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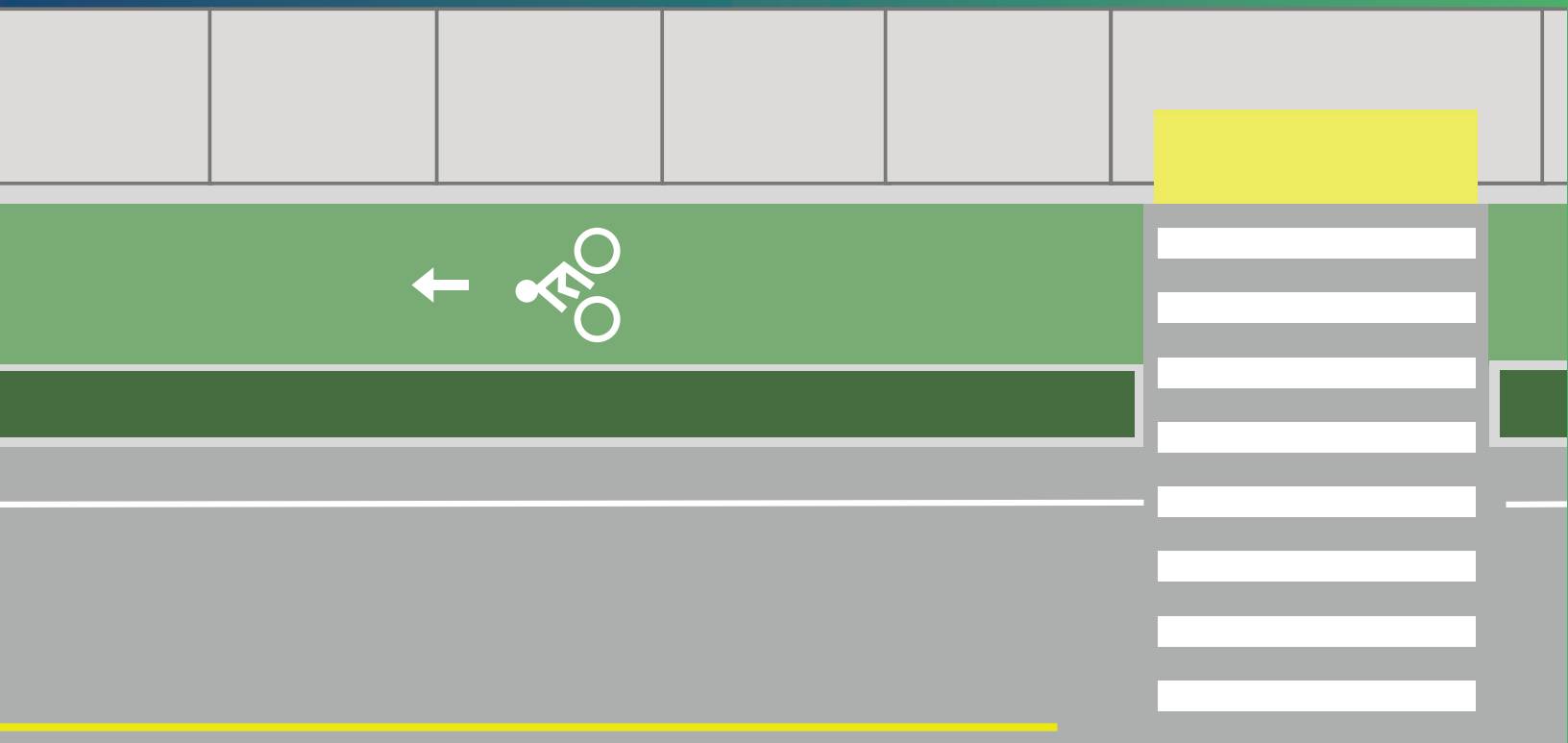
SRPEDD
Southeastern Regional Planning & Economic Development District

SAFE STREETS FOR ALL

Southeastern Massachusetts Regional Safety Action Plan

Final June 17, 2025



Regional Safety Action Plan Task Force

The Regional Safety Action Plan Task Force is a group of stakeholders that have been brought together to guide the planning process for this Action Plan, as well as share their individual, organizational, and community expertise to contribute to the research and analysis conducted for the Action Plan. SRPEDD hopes that by bringing together this diverse set of stakeholders, members will create connections that live outside of the task force and will feel motivated and empowered to implement the recommendations of this Action Plan.

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MassDOT/MBTA Title VI Specialists
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Email: MassDOT.CivilRights@state.ma.us or MBTAcivilrights@mbta.com

Complaints may also be filed directly with the United States Department of Transportation at:

U.S. Department of Transportation
Office of Civil Rights
1200 New Jersey Avenue, SE
Washington, DC 20590
Website: civilrights.justice.gov/report

English: If this information is needed in another language, please contact the MPO Title VI Coordinator at 508-824-1367 ext. 235 or aduarte@srpedd.org.

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Common Acronyms and Abbreviations

ACS – American Community Survey, an annual demographics survey program conducted by the U.S. Census Bureau
ADA – American with Disabilities Act of 1990, 42 USC § 12101 et seq.
CFR – Code of Federal Regulations
CMR – Code of Massachusetts Regulations
DOT – U.S. Department of Transportation (also referred to as USDOT)
FHWA – Federal Highway Administration, a division of the U.S. Department of Transportation
GATRA – Greater Attleboro Taunton Regional Transit Authority
GIS – Geographic Information System
IIJA – Infrastructure Investment and Jobs Act, Pub. L. 117–58, Nov. 15, 2021, 135 Stat. 815
JTPG – Joint Transportation Planning Group, an advisory committee to the SMMPO
LEP – Limited English Proficiency
MARPA – Massachusetts Association of Regional Planning Agencies
MassDOT – Massachusetts Department of Transportation
MPO – Metropolitan Planning Organization
NHS – National Highway System
NOFO – Notice of Funding Opportunity
NRSS – U.S. Department of Transportation's National Roadway Safety Strategy
RSA – Road Safety Audit
RTA – Regional Transit Authority
RTP – Regional Transportation Plan
SIP – State Implementation Plan
SMMPO – Southeastern Massachusetts Metropolitan Planning Organization
SRPEDD – Southeastern Regional Planning and Economic Development District
SRTA – Southeastern Regional Transit Authority
SS4A – Safe Streets and Roads for All
STIP – State Transportation Improvement Program
Title VI – Federal law that mandates that any program, project or service be provided without regard to anyone's race, color, or national origin, as well as age, gender or disability.
TIP – Transportation Improvement Program
UPWP – Unified Planning Work Program
USDOT – U.S. Department of Transportation (also referred to as DOT)

Executive Summary

CRASH TRENDS

From 2019 to 2023, 87,586 traffic crashes were reported in the Southeastern Massachusetts region. 21,021 or 24% percent of these crashes resulted in an injury of some kind, while 2% or 1,828 crashes, resulted in a death or serious injury to one of more of the people involved, 245 deaths and 1, 623 serious injuries respectively. When a pedestrian, bicyclist, or motorcyclist was one of the parties involved, the results were starkly different. Approximately 20 percent of crashes involving pedestrians and motorcyclists resulted in a fatality. **Nearly 80% of all crashes involving someone on foot or bike resulted in an injury to the vulnerable road user.** Crashes most likely to result in a fatal or serious injury (FSI) involved pedestrians, bicyclists, motorcyclists, roads with two or more lanes, speed limits over 30 miles per hour, and dark conditions.

To address this crisis, the Southeastern Metropolitan Planning Organization (SMMPO) led by SRPEDD, together with consulting firms Toole Design and Vanesse Hangen Brustlin Inc. (VHB) and an interdisciplinary Task Force, developed a data-driven Regional Safety Action Plan under the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) initiative.

Figure E-1: Damaged sign at the site of a fatal bicycle crash in Dighton (left) serius injury crash in Middleborough (center), Memorial at a fatal pedestrian crash in Middleborough (right).

CRASH TRENDS

Injury Prevalence by Mode

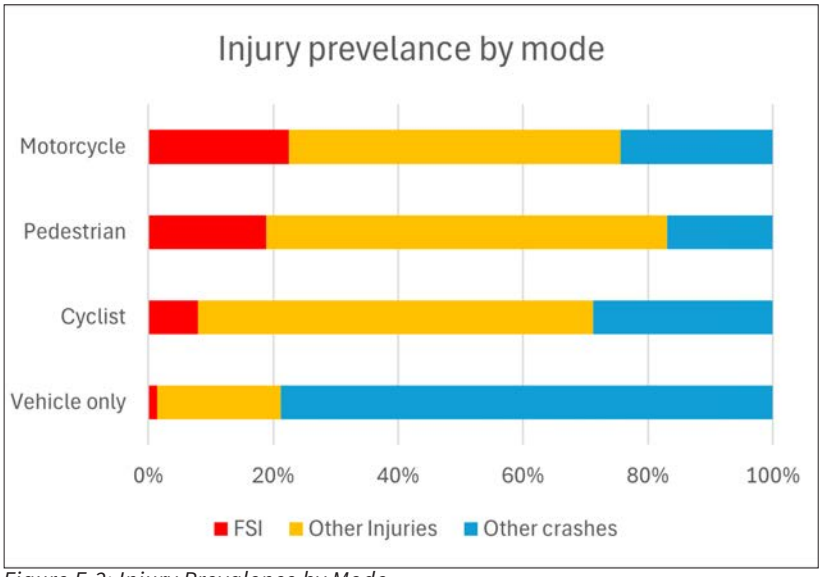


Figure E-2: Injury Prevalence by Mode

- Most crashes involving a person biking or walking resulted in injuries (79%)
- Crashes involving someone walking, biking, or riding a motorcycle make up 39% of fatalities while representing 3.5% of all reported crashes.
- Most crashes where a person was killed only involved vehicles (61%), but these make up less than 1% of total vehicle-only crashes.

Number of Lanes

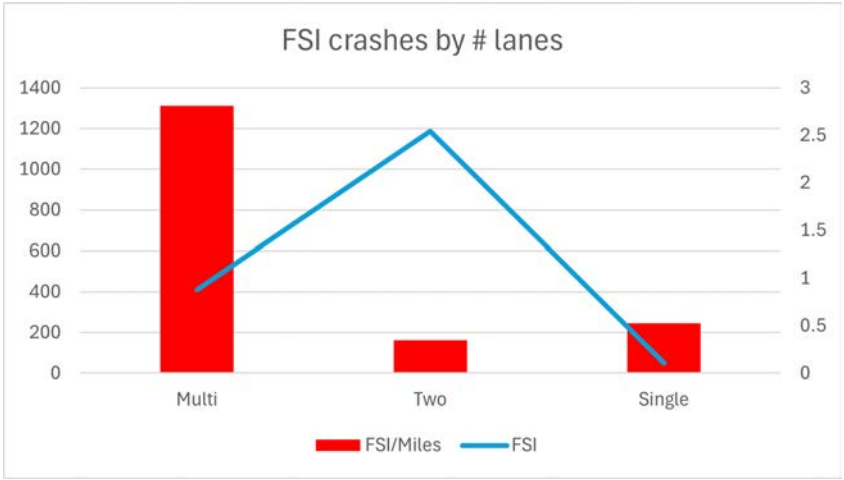


Figure E-3: Number of Lanes

- Roads with **two lanes** represented the highest number of injury crashes. When normalized by roadway mileage, mutli lane roads are over-represented in the data by a factor of 8.2 compared to two lane roads.

WHAT IS A SAFETY ACTION PLAN?

This Plan adopts the Vision Zero framework, which holds that no traffic fatalities or serious injuries are acceptable. The Plan aims to reduce traffic fatalities and serious injuries in the region by 35% by 2040 and ultimately eliminate them altogether. The region's strategy is informed by a Safe Systems Approach, which considers how road design, speed management, safe vehicles, and post-crash care can work together to protect all road users—including pedestrians, cyclists, motorcylists, transit users, and drivers.

KEY COMPONENTS OF THE PLAN

1. **Public Engagement:** Over 300 survey responses, multilingual outreach, and targeted engagement with historically underserved groups living in high traffic injury communities informed the planning process. The draft Plan was released to a 21-day public comment period to gather local feedback and ensure alignment with municipal needs.

   Key Issues We Heard from the Public :

   - Speeding
   - Dangerous intersections
   - Distracted driving, walking, bicycling
   - Limited sidewalks and bicycle facilities
   - Poor sight lines and visibility of other road users
   - Insufficient lighting
   - Poor road surface conditions

2. **Crash Data Analysis:** A review of crash data from 2019–2023 identified high-risk corridors and crash trends, along with common crash factors in the region such as speeding and distracted driving. The data analysis highlights communities like New Bedford, Fall River, and Taunton as having the highest number of serious crashes in the region, with places like Middleborough and Dartmouth showing higher crash severity rates per capita.

3. **High Injury Network (HIN) and Systemic Risk Analysis:** A regional high-injury network and high-risk network were identified along with the characteristics of the roadways in each. Arterial roadways were associated with high crash risk across every mode, especially where they intersect with high levels of activity such as bus stop proximity, presence of sidewalks, and town/city centers.

Table E-1: High Risk Network Analysis - All Modes

Mode	Definition	Tier	Mileage	Mileage Share	Severity Score Share
All	Arterial; Town/City Center; Bus <300ft; Sidewalks (both)	Critical	62.716	1.5%	15.2%
All	Arterial; Town/City Center; Bus <300ft; Sidewalks (not both)	High	35.835	0.8%	6.0%

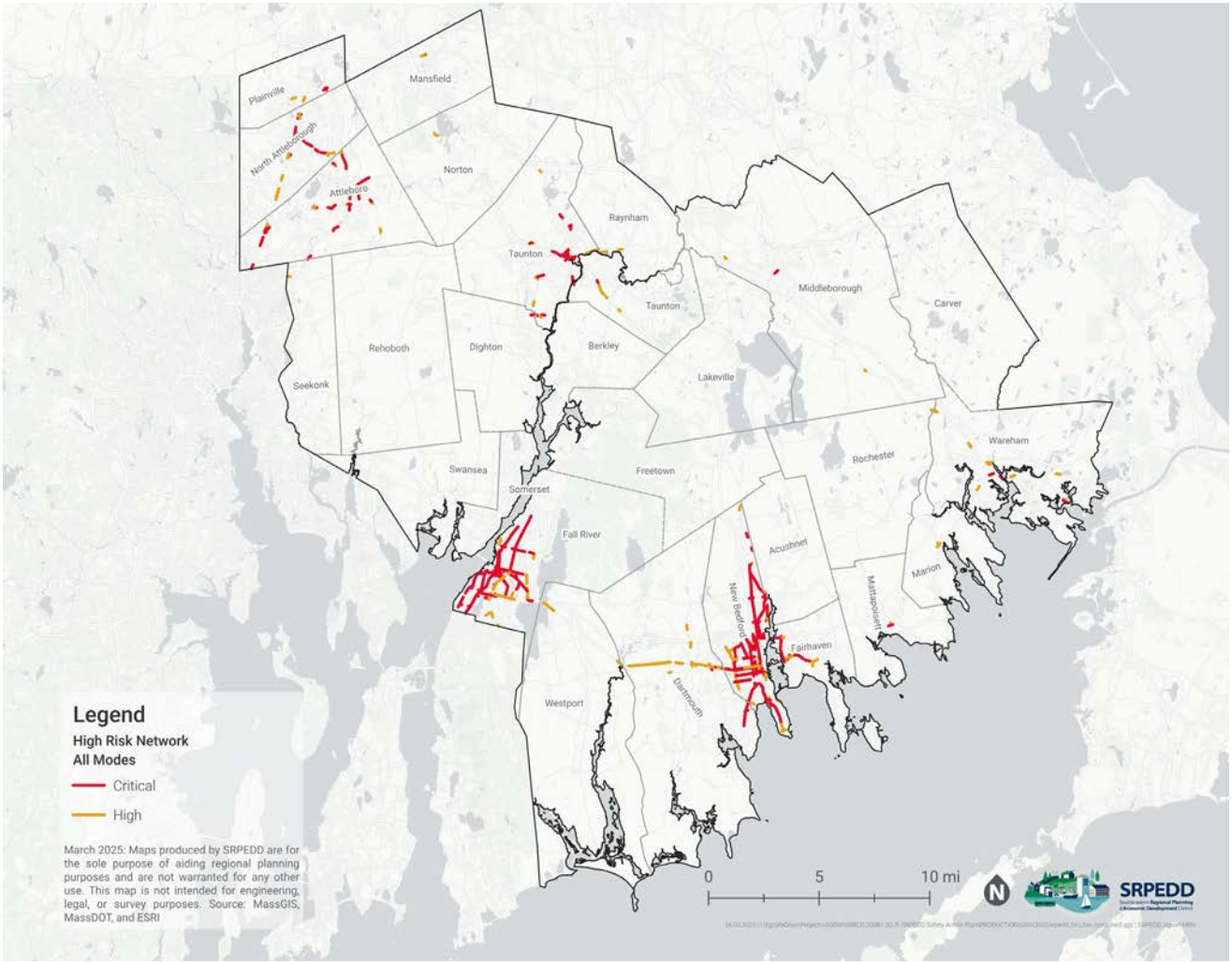


Figure E-5: High Risk Network Map - All Modes

4. **Countermeasures and Projects:** The Plan presents a comprehensive toolkit of various engineering and safety solutions in Chapter 5—including short to long term and low to higher cost options—to address high crash-risk and high-injury locations. Low-cost, short-term solutions include high-visibility crosswalks, pavement markings, signage, signal timing changes, and trimming vegetation that blocks sight lines. Higher cost, long-term solutions include road redesigns and certain types of pedestrian infrastructure. The Plan also recommends non-engineering solutions such as educational campaigns and enforcement strategies to increase safer road user behaviors. Tools for developing demonstration type projects for all countermeasures are also included.

Figure E-6: Example Countermeasures

Chapter 6 highlights systemic measures that can be widely applied to address issues identified on the High Risk Network.

Appendix B identifies locations within each community in the SMMPO region that are eligible to apply for implementation or demonstration project federal SS4A funding to make streets safer. The Plan ranks and prioritizes potential safety projects at both the regional and municipal levels to ensure a wide array of opportunities for funding for all of the region's 27 communities.

IMPLEMENTATION AND NEXT STEPS

SRPEDD, with the direction of the SMMPO, will propose implementation of the Regional Safety Action Plan in planning activities and technical assistance to communities through its Unified Planning Work Program items.

The SS4A Regional Safety Action Plan enables the 27 communities of Southeastern Massachusetts to apply for implementation funding through the federal SS4A program to design and construct recommended solutions outlined in the Plan. It ultimately positions the region to pursue targeted investments and projects, from short-term and low-cost to longer term and higher cost, that will measurably reduce harm on the region's roadways, making streets safer for everyone.

This Plan was developed in collaboration with a diverse Task Force of municipal officials, community leaders, transit professionals, and public health advocates. Their role continues into implementation of the Plan as stewards of safer streets and expanded mobility options across the region. As emphasized by the Safe System Approach, "responsibility is shared and safety is proactive." All regional safety stakeholders (individual road users, those who design, build, and manage transportation infrastructure, government officials who oversee policy decisions, and private industry officials who design vehicles and equipment) must take action together in order to reverse the trend of fatal and serious injury crashes in the SMMPO region.

Contents

Chapter 1: Introduction

Purpose

The Southeastern Massachusetts region experienced 1,828 fatal and serious injury crashes from 2019-2023. These crashes resulted in 245 fatalities and 1,623 serious injuries. Crashes had wide ranging effects beyond the immediate collision, including, but not imited to, impacts to families, friends, businesses, communities, first responders, public health, eyewitnesses, and the roadway network.

The Southeastern Metropolitan Planning Organization (SMMPO) is committed to reduction, and ultimately elimination, of traffic fatalities and serious injuries through adoption of Vision Zero principles and application of a Safe Systems Approach.

SRPEDD, as staff to the SMMPO and on behalf of the 27 communities in Southeastern Massachusetts, was awarded a Safe Streets and Roads for All (SS4A) planning grant through USDOT to develop this Regional Safety Action Plan.

This plan provides a data driven framework that identifies high crash locations and improvements that will increase roadway safety and significantly reduce and eliminate roadway fatalities and serious injuries for all users, including pedestrians, bicyclists, motor cyclists, public transportation riders, and motor vehicles. This plan was developed in collaboration with local communities, residents, state and federal partners, and the Southeastern Massachusetts Regional Safety Task Force.

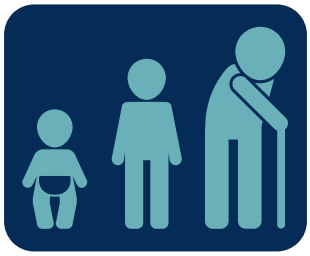
ABOUT THE REGION

POPULATION

649,761 PEOPLE

The SRPEDD region features 27 communities in Southeastern Massachusetts ranging from urban cores in New Bedford and Fall River, to suburban development like Dartmouth and Plainville, and more rural development like Berkley and Freetown. The wide array of land uses across the SRPEDD communities requires context-sensitive transportation fixes to ensure safety throughout the region for all modes of travel.

AGE



18.0% AGE 65+

The SRPEDD region has a high concentration of residents over the age of 65 compared to the rest of Massachusetts. Older populations tend to have different transportation needs that include more expansive and available transit options. The UMass Donahue Institute projects the SRPEDD region will see a steady increase in the number of residents over age 65 in the years leading up to 2050, so the need for safety improvements especially along transit lines will be critical for current and future residents.

VEHICLE AVAILABILITY

9.0% WITHOUT ACCESS

The most dominant mode of transportation throughout the SRPEDD region is the use of personal automobiles. With limited transit availability and the lack of fully connected and accessible sidewalks and bicycle facilities throughout the region, many people living in the SRPEDD region may have to choose walking or biking on roadways that are currently unsafe putting them at risk on roadways. While most households without a vehicle are in the region's more densely developed areas, it is important to provide safe connections in every community for those without access to a personal vehicle.

HOUSEHOLD INCOME

MEDIAN: $62,728

The SRPEDD region has a median income 35% lower than the state average of $96,505. Access to funds can impact transportation choices of households as maintenance of cars can be a huge household expense. The Bureau of Labor Statistics estimates the cost of owning and operating a motor vehicle to be $10,729 (per 15,000 miles driven) in the same year as the 2022 ACS 5-year estimates. This presents a large financial burden for people living in the SRPEDD region should they need to own and operate a vehicle for everyday transportation.

What is Vision Zero?

Vision Zero, a transformative transportation planning strategy introduced in the 1990s, aspires to reduce traffic-related injuries and fatalities to zero. A Vision Zero approach demands proactive planning to identify and resolve safety concerns before they have the chance to cause harm. By prioritizing safety and equity for all road users, Vision Zero strives to create a transportation system where every life is valued, and no loss is deemed an acceptable cost of mobility.

Principles

The Vision Zero approach to transportation safety is guided by core principles, including:

- Traffic-related injuries and deaths are preventable.
- Human life and health are the number one priority across all modes of transportation.
- Human error is unavoidable, and transportation systems should be forgiving.
- Safety work should focus on systems-level changes above influencing individual behavior.
- Mitigation of speed is the fundamental factor in reducing crash severity

Figure 1-1: Picture showing cyclists using a crosswalk with high visibility markings and a rectangular rapid flashing beacon.

The Inception of the Vision Zero Philosophy

The Vision Zero philosophy first emerged from Sweden in the 1990s. Its implementation ultimately reduced the country's transportation-related deaths by two-thirds. In promoting a proactive, multi-disciplinary approach, the application of Vision Zero proved that reactive measures were insufficient in ensuring transportation safety. Moreover, its success highlighted that equitable and effective transportation planning requires a fundamental shift from reactive, incident-driven responses to a proactive, systemic approach.

Since its first implementation in 1997, the influence of Vision Zero has spread across the world. As of 2025, 53 U.S. cities have been recognized by the Vision Zero Network.

Vision Zero's success, however, is not only a matter of transportation improvements. Rather, applying a Vision Zero approach across Southeastern Massachusetts will require cross-community collaboration and multi-disciplinary coordination to address systemic safety challenges, promote equitable transportation use, and improve roadway accessibility.

Although the Vision Zero approach is tailored to the unique needs of each community, all programs share a common framework that emphasizes:

- Building and maintaining strong leadership and collaboration;
- Collecting, analyzing, and utilizing data to identify trends and inform decisions;
- Emphasize equity and community engagement;
- Establishing urgency and ensuring accountability; and
- Prioritizing safe roadways and speeds across all aspects of transportation planning and design.

Vision Zero in the SRPEDD Region

As Vision Zero is a collaborative and ongoing effort, communities often share resources and insights from their own implementation. The most prominent resource for Vision Zero adoption in the United States is the **Vision Zero Network,** which provides case studies, webinars, and other tools to improve Vision Zero initiatives.

In Massachusetts, communities such as Boston, Cambridge, Somerville, Worcester, Lynn and Lexington have proven that the Vision Zero approach can adapt to communities of varying sizes, respond to local needs, and improve transportation safety for residents across the state. The Southeastern Massachusetts Metropolitan Planning Organization adopted a Vision Zero Resolution on March 13, 2025, solidifying the region's commitment to implementing a Vision Zero approach to safety in the region.

Southeastern Massachusetts Metropolitan Planning Organization (SMMPO)

VISION ZERO RESOLUTION

What is the SMMPO?

The Southeastern Massachusetts Metropolitan Planning Organization (SMMPO) is the body responsible for the development and review of regional transportation policies, plans, priorities, and federal project funds for the 27 communities in the Southeastern Massachusetts region.

According to the U.S. Department of Transportation (US DOT), traffic crashes are a leading cause of death and a public health crisis, responsible for over 40,000 fatalities on United States roadways each year.

Further, according to the Governors Highway Safety Association's 2022 Pedestrian Traffic Fatalities by State report, **pedestrian deaths increased by 77% while other traffic fatalities increased by 25% from 2010 to 2021 nationwide**. Locally, the SMMPO region experienced 87,586 vehicle crashes between 2019 and 2023; 1,023 of these involved pedestrians, of which 3.7% were fatalities and 79.4% resulted in injuries.

Vision Zero is driven by the principle that there is no acceptable number of traffic fatalities and serious injuries on our roadways. The SMMPO recognizes that traffic deaths and serious injuries on our roadways are not inevitable, and this Vision Zero Resolution sets forth a goal of reducing fatal and serious injury crashes by 35% by the year 2040 and increasing safe mobility for all road users, working towards the ultimate long-term goal of zero fatal and serious injury crashes. The SMMPO further recognizes that underrepresented populations, including communities with higher populations of minority, low-income, limited English proficient, and 65+ year old individuals, have historically experienced disproportionate fatalities, injuries and risk due to traffic hazards.

The SMMPO will join other leading cities, counties, regions, and states, around the nation and around the world, in a commitment to eliminate traffic deaths and severe injuries, work which has demonstrated success when coupled with adequate funding, staff resources, and top-down support for its implementation. The communities of Southeastern Massachusetts are united around the common goal to increase roadway safety and to eliminate injury and death on our streets at a foundational level.

Together, we can ensure safe travel for the region's most vulnerable road users.

THEREFORE, BE IT RESOLVED BY THE SMMPO:

1. The SMMPO adopts the Vision Zero strategy as a comprehensive and holistic approach to eliminating traffic fatalities and severe injuries.

2. The SMMPO will support the development and implementation of a Regional Safety Action Plan to achieve the elimination of roadway fatalities and serious injuries, based upon a baseline analysis of existing fatalities and serious injuries, identification of a High Injury Network, Safety Needs Assessment, Equity Impact Analysis, and Strategies and Project Prioritization.

3. The SMMPO will engage and support the 27 communities in the Southeastern Massachusetts MPO Region in the development and implementation of the Vision Zero Action Plan.

4. The SMMPO directs staff to provide an annual summary on the implementation of the Regional Safety Action Plan, inclusive of data showing the number of traffic fatalities, severe injuries, and other collisions, to actively track the Region's performance.

5. This resolution shall take effect immediately upon its adoption.

Safe System Approach and Vision Zero

The Safe System Approach is a holistic framework that places human vulnerability and error at the forefront of decision-making. As such, the Safe System Approach is fundamental to the application of Vision Zero and has thus been widely embraced within transportation safety planning and design.

The Safe System Approach is built upon six core principles:

Death and Serious Injuries are Unacceptable:

- Transportation systems must be designed to eliminate all fatal and severe outcomes.

Design for Human Error:

- Mistakes are inevitable, but transportation systems can reduce harm through forgiving, human-centric design.

Consider Human Vulnerability:

- Transportation infrastructure should be human-centric and designed to minimize the risk of harm to vulnerable users .

Shared Responsibility:

- Transportation safety requires collaboration between all stakeholders to effectively reduce harm.

Plan Proactively:

- Systemic and localized safety issues must be identified and addressed before harm is caused, not after.

Build Redundancy:

- A transportation system must be strengthened at all levels, ensuring that if one mechanism fails, others may stand in place to reduce or prevent harm.

Figure 1-2: Graphic showing the components of the safe systems approach

Implementation of the Safe Systems Approach is arranged around five complementary objectives as shown in Figure 1-2, Safer People, Sare Roads, Safer Vehicles. Safer Speeds, and Post Crash Care.

Safer People

- Encourages safe, responsible driving and behavior by people who use our raods and create conditions that prioritize their ability to reach their destination unharmed.

Safer Roads

- Design Roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

Safer Vehicles

- Expand the availablity of vehcile systems and feastures that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

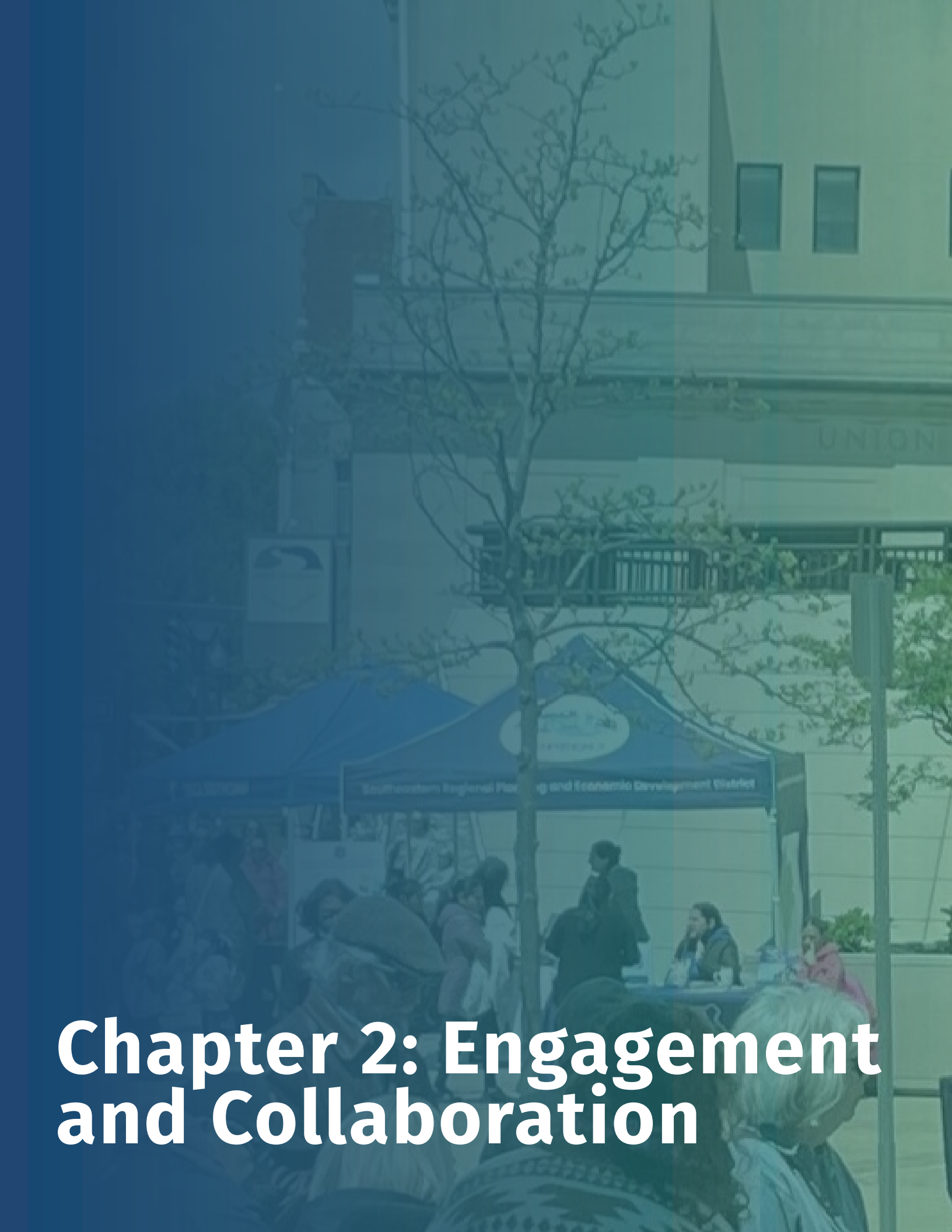
Safer Speeds

- Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.

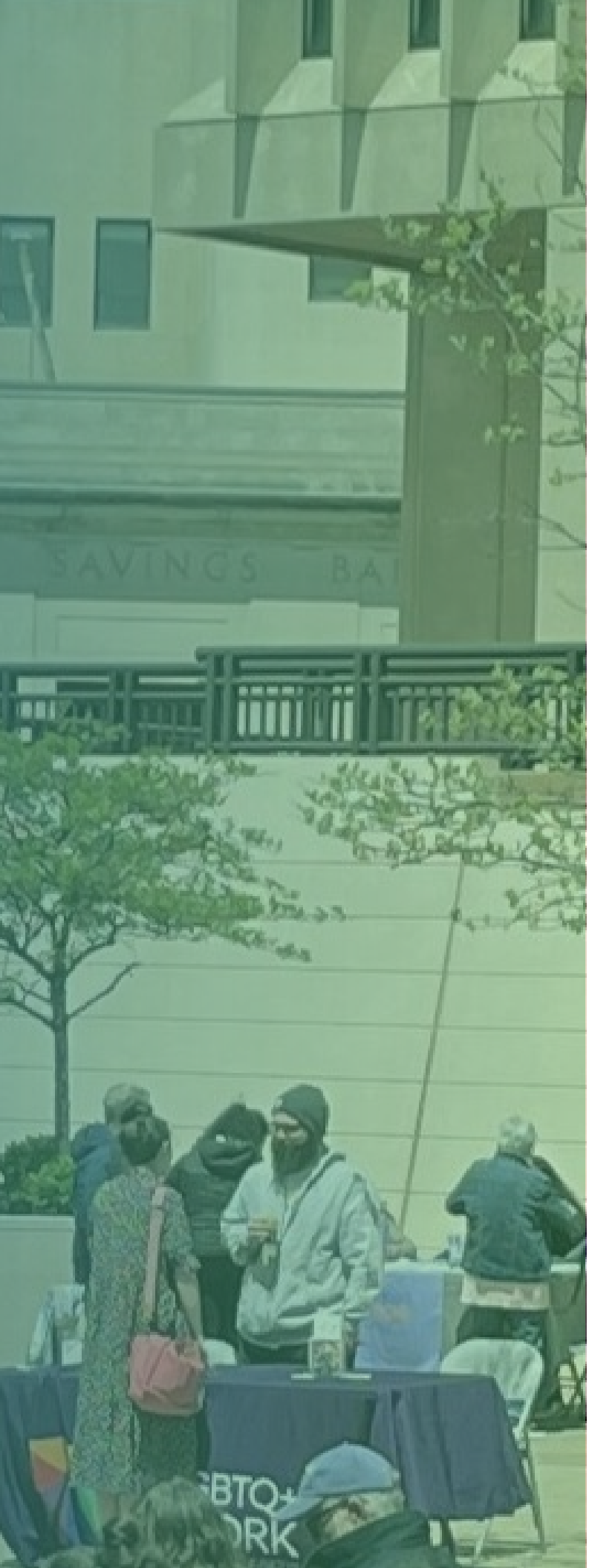
Post-Crash Care

- Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

The Safe System Approach serves as the foundation for Vision Zero by providing actionable strategies to eliminate traffic-related injuries and deaths. In shifting focus from individual responsibility to systemic change, the Safe System Approach also ensures that human safety is embedded in every aspect of transportation planning, policy, and design –— making the goals of Vision Zero achievable.



Chapter 2: Engagement and Collaboration



Public Engagement

As part of the development of this Safety Action Plan, SRPEDD sought input from individuals who spend time in southeastern Massachusetts, including those who live, work, go to school, recreate, or simply commute through the region. We did this to understand our community's goals, values, and priorities regarding safe transportation, as well as to identify potential action items.

A variety of strategies were used to try and reach the largest number of people, including an online safety survey, pop-up events to both promote the safety survey and obtain direct feedback via conversation and interactive activities (e.g., sticky note activities, voting dots), as well as several focus group sessions targeting historically underrepresented groups such as youth and non-english speaking communities in the region's urban cores.

Regional Safety Action Plan Task Force

This study was guided by the **Regional Safety Action Plan Task Force**. Members of the task force provided their individual, organizational, and community expertise and input to help inform the research, community engagement strategies, and analysis conducted for the plan. Task Force members included individuals who could represent the needs of vulnerable road users (pedestrians, cyclists, etc.), underrepresented communities who are at higher risk of transportation disadvantage (including low-income, Limited English Proficient, racial minority, those with disabilities, and youth) and those with experience working across several communities in the Southeast MA region. Task Force membership incorporated a mix of advocates from communities that disproportionately experience fatalities, injuries, and risk related to transportation in addition to those involved in the day-to-day implementation of roadway projects (public works, elected, and state transportation officials). Members met on May 7, 2024, July 30, 2024, November 5, 2024, and May 13, 2025, through a hybrid format via Zoom or at the SRPEDD office. Task Force members helped serve as a bridge between SRPEDD and its communities during the planning process and will continue to serve as important government and/or community champions for Vision Zero and the Safe Systems Approach during the Plan implementation and monitoring phases.

MEMBERS

Daniel Aguiar, Director of Engineering & Planning, City of Fall River

Eric Andrade, Healthy Living Coordinator, Old Colony YMCA

Marie Clarner, Chair, Planning Board, Town of North Attleborough

Angie Constantino, Director of Transit Operations, GATRA

Fred Cornaglia, Commissioner of Public Works, City of Taunton

Joshua Crabb, Highway Superintendent, Town of Fairhaven

Phillip Duarte, City Councilor, City of Taunton

Ashley Eaton, Neighborhood Planner, Office of Housing & Community Development, City of New Bedford

Jonathan Gale, ADA Coordinator, Town of Dighton

Will Gardner, Chair, Fairhaven Livable Streets Committee, Town of Fairhaven

Tanya Lobo, Chief Eexcutive Officer, T.R.U.E. Diversity (City of Taunton)

Ashley Occhino, Executive Director, Fall River Arts & Culture Coalition

Colleen Pekrul, Outreach Coordinator, Safe Routes to School (Southeast Mass., Cape, and Islands)

Bonnie Roalsen, Outreach Coordinator, Safe Routes to School (South & Central Mass.)

Gloria Saddler, Vice President, Bristol Black Collective (City of Fall River)

Shayne Trimbell, Director of Transit Planning, SRTA

Tony Abreau, Assistant Commissioner of Public Works, City of Taunton (alternate)

Survey

Overview

The cornerstone of this plan's outreach efforts was a safety survey, primarily accessible online via phone, tablet, or web browser (a paper-based option was available for those without adequate internet and/or technology access). Survey participation was encouraged via a variety of channels, including:

- Multi-lingual flyers posted by our region's towns and cities on their websites, social media platforms, bulletin boards
- Bus advertisements
- Email newsletters
- Billboard advertisements [shown below]
- Social media
- Partnership outreach implementation and monitoring phases.

The safety survey gathered valuable insights from the community regarding traffic safety issues and potential improvements. The survey received a total of 324 responses. While a larger response rate would have been better representative of the region's population, the survey did provide understanding of community member's perspectives and experiences.

Figure 2-1: Picture showing a billboard advertising the safety survey in Fall River at night.

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4 | A

SAFE STREETS FOR ALL
Southeastern Massachusetts

SRPEDD

Let's work together to make our streets safer!

Have places where you feel unsafe? Have you experienced a near miss while traveling in Southeastern Mass? Tell us where!

Ways to share input!

(Through November 2024)

Visit our website!

srpedd.org/safetyactionplan

Take our Survey!

arcg.is/azi1z

What will we do with the information?

Your input will be used to identify areas of public concern and strategies for improving traffic safety in Southeastern Massachusetts.

SRPEDD is developing Southeastern Massachusetts' first Regional Safety Action Plan.

The Plan will show different types of improvements for high crash locations that will reduce and eliminate roadway fatalities and serious injuries for all road users, including pedestrians, bicyclists, transit riders, and drivers.

Português: Se precisar desta informação em outro idioma, por favor, contate o Coordenador de Título VI da MPO pelo telefone 508-824-1367, ramal 233 ou aduarte@srpedd.org.

Español: Si necesita esta información en otro idioma, por favor contacte al coordinador de MPO del Título VI al 508-824-1367 ext. 233 o aduarte@srpedd.org.

Kreyòl Ayisyen: Si yon moun bezwen enfòmasyon sa a nan yon lòt lang, tanpri kontakte Koòdonatè a Title VI MPO nan 508-824-1367 ext. 233 oswa aduarte@srpedd.org.

简体中文：如果需要其他语言的此信息，请致电 508-824-1367 分机联系 MPO Title VI 协调员。233 或发送电子邮件至 **aduarte@srpedd.org**。

繁體中文：如果需要其他語言的此信息，請致電 **508-824-1367** 分機聯繫 **MPO Title VI** 協調員。**233** 或發送電子郵件至 **aduarte@srpedd.org**。

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Figure 2-2: English version of the Regional Safety Action Plan outreach flyer

Survey Demographics

Survey respondents were almost exclusively working-age adults; almost half of all respondents were aged 50-69 (46%), with an additional 37% of respondents aged 30-49. 14% of respondents were over 70 years old; fewer than 3% of responses came from individuals 29 or younger.

Among those who self-identified in the survey:

- 92% of respondents identified their race/ethnicity as white
- 6% of respondents identified as living with a disability and/or mobility challenges
- 96% of respondents indicated that English was spoken at home (multiple languages could be selected)
- 12% of respondents indicated an annual household income of less than $50,000; 38% reported an annual household income of over $150,000
- 97% of respondents own one or more vehicles

While the survey was offered in multiple languages (English, Spanish, Portuguese, Simplified and Traditional Chinese, Haitian Creole, and Khmer/Cambodian), all responses were submitted using the English language version.

Responses were received from 23 of the 27 communities in the SRPEDD region; survey respondents were able to select multiple communities based on where they lived, worked, went to school, owned a business, and/or spent the most time. Over half (55%) of all participants indicated a connection to Attleboro, Westport, Marion, Norton, and Mansfield rounded out the top five communities represented in the survey responses. 11% of respondents reported a connection to Fall River and New Bedford... Community Events and Focus Groups were held throughout the region with a pariticular focus to the cities of Fall River and New Bedford.

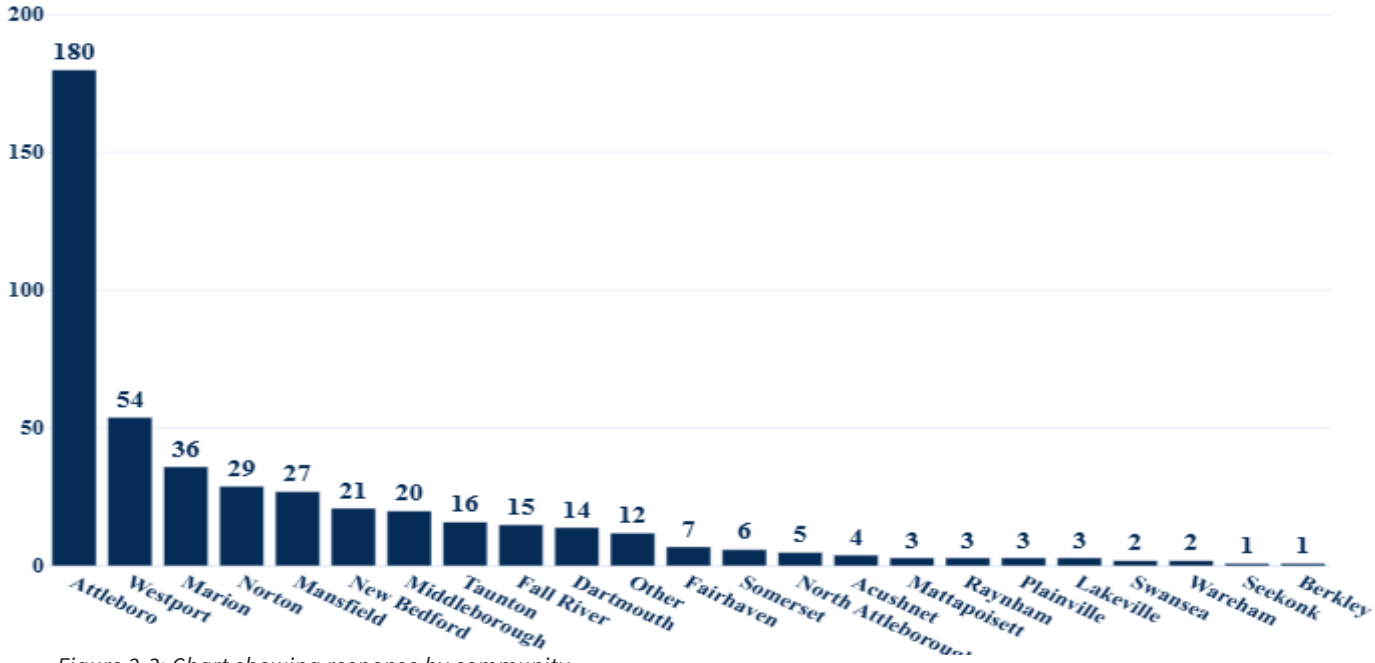


Figure 2-3: Chart showing response by community.

Results

When asked how they got around the region, 97% of respondents indicated they drive themselves at least some of the time. 53% also identified walking as a means of transportation; 25% identified biking; 18% identified getting rides from family and friends; 13% use transit. 5% or fewer of respondents indicated they use rideshares (e.g., Uber or Lyft), ride a motorcycle, or use a skateboard/scooter.

When asked the most frequent method of getting around the region, 91% indicated driving themselves; 4% indicated walking; and 5% indicated another primary method of transportation.

29% of survey respondents indicated that they have a personal connection (family member, friend, and/or acquaintance) with someone who has been killed or seriously injured in a traffic crash in Southeastern Massachusetts. Of this group, about 10% indicated that they personally experienced a serious injury in a traffic crash in the region.

"Several family members at different times have been hurt at Plymouth Ave at Rodman Street in Fall River"

- Survey Respondent

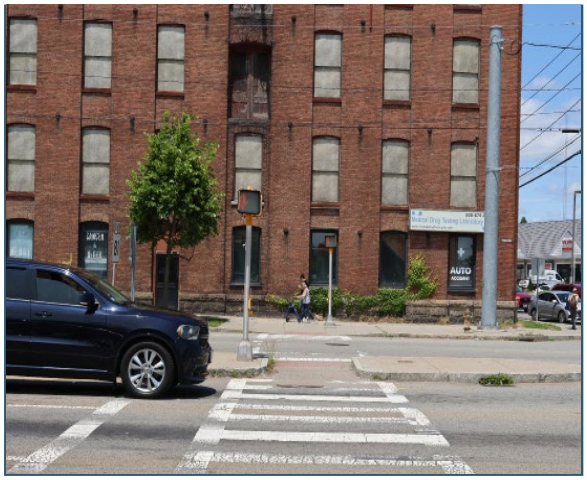


Figure 2-4: Plymouth Avenue at Rodman Street Intersection in Fall River

"I am the director of the Senior Center in Norton and am very concerned with the lack of sidewalks on 140 leading to the new senior center located at 120 Mansfield Ave in Norton. The cars drive very fast on this curvy road with limited shoulder. I am very concerned that someone is going to get seriously hurt."

- Norton Senior Center Director

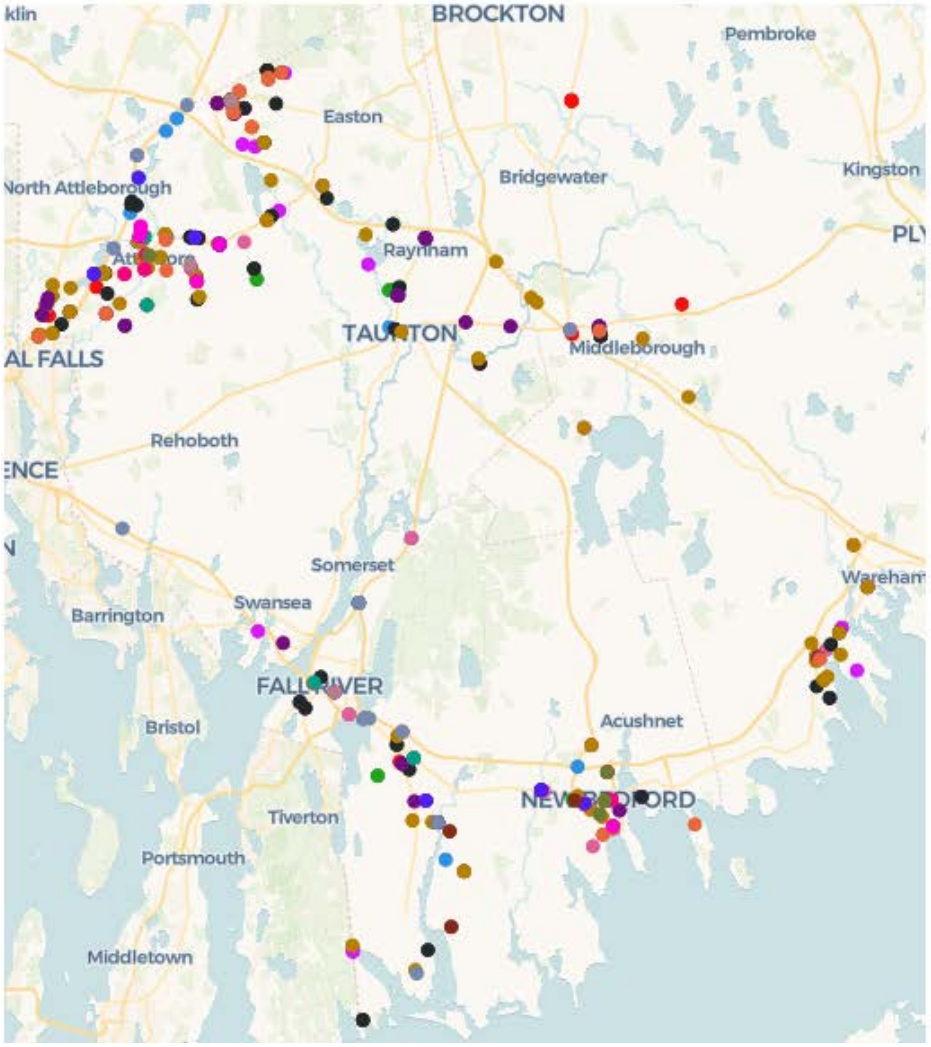


Figure 2-5: Map showing reported near misses from safety survey

> *"There is a stop sign here that drivers cruise through. After 15 minutes of watching, 11 out of 15 cars ignored the stop sign, 7 did not signal or look left. If a cop car is parked opposite this intersection, drivers stop. Chronic speeding." - Marion Resident*

Most individuals indicated that they have experienced one or more near misses while traveling in the region; 462 locations were identified among all respondents (respondents were not required to indicate any locations, but could select multiple locations). While location density was generally in line with both the survey response rate and population density for each community, the responses demonstrate that there are perceived safety issues throughout the region.

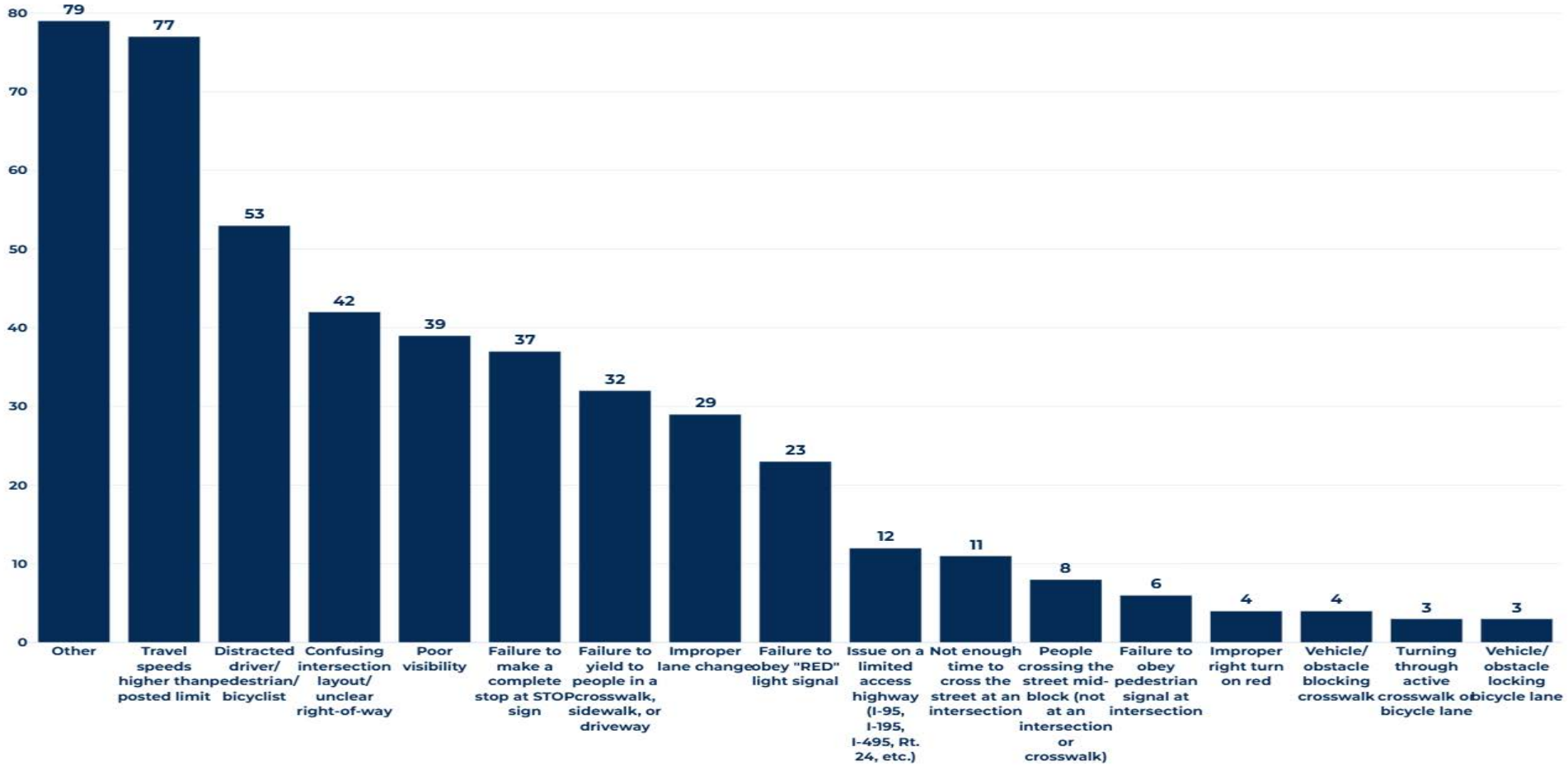


Figure 2-6: Chart showing perceived safety issues from Safety Survey

Survey respondents identified a variety of events leading to these near misses; the most common events identified included 17% that were linked to travel speeds higher than posted limits, 11% that were linked to distracted individuals (drivers, pedestrians, and/or bicyclists), 9% due to confusing intersection layouts/unclear right-of-way, and 8% to poor visibility/sightlines.

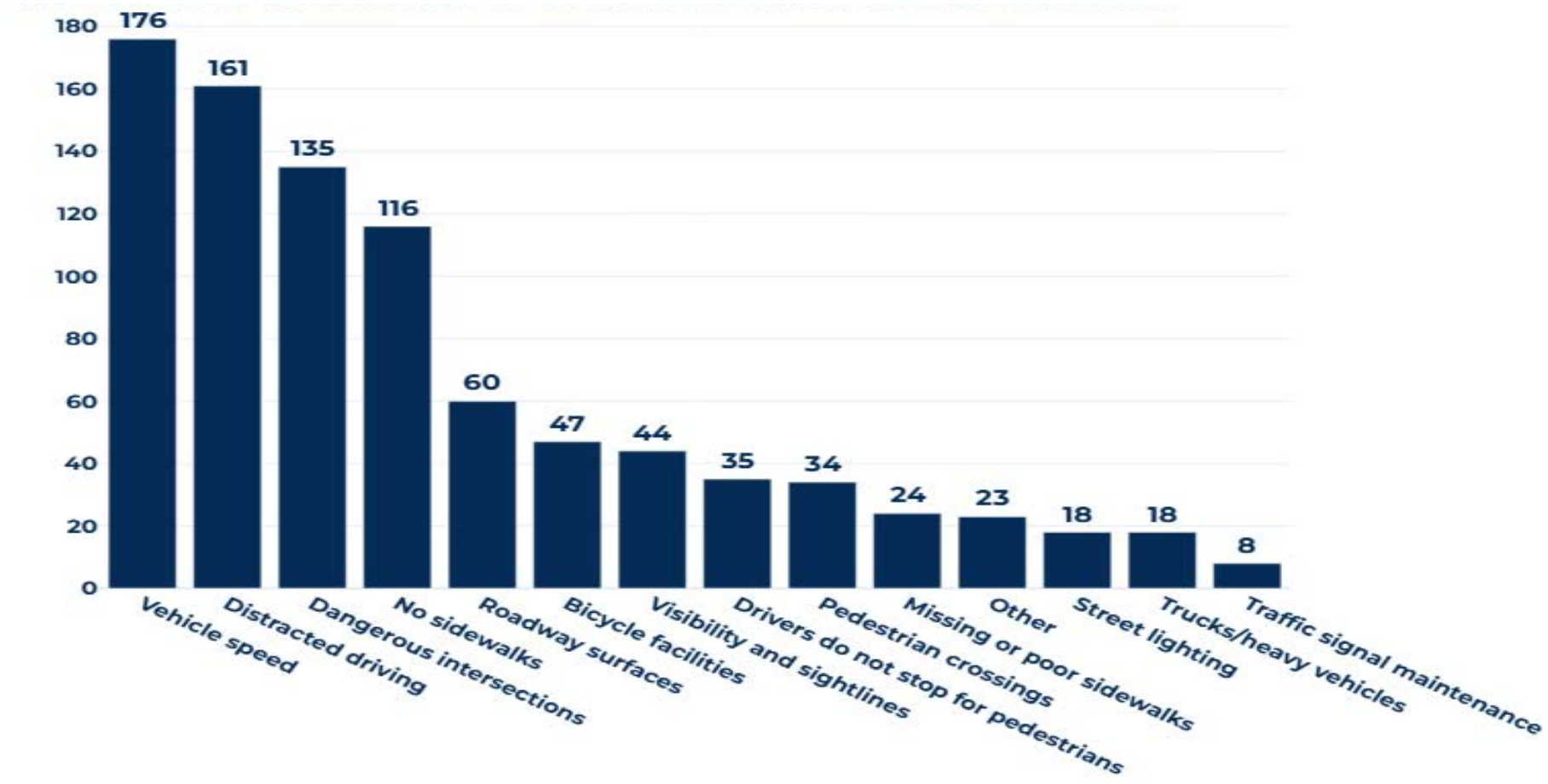


Figure 2-7: Chart showing events leading to near misses from safety survey

When asked for improvement suggestions, respondents provided a plethora of ideas, which can be summarized in four distinct categories:

There were 227 mentions of road user behaviors; this includes suggestions related to phone use and road user inattention, as well as comments referring to excessive speed/ speeding.

There were 224 mentions involving infrastructure; this includes suggestions related to lane and crosswalk markings, signage, sidewalk additions or improvements, and lighting improvements.

There were 59 mentions involving community impacts at large; these comments discussed the impact on people, schools, and the community.

There were 19 mentions related to enforcement activities; these comments relate to items such as increased police presence, use of traffic tickets/fines, and stricter speed limits.

Note that survey respondents were able to provide multiple suggestions, and many made multiple suggestions within the same category.

The outreach survey results highlight the community's primary safety concerns and areas for improvement. These insights will guide the development and implementation of targeted safety measures to enhance roadway safety for all users in Southeastern Massachusetts.

"I run on many one lane (in each direction) roads and there are many times a car is drifting towards me because either they are distracted by their phone or something else. Also, some elderly people don't move at all and provide no extra buffer when going past you."

- Norton Resident

Figure 2-8: Picture placeholder

"More pedestrian walk ways on roads. Make heavily travel roads easier for people with walkers, wheelchairs, & scooters to get across roads."

- Westport Resident

Figure 2-9: Current sidewalk conditions along Hope Street in Mansfield.

> *"We need more sidewalks, especially in Mansfield. The town has grown tremendously and young families want to walk to town and school. Residents want to be active but can't because of this issue. Get more cars off the roads by creating more sidewalks and connecting people to the community"*
>
> *- Mansfield Resident*

> *"Slow traffic down using a variety of techniques - Road diets, narrowing lanes, adopting lower town wide speed limits, design intersections to protect vulnerable road users."*
>
> *- Dartmouth Resident and Business Owner*

Figure 2-10: Bumpouts provide traffic calming and protection for pedestrians crossing Main Street in Wareham Village.

Community Events

SRPEDD staff tabled at various community events, some in conjunction with outreach for other SMMPO projects, such as the 2024 Regional Pedestrian Plan. Community event selection was influenced by staffing availability but targeted communities with high crash rates and high transportation-disadvantaged populations. It included events such as Taunton's Summer Celebration, Fall River's Health First Farmers Market and Juneteenth, Westport's Celebration of Seniors, and New Bedford Healthy Families Program's Safety Resource Fair.

Figure 2-11: SRPEDD Staff at Taunton's Summer Celebration

At these events, staff handed out flyers with survey QR codes, verbally discussed survey questions with attendees, and distributed retroreflective wristbands and lights to help promote safety with regards to pedestrian and cyclist nighttime visibility. Staff also engaged attendees in a poster board exercise that asked them to place stickers on their top response to the question "What is your biggest safety concern when using streets in Southeastern Massachusetts?" As shown in Figure 2-12, top safety concerns identified from this exercise varied by community, but overall included dangerous intersections, vehicle speeds, and distracted driving.

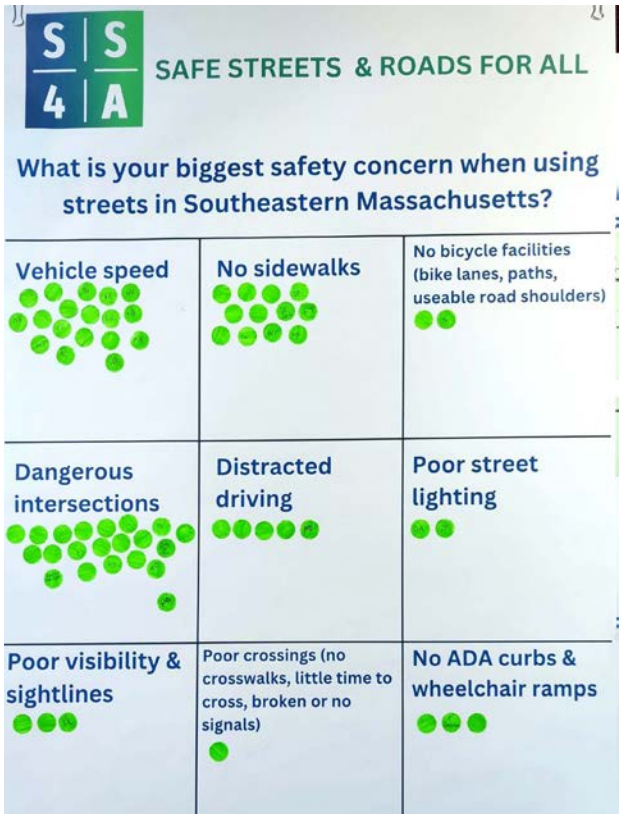


Figure 2-12: Coomunity input posters from outreach efforts

Focus Groups

The project team used a focus group method to collect qualitative data about personal experiences and safety concerns regarding walking, bicycling, and using other modes to get around the region and solution ideas. Focus groups included an oversample of two key underserved demographics. The project team held three focus groups with a total of 37 members of the public together with community partner organization staff that targeted youth and Limited English Proficient community members who live in some of the region's top crash communities. The project team fielded interest among Task Force members and other SRPEDD community organization partners in co-coordinating focus groups with key underserved demographics, including Limited English Proficient, minority, low-income, and youth populations. Focus group outreach was targeted to these communities who historically have experienced higher transportation-related fatalities and injuries and have been underrepresented in outreach channels like surveys.

Three community partners responded with interest and availability in co-hosting focus groups: New Bedford Community Economic Development Corporation (CEDC), Taunton YMCA, and New Bedford's Youth Opportunities Unlimited (YOU). Focus groups were conducted in the evening on-site at each of these community partners' spaces. The first focus group, held in partnership with New Bedford's CEDC, convened 14 Spanish and K'iche' speaking residents aged thirties to fifties who communicated with moderators via assistance of CEDC staff interpretation. The Taunton YMCA focus group convened high school-aged youth. New Bedford's YOU focus group convened 8 youth, including youth of color, aged early teens. CEDC focus group participants were each provided a $50 Market Basket grocery gift card. Food was provided at all 3 focus groups to encourage participation. Participants of the YOU focus group also participated in a ride with focus group leaders before the focus group activities.

Focus group moderators used a Facilitator Guide to ask open-ended questions about four main topic areas, including **comfort traveling by different modes, impact of safety issues, ideas for traffic safety solutions, and Vision Zero messaging considerations**.

Top concerns that emerged across the three focus groups include: speeding, poor lighting, and issues being visible and seeing pedestrians and other road users.

Figure 2-13: Bikes before the YOU ride

Figure 2-14: YOU ride participants

When asked about how they most frequently get around, more than half of CEDC focus group participants indicated that they use the bus while 28% (3/14 and all males) indicated that they bike. Contrasted with the 5% of survey respondents that reported using transit, the focus group participation paints a fuller picture of transit use in cities.

When asked about when and where they walk and what it is like, participants in the CEDC focus group mentioned an array of challenges experienced while walking to work at New Bedford's fish houses and other locations. These challenges include: feeling unsafe walking through areas with poor street lighting and abandoned lots where assaults are prevalent, or near intersections and thickly settled areas where drivers often speed due to conflicting timing between traffic and pedestrian signals. When participants were asked about when and where they bike and what it is like, the top challenges mentioned were a lack of signals for bicyclists, uneven pavement and puddles, and sidewalk obstructions such as overgrown shrubbery or parked cars. When asked if, where, and why they feel unsafe getting to or waiting for the bus, participants mentioned feeling unsafe while riding buses due to speeding bus drivers, as well as insufficient shelters and, lighting, and bus stops.

When asked if there are places or situations where they feel unsafe while driving or riding in a car, participants mentioned erratic driving while avoiding potholes, children doing wheelies on bikes, crashes provoked by drivers going around others to take left turns, tall and 'lifted' trucks blocking drivers' vision at intersections, distracted drivers causing near misses, difficulty seeing pedestrians attempting to cross behind parked cars especially in low-lit areas, right on red turns, and intersections that lack traffic signals. Areas where participants reported feeling unsafe include: Acushnet Ave at Ashley Boulevard; Coggeshall Street at Acushnet Ave; Hayden McFadden School area; Route 6 at Hathaway Road; Riverside Park; Sawyer at Ashley Boulevard; Rockdale Ave; Coggeshall Street at North Front Street; and County Street. Participants also noted past improvements—including barrels, cones, and paint placed on the road for traffic calming—that have effectively increased pedestrian and bicyclist safety.

"I would be able to go out at night more often, especially during the shorter days." - Focus Group Participant, when asked how improved transportation would improve other parts of their life

Focus group participants identified an array of solutions that they believe would most help reduce traffic deaths and injuries in their community over the next few years, including:

- Using automated enforcement for traffic violations such as speeding and red light running. They believe this will help provide evidence of who was at fault during crashes. Due to their language barrier and police prejudice, participants have witnessed law enforcement taking native English speakers' word over theirs in previous conflicts even though they were not at fault.
- Improving lighting
- Fixing potholes
- Improving signals and installing more pedestrian signals
- Repainting crosswalks
- Improving enforcement of traffic laws when drivers do not use turn signals etc.
- Making drivers and pedestrians more responsible, reducing jaywalking; achieved through educating kids from a young age, social media campaigns, and increased law enforcement

While many New Bedford youth participants expressed that walking is their most frequent way to get around (aside from taking the bus to school) due to its simplicity, Taunton youth participants reported that they only walk as a last resort, and to specific locations like the YMCA and convenience stores, due to speeding vehicles and poor street lighting. While biking was mentioned by some New Bedford youth as their favorite way to get around because they cannot drive and "there are no restrictions," most Taunton youth participants reported not having a bike, not knowing how to ride, or not wanting to ride due to feeling unsafe. Personal cars, using rideshare services like Uber, or using GATRA to get to school were reported as the main ways that Taunton participants travel.

Youth in both groups reported having experiences being hit by cars while either biking or riding personal electric scooters and having these vehicles wrecked as a result. Conditions that youth in both groups reported made them feel unsafe walking or biking included: high vehicle and e-bike speeds, aggressive driving, high traffic volume, and poor street lighting; New Bedford youth also mentioned lack of ADA curb cuts for bikes, unlevel sidewalks, and cars parked on sidewalks and street corners.

Figure 2-15: Poster showing input from youth participants

When asked if there is anything that is more difficult or impossible to do because of unsafe transportation conditions, at least one youth participant mentioned that "getting a job is difficult because of little transportation options to get there." In Taunton, the top unsafe areas reported by participants were the Taunton Green, Morton Hospital area, Oak Street, the area around the YMCA, School Street, Norton Avenue, Winthrop Street (near Tom & Jimmies), and the area around the YMCA. Taunton youth stated that safer connections to the following areas were important to them: the YMCA, Walgreens, fast food locations, Walmart, Chipotle, boxing gyms, tattoo shops, school, work sites, and the train station to access Boston, Brockton, and Fall River. In New Bedford, top unsafe locations youth identified included: Hawthorne Street, County Street, Rodney French Blvd, Rockdale Ave, Brock Ave, Cove Road, Acushnet Road, and Ashley Blvd. New Bedford youth participants stated they would like their high school, soccer fields, Dave & Busters, recreational activities, the mall, and shopping areas to be within a safe walking distance.

Youth focus group participants identified various solutions that they believe can help reduce traffic deaths and injuries in their community over the next few years, including:

- Increasing 4-way stops on side streets (New Bedford)
- Increasing lighting on main streets (New Bedford)
- Having roads just for bikes (New Bedford)
- Installing posts on bike lanes for protection (New Bedford)
- Installing more bike parking equipment (New Bedford)
- Providing off-street options for walking and biking which feel safer to use (Taunton)
- Installing speed cameras and improving school zone enforcement and signage (Taunton)
- Increasing options to get around safely, including walking, trains, and biking (Taunton)

Safety Public Comment Received from Other Recent SMMPO Projects

Public engagement conducted for other recent SMMPO projects reflected an overarching concern for safety while using all modes of transportation. Engagement efforts for the SMMPO's 2024 Regional Pedestrian Plan asked community members to identify priority locations for walking improvements and the most important qualities of their ideal walkable community. Followed by the presence of sidewalks, the second most cited walkable community quality was "safe/safety," mentioned in 30% of survey responses. In these responses, safety was mentioned in regard to slower vehicle speeds, pedestrian separation from vehicle traffic, reduced crime, and safe crossings. Crosswalks were mentioned by 23% of respondents as an important walkability feature. Street lighting, slower vehicle speeds, accessibility, and shade were other popular walkability features identified. Residents expressed concerns about the existing barriers to walkability, including a lack of well-maintained sidewalks and safe crossings, debris. Respondents also voiced a desire for safe pedestrian access to shopping centers, schools, recreational/green space areas, transit stations, and on state roads such as Route 1, 6, 18, 44, 58, 123.

Many of the Plan's survey respondents across the region's urban, suburban, and rural communities identified their town centers as major community assets, yet they feel unsafe and unable to access them while walking or biking from where they live. Nearly half of respondents cited vehicle speeds and poor sidewalk or pavement conditions among their top 3 barriers to walking in the region. Over 10% of respondents reported other barriers, such as failure to yield to pedestrians, heavy traffic volumes, lack of snow and ice removal, and lack of crosswalks.70% of survey respondents for the SMMPO's current Regional Transportation Plan: Moving Forward 2050 similarly reported feeling unsafe using some aspect of the region's transportation system, with many respondents noting key issues, such as the lack of sidewalks, unsignalized intersections, driver aggression and speed, lack of traffic law enforcement, heavy trucks using local roadways, dangerous highway merges, and the lack of safe bike access. When asked about reasons that prevent them from bicycling during outreach for the SMMPO's 2024 Regional Bike Plan, community members identified various road conditions—including high vehicle speeds and heavy traffic—as the top barriers, followed by a lack of designated bicycle facilities.

Figure 2-16: RTP Cover

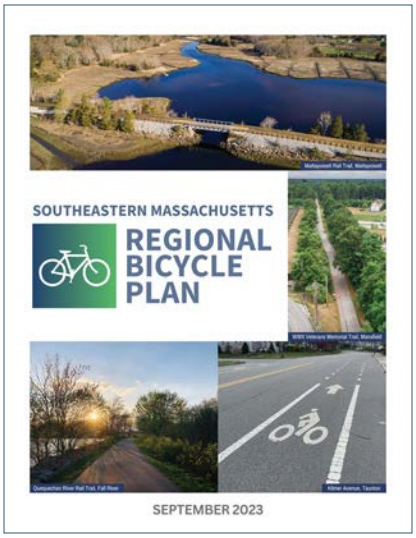


Figure 2-17: RBP Cover

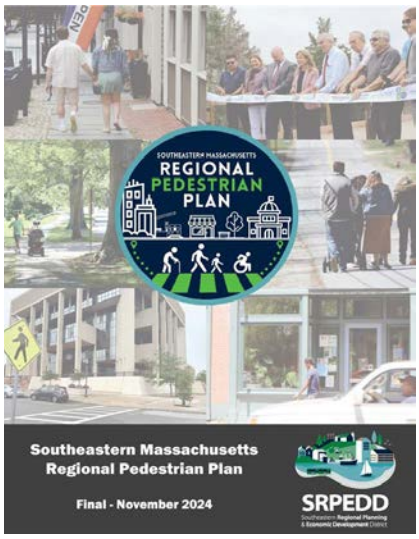
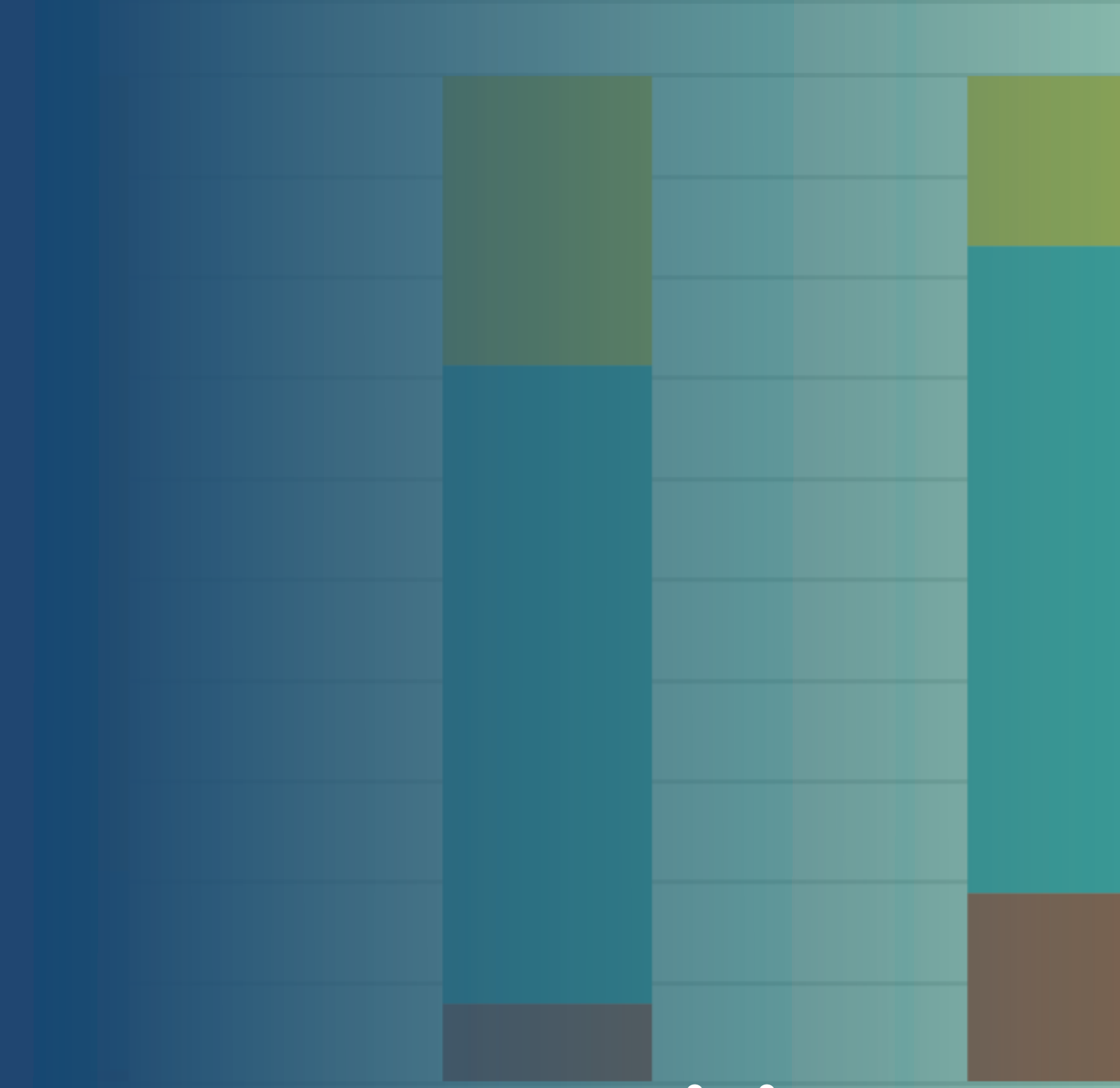
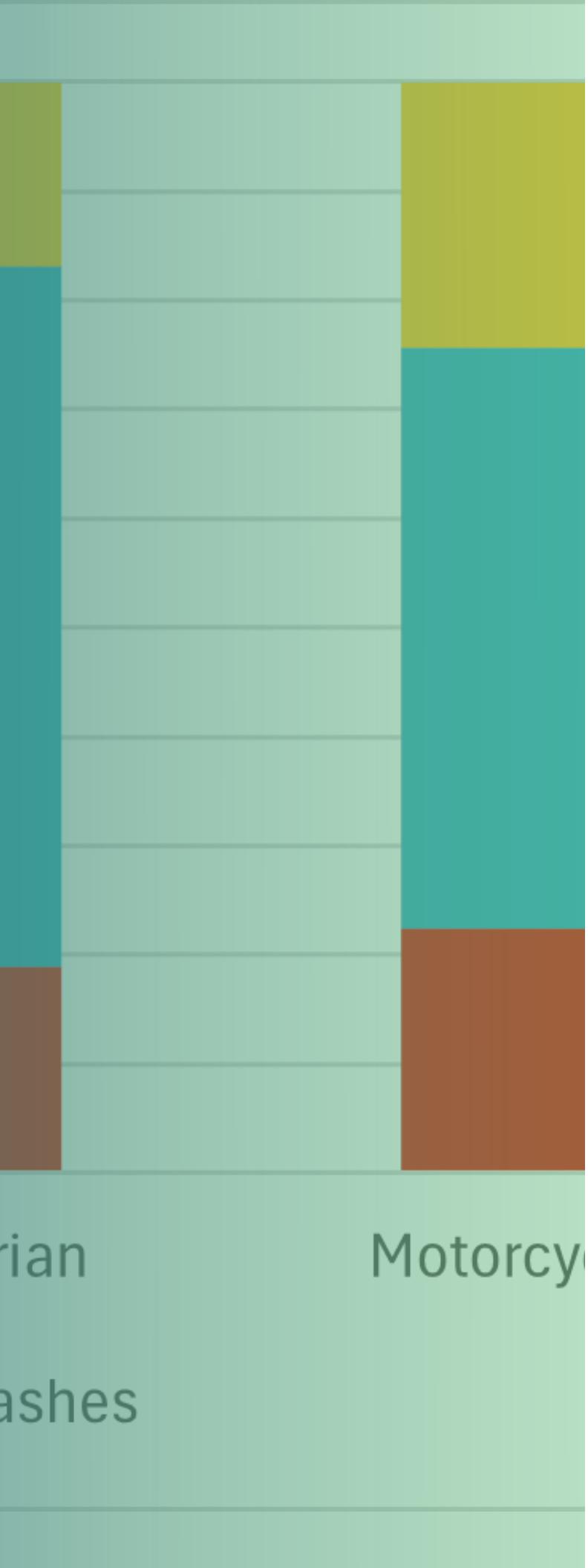


Figure 2-18: RPP Cover



Chapter 3: Collision History, Risk Factors, and Trends



Introduction

This chapter reports the findings of a comprehensive safety analysis to identify trends and risk factors present in crashes in the SRPEDD region. Through this effort, key behaviors, circumstances, infrastructure, and contextual characteristics common in local crashes have been examined. The results of these analyses have shaped our recommendations, tying data to actionable policy and infrastructure improvements that will make SRPEDD streets safer.

Safety Analysis

Safety Data

What data are we using and why?

This plan uses the 2019-2023 crash data retrieved from the MassDOT IMPACT crash portal in May of 2024. A five-year reporting period is used to minimize annual variation. Crash reports are completed by police departments to the specification of the Massachusetts Law Enforcement Crash Report Manual. The data are consolidated across jurisdictions and publicly shared by MassDOT. The IMPACT portal is continually updated, so data present today in the crash portal may be different from those found in this plan. Crashes on Interstates and limited access highways were not included in the analysis. A crash must involve a motorized vehicle. If a pedestrian trips on a crumbling sidewalk or a bicycle crashes because they hit a pot hole, these are not going to be in crash data.

This study focuses primarily on fatal and serious injury crashes. These are coded as K or A on the KABCO scale, which is used nationally to determine degrees of crash seriousness. Examples of serious injuries include broken bones and lacerations that expose underlying tissue, muscles, or organs. See Table 3-1 for information on how the KABCO scale relates to FSI and injury crash definitions.

Table 3-1: KABCO Scale Information

Code	Severity	FSI Crash	Injury Crash
K	Crashes involving a fatal injury	Yes	Yes
A	Crashes involving a serious injury	Yes	Yes
B	Crashes involving a non-incapacitating injury	No	Yes
C	Crashes with a possible injury	No	Yes
O	Crashes with no injury or with unknown injury severity	No	No

Focusing on higher-severity crashes aligns the report with the Safe System Approach, which is a framework for eliminating traffic fatalities and serious injuries through data-driven and systemic responses to safety issues. This approach focuses attention on the most pressing safety issues within the region and the opportunities to have the greatest impact in reducing the number of crashes that lead to serious injuries and fatalities. The Safe System Approach has been adopted as a guiding roadway safety strategy by both the United States Department of Transportation (USDOT) and the Massachusetts Department of Transportation (MassDOT).

The term vulnerable road user (VRU) is one defined by the FHWA as "pedestrian, bicyclist, other cyclist, and person on personal conveyance or an injured person that is, or is equivalent to, a pedestrian or pedalcyclist." Crashes involving Motorcyclists are included alongside VRUs as a category of special consideration in this report.

More information on data definitions and analysis can be found in Appendix A.

What are the limitations?

These analyses rely on whether and how crashes were reported to MassDOT. It is impossible to know how many crashes go unreported and whether some types of crashes are reported more than others. For example, since repairing a damaged bicycle is likely to be less expensive than damage to a motor vehicle, a higher share of bicyclist crashes may not meet the $1,000 threshold of required reporting.

There are other factors that might lead people involved in a crash to not involve the police including immigration status, fear of negative interactions with law enforcement, and perceived insurance/repair costs. Attributes in the crash data are also dependent on how crash reports were filled out by the investigating police officer. These fields may be filled out differently across different responding police departments, or even between different individual officers. The effect of these factors varies and is difficult to quantify; these limitations are not unique to the SRPEDD region.

What analyses have been completed?

Three distinct analyses have been combined to generate crash insights.

- Descriptive crash analysis: An overview of crash characteristics and trends, supported by charts, tables, and statistical analysis to provide a high-level summary of crashes in the region.
- High Injury Network: A network of roads where crashes resulting in injury or death have most frequently occurred during the study period from 2019-2013.
- Systemic analysis: Analysis to generate a network of roads exhibiting characteristics associated with high incidents of serious crashes. This is also referred to as a high-risk network.
- Local systemic analysis: A subsection of the high-risk analysis that considered only crashes occurring within a community, providing each municipality with their own high-risk network and characteristics.

Additional analysis on prioritization is available in Appendix A.

Descriptive Analysis

There were 87,586 reported crashes in the SPREDD region during the five-year study period. More than three-quarters of these crashes (76%) resulted in property damage only and overwhelmingly involve two or more motor vehicles. Property damage only crashes are a nuisance and cost for those involved and they incur significant costs in terms of EMS response and traffic delay, but they do not result in personal injury.

Nearly one-quarter of the crashes (24% or approximately 20,867) result in an injury of some kind, and in 1,858 crashes (2% of the total) the result is death or serious injury to one or more of the people involved.

However, when a pedestrian, bicyclist, or motorcyclist is one of the parties involved, the results are starkly different. Approximately 20 percent of crashes involving pedestrians and motorcyclists result in a fatality. Nearly 80% of all crashes involving someone on foot or bike result in an injury to the vulnerable road user.

1,858 (2%) of all the crashes in the region led to someone being killed or seriously injured.

Comparatively, approximately 20% of crashes involving pedestrians and motorcyclists result in a fatality and nearly 80% result in an injury to the vulnerable road user.

Injury Prevalence by Mode

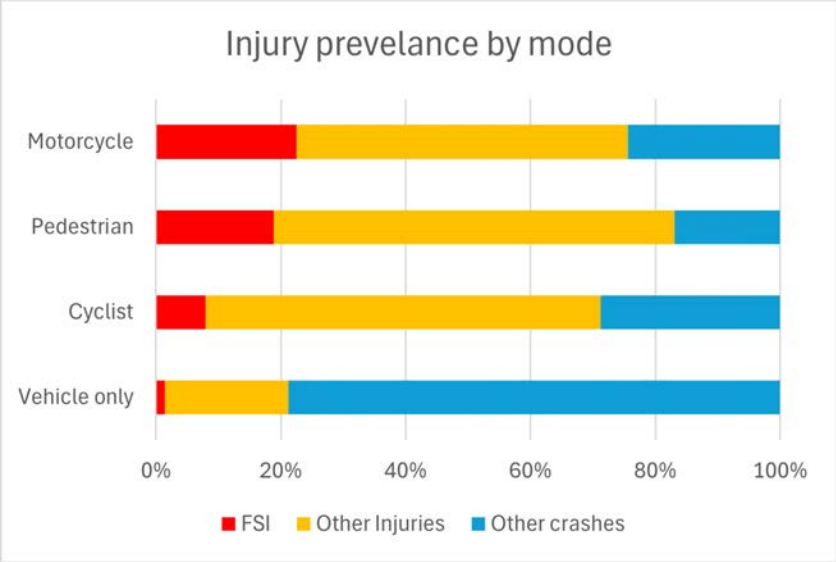


Figure 3-1: Injury Prevalence by Mode

- Most crashes involving a person biking or walking resulted in injuries (79%)
- Crashes involving someone walking, biking, or riding a motorcycle make up 39% of fatalities while representing 3.5% of all reported crashes.
- Most crashes where a person was killed only involved vehicles (61%), but these make up less than 1% of total vehicle-only crashes.

Number of Lanes

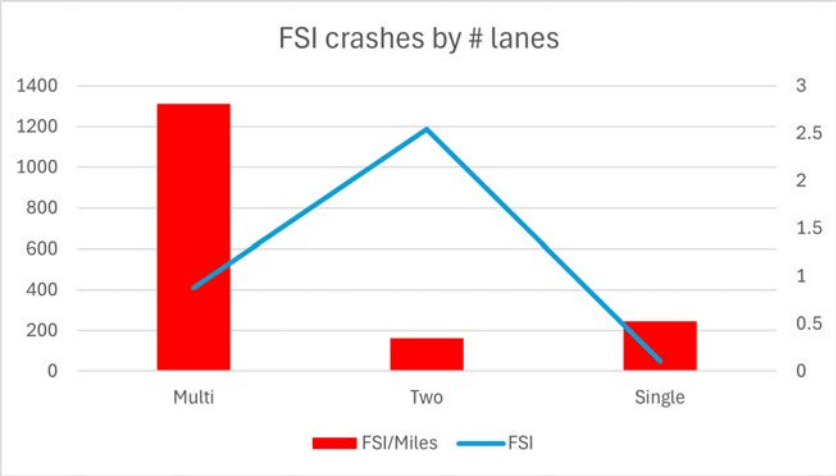


Figure 3-2: Number of Lanes

- Roads with **two lanes** represented the highest number of injury crashes. When normalized by roadway mileage, mutli lane roads are over-represented in the data by a factor of 8.2 compared to two lane roads.

Crashes by Jurisdiction

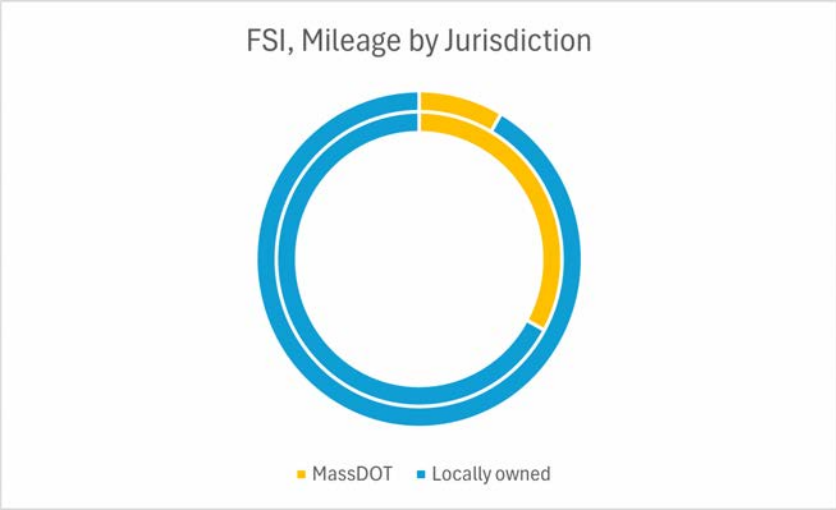


Figure 3-3: Crashes by Jurisdiction

- **Local roads** had the highest total number of FSI crashes. **State roads** are disproportionately represented in FSI crashes. MassDOT owns **8%** of roads, where **33%** of FSI crashes are experienced

Speed Limit Crashes per Mile

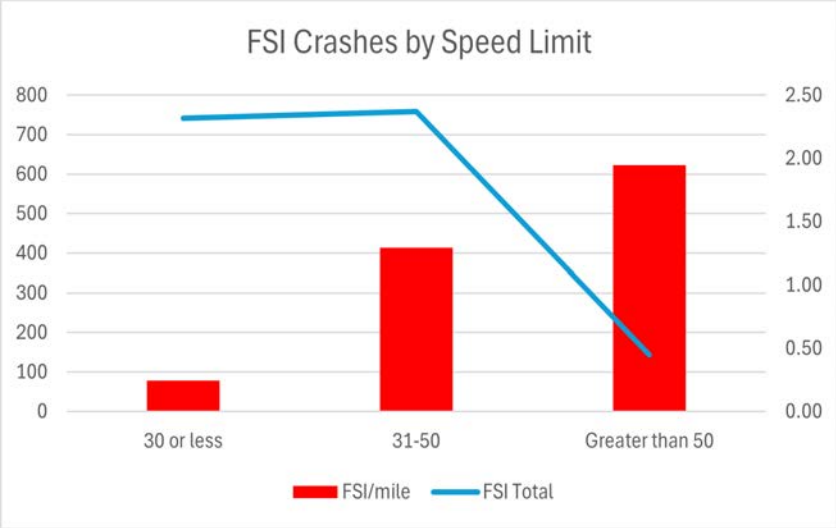


Figure 3-4: Speed Limit Crashes per Mile

- Most crashes resulting in a fatality or serious injury occur on roads with a posted speed limit between **31mph and 50mph.**
- However, the highest rate of fatalities and serious injuries is on roads with a speed limit **greater than 50mph.**

Land Use FSI Crashes

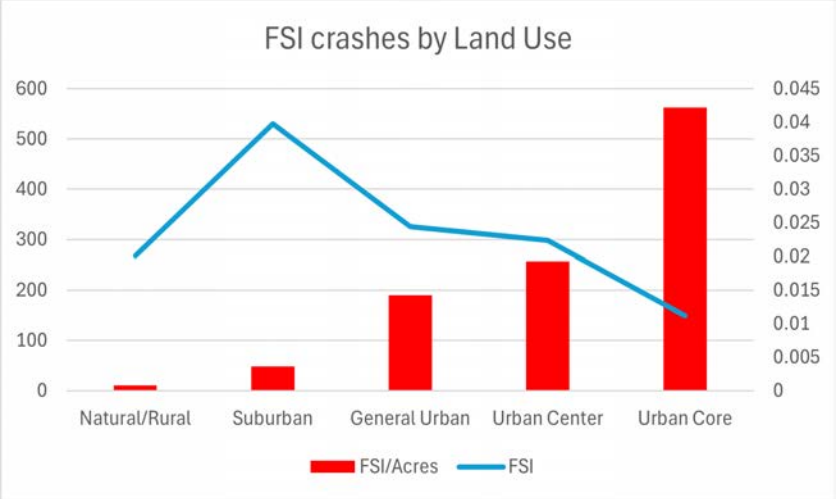


Figure 3-5: Land Use FSI Crashes

- Crashes where a person is killed or injured happen at very high per acre rates on roads in the **Urban Core.**
- These places are relatively compact, the highest number of crashes are happening in **Suburban** places.

Lighting

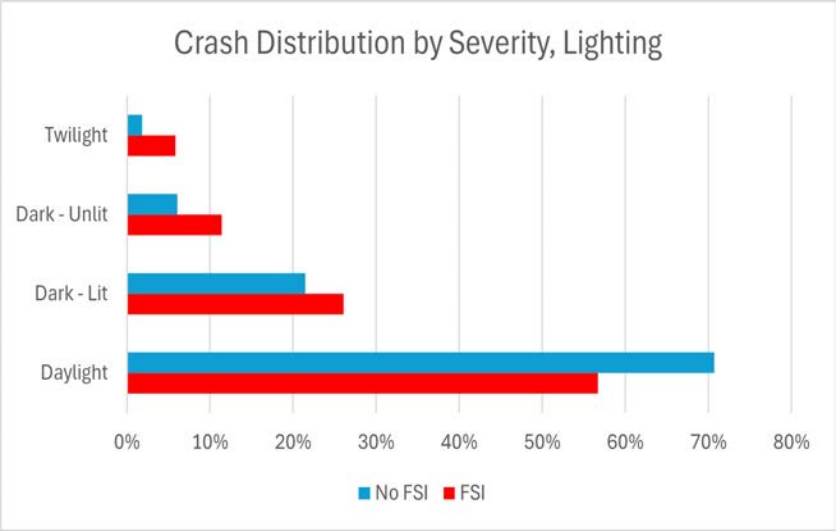


Figure 3-6: Lighting Conditions

- Crashes resulting in a person being killed or seriously injured in a crash happen more frequently in **dark conditions.**

Notable Findings from Descriptive Analysis

- A crash resulting in a fatality or serious injury took place, on average, once per day in the SRPEDD region during the study period.
- A majority of crashes take place on local roads. Crashes on arterials, collectors are more likely to result in a serious injury or fatality and occur at a higher rate per mile.
- Crashes involving vulnerable road users are much more likely to result in an injury or fatality, particularly those involving a pedestrian or motorcyclist.
- Of crashes resulting in a person being seriously injured or killed, 12% involve inattention by at least one party.
- FSI crashes are most likely to involve erratic driving as a contributing factor. Of all fatalities, 17% involve erratic driving, and 15% involve speeding.
- FSI crashes happen most frequently when all parties are traveling straight ahead. Left turn crashes more often result in an injury than right turn crashes.
- Most crashes take place in daylight conditions when the road is dry, and sky is clear or cloudy. A higher proportion of crashes where someone is injured or killed take place in dark conditions with no street lighting.
- Crashes on multi-lane roads and roads with higher speed limits (i.e. over 30mph) are more likely to result in a serious injury or fatality.
- Most FSI crashes happen in a place with Suburban land use, but crashes where a person is seriously injured or killed happen at higher rates in the urban core when normalized by area.

See Appendix A for a detailed methodology and results.

High Injury Network

What is the high injury network?

The high injury network reflects the density of crashes resulting in an injury during the study period. Crashes were weighted based on severity, assigned to the road network, and displayed by mode. The roads with the highest crash density were isolated as the high injury network. More information on the high-injury network methodology is available in Appendix A. Figures 3-7 through 3-10 contain maps displaying the High Injury Network by mode.

High Injury Network - All Modes

Figure 3-7 displays the high injury network, or roadways where crashes resulting in fatalities or serious injuries have occurred most frequently for all modes of travel (driving, walking, biking, motorcycles, public transit, etc.) given **historical crash data**.

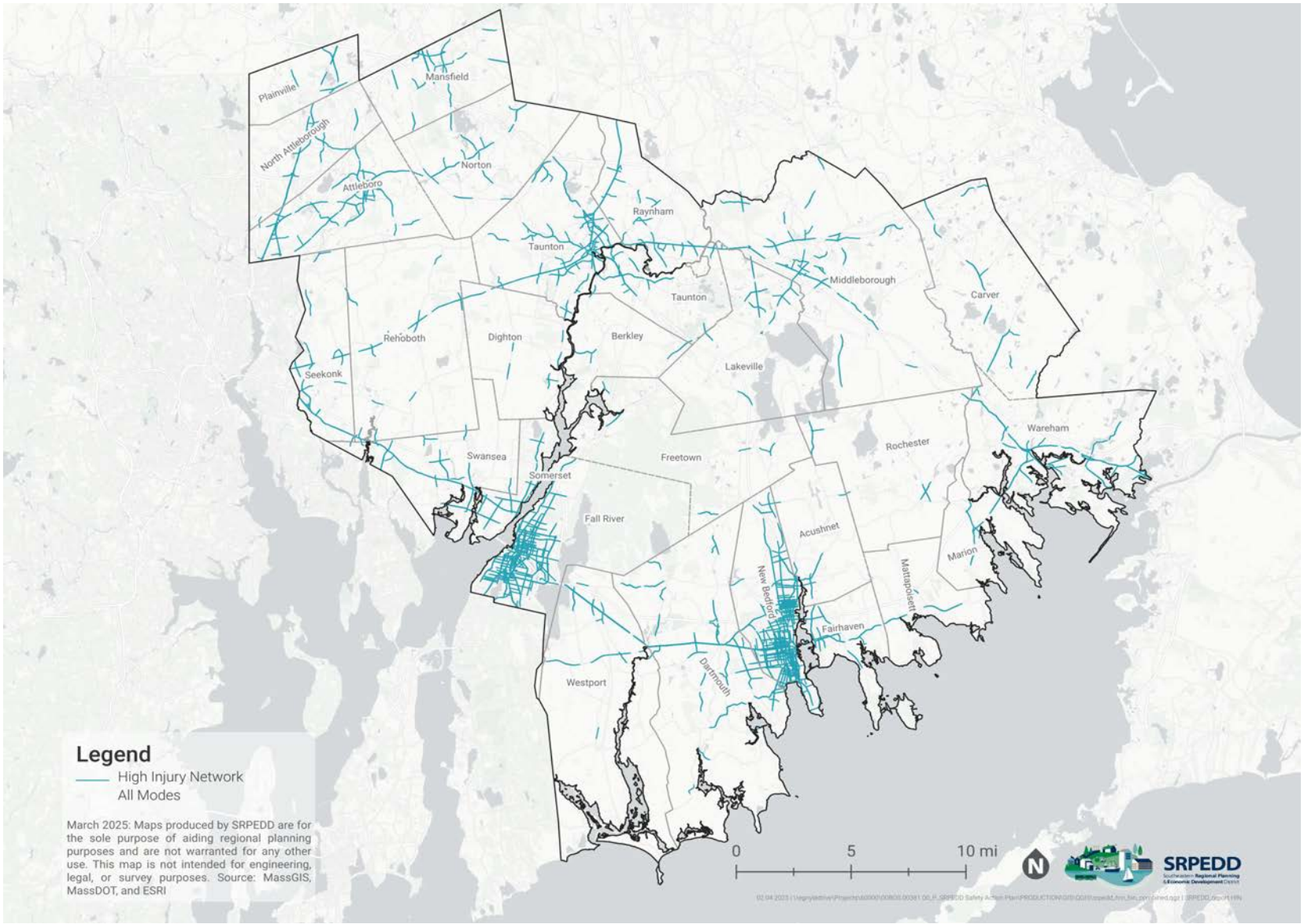


Figure 3-7: High Injury Network - All Modes

High Injury Network - Pedestrian

Figure 3-8 displays the pedestrian high injury network, or roadways where crashes resulting in fatalities or serious injuries have occurred most frequently for people walking given **historical crash data**.

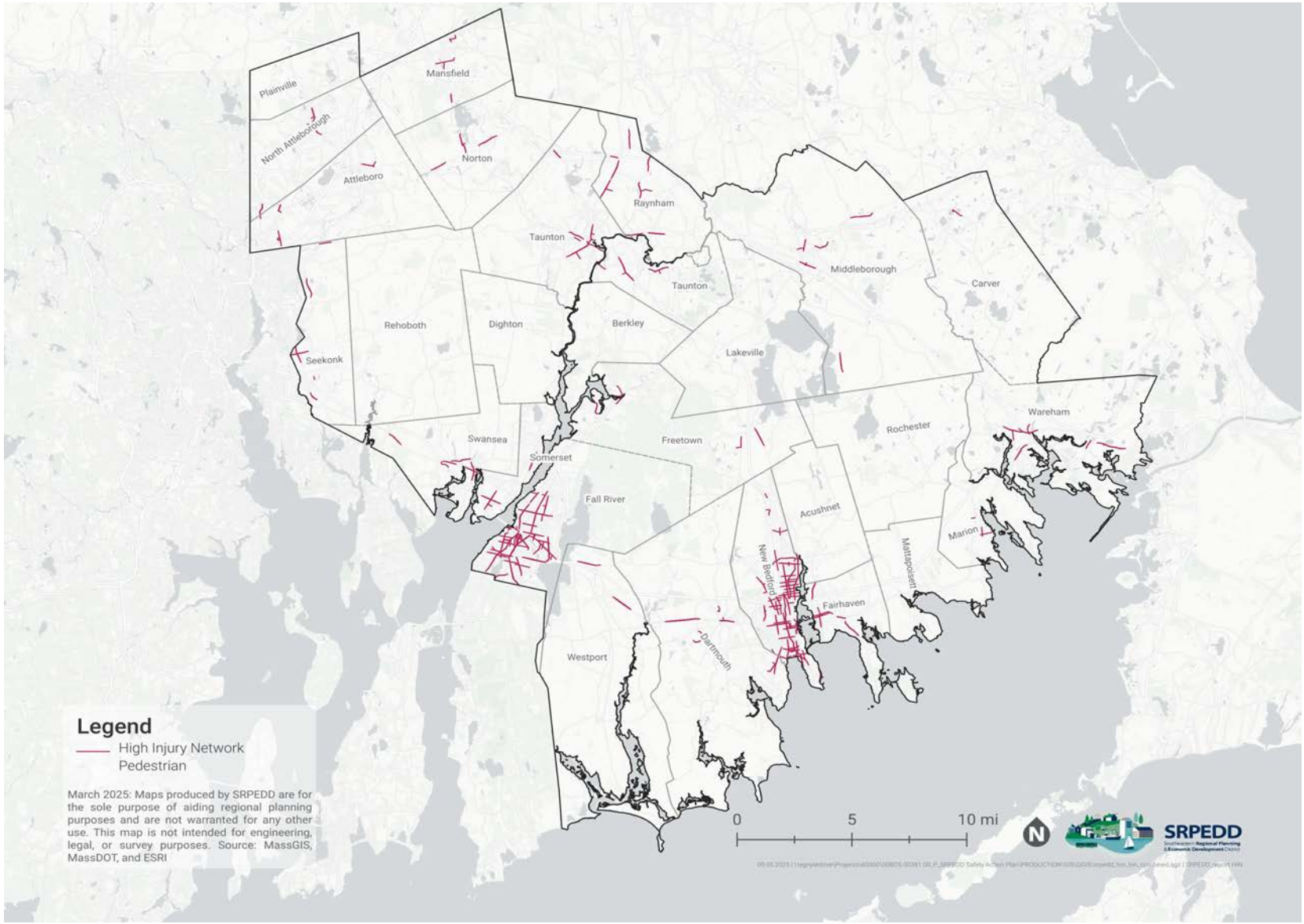


Figure 3-8: High Injury Network - Pedestrian

High Injury Network - Bicycle

Figure 3-9 displays the bicycle high injury network, or roadways where crashes resulting in fatalities or serious injuries have occurred most frequently for people bicycling given **historical crash data**.

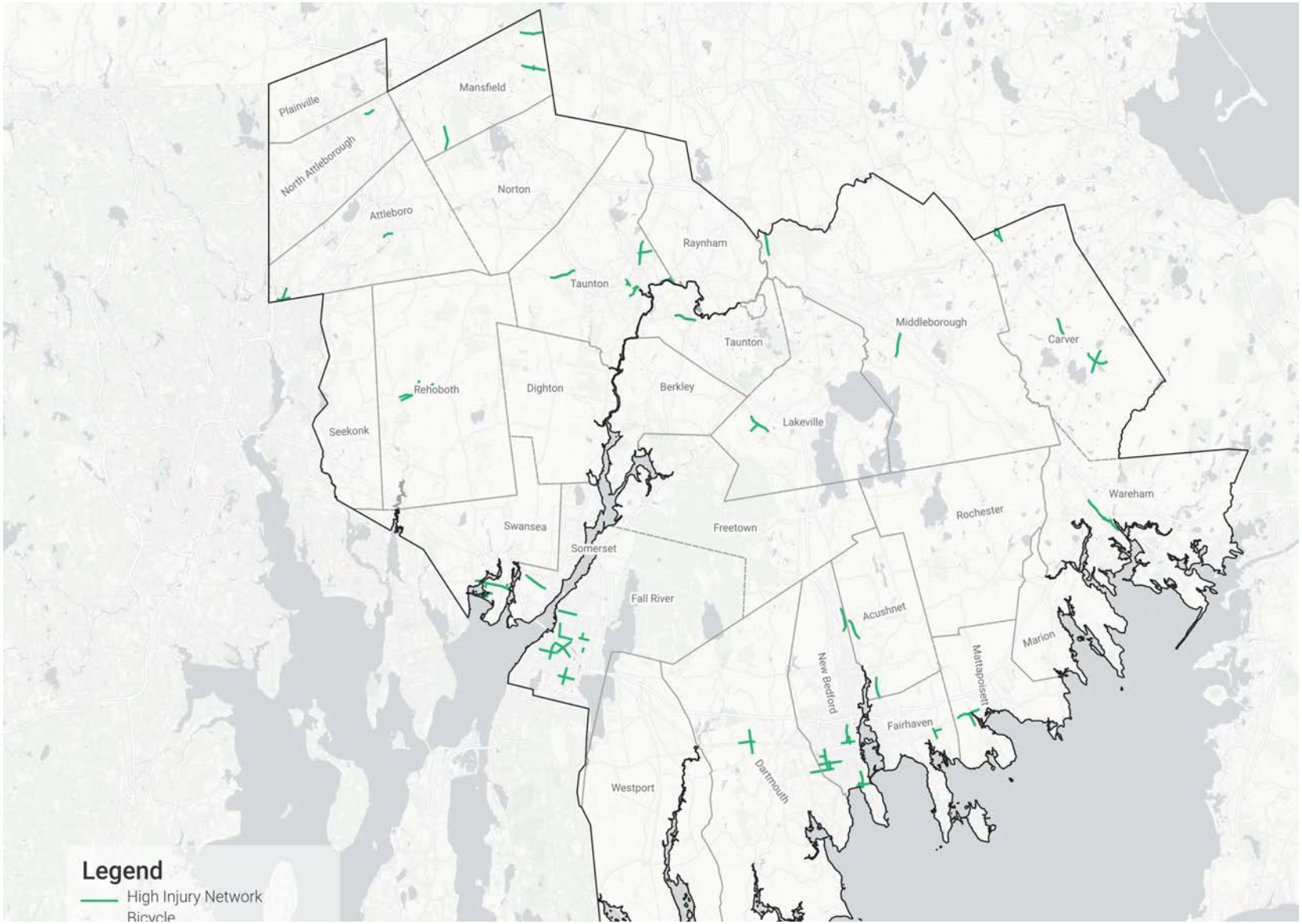


Figure 3-9: High Injury Network - Bicycle

High Injury Network - Motorcycle

The SRPEDD region has a disproportionately high number of crashes involving motorcycles especially those that in injuries or fatalities. Because of this, a high injury network was developed for motorcycles specifically. Figure 3-10 displays the motorcycle high injury network, or roadways where crashes resulting in fatalities or serious injuries have occurred most frequently for people riding a motorcycle given **historical crash data**.

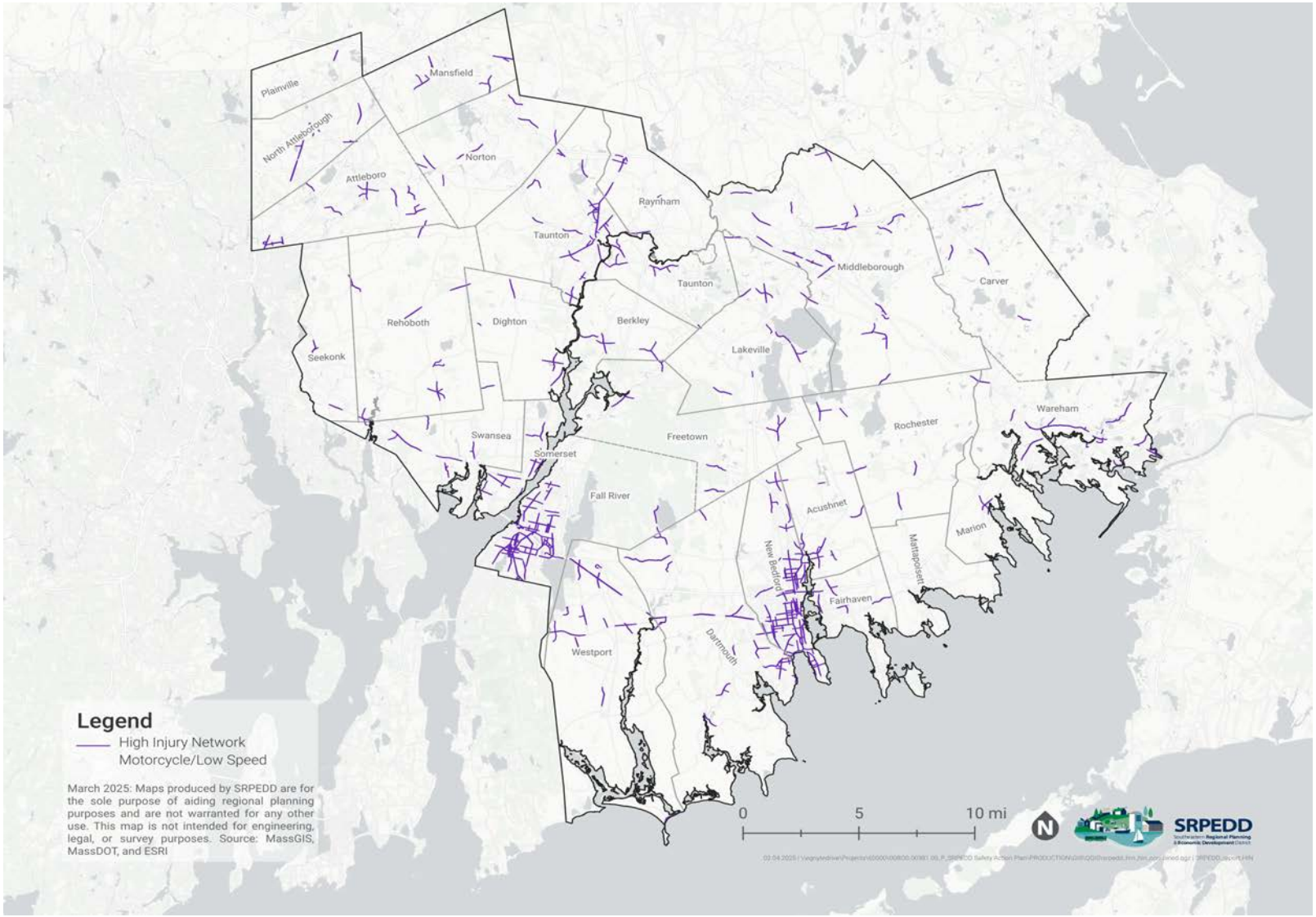


Figure 3-10: High Injury Network - Motorcycle/Low Speed

Key Insights: High Injury Network

- The All Modes High Injury Network is **less concentrated** than other networks, influenced by both the high number of severe city center pedestrian crashes and the more dispersed and numerous vehicle crashes.
- Pedestrian crashes are concentrated in city centers like New Bedford and Fall River.
- Bicycle crashes are less frequent than other modes. They still happen at higher rates in city centers, but are relatively dispersed across the region.
- Motorcycle crashes are widely distributed across the regional roadway network, with minor concentrations in Fall River and New Bedford. This makes the High Injury Network the least well defined of all the individual modes
- Fall River and New Bedford contain the highest proportion of the High Injury Network across all modes.

See Appendix A for a detailed methodology and results.

High Risk Network/Systemic Analysis

Where are crashes likely to happen in the future?

The systemic analysis used crashes from the study period and associated public engagement, relevant roadway cross-sectional characteristics, such as the number of lanes and functional classification. Additional contextual attributes, such as a description of character of the surrounding roadway areas, were applied to the segmented data from the project's equity analysis results to include as potential screening factors. The purpose of the systemic analysis is to identify sets of characteristics that are most associated with high average crash densities in the SRPEDD region. This is a proactive analysis that captures types of roadways with characteristics that result in higher crashes across the SRPEDD region, even if some individual locations lack a recent crash history.

Preliminary roadway and contextual variables were selected with input from the Advisory Committee. Variables considered in the analysis are as follows:

Table 3-2: Systemic Risk Factors and Variables

Systemic risk factor	Categories
Directionality	One way vs. Two way
Number of lanes	Single, Two, Multi-lane
Median presence	None, Positive median, Unprotected median
Functional class	Arterial, Collector, Local
Speed limit	30 or less, 31-50, Greater than 50
Surface width	Narrow (<= 23), Mid (24-41), Wide (>41)
Shoulder presence	No shoulder, Narrow shoulder (<4'), Wide shoulder (>4')
Sidewalk facility presence	None, One side, Both sides
Intersection density	Low, Middle, High (using deciles, 3-4-3)
Land use context	Natural/Rural, Suburban, Town/City Center

The systemic analysis resulted in five region-wide high-risk networks, one for each distinct mode considered, and one for all crashes regardless of mode. Characteristics associated with higher risk are not necessarily causal and can reflect other underlying conditions. For example, sidewalks being associated with high pedestrian crash risk does not mean that sidewalks cause higher crashes but might instead represent higher pedestrian exposure as sidewalks are often placed in areas with high foot traffic.

Roads with variables associated with risk were identified and classified by tier. Roads with "Critical" and "High" risk designations were considered part of the high-risk network.

See Appendix A for a detailed methodology and municipal results.

High Risk Network - All Mode

Roads with the highest risk in the **all-modes** analysis are Arterials, within a town or city center, near bus stops, where sidewalks are present (Table 3-2). Roads meeting the high-risk network definitions represent 2.3% of the road network, but 21.2% of the severity score, a weighted representation of crashes in the region.

Table 3-3: High Risk Network Analysis - All Modes

Mode	Definition	Tier	Mileage	Mileage Share	Severity Score Share
All	Arterial; Town/City Center; Bus <300ft; Sidewalks (both)	Critical	62.716	1.5%	15.2%
All	Arterial; Town/City Center; Bus <300ft; Sidewalks (not both)	High	35.835	0.8%	6.0%

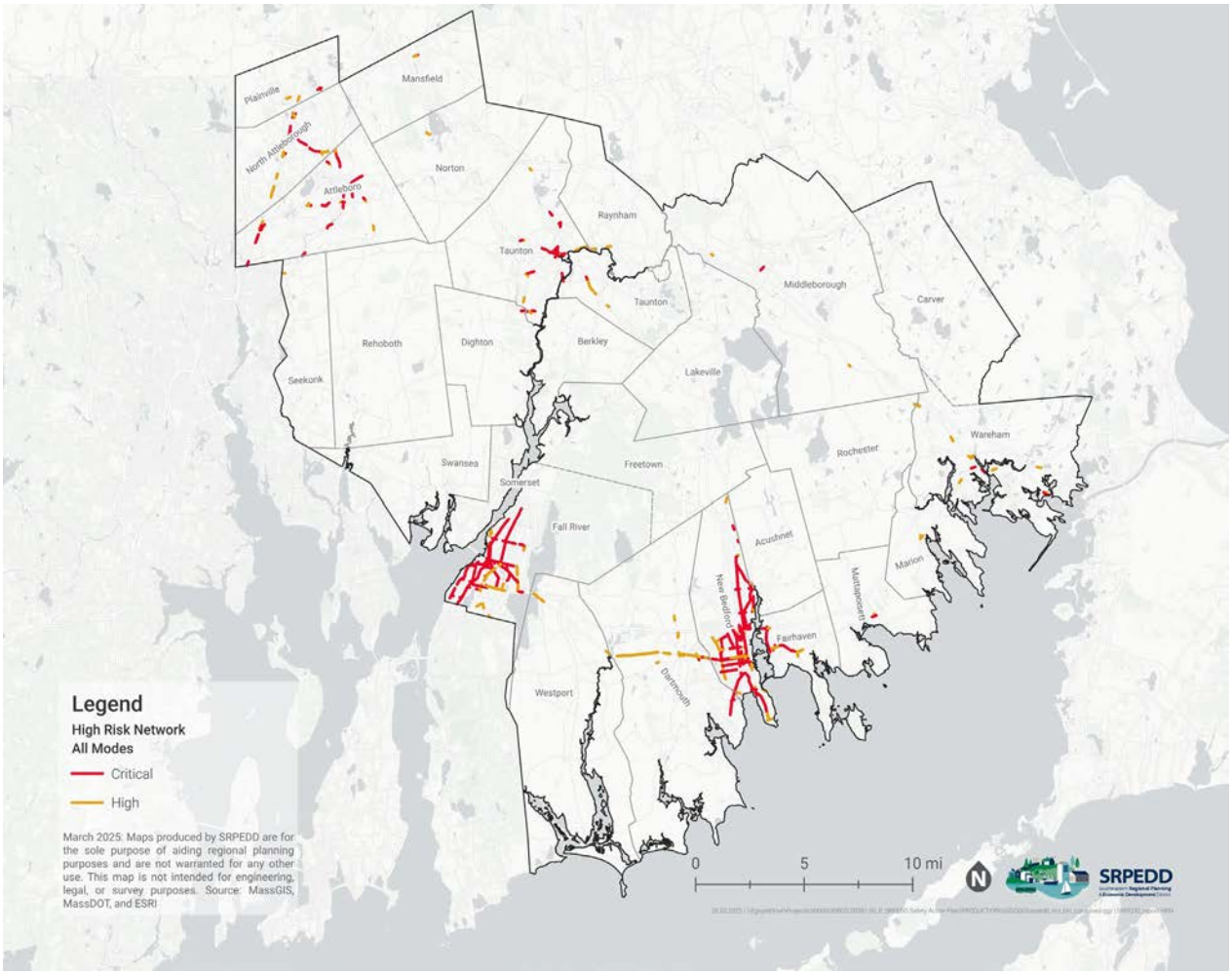


Figure 3-11: High Risk Network Map - All Modes

High Risk Network - Pedestrian

Roads with the highest risk in the **pedestrian** analysis are within 300 feet of a bus stop, on Arterial roads, with low speed limits, where sidewalks are present (Table 2). Roads meeting the high-risk network definitions represent 1.6% of the road network, but 31.5% of the pedestrian severity score.

Table 3-4: High Risk Network Analysis - Pedestrian

Mode	Definition	Tier	Mileage	Mileage Share	Severity Score Share
Pedestrian	Bus <300ft; Arterial; Speed <30mph; Sidewalks (both)	Critical	50.201	1.2%	26.5%
Pedestrian	Bus <300ft; Arterial; Speed <30mph; Sidewalks (not both)	High	17.927	0.4%	5.0%

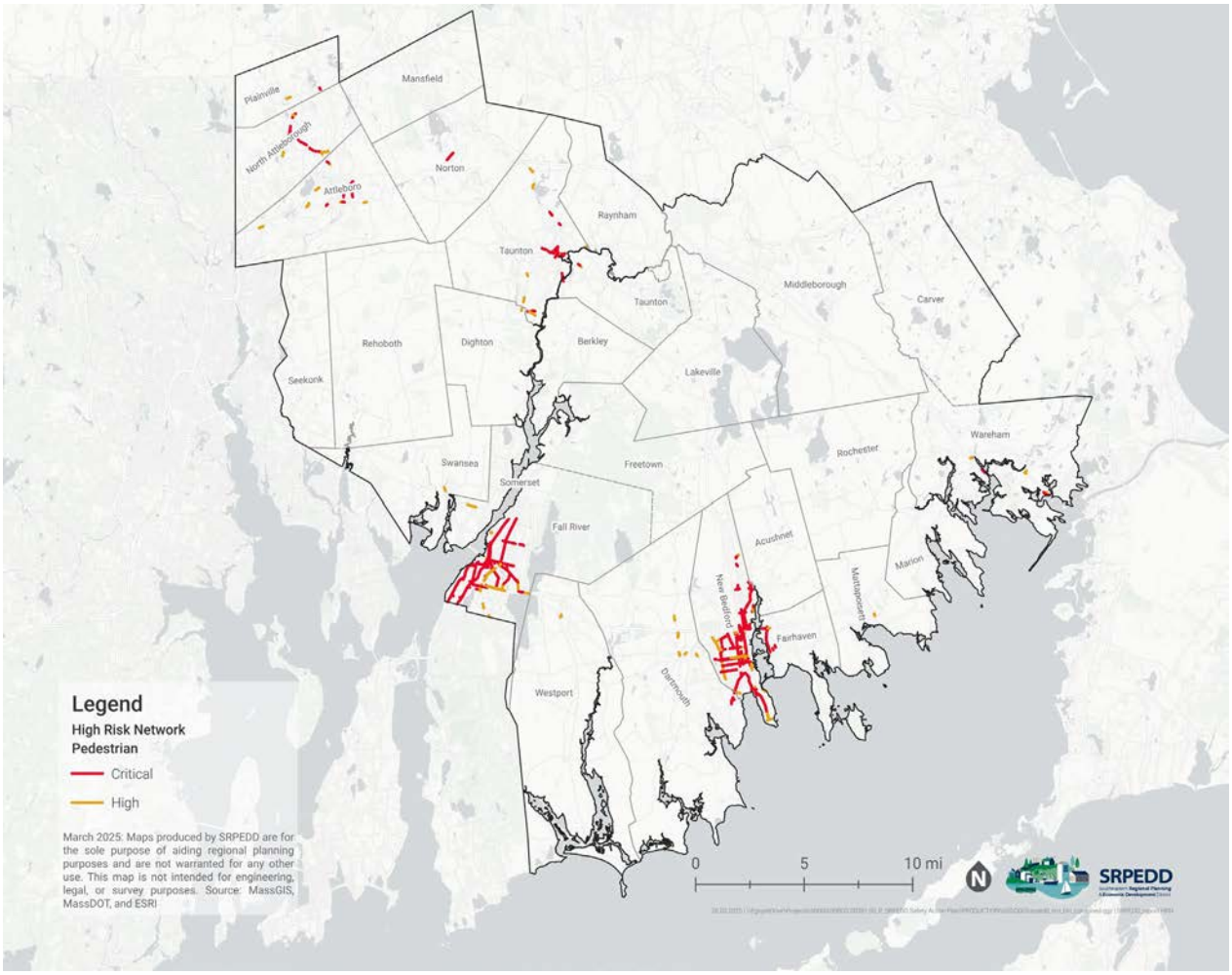


Figure 3-12: High Risk Network Map - Pedestrian

High Risk Network - Bicycle

Roads with the highest risk in the **bicycle** analysis are Arterials, where sidewalks are present, within 300 feet of a bus stop, with low speed limits (Table 2); and on Arterials, with sidewalks on both sides, within 300 feet of a bus stop. Roads meeting the high-risk network definitions represent 4% of the road network, but 35% of the bicycle severity score.

Table 3-5: High Risk Network Analysis - Bicycle

Mode	Definition	Tier	Mileage	Mileage Share	Severity Score Share
Bicycle	Arterial; Sidewalks (not both); Bus <300ft; Speed <30mph	Critical	17.927	0.4%	4.9%
Bicycle	Arterial; Sidewalks (both); Bus <300ft	Critical	65.538	1.5%	17.0%
Bicycle	Arterial; Sidewalks (both); Bus +300ft	High	90.773	2.1%	13.1%

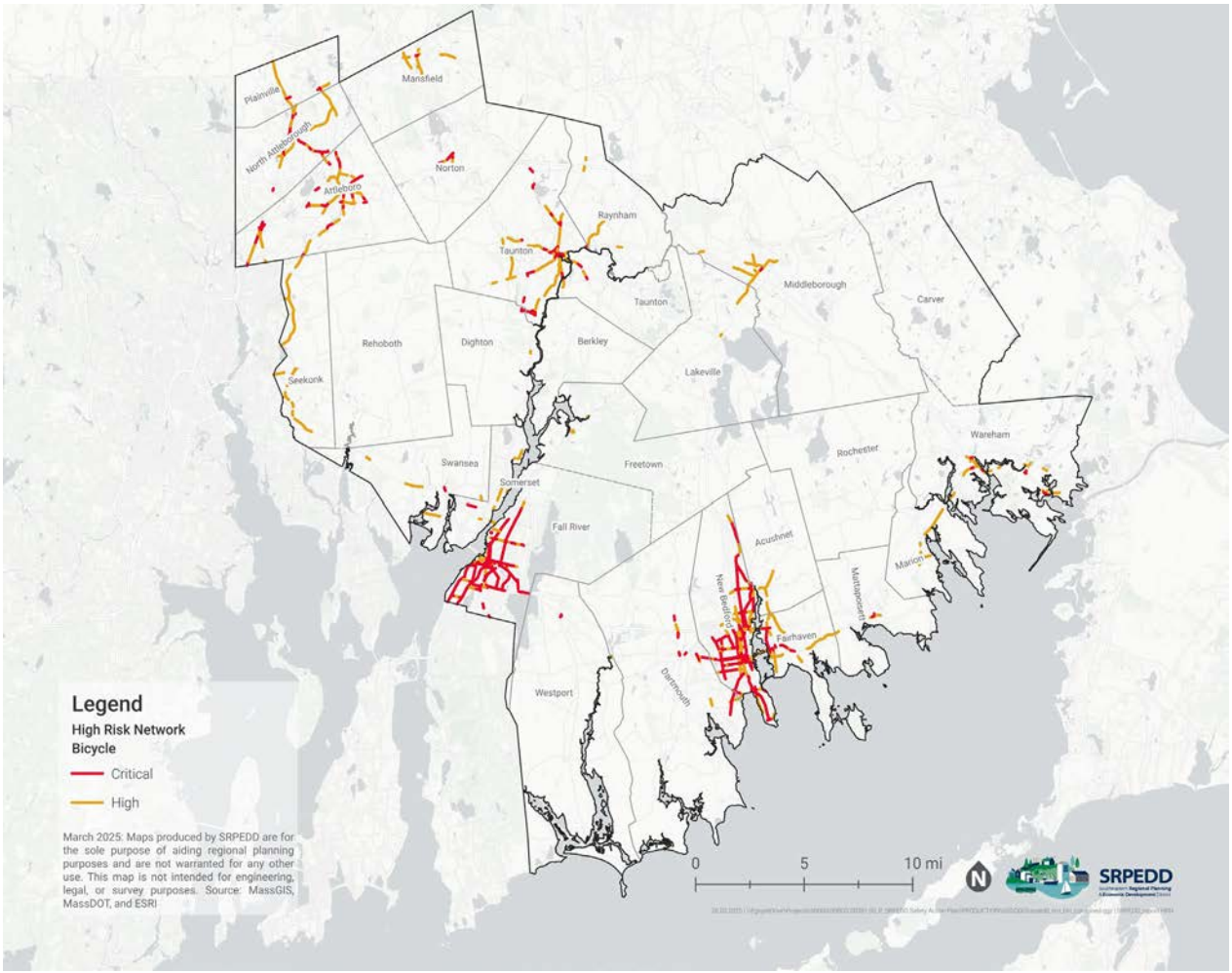


Figure 3-13: High Risk Network Map -Bicycle

High Risk Network - Motorcycle

Roads with the highest risk in the motorcycle analysis are either Arterial or Collector roads, within 300 feet of a bus stop, with two lanes (Table 2); and on Arterial or Collector roads, not within 300 feet of a bus stop, with high intersection density and sidewalks on any side of the road. Roads meeting the high-risk network definitions represent 4.3% of the road network, but 30.4% of the motorcycle severity score.

Table 3-6: High Risk Network Analysis - Motorcycle

Mode	Definition	Tier	Mileage	Mileage Share	Severity Score Share
Motorcycle	Not local; Bus <300ft; Two lanes; Arterial	Critical	79.497	1.9%	16.6%
Motorcycle	Not local; Bus +300ft; High intersection density; Sidewalks (any)	Critical	33.155	0.8%	6.1%
Motorcycle	Not local; Bus <300ft; Two lanes; Not arterial	High	31.617	0.7%	3.6%
Motorcycle	Not local; Bus <300ft; Not two lanes	High	38.976	0.9%	4.1%

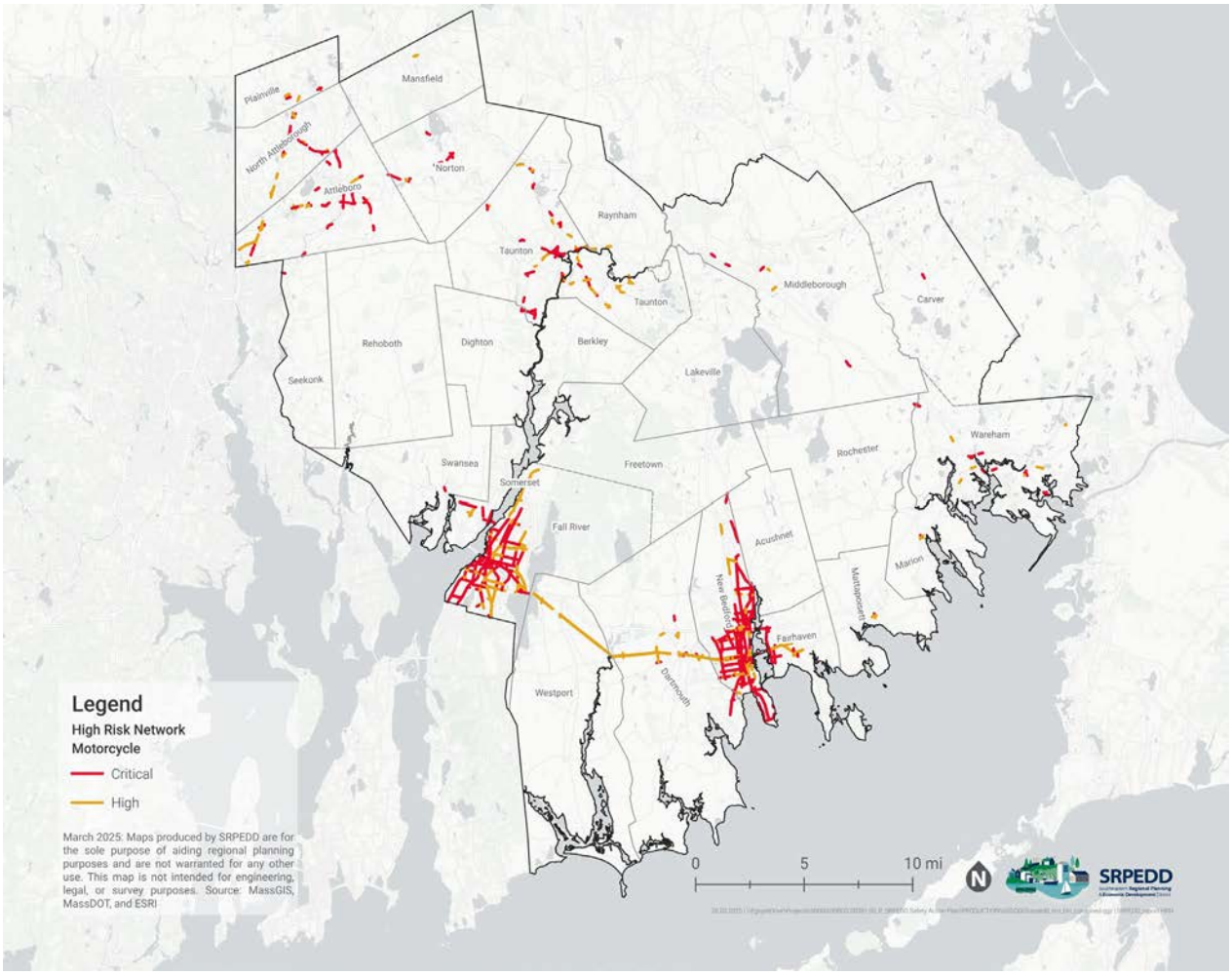


Figure 3-14: High Risk Network Map - Motorcycle

High Risk Network - Car-Only

Roads with the highest risk in the **car-only** analysis are Arterials, in town or city centers, within 300 feet of a bus stop, (Table 2); and on Arterials, in town or city centers, not within 300 feet of a bus stop, on roads that are considered wide. Roads meeting the high-risk network definitions represent 7.5% of the road network, but 46.2% of the car only severity score.

Table 3-7: High Risk Network Analysis - Car Only

Mode	Definition	Tier	Mileage	Mileage Share	Severity Score Share
Car only	Arterial; Town/City Center; Bus <300ft	Critical	98.551	2.3%	20.3%
Car only	Arterial; Town/City Center; Bus +300ft; Wide (>41)	Critical	32.553	0.8%	5.6%
Car only	Arterial; Town/City Center; Bus +300ft; Not wide (<41)	High	137.358	3.2%	15.0%
Car only	Not arterial; Sidewalks (both); Not local	High	50.266	1.2%	5.3%

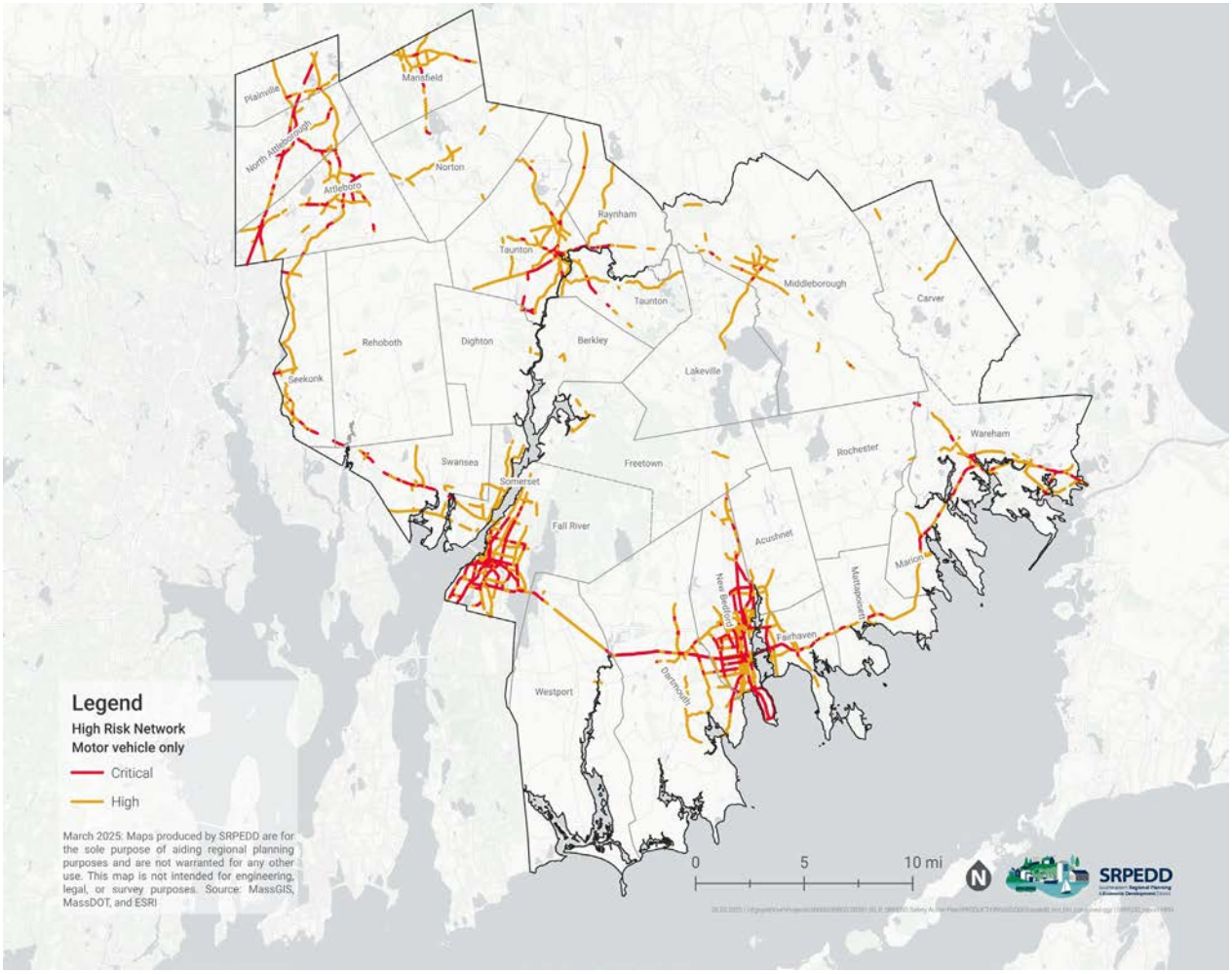


Figure 3-15: High Risk Network Map - Car Only

Key Insights: High Risk Network

- **Arterials** were associated with high crash risk across every mode.
- Road segments that are close to **bus stops** are often associated with high crash risk, this is consistent with MassDOT reports.
- Places where **Arterials** intersect with variables that reflect **high levels of activity**, such as bus stops proximity, sidewalk presence, or town/city center land use are often associated with high crash risk.
- Improvements to 1.6% of the road network have the potential to address 31.5% of the **pedestrian** crash score.
- Improvements to 4% of the road network have the potential to address 35% of the **bicycle** severity score.
- Improvements to 4.3% of the road network have the potential to address 30.4% of the **motorcycle** severity score.
- Only very **low speed limits** were found to be associated with high crash risk. This is possibly related to the lowering of speed limits in areas where people frequently walk, or those with higher perceived risk.
- Roads in **Fall River, New Bedford, Attleboro, and Taunton** are present on high-risk networks across modes.
- The **car-only** high-risk network is less centralized than those involving vulnerable road user crashes, revealing risk along arterials with more **rural/suburban** characteristics, and those that enter urban areas.
- Suburban and rural municipalities with lower overall populations and associated trips typically experience a lower number of crashes. To ensure all SRPEDD municipalities have access to community insights, a localized systemic analysis was developed for each municipality.

See Appendix A for a detailed methodology and results.

Project and Strategy Identification

Intersections and segments that were identified in the high-injury network, high-risk network, or both were prioritized to form a list of candidate project locations for safety interventions. For the high-risk network, intersections and segments that were categorized as “critical” or “high” were included in the candidate list. For the high-injury network, thresholds were identified by mode (all, bicycle, pedestrian) and were discussed previously in this safety action plan.

During the regional level review, many municipalities did not have many or any intersections or segments that fell within the criteria above. Therefore, as part of this plan, locations were identified on both a regional level and a municipal level to compare the locations on a regional level and on a municipal basis. **Detailed maps and tables for municipal level project locations are shown in Appendix B.**

Countermeasures were identified for each of the candidate project locations at both the regional and municipal level and are discussed in detail in Chapter 4. Systemic Countermeasures are discussed in Chapter 5. Given the significant number of candidate projects, prioritization will allow for SRPEDD and its communities to evaluate and rank the project based on their impact and feasibility. The prioritization matrix in Table 3-8 serves to assess each project’s potential to address critical safety issues and align with overall safety goals. By assigning scores or weights to various criteria, the matrix helps identify high-priority projects that balance reactive and proactive strategies. The score or weight for each criterion is determined by needs and priorities. Incorporating these elements in the safety action plan’s priorities allows projects to address significant safety challenges while meeting the priorities of the SS4A Program.

Each project was ranked based on the methodology and the extent to which they met each criterion. For example, locations that were on both a proactive (HRN) and reactive (HIN) would receive a higher score. **Maps 3-16 through 3-19** present the prioritized regional projects based on the project score.

The recommendations are based on the crash and crash risk patterns and the following considerations, discussed in previous sections.

- Crash reduction potential
- Countermeasures that address the High Injury Network and the potential to reduce risk of fatal and serious injury crashes by removing severe conflicts, reducing vehicle speeds, managing conflicts in time, and increasing attentiveness and awareness.
- Countermeasures that will resonate with the community and meet the community’s needs.

Table 3-8: Prioritization Matrix

HRN Criteria (total 50 points)	Critical	High
Included in the All Mode HRN	10	5
Included in the Pedestrian Mode HRN	10	5
Included in the Bike Mode HRN	10	5
Included in the Motor Vehicle HRN	10	5
Included in the Motorcycle HRN	10	5
HIN Criteria (total 30 points	**Criteria**	**Points**
All Modes (10 points maximum)	25+ score	10
	20-24 score	8
	15-19 score	6
	10-14 score	4
	5-10 score	2
	Not in HIN_All	0
Pedestrian (10 points maximum)	10+ score	10
	6-9 score	8
	<=5 score	2
	Not in HIN_Ped	0
Bicycle	5-6 score	10
	4	8
	3	6
	Not in HIN_Bike	0
Impact Criteria (total 10 points)	**Criteria**	**Points**
	4-5	10
	3	5
	1-2	2
Crash Cluster (total 10 points	**Criteria**	**Points**
	Yes	10
	No	0

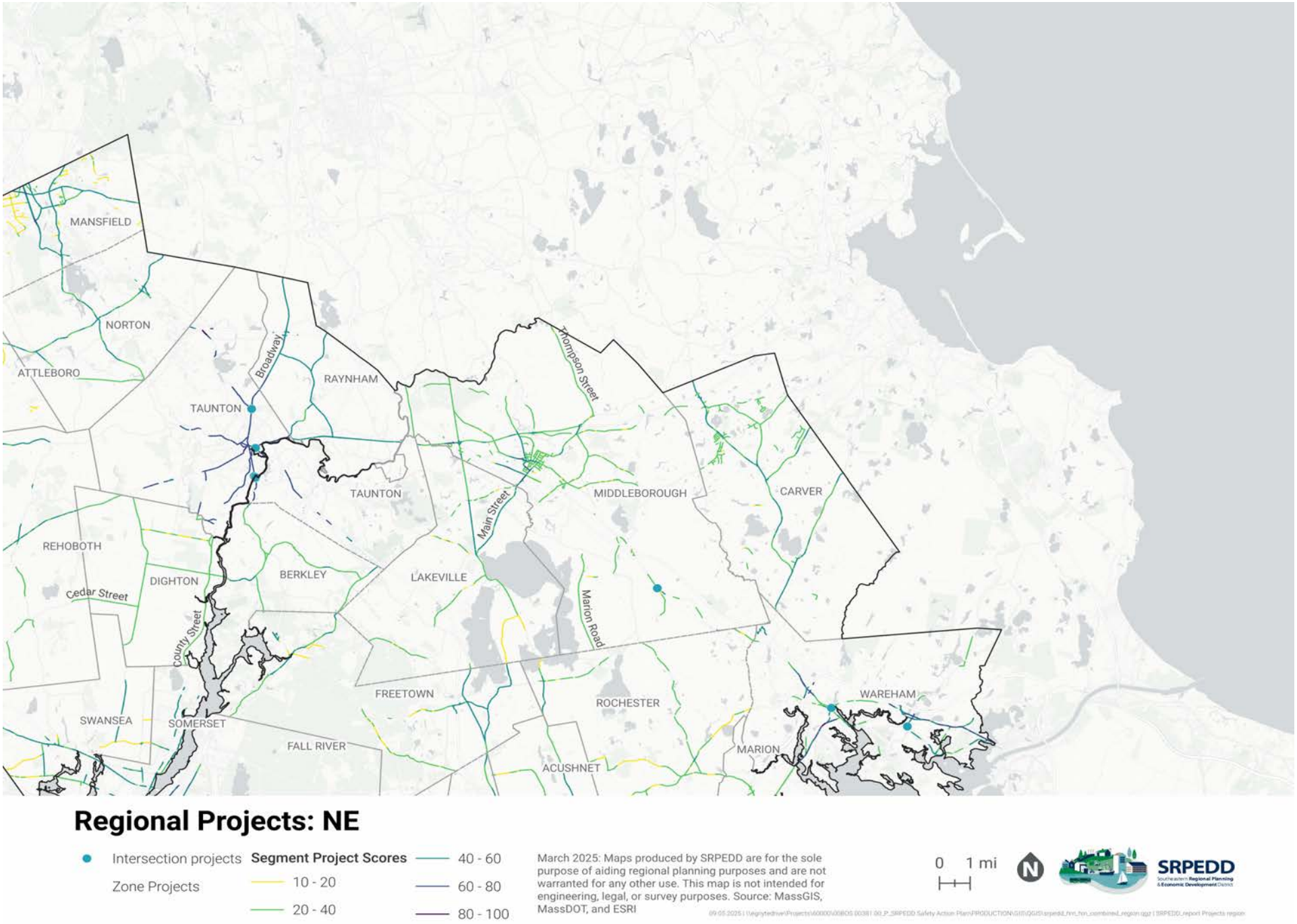


Figure 3-16: Regionally Prioritized Projects in the Northeast Area of the Region

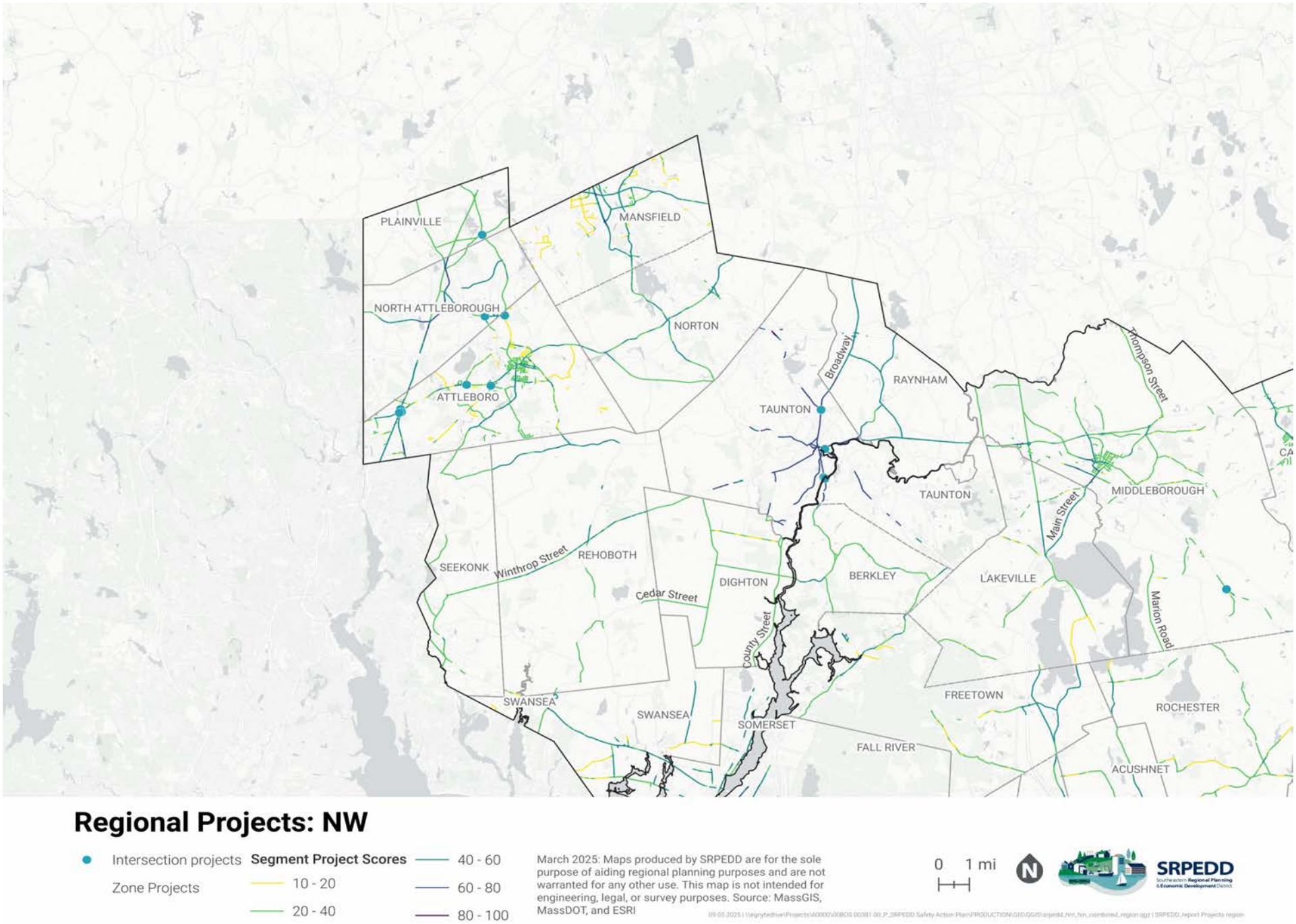


Figure 3-17: Regionally Prioritized Projects in the Northwest Area of the Region

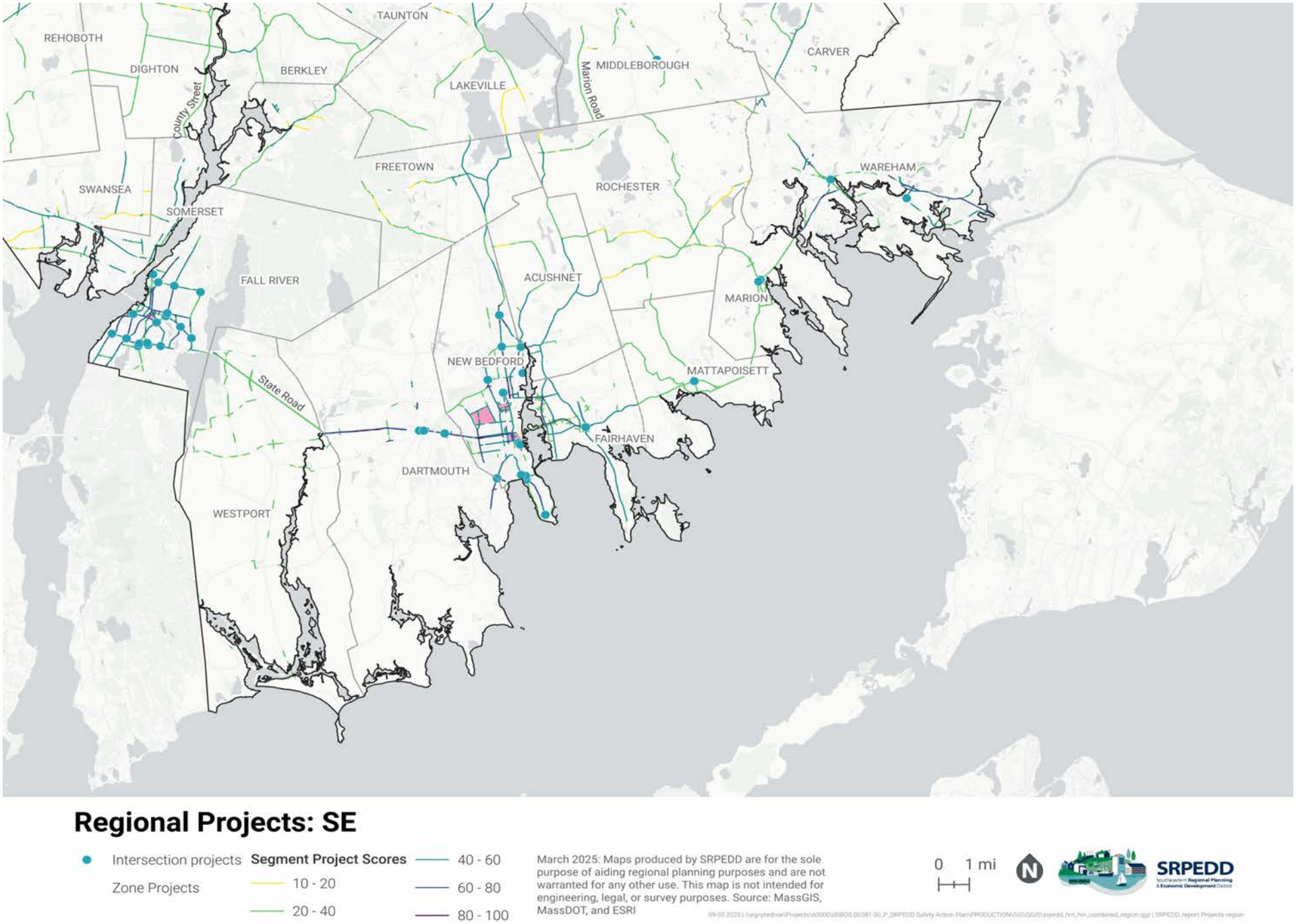


Figure 3-18: Regionally Prioritized Projects in the Southeast Area of the Region

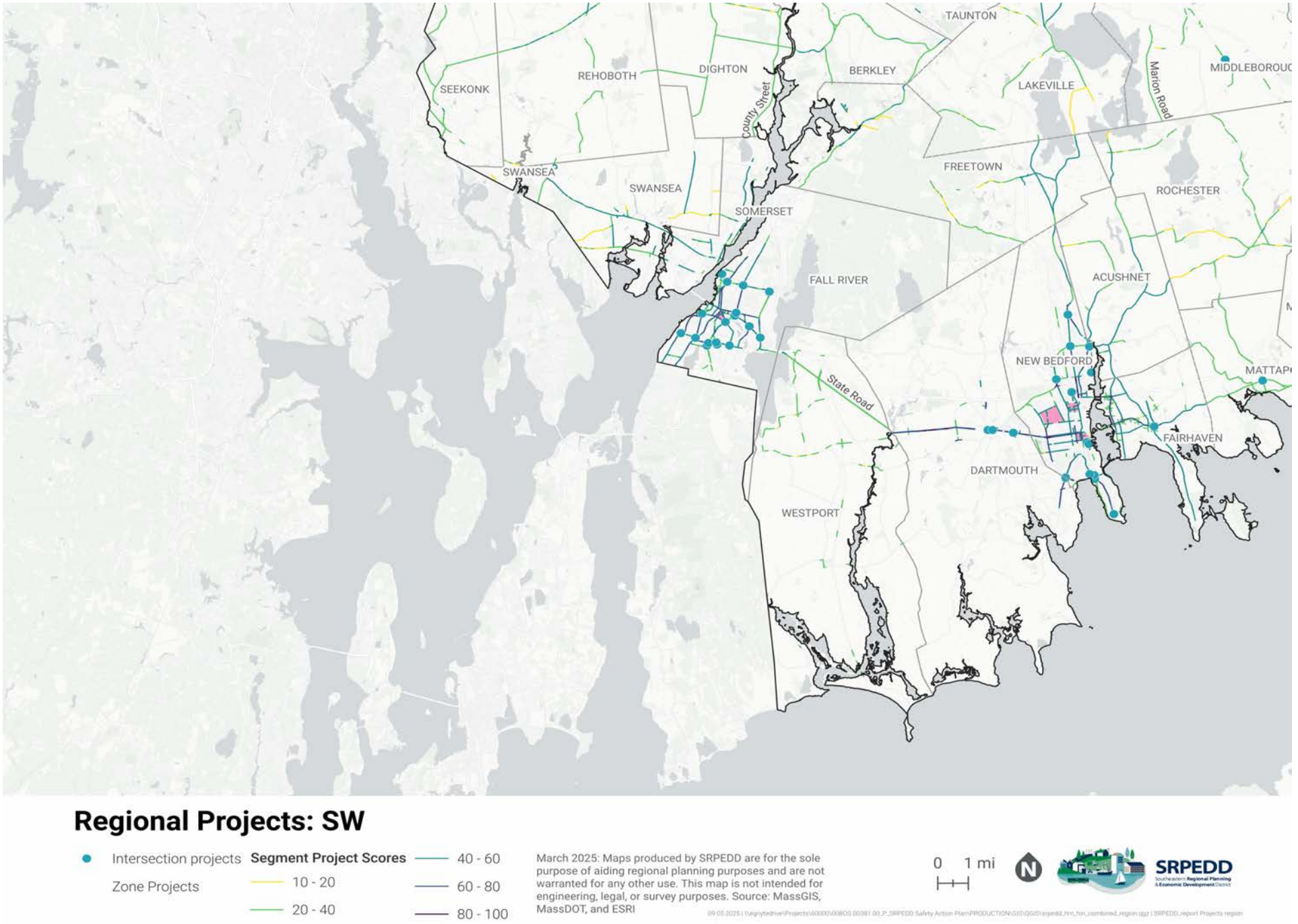


Figure 3-19: Regionally Prioritized Projects in the Northwest Area of the Region

Impact Analysis

The transportation system does not operate in a vacuum. Transportation policies and investments often have impacts that extend beyond the immediate geography and scope of a project. Transportation investments that are made out of context or which fail to adequately consider policy priorities can have negative, if unintended, consequences such as increased crash risk for certain areas or people.

For example, traffic crashes occur across the SRPEDD region but data analysis shows that there are some locations where crashes happen at much higher rates than others. Within the SPREDD region, the locations with higher crash rates are frequently found in communities that are identified as being areas of persistent poverty – one of the main factors in an area being considered "underserved". People living in these places sometimes have no choice but to make trips in conditions that frequently have more dangerous outcomes. For example, they might walk on roads with no sidewalks because they do not own a car, or they might drive in dark conditions to get to second and third shift jobs.

In this section, we identify focus areas where the data indicates that traffic safety investments will have the greatest impact in reducing fatal and serious injury crashes involving road users and community members who are most at risk. Further, we identify specific and proven safety measures that can be implemented to reduce the frequency and severity of the most serious crashes in the region in these focus areas, at the highest risk locations. Each project includes one or more safety measures for which there are documented safety benefits (referred to as Crash Modification Factors). The potential benefits are then assessed to determine the overall impact of these focused investments in achieving the goal of eliminating fatal and serious injury crashes in the region in a cost-effective manner.

Baseline Focus Area Analysis

Methodology

For the purposes of this analysis, “key populations” are those which have been identified as having higher levels of transportation associated risk, such as children, and those meeting Title VI definitions required by law in Massachusetts. These included places with higher proportions of children or older adults, those experiencing persistent poverty, among others. Some transportation characteristics, such as the proportion of households without access to a motor vehicle, have also been included. This methodology can be adjusted to take account of shifting policy priorities and changing population patterns that inevitably occur over time.

Key Findings

Crash rates are higher by both population and road mileage in the focus areas, highlighting a need for targeted investment (Table 8-1). Despite 19% of the population living in a focus area, 33% of all non-interstate crashes in the region occur within focus areas. Figure 8-1 and Figure 8-2 demonstrate the findings from the Baseline Focus Area Analysis, which include the regionally based and town-based focus scores, respectively. When interpreting the scores for each block group, a score of 5 represents 2 standard deviations above the mean for the region. For the town-based focus area scores, this remains the same, except the standard deviation uses the mean for each town. For the impact analysis, block groups with a score of 4 and 5 were considered focus areas. While focus area inclusion was a part of our project scoring, all roads on the high-injury/high-risk networks were considered for improvements.

Table 3-9: Crash Rates by Mile and Population

Area	Crashes	FSI	Miles	Pop.	FSI/mile	FSI/pop.
All	80357	1643	3586	646,660	.458	0.0025
Focus	26251	416	433	125,200	.961	0.0033

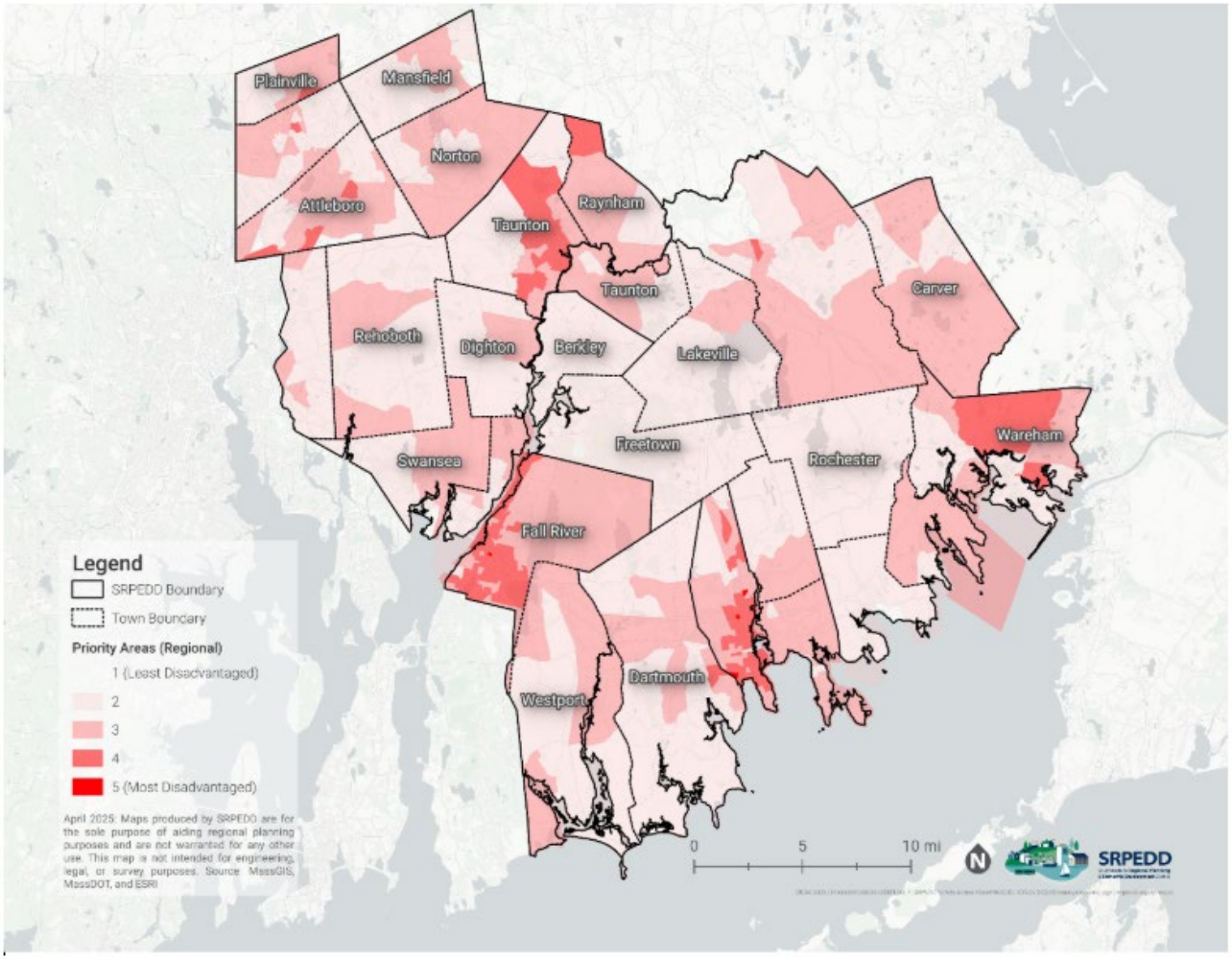


Figure 3-20: Map Demonstrating The Findings From The Baseline Focus Area Analysis With Regionally Based Focus Scores

Regionally, focus areas were primarily identified within the core of Fall River, New Bedford, Taunton, and Wareham. Additional block groups fell within the focus area rankings, including Raynham, Attleboro, and Plainville.

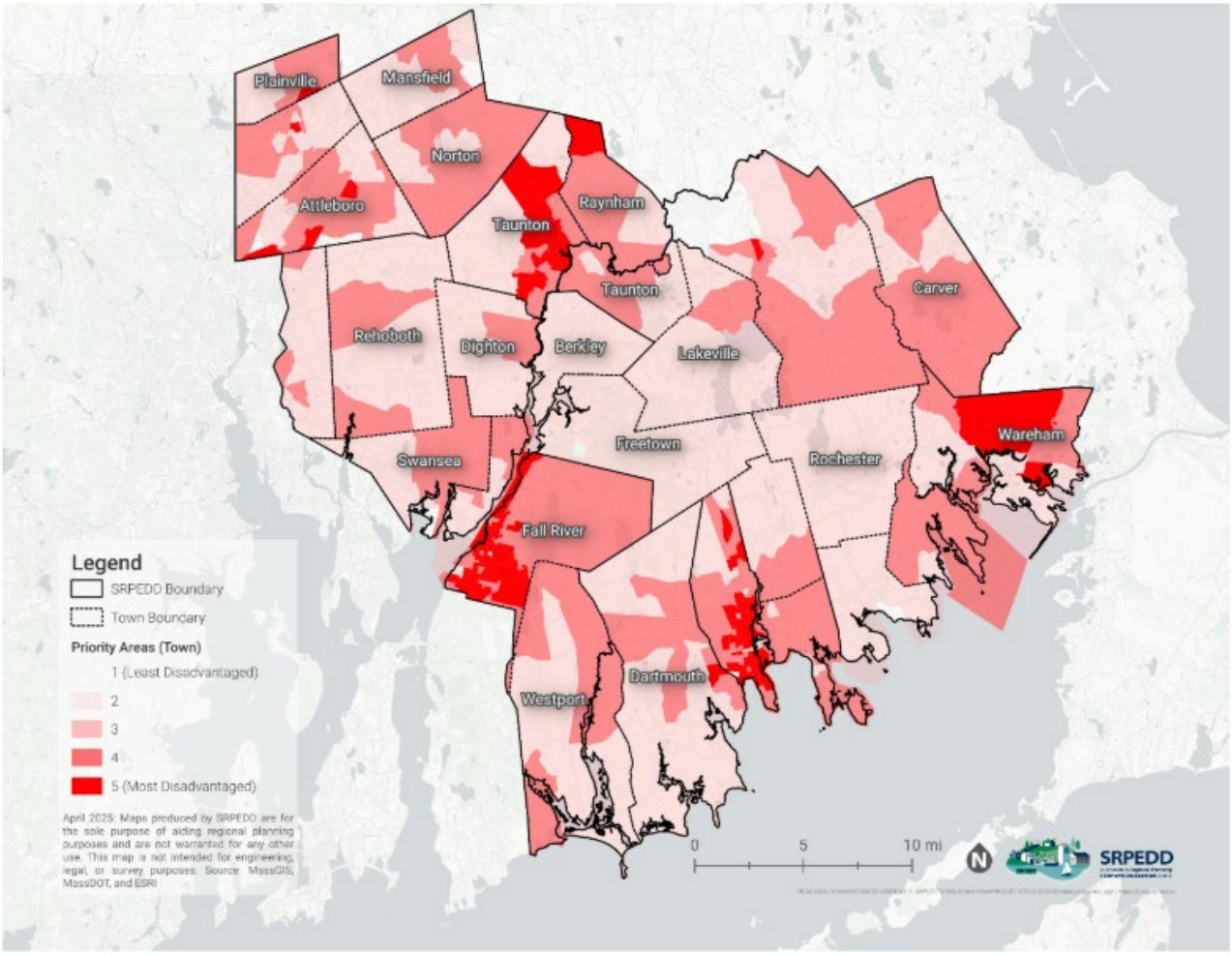


Figure 3-21: Map Demonstrating The Findings From The Baseline Focus Area Analysis With Municipally Based Focus Scores

When the baseline analysis was done at the town-level, results remained relatively consistent across the board. Geographically, focus areas were still centered around the core of Fall River, New Bedford, Taunton, and Wareham. The primary difference between the two analyses is that areas outside of the urban cores of the region received a slightly elevated score.

Focus area scores generated at the town-level give municipalities planning new projects the ability to use focus area definitions applicable to their communities, particularly helpful in less populated municipalities. These scores were used in the development of the proposed town project list.

Countermeasure Impact Analysis

Methodology

This analysis identifies the potential impact of treatments proposed for each of the SRPEDD regional projects. This is not intended to be a rigorous engineering analysis, but to establish a "Likely Scenario" if each treatment had been implemented and reflected the typical or expected reduction in crash frequency and severity. The scenario is developed by retroactively applying proven safety measures that have a crash modification factor documented by FHWA to crashes that occurred during the study period.

Data and Limitations

All crashes within 100 feet of a project location during the study period were considered. Crashes were assigned to the closest project to their location.

Some proposed improvements are not associated with a single CMF, and several could be chosen to achieve the recommendation. For example, speed management might mean the installation of speed humps in some communities, and the installation of speed feedback signs in others. In these cases, one CMF was chosen that is commonly implemented in the region and that shows a modest improvement to crashes but is neither the highest nor lowest performing CMF. A full list of selected CMFs and their impacts can be found in Table 2.

Crash modification factors were applied based on the severity, time of day, mode, context, and federal functional classification fields., Iif there is another limiting factor, it was not applied to the definition. Due to this, some CMFs may not have been tested in the precise circumstances of their application. In the case of the install high visibility sidewalks CMF, the install high-visibility yellow, continental type crosswalks at schools CMF was used regardless of proximity to schools as the CMF showed a more modest improvement and was of a higher quality than the less specific treatment.

This analysis was only applied to region-wide proposed projects. Applying the analysis to the expanded lists of proposed projects created for each municipality would further reduce projected crashes.

Methodology Lowest Qualifying CMF

When we apply a CMF, the value represents the reduction in that crash type at that location. So, a CMF of 0.8 would assume that 80% of those crashes would take place after treatment, and 20% are prevented. All crashes within 100 feet of a project area were identified, isolated, and assigned the lowest relevant CMF that they qualify for based on the crash type and which treatments are being proposed at the crash location. For example, if a project suggested high visibility crosswalks be installed (CMF = 0.63) and vehicle signal timing modifications be implemented (CMF = 0.8), pedestrian crashes that meet the full assigning definition would receive a weight of 0.63, while all other qualifying crashes would receive the higher score of 0.8. If a crash qualified for no treatments, it was assigned a weight of 1.

The FHWA provides methods for compounding CMFs, where multiple treatments proposed for the same location would have an enhanced safety effect. We chose to assign just the dominant factor in these cases, as a more conservative approach, hoping to minimize the complexities of treatment interactions. *This is intended to be a region-wide planning assessment, and not a rigorous engineering exercise. We recommend a secondary, localized analysis takes place for individual projects once final treatments have been approved or before full implementation.*

Focus Area Impact

Crash totals were summarized regionally and by qualifying focus areas, to reveal the total projected reduction in crashes by KABCO score and the reduction in crash costs based on the 2024 Recommended Crash Unit Costs (Table 3-9).

Table 3-22: Total Projected Reduction in Crashes by KABCO Score and Reduction in Crash Costs

Severity	Crash Severity Defined	Crash Unit Costs
K	Crashes involving a Fatal Injury	$19,435,000
A	Crashes involving a Serious Injury	$1,112,900
B	Crashes involving a Non-serious Injury	$354,100
C	Crashes involving a Possible Injury	$208,000
O	Crashes involving No Injuries	$20,900

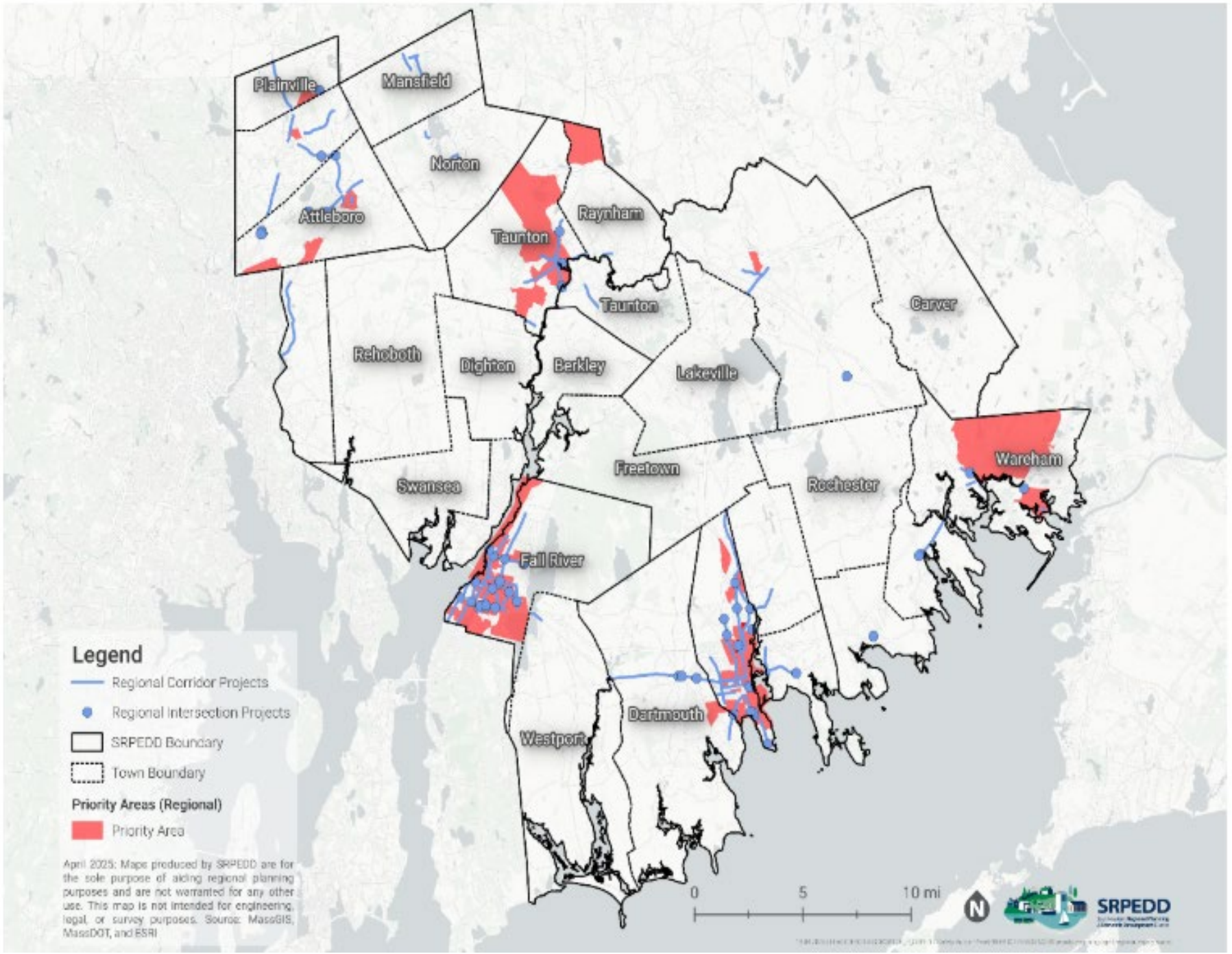


Figure 3-22: Map Displaying Priority Areas and Regional Projects

Table 3-23: Crash Modification Factors and Other Attributes

Type	Name	CMF	Link	Severity	Time	Mode	Context	Fed. FC
Intersection	Intersection Lighting	0.63	7774	KABC	night	all	all	all
Intersection	Signal Head Visibility	0.902	4111	KABC	night	all	urban	all
Intersection	High Visibility Crosswalks	0.63	2697	all	all	ped	urban	all
Intersection	Median Islands	0.58	10985	KABC	all	all	all	all
Intersection	Vehicle Signal Timing Modifications	0.8	4029	all	all	all	all	all
Intersection	Pedestrian Signal Timing Modifications	0.413	1993	all	all	ped	urban	principal arterial
Intersection	Pedestrian Signal Equipment	0.64	9124	all	all	ped	all	all
Intersection	Convert Signal to Mast Arm	0.97	9404	all	all	all	all	all
Intersection	Convert to Roundabout	0.8	11240	all	all	all	all	all
Intersection	Traffic Control Modifications	0.779	8916	all	night	all	all	all
Zone	Access Management	0.49	8200	all	all	all	urban	all
Zone	High Visibility Crosswalks	0.63	2697	all	all	ped	urban	all
Zone	Speed Management	0.95	6887	all	all	single vehicle	rural	all
Zone	Bicycle Facility Improvements	0.571	11555	KABC	all	all	all	all
Zone	Improve Sight Lines	0.53	307	ABC	all	all	all	all
Zone	Lighting	0.63	7774	KABC	night	all	all	all
Segment	Access Management	0.49	8200	all	all	all	urban	all
Segment	High Visibility Crosswalks	0.63	2697	all	all	ped	urban	all
Segment	Roadway Conspicuity	0.717	6843	all	night	all	rural	all
Segment	Speed Management	0.95	6887	all	all	single vehicle	rural	all
Segment	Roadway Reconfiguration	0.36	11129	KABC	all	all	urban/suburban	minor arterial
Segment	Bicycle Facility Improvements	0.571	11555	KABC	all	all	all	all
Segment	Improve Sight Lines	0.53	307	ABC	all	bike	all	all
Segment	Roadway Departure Mitigation	0.58	8411	KA	all	off road	all	all
Segment	Lighting	0.63	7774	KABC	night	all	all	all
Excluded	Curb Modifications	x		x	x	x	x	x
Excluded	No Right-On-Red	x		x	x	x	x	x

Key Findings

The impacts of the projects proposed in this safety action plan have been measured in two ways. First, crash modification factors were applied using the methodology above to identify the projected number of crashes reduced across the SRPEDD region, as well as in the focus areas. Of those proposed projects, 53% occur in a focus area. These crash modification factors, as well as other attributes used to assign values to each project area, are outlined in Table 3-23.

A 40% reduction in both fatal and serious injury crashes would be the projected outcome if the proposed proven safety countermeasures in this safety action plan were successfully implemented. Specific to vulnerable road users, which include those walking, biking, and rolling, a 50% reduction in fatal crashes and 44% reduction in serious injury crashes could occur. There is an overall reduction of around 4,500 crashes, more than 2,100 of which resulted in injury or death.

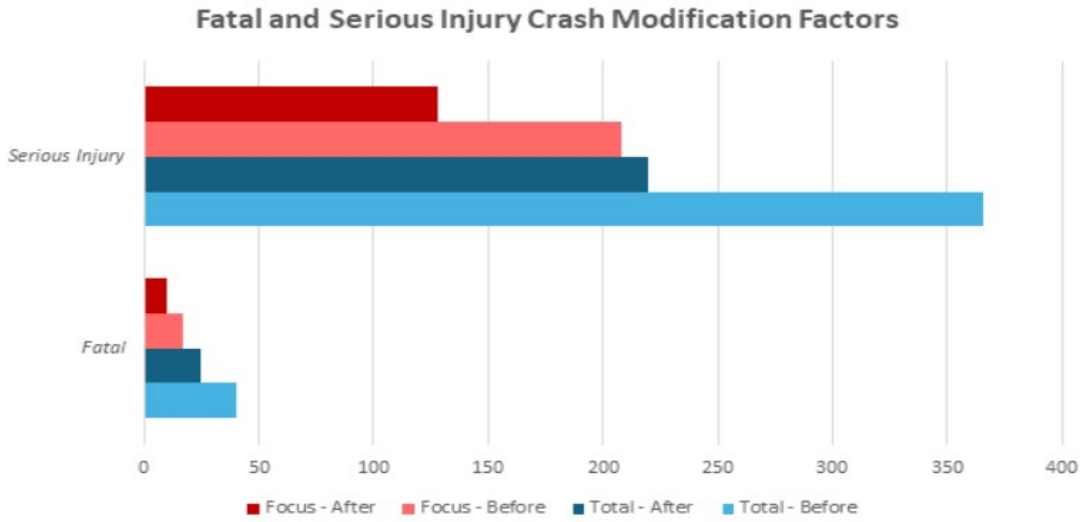


Figure 3-23: Chart Showing Reduction in Fatal and Serious Injury Crashes using Crash Modification Factors

Once the reduction in crashes was projected for each project, these numbers were applied to the crash unit costs outlined in Table 8-2. The estimated economic cost of all crashes in the study area, during the study period, is $3.1 billion. For crashes that occurred in focus areas, the total estimated cost of crashes is $1.6 billion. After applying CMFs and crash unit costs, the cost of crashes is reduced by $1.1 billion overall, and $544 million of which is in a focus area.

Crashes are expensive. They use municipal, state, and federal resources while taxing the health and wellness of first responders who must engage with these crashes directly, and the community as a whole, who are injured and killed in these events. This mention of the financial implications of crashes is not intended to minimize the suffering of those hurt in crashes and their loved ones, but to provide further evidence that investment in safety improvements has far-reaching benefits.

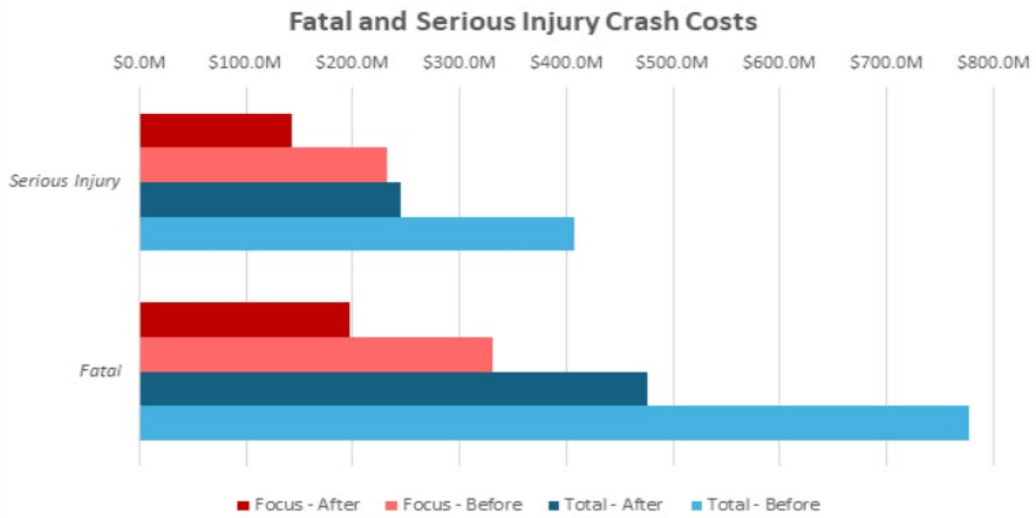


Figure 3-24: Chart Showing Reduction in Fatal and Serious Injury Crashes using Crash Costs

Where is Vision Zero?

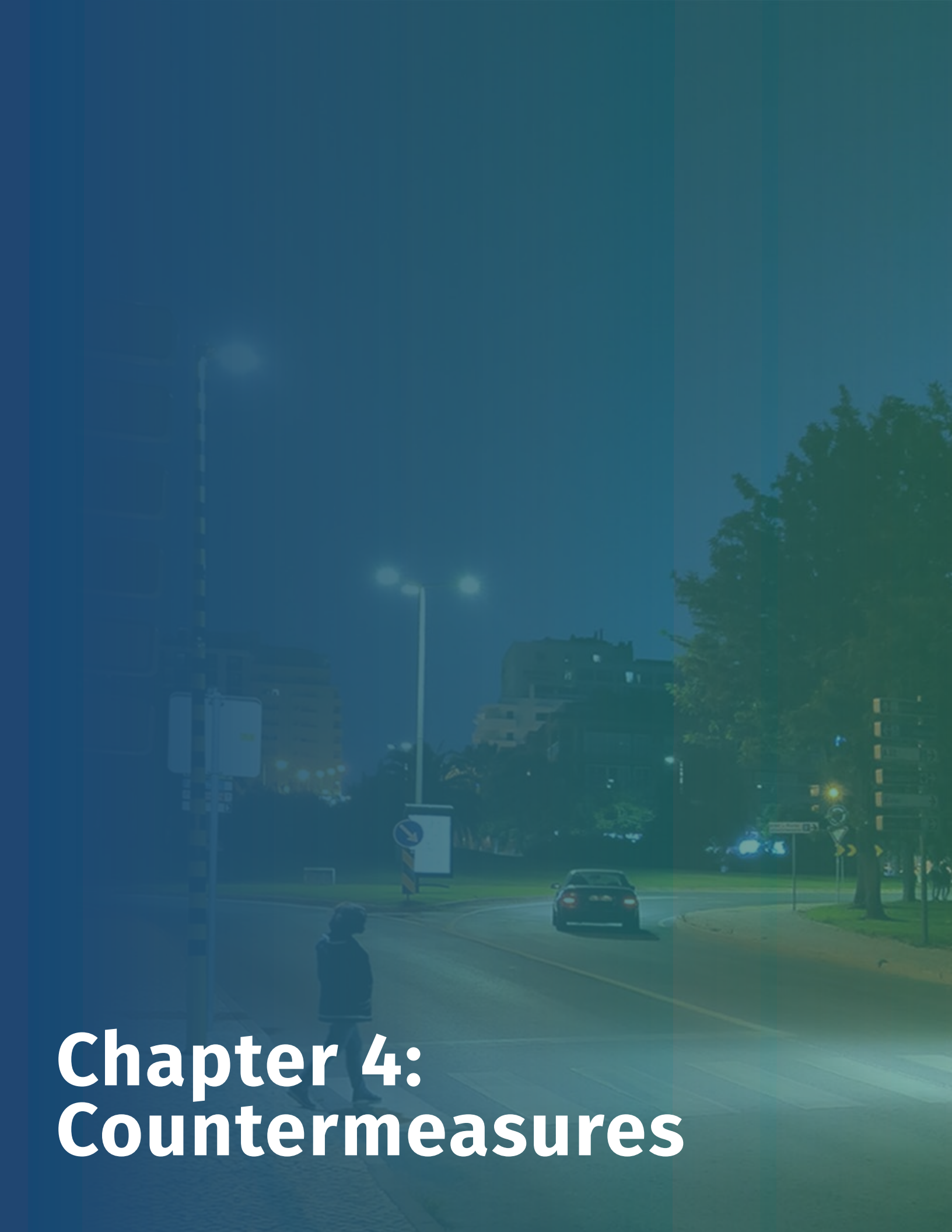
This assessment has identified the potential for a dramatic reduction in fatal and serious injury crashes in the SRPEDD Region -- but it is still not close to the goal of Zero. This highlights the limitations of using the traditional application of Crash Modification Factors to historic crash locations. There is no crash modification factor that gets us to zero crashes across all crash types in each location. While our analysis does not consider the compounding effect of multiple factors, which would further lower the total projected serious injuries and deaths, this result would still not achieve Vision Zero. The CMFs used here only consider engineering solutions, but the approach of re-engineering the infrastructure we present today has limitations.

Vision Zero can only be achieved through a comprehensive, holistic reinterpretation of the types of places we build and the variety of high-quality transportation options that people can use in the SRPEDD region. The addition of new or better infrastructure, increased enforcement support, targeted education, changes to municipal vehicle fleets, and many other strategies all have a part to play in the reduction of crashes where people are hurt or killed in the region. Creating places where people can avoid long distance, high-speed, or dangerous trips and circumstances through the rethinking of land use is just as important to consider.

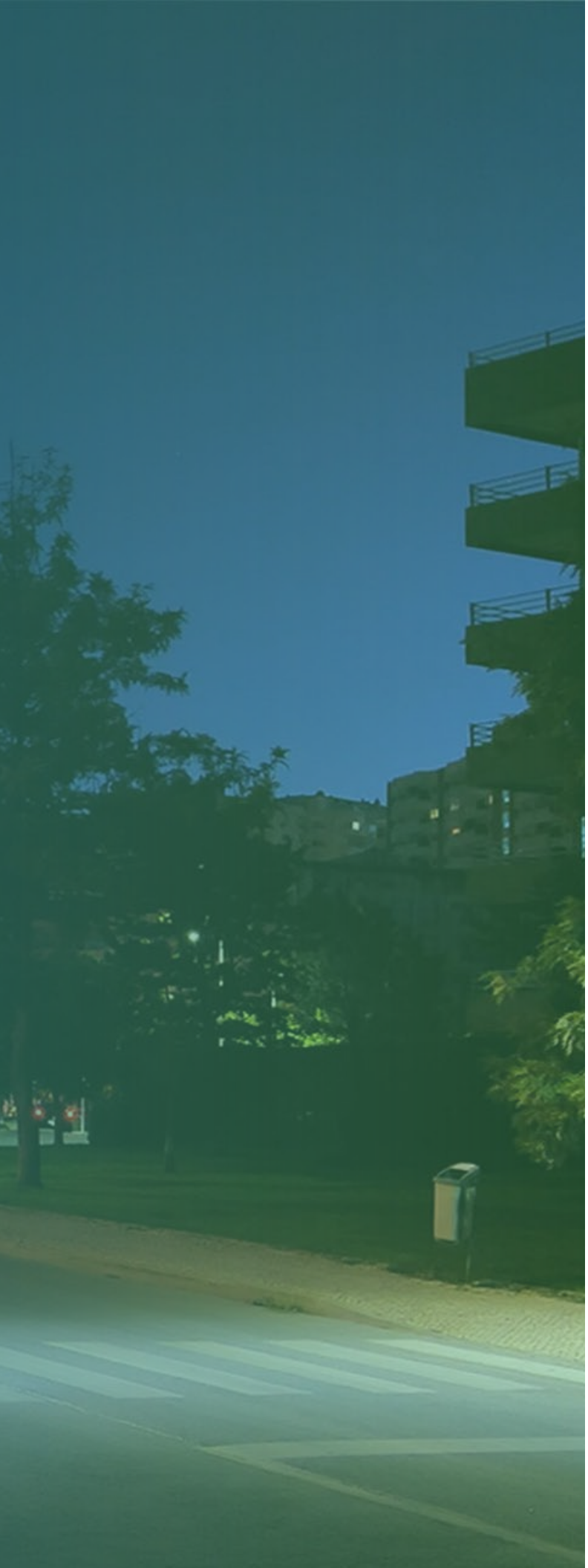
The proposed projects and related safety countermeasures are examples designed to show the potential benefit of new and safer infrastructure. They should not limit the desires of communities in the region to think deeply about their needs and take an ambitious approach to redesigning their transportation-land use systems to encourage the development of places where people can live, work, shop, play, and do all the things we strive to do as humans, comfortably, safely, and near the places we live.

Key Findings

- Crashes happen at higher rates in the identified focus areas.
- The screening study of proposed countermeasures shows the potential for $1.1 billion savings in averted crash costs.
- The screening study of proposed countermeasures shows the potential for a 40% reduction in crashes where a person is injured or killed.
- The screening study of proposed countermeasures shows the potential for a 50% reduction in crashes where a person is killed walking or biking.



Chapter 4: Countermeasures



Introduction

Improving roadway safety in the SRPEDD region and its communities will require commitment and coordination from various partners. This section presents the Countermeasure Toolbox to make advancements in improving roadway safety across the region.

Countermeasure Toolbox

Transportation Safety Countermeasures are strategies to reduce the number of crashes and/or the level of injury severity. Countermeasures can vary widely and include things like changes to infrastructure, traffic speed enforcement, and public education. They can be implemented using permanent materials for long term applications or using temporary materials for demonstration projects. Countermeasures were selected based on issues identified in the HRN Analysis, the HIN and input received from the community engagement process. Countermeasures proposed for specific locations are identified in Appendix B.

The countermeasures included in this chapter align with FHWA's Proven Safety Countermeasures or NHTSA's Countermeasures that Work. FHWA's Countermeasures are a collection of 28 countermeasures and strategies that have been proven effective in reducing roadway fatalities and serious injuries. NHTSA's Countermeasures the Work is a reference guide to help select effective, science-based traffic safety countermeasures.

The countermeasures are organized by Safe System Approach Category:

- Safer Road Users
- Safer Roads
- Safer Speeds
- Safer Vehicles
- Post Crash Care

Education and Enforcement based measures address more than one category and are therefore organized together for ease of reference. Detail on each countermeasure is provided including general benefits, typical applications, and design considerations.

Consideration should be given to deploying multiple countermeasures where warranted to create an outcome where the overall safety improvement is enhanced beyond what would be achieved by implementing each countermeasure in isolation. All engineering based countermeasures implemented must be compliant with FHWA's Manual on Traffic Control Devices (MUTCD). Maintenance is also an important component of long term success and should be considered when selecting countermeasures.

Crash Modification Factors (CMF)

Highway safety experts have studied how different improvements can reduce crashes. They compare crash data from before and after implementing a safety measure to create a "crash modification factor" (CMF). A CMF predicts the expected number of crashes or projected reduction in crashes after applying a specific countermeasure at a location. When we apply a CMF, the value represents the reduction in that crash type at that location. So, a CMF of 0.8 would assume that 80% of those crashes would take place after treatment, and 20% are prevented. CMFs for each measure are included in this chapter to represent the potential effectiveness of the measure.

Safer Road Users

The following measures were selected to align with the Safe Road Users element of the Safe Systems Approach and therefore address the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.

High Visibility Crosswalk Markings (CMF= 0.63)

High visibility crosswalk markings indicate parts of the road for pedestrian or bicycle crossing. Continental crosswalk striping, used at intersections and midblock crossings, should be installed at all marked and future warranted crossings.

Benefits

- Presence provides awareness to drivers that people may be crossing
- Requires motorists to stop for people walking in crosswalk
- Relatively low cost

Typical Applications

- Intersections of vehicle facilities with moderate to high vehicle volumes and speeds
- Mid-block locations, particularly when implemented with other treatments

Design Considerations

- Minimum width is 6 feet, but wider crossings may be preferred in areas with a high number of people walking

Figure 4-1: High Visibility Crosswalks in New Bedford, MA

Pedestrian Lighting (CMF = 0.63)

Lighting directed to illuminate the roadway, specifically in the vicinity of intersections and marked pedestrian crossings. Consider this countermeasure on sections of roadway with high volumes of nighttime non-motorized activity.

Benefits

- Improves the visibility of people walking and biking in crosswalks
- Enhances drivers' sight distance
- Encourages foot traffic and can make local establishments inviting

Typical Applications

- Areas of high traffic for people biking and walking, such as bus stations, shopping centers, schools, and shared use paths
- Corridors with commercial activity

Design Considerations

- Lighting should not be placed to block entrances or inhibit pedestrian flow
- Size and type of light fixture may vary depending on the surrounding context and available space

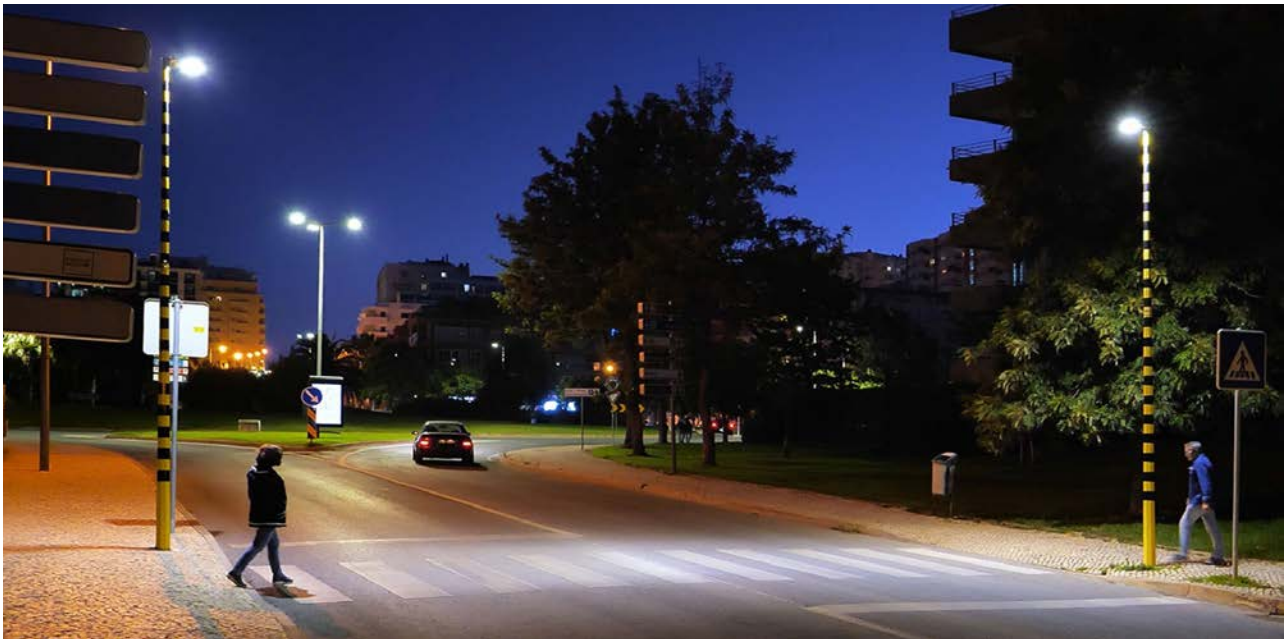


Figure 4-2: Pedestrian crossing a road at night with lighting

Sidewalk and Wheelchair Ramp Repairs

Sidewalks are usually paved and separated from the street by curbing and should be of appropriate width and slope for all vulnerable road users. Areas where there are tripping hazards, deteriorated conditions, or discontinuous sidewalks should be repaired or replaced. Sidewalks and Wheelchair Ramps should meet the latest ADA requirements.

Benefits

- Provides adequate space for pedestrians to walk
- Eliminates tripping hazards and discontinuous sidewalks

Typical Applications

- Areas with no existing sidewalk or gaps between sidewalk
- Ramps that do not meet current ADA requirements

Design Considerations

- Right-of-way, or the amount of publicly owned space available
- Drainage

Figure 4-3: Sidewalk with a wheelchair ramp and tactile warning panel

Rectangular Rapid Flashing Beacon (CMF = 0.64 - 0.93)

A flashing beacon provides a warning to motorists about the presence of a crosswalk. A Rapid Rectangular Flashing Beacon (RRFB) is yellow, rectangular, and has a rapid "wig-wag" flash similar to police lights. This countermeasure is for use at midblock crossings and intersections that do not warrant a signal.

Benefits

- Provides a visible warning to drivers at eye level
- Increases driver yielding behavior at crossings
- Allows drivers to proceed after yielding

Typical Applications

- Mid-block crossings with high pedestrian or bicycle demand and high traffic volumes
- Crossing treatment for shared use paths

Design Considerations

- Push button placement should be easily accessible to people walking, in wheelchairs, and bicycling
- Can be added in median island for multi-lane crossings

Figure 4-4: Rectangular Rapid Flashing Beacon in Central Square, Cambridge, MA

Pedestrian Hybird Beacon (PHB) (CMF = .883)

The Pedestrian Hybrid Beacon (also known as a HAWK) is one of the FHWA Proven Safety Countermeasures and is used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street at a marked crosswalk; a warrant analysis and study must be performed prior installation (refer to MUTCD Chapter 4F). The device consists of three signal sections with a yellow signal head centered below two horizontally aligned red signal heads. This countermeasure is for use at midblock crossings and intersections that do not warrant a signal.

Benefits

- High rate of driver yielding behavior
- Improves safety for people walking and reduces pedestrian crashes

Typical Applications

- Mid-block crossings with high pedestrian or bicycle demand and high traffic volumes
- Crossing treatment for shared use paths

Design Considerations

- Push button placement should be easily accessible to people walking, in wheelchairs, and bicycling

Figure 4-5: Pedestrian Hybrid Beacon

Curb Extensions

Curb extensions (also known as bulb-outs, neckdowns, and chokers) are portions of the roadway where the curb extends out into the parking lane or shoulder. This both visually and physically narrows the roadway to reduce vehicle speeds, improves visibility between pedestrians and motorists, and provides a shorter distance for pedestrian crossings. This countermeasure should be considered on sections of roadway where on-street parking is provided, there are high vehicle speeds, and pedestrian crossings are common.

Benefits

- Shortens crossing distances
- Reduces vehicular turning speeds
- Increases visibility between people driving and walking
- Restricts vehicles from blocking the entrance and exit of crosswalk.

Typical Applications

- Mid-block or intersection pedestrian crossings or transit stops
- Streets where on-street parking is provided

Design Considerations

- Selection of design vehicle for determining radius
- Provide accessible curb ramps and detectable warnings

Figure 4-6: Curb Extensions

Leading Pedestrian Interval (CMF = 0.9)

This signal phasing modification allows pedestrians a “head start” on to begin crossing during concurrent green phases with same-direction vehicular traffic. It is intended to reduce potential conflicts between vehicles and pedestrians at the end of the signal cycle, in addition to increasing the visibility of pedestrians in the intersection.

Benefits

- Reduces pedestrian crossing time
- Increases pedestrian visibility
- Reduces pedestrian vehicle conflicts

Typical Applications

- Intersections where right-turning vehicles do not yield to pedestrians
- Intersections with a crash history of vehicle-pedestrian crashes

Design Considerations

- Pedestrian signal faces must be provided
- Interval should be 3-7 seconds

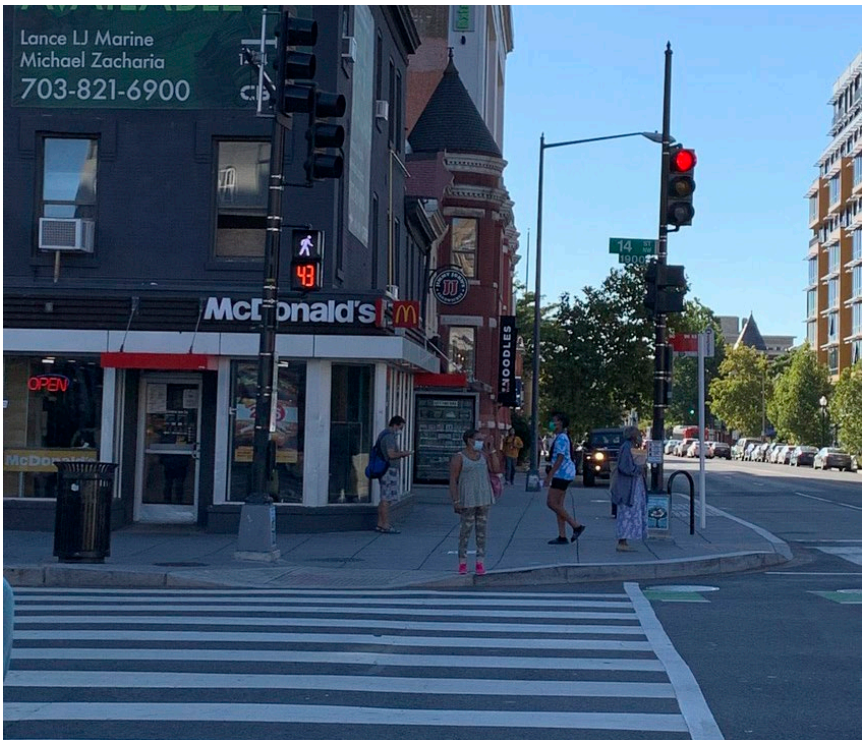


Figure 4-7:Signal with Leading Pedestrian Interval Technology in Washington DC

Pedestrian Signal Equipment (CMF = 0.64)

Upgrading pedestrian signal equipment ensures all equipment is functioning properly and meets the latest ADA standards. Pedestrian signal equipment upgrades include countdown timer signal heads and push buttons.

Benefits

- Instructs pedestrians when to cross
- Encourages more pedestrians to use push buttons
- Improves functionality of an intersection for users

Typical Applications

- Intersections with pedestrian activity or adjacent land uses

Design Considerations

- Calculations for walk and flash don't walk intervals will be displayed
- May require retiming if existing signal phasing does not provide adequate time for crossing

Figure 4-8: Pedestrian Signal Signage

Safer Roads

The following measures were selected to align with the Safe Roads element of the Safe Systems Approach which specifies that designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur.

Intersection Lighting (CMF = 0.63)

Lighting directed to illuminate the roadway, specifically in the vicinity of intersections and marked pedestrian crossings. Consider this countermeasure on sections of roadway with high volumes of nighttime non-motorized activity.

Benefits

- Improves the visibility of vehicles at intersections
- Enhances drivers' sight distance

Typical Applications

- Sections of roadway with high volumes of nighttime non-motorized activity

Design Considerations

- Lighting should not be placed to block entrances or inhibit pedestrian flow
- Size and type of light fixture may vary depending on the surrounding context and available space
- Lighting should be placed as to avoid shadows in the travel path or silhouette effect.
- Lighting should be put in advance of crosswalks on both approaches, from overhead.

Figure 4-9: Crosswalk with lighting at night

Signal Equipment and Timing Upgrades (CMF = 0.8)

Upgrading signal equipment can improve intersection visibility by adding retroreflective backplates, larger signal lenses, new signal heads, or yellow retroreflective sheeting to backplates. Addressing signal head visibility alone by he replacement of signal heads to increase lens size and/or installing new signal heads has a CMF = .902. Signal timing upgrades to meet current standards for vehicular clearance times. The use of retro-reflective backplates should be considered at locations with a history of red light running or where there are unexpected, signalized intersections. Upgrade left-turn signal phasing, consider flashing yellow arrow signal phasing and signal head indication.

Benefits

- Increases signal visibility
- Reduces driver confusion or noncompliance

Typical Applications

- Intersections that have not been maintained or have older signal equipment
- Intersections on corridors where there are high vehicular travel volumes

Design Considerations

- Consistency in types of improvements and appearance should be considered for long corridors
- Intersection skews may require additional improvements to ensure visibility for drivers

Figure 4-10: Workers updating signal equipment and a signal head with a retroreflective backplate.

Curb Modifications (CMF = N/A)

At intersections, large curb radii typically result in high-speed turning movements by motorists. This countermeasure includes reducing curb radii or modifying channelized right turn lanes.

Benefits

- Shorter pedestrian crossings
- Reduced vehicle speeds
- Improves sight lines
- Improves wheelchair ramp positioning

Typical Applications

- Intersections with large curb radii
- Intersections with long pedestrian crossings
- Intersections with channelized right turn lanes

Design Considerations

- Truck turning envelopes
- Drainage
- Right-of-way

Figure 4-11: Curb ramps with tight corner radius in Richmond, Virginia

No Turn on Red Restriction (CMF = 0.779)

No Turn on Red Restriction (RTOR) signage restricts motorists from turning right during the red light. Implementing RTOR restrictions reduces conflicts between motorists and pedestrians.

Benefits

- Reduces conflicts between drivers and pedestrians

Typical Applications

- Signalized intersections with people walking
- Signalized intersections near pedestrian or bike-trip generating uses

Design Considerations

- Location of signage should be placed so it is easily visible to drivers

Figure 4-12: No Turn on Red Signage in Roslyn, Virginia

All-Way Stop Control (CMF = 0.779)

All-way stop control can be implemented for intersections that are unsignalized or only have two-way stop control existing that do not meet requirements (or warrants) for installing a traffic signal. This type of conversion can be effective for managing traffic.

Benefits

- Facilitates frequent pedestrian crossings

Typical Applications

- Signalized intersections where traffic volumes have decreased notably
- Unsignalized intersections where there is a demonstrated angle crash history that can be mitigated with an all-way stop

Design Considerations

- Pedestrian volumes should be evaluated with vehicular volumes to determine if all-way stop control is warranted

Figure 4-13: All Way Stop Control Signage

Traffic Signal Control (CMF = 0.779)

Evaluate conversion from a stop controlled intersection to a signalized traffic controlled intersection to effectively managing traffic.

Benefits

- Potential to correct intersection with angle crash history

Typical Applications

- Unsignalized intersections where there is a demonstrated angle crash history that can be mitigated
- Unsignalized intersection where there has been an increase in volume

Design Considerations

- Signal warrants per the MUTCD must be met

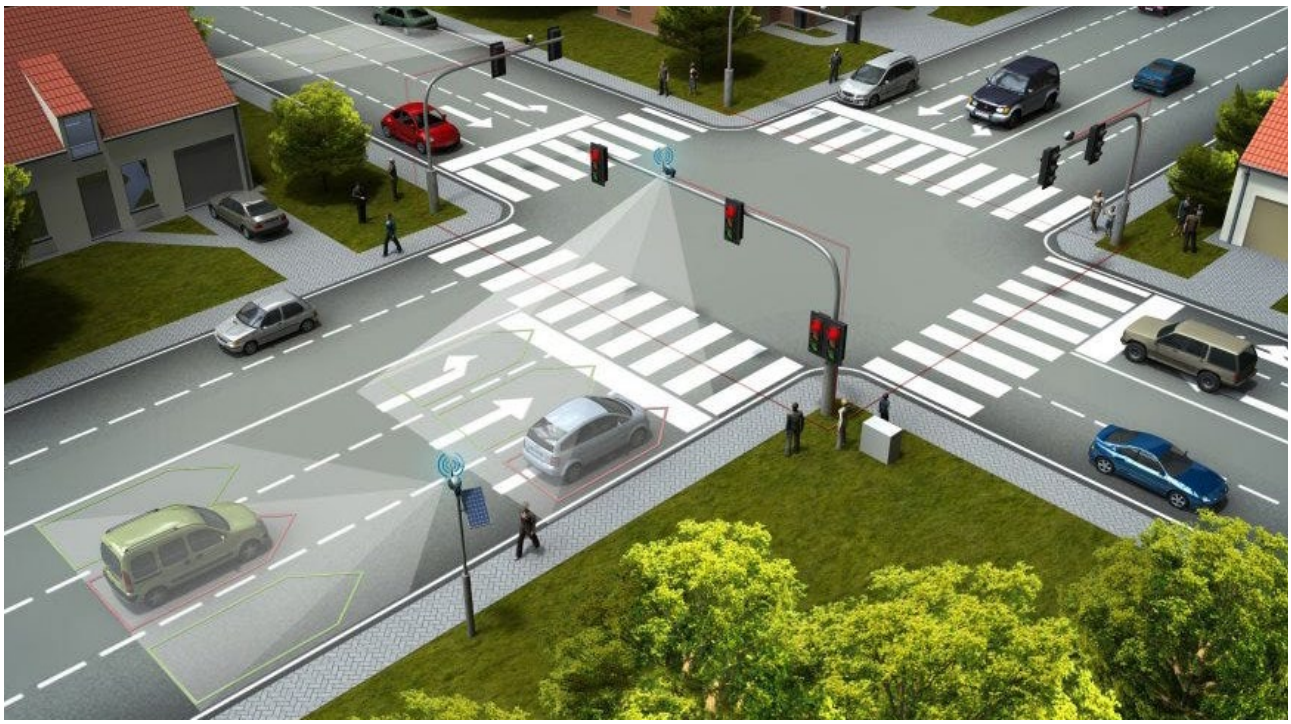


Figure 4-14: Signalized Intersection

Convert Signal Equipment to Mast Arms (CMF = 0.97)

When signals are mounted on pedestals or span wires, upgrading to signals mounted on mast arms can improve visibility and aid drivers' advance perception of the upcoming intersection.

Benefits

- Improve visibility of traffic signs and signals

Typical Applications

- Signalized intersections in need of upgrades

Design Considerations

- New signals may also be required to place on the mast arms

Figure 4-15: Signal Mast Arms

Convert to Roundabout (CMF = 0.8)

This treatment consists of installing a roundabout as intersection traffic control. A roundabout is a circular intersection without traffic signals or stop signs, where drivers travel counterclockwise around a center island. When entering the roundabout, drivers yield to existing traffic, then enter the circulatory roadway and exit in their desired direction. Roundabouts are designed to eliminate left turns conflicts by requiring traffic to traverse to the right around a central island.

Benefits

- Manages vehicular speeds, reduce turning conflicts, and help traffic flow efficiently

Typical Applications

- Signalized or unsignalized intersections that are operationally feasible based on traffic analysis

Design Considerations

- Right-of-way and utility impacts
- Traffic operations
- Can be deployed with temporary or permanent materials
- Mini Roundabout in urban cores versus full roundabout

Figure 4-16: Roundabouts in Henrico County (left) and Bellevue, WA (right)

Access Management (CMF = 0.49)

Access management refers to the design, application, and control of entry and exit points along a roadway. This includes intersections with other roads and driveways that serve adjacent properties. Thoughtful access management along a corridor can simultaneously enhance safety for all modes, facilitate walking and biking, and reduce trip delay and congestion.

Benefits

- Enhance safety for all modes of travel
- Facilitate walking and biking with fewer driveway conflicts
- Reduce trip delay and congestion with fewer driveway turning movements

Typical Applications

- Corridors with a high density of driveways and uses
- Intersections with driveways located within close proximity

Design Considerations

- Internal site design providing connections via one access point should be considered
- Vehicle turn restrictions may be appropriate
- Narrowing of existing curb cuts

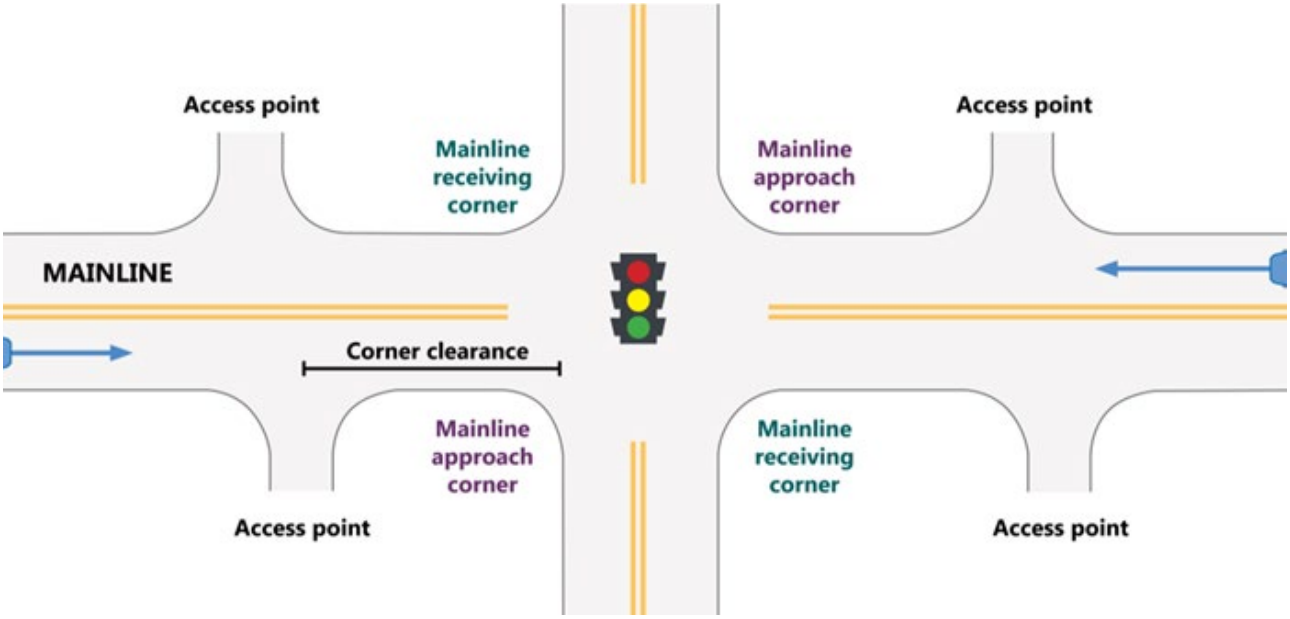


Figure 4-17: Graphic displaying Access Management Concepts

Safer Roads - Roadway Departure Mitigation

Enhance Signage (CMF = 0.58)

Install signage to communicate roadway conditions (i.e. grooved pavement, edge drop offs, construction zones).

Benefits

- Low cost installation and maintenance
- Effective use of warning and delineation

Typical Application

- Low cost installation and maintenance
- Effective use of warning and delineation

Design Considerations

- Proximity to driveways or side streets to avoid reducing sight lines

Figure 4-18: Construction Signage

Install Guardrail (CMF = 0.58)

Implement guardrail improvements for areas with roadside obstacles including bridges, slopes, poles that cannot be removed or relocated outside the clear zone.

Benefits

- Reduces the severity of crashes
- Redirects vehicles back into the traveled way

Typical Applications

- Where roadside conditions and features warrant guardrail protection per AASHTO

Design Considerations

- Pedestrian accessibility
- Context of roadway (scenic, etc)

Figure 4-19: Guardrail

Install Rumble Strips (CMF = 0.58)

Install centerline and/or edgeline rumble strips on two-lane rural roads with high risk of crossover and/or roadway departure crashes.

Benefits

- Provides awareness for drowsy drivers
- Reduces opportunity of roadway departure and crossover crashes

Typical Applications

- Rural corridors with minimal residential properties
- Low driveway density

Design Considerations

- Distance from rumble strip to residential properties
- Driveway and side street density
- Passing zones

Figure 4-20: Rumble Strips

SafetyEdge and Paved Shoulders (CMF = 0.58)

The SafetyEdge technology shapes the edge of the pavement at approximately 30 degrees from the pavement cross slope during the paving process to allows drivers that veer off the edge of the pavement to reenter safely.

Benefits

- Allows safe rentry to the roadway for drivers; easier to regain control
- Reduces the potential for vertical drop-off at the pavement edge
- Minimal effect on project cost
- Can improve pavement durability by reducing edge raveling of asphalt

Typical Applications

- Rural roadways with no curb or berm

Design Considerations

- Consider roadway drainage
- Pedestrian accessibility
- If SafetyEdge isn't feasible then consider installing paved shoulders to remove gravel shoulders to avoid broken edges and debris

Figure 4-21: A Worker measures the edge of the pavement

High Friction Surface Treatment (CMF = 0.529)

Install High Friction Surface Treatment (HFST) at horizontal curves and intersections that have high risk of wet weather or motorcycle crashes.

Benefits

- Improves friction of roadway without paving
- Easy retrofit to reduce wet weather crashes

Typical Applications

- Horizontal curves
- Approaches to intersections

Design Considerations

- Pavement condition including longitudinal or transverse cracking

Figure 4-22: Workers installing high friction surface treatment on a road

Roadway Conspicuity (CMF = 0.717)

A roadway conspicuity treatment is aimed at making pavement markings and signage clearer for drivers to see. This can include installing wider pavement markings, upgrading signs with fluorescent sheeting, adding reflective sign posts, improving edgelines/centerlines, and adding roadside delineation.

Benefits

- Creates continuous delineation of travel lanes
- Increase visibility of regulatory and warning signs
- Clarify the edge of the roadway and lane boundaries

Typical Applications

- Signalized or unsignalized intersections
- Road segments
- Locations that require maintenance

Design Considerations

- Use of thermoplastic pavement markings will improve conspicuity
- Edge lines should not be considered on roadways that do not have centerlines

Figure 4-23: Clear Roadway Markings in Cambridge, MA

Safe Speeds

The Safe Speeds tenet of the Safe Systems Approach acknowledges that humans are unlikely to survive high-speed crashes. The following countermeasures are designed to reduce speeds by accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility

Speed Feedback Sign (CMF = 0.95)

A speed feedback sign is changeable message sign that displays the speed of approaching vehicles. A radar speed display signal should be considered where motorized vehicle speed is a concern.

Benefits

- Makes drivers aware of their traveling speed versus the posted speed limit

Typical Applications

- High speed zones
- Areas with high pedestrian-related crash history

Design Considerations

- Generally considered when the 85th percentile speeds exceed the posted speed limit by 5 mph or more
- A speed study should first be conducted to determine if a change in speed limit is appropriate

Figure 4-24: Radar Speed Feedback Signage

Median Islands / Vertical Deflection (CMF = 0.95)

Median Islands generally consist of paved markings or a raised physical island separate opposing lanes of traffic and providing protection for pedestrians who are crossing a road. Vertical deflection includes both speed bumps/humps, raised pedestrian crossings, raised intersections, bollards, and flexible delineators. By deflecting both the wheels and frame of a traveling vehicle, these features encourage drivers to travel at a slow speed in both directions, as well as over the speed bump itself

Benefits

- Encourage drivers to travel at a slow speed in both directions
- Allows pedestrians to cross roadways where the pedestrian walking surface is raised to the same level as the sidewalk or shared use path.

Typical Applications

- Corridors with pedestrians use
- Relatively flat, straight, and low volume roads
- Roads one or two lanes wide

Design Considerations

- Roadways with adequate space
- A series of speed humps are installed 150 to 250 feet apart to prevent speeding between them.

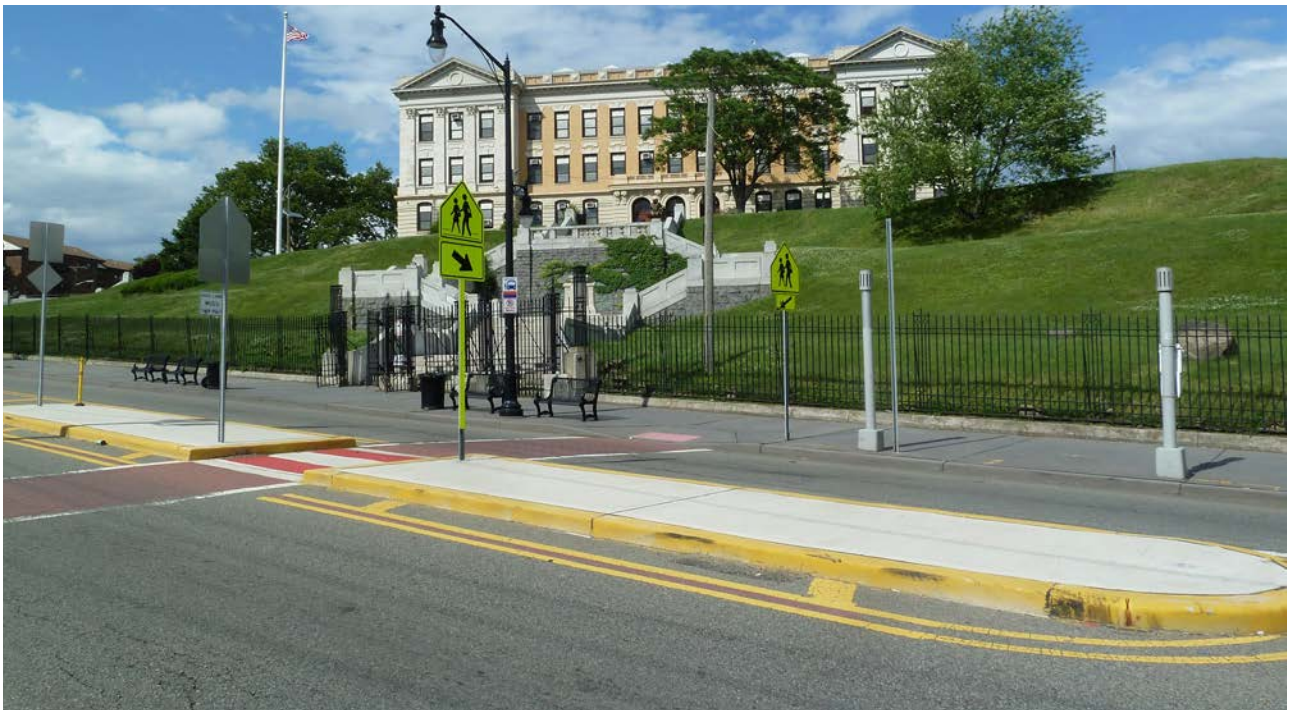


Figure 4-25: Crossing Island at a school in Jersey City, New Jersey

Road Reconfiguration (Road Diet) (CMF = 0.36)

A road diet is a redistribution of space in the roadway leading to a reduction in the width or number of travel lanes for motor vehicles on a roadway. The road diet is one of the FHWA Proven Safety Countermeasures and may provide space for bike lanes, sidewalks, transit lanes, or medians, and can help reduce motor vehicle speed. A traffic analysis is required to determine the feasibility of a road diet. Consider a road diet on segments with pedestrian crossings, multiple lanes of traffic, and high vehicle speeds.

Benefits

- Calms vehicle speeds
- Reallocates space for bike lanes and pedestrian paths
- Provides vehicular access to commercial and business driveways

Typical Applications

- Four-lane undivided roadways, which are converted to roadways with one lane in each direction and a two-way center left turn lane

Design Considerations

- Can be implemented with resurfacing projects to incorporate a road diet at minimal additional cost
- Roadway ADT less than 10,000 will typically perform with similar capacity
- Follow FHWA design volume thresholds

Figure 4-26: Roadway Reconfiguration with physical separation

Bicycle Facility Improvements (CMF = 0.571)

Consider implementation of shared-use path, separated bike lanes, or buffered bike lanes per the Massachusetts Bicycle Transportation Plan and SMMPO Regional Bicycle Plan (discussed in Chapter 6).

Benefits

- Provides a designated space for people biking
- Increases visibility for people biking
- Inexpensive treatment when width is available

Typical Applications

- Streets without sufficient right-of-way or pavement width to provide buffered or separated bike lanes

Design Considerations

- Bike lane width is typically 6 feet, but can be reduced to 4 feet in constrained locations where parking is not present
- Striping can add visibility and awareness at intersections

Figure 4-27: Brattle Street Protected Bicycle Lane in Cambridge, MA

Improve Sight Lines (CMF = 0.53)

Remove trees within the clear zone to reduce opportunity for crashes. Clear brush that block sight lines. Ensure sight lines are clear with in right-of-way to ensure stopping and intersection sight distances are met.

Benefits

- Improve sight lines
- Clear trees to reduce severity of crash if vehicle left the roadway

Typical Application

- Within intersections
- Along corridors
- Near crosswalks (pedestrian, bike paths, trails, etc)

Design Considerations

- Right-of-way
- Environmental impacts (historic properties, NEPA, etc)
- Care should be given not to clear trees that are not in sight lines and also serve to visually narrow the road.

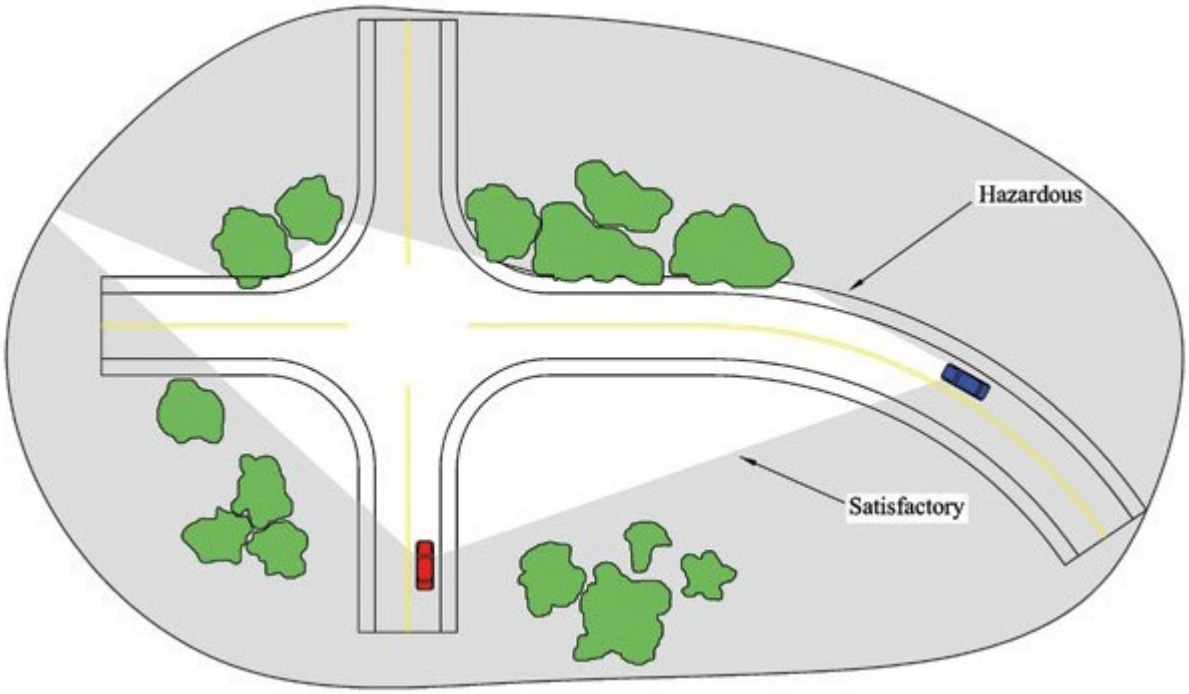


Figure 4-28: Graphic Showing Sight Line Considerations

Speed Monitoring Awareness Radar Trailer

The speed monitoring trailer serves as an educational tool designed to increase drivers' awareness of their speed in comparison to the posted limits. Additionally, this device can assist residents in observing traffic speeds within their neighborhoods. The trailer is placed in a street or neighborhood for a few days, allowing residents to monitor speeds and reflect on their driving habits. More guidance on deploying speed trailers can be found here - Dynamic Speed Display/Feedback Signs | NHTSA

Benefits

- Improve driver behavior
- Reduce incidence of speeding

Typical Application

- Street or neighborhood

Design Considerations

- Short term vs. long term installation
- Sight Distance

Figure 4-29: Speed Trailer

Safer Vehicles

The following strategies and actions were selected to align with the Safe Vehicles element of the Safe Systems Approach.

Support policy and programs that reduce the overall kinetic energy of trips

Actions:

- Promote the reduction of overall kinetic energy of vehicle trips by advocating for safer transportation options through bike-sharing, e-scooter programs, and encouraging walking, biking, and transit.
- Advocate for state and federal policies that support safer, smaller, and lighter vehicles with speed control features.

Figure 4-26: Graphic Showing a Bus and a Bike

Improve interactions between modes through direct and indirect vision enhancements.

Actions:

- Promote Direct Vision principles and encourage installation of countermeasures on low vision vehicles through education and distribution of funding information.
- Support local distribution events for bicycle mirrors, bells, and other devices that can improve user safety.

Figure 4-30: Bike Share Bike at UMass Dartmouth

Post Crash Care

Post Crash Care Strategies are designed to enhance the survivability of crashes through access to emergency medical care while creating a safe working environment for vital first responders.

Emergency Medical Services (EMS)

As countermeasures are identified and implemented, municipalities should coordinate closely with local Emergency Medical Services (EMS) to ensure that improvements will not negatively impact response times and compromise the effectiveness of post-crash care. Municipalities should consider developing Rapid Response Plans to formalize roles during incidents and outline the following details:

- Associated staffing commitments
- A notification system for activating response team
- A data collection protocol for immediate deployment to evaluate pre- and post-improvement conditions
- A data sharing procedure. This program should be a direct conduit with local police who may shift, and advance recommendations based on incident data

Transportation to a Trauma Center

- Improve responder and motorist safety through Traffic Incident Management Training and Technology Deployment
- Improve travel conditions on vital corridors for trauma center access as outlined in SRPEDD's draft Evacