages only apply to fatal and serious injury crashes involving a vehicle making a turning movement at an intersection.

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Advance yield/stop markings	Signalized Intersections	Remove severe conflicts	Low	High
Centerline hardening	Signalized Intersections with a history of turn-related crashes or observed improper yield behaviors	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

HEAD-ON CRASHES ON SEGMENTS

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

- **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 fatal and serious injury crashes involving a head-on collision on a roadway segment.

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
SafetyEdge	All types of roadway segments	Remove severe conflicts	Low	High
Median barriers	Divided roadway segments	Remove severe conflicts	Medium	Medium

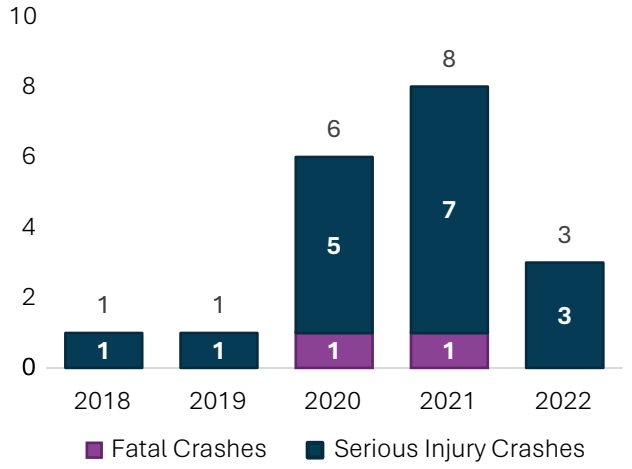
To see all countermeasures, strategies, and actions in this plan, visit bostonmpo.org/visionzero.

SHERBORN

SOUTHWEST ADVISORY PLANNING COMMITTEE

Population (2020)	4,402
Annual Vehicle Miles Traveled (2022)	38M
Total Crashes (2018-2022)	700
Fatal and Serious Injury Crashes (2018-2022)	19
Fatal and Serious Injury Crash Rate (per 100,000 residents)	431.6
Bicyclist Fatal and Serious Injury Crashes (2018-2022)	0
Pedestrian Fatal and Serious Injury Crashes (2018-2022)	1

Crash History



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

Road Design Feels Unsafe	Speeding	Aggressive, Reckless, or Distracted Driving
71%	71%	59%

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.

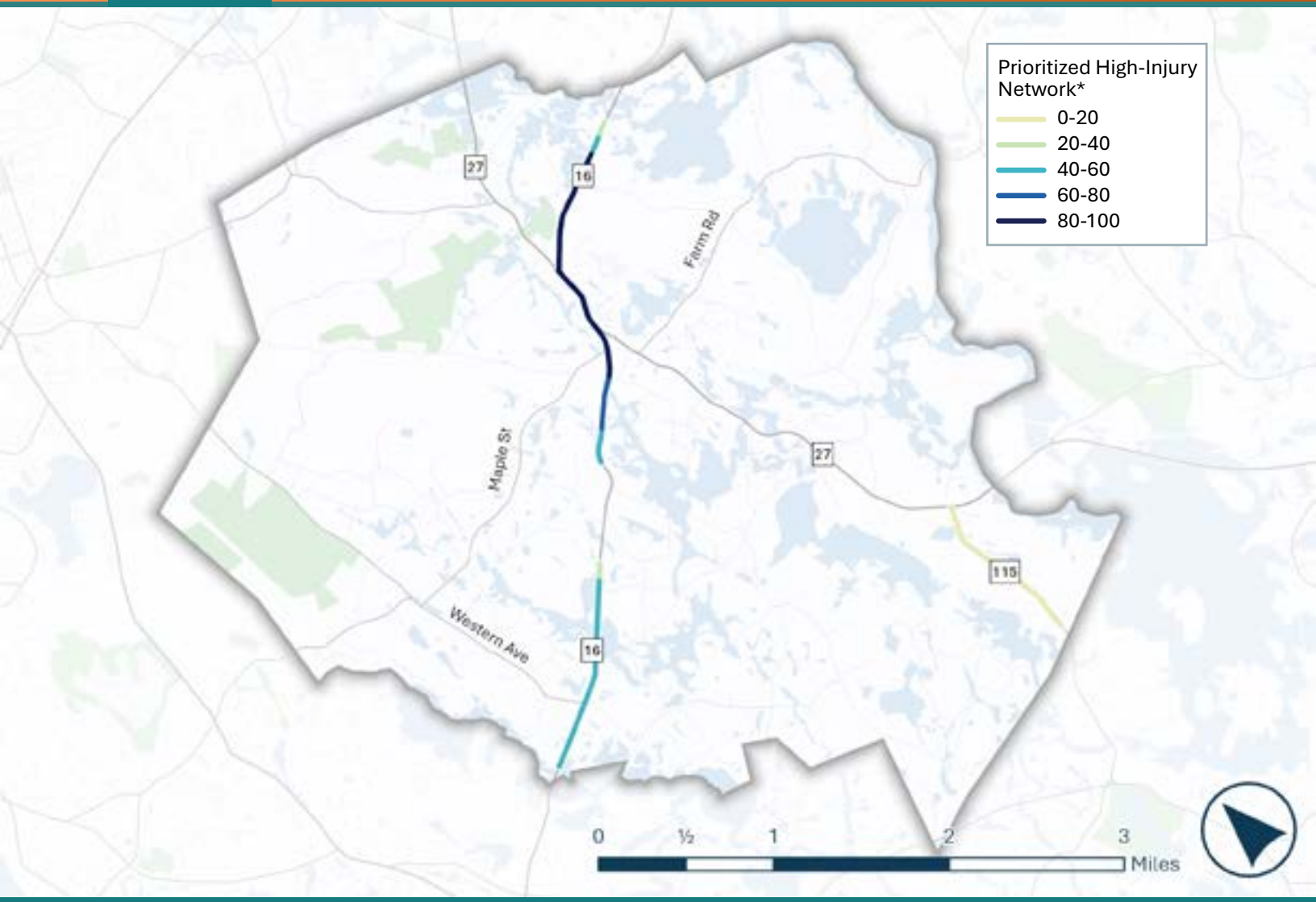
*The **TOP THREE MOST COMMON** emphasis areas (EAs) in Sherborn:*

Lane Departure | Older Drivers | Intersections

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

Lane Departure | Impaired Driving | Speeding

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



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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 to see information on the high-risk networks.

INTERSECTION CRASHES INVOLVING FAILURE TO YIELD

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

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 fatal and serious injury crashes at intersections involving failure to yield.

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)

Lane departure crashes involving a vehicle that has run of the road accounted for ***50%*** *of Sherborn's fatal and serious injury crashes on roadway segments.*

86% occurred on two-way undivided roadways

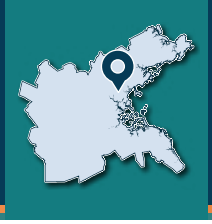
86% involved aggressive driving

43% involved impaired driving

Note: Percentages only apply to fatal and serious injury crashes involving a lane departure where a vehicle has run off the road.

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.

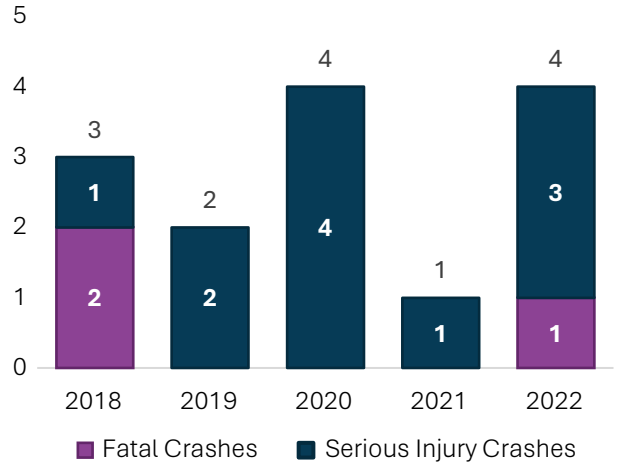


TOPSFIELD

NORTH SHORE TASK FORCE

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

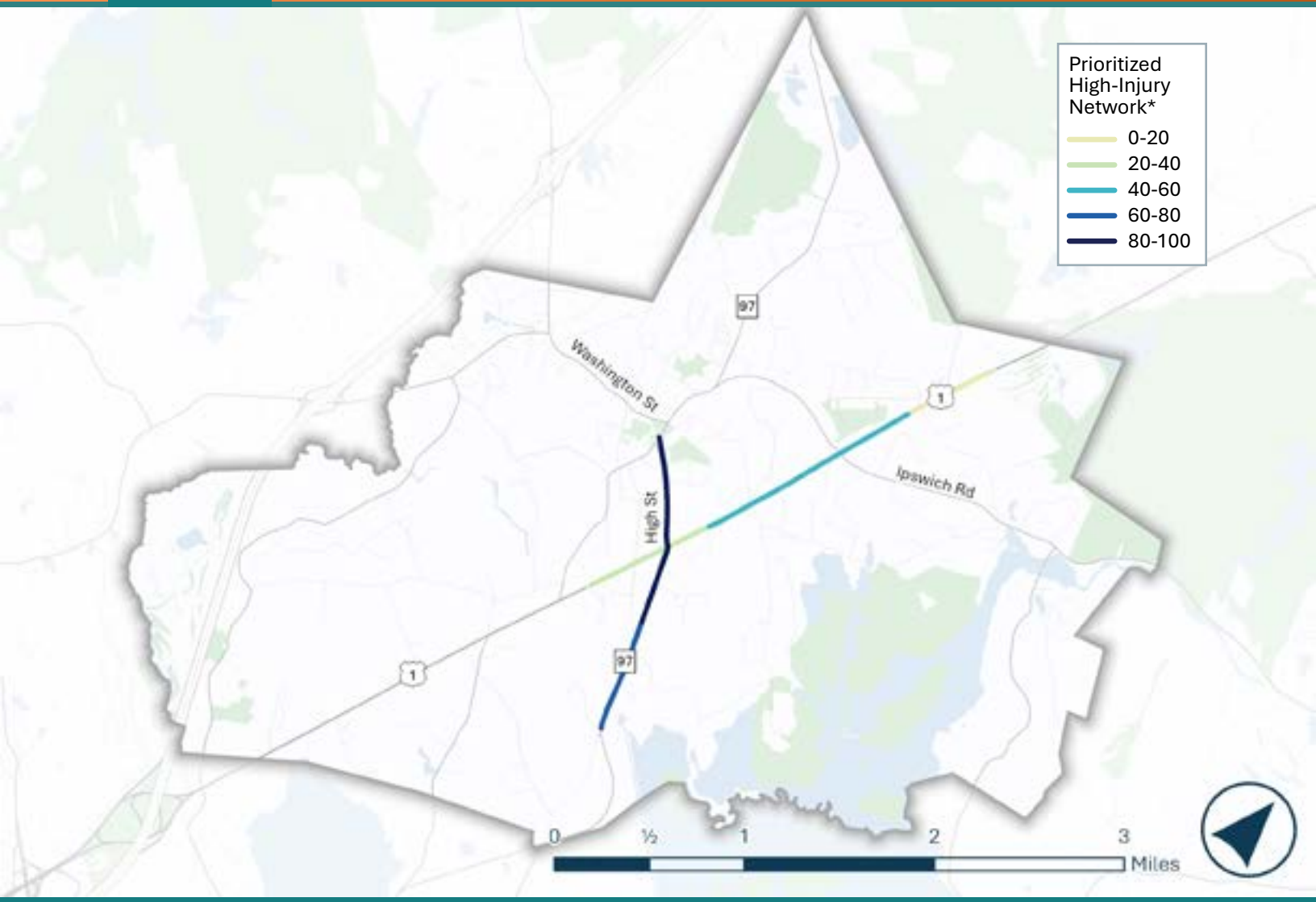
*The **TOP THREE MOST OVERREPRESENTED** EAs compared to the entire Commonwealth:*

- Occupant Protection
- Impaired Driving
- Speeding

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



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

Contact the Boston Region MPO and visit bostonmpo.org/visionzero to see information on the high-risk networks.

REAR-END CRASHES AT INTERSECTIONS

***40%** of fatal and serious injury crashes at intersections in Topsfield between 2018 and 2022 involved a rear-end collision.*

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 fatal and serious injury crashes involving a rear-end collision at an intersection.

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
Clear sight triangles	Unsignalized intersections with restricted sight distance	Increase attentiveness and awareness	Medium	High
Transverse rumble strips	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 fatal and serious injury crashes on roadway segments.*

67% occurred on two-way undivided roadways

67% were sideswipe crashes in the opposite direction

33% involved speeding

Note: Percentages only apply to fatal and serious injury crashes involving a sideswipe collision on a roadway segment.

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

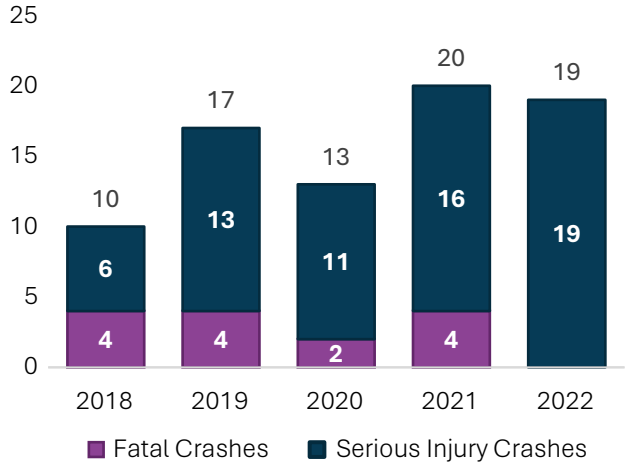
To see all countermeasures, strategies, and actions in this plan, visit bostonmpo.org/visionzero.

WEYMOUTH

SOUTH SHORE COALITION

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

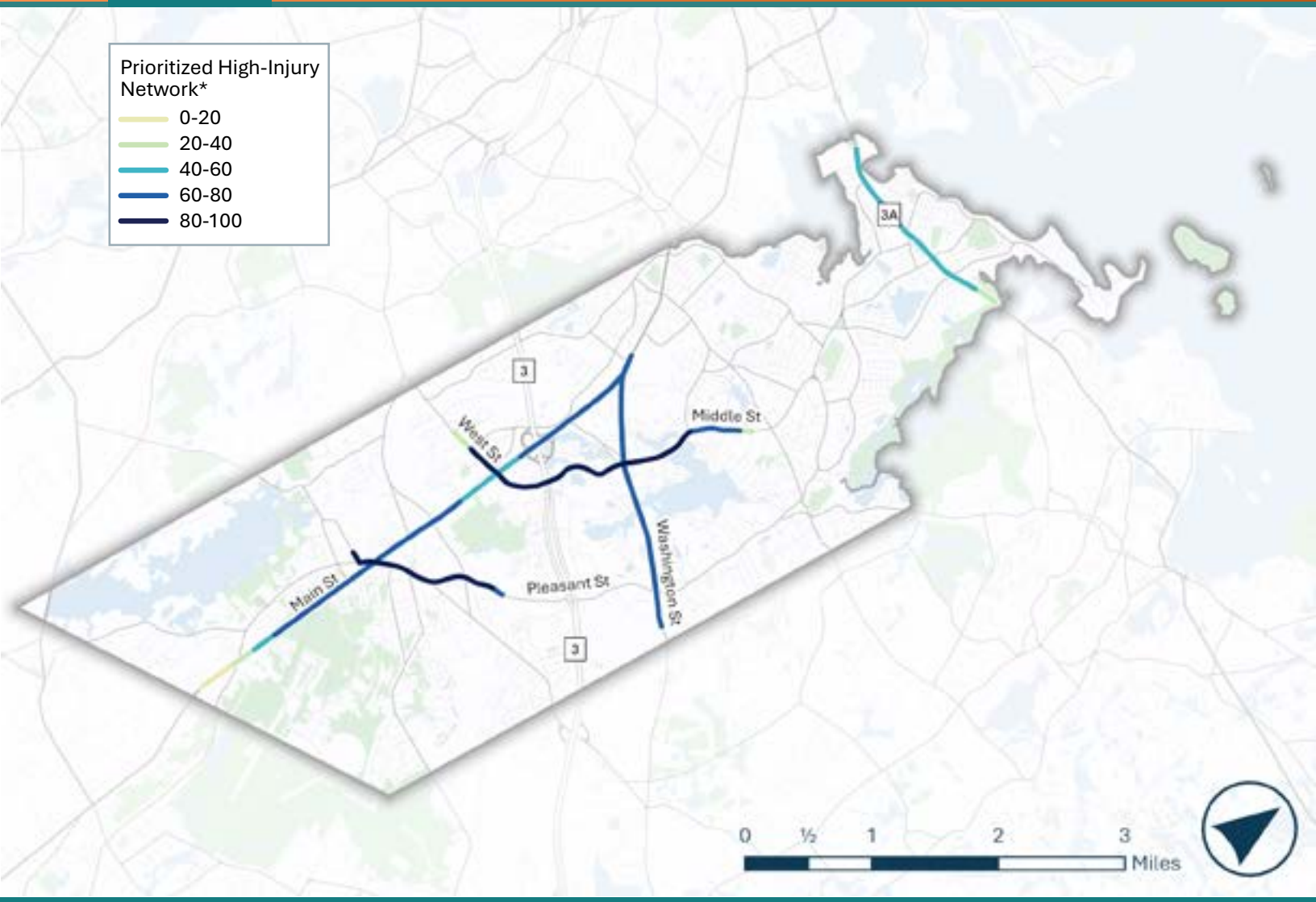
*The **TOP THREE MOST COMMON** emphasis areas (EAs) in Weymouth:*

- Intersections
- Older Drivers
- Lane Departure

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

- Older Drivers
- Impaired Driving
- Motorcyclists

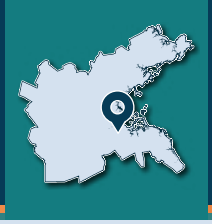
	# of Fatal & Serious Injury Crashes	% of Municipality's Fatal & Serious Injury Crashes
Intersections	27	34%
Lane Departure	17	22%
Older Drivers	21	27%
Pedestrians	14	18%
Bicyclists	4	5%
Large Vehicles	3	4%
Speeding	2	3%
Younger Drivers	8	10%
Motorcyclists	10	13%
Distracted Driving	5	6%
Impaired Driving	8	10%
Occupant Protection	1	1%



* The Municipal 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.

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 to see information on the high-risk networks.



HEAD-ON CRASHES AT INTERSECTIONS

***30%** of fatal and serious injury crashes at intersections in Weymouth between 2018 and 2022 involved a head-on collision.*

38% occurred on two-way undivided roadways

38% happened in dark conditions

25% involved a left-turning vehicle

Note: Percentages only apply to fatal and serious injury crashes involving a head-on collision at an intersection.

Countermeasures	Applications	Safe System Roadway Design Hierarchy	Cost	High-Risk Potential
Protected left turn phasing	Signalized intersections with relatively high left-turn volumes	Remove severe conflicts	Low	High
Offset left-turn lanes at intersections	Intersections with a high frequency of crashes between vehicles turning left and opposing through vehicles	Remove severe conflicts	Medium	Medium
Roundabouts	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 fatal and serious injury crashes on roadway segments.*

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 fatal and serious injury crashes that involved a vehicle entering or leaving a traffic lane.

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

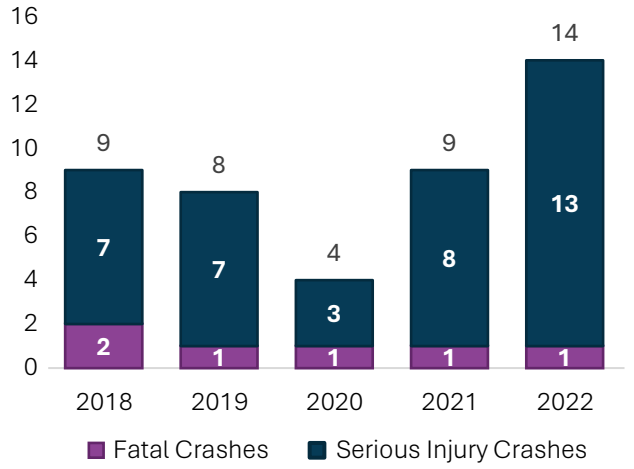
To see all countermeasures, strategies, and actions in this plan, visit bostonmpo.org/visionzero.

WRENTHAM

SOUTHWEST ADVISORY PLANNING COMMITTEE

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

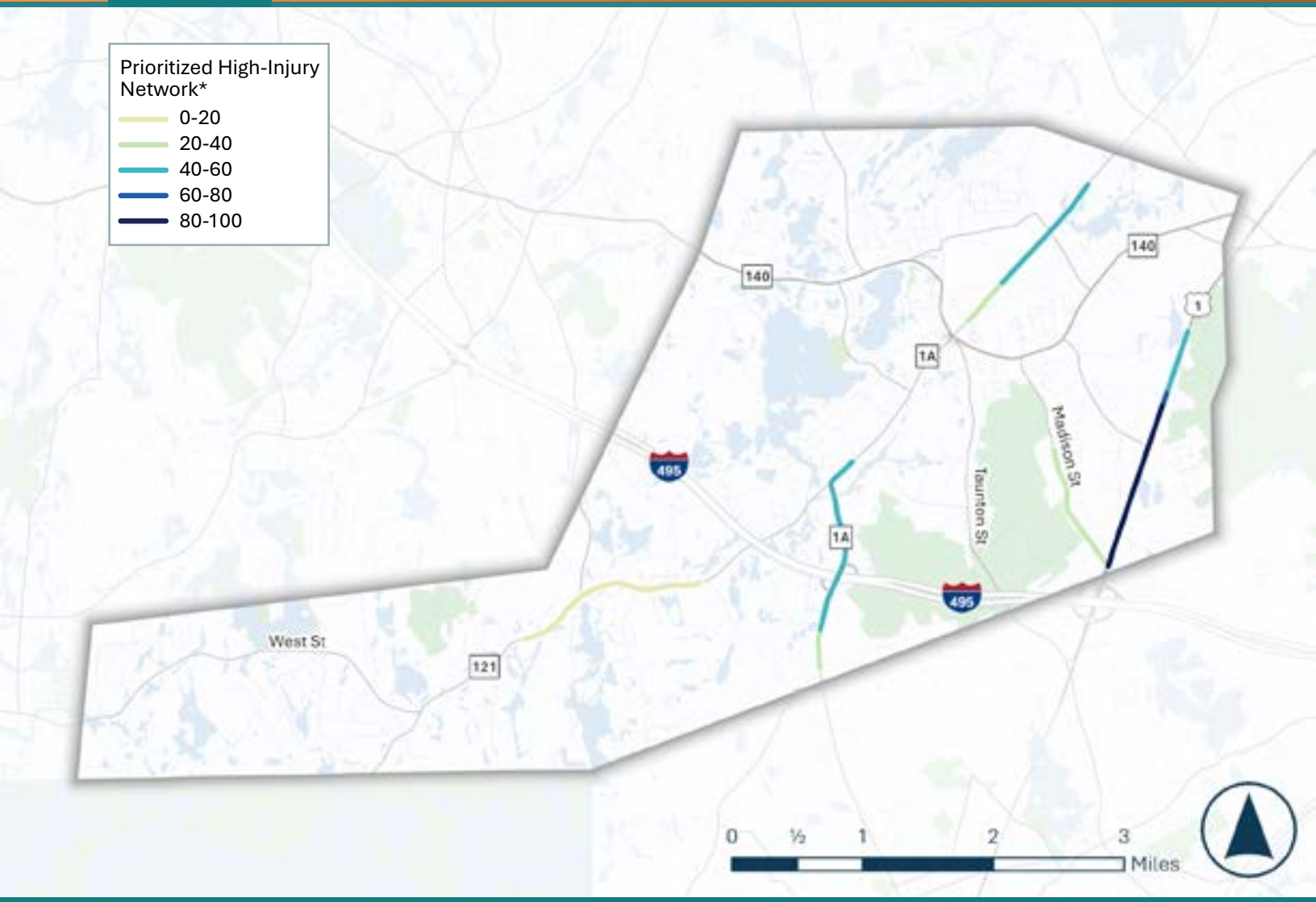
*The **TOP THREE MOST COMMON** emphasis areas (EAs) in Wrentham:*

- Intersections
- Motorcyclists
- Older Drivers

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

- Occupant Protection
- Motorcyclists
- Younger Drivers

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



* The Municipal 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.

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 to see information on the high-risk networks.

INTERSECTION CRASHES INVOLVING FAILURE TO YIELD

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

55% occurred at unsignalized T-intersections

36% were head-on crashes

73% involved a left-turning vehicle

Note: Percentages only apply to fatal and serious injury crashes at intersections involving failure to yield.

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 fatal and serious injury crashes on roadway segments.*

100% occurred on two-way undivided roadways

33% involved collisions with bridge overhead structure

33% involved distracted driving

Note: Percentages only apply to fatal and serious injury crashes involving a large vehicle on a roadway segment.

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.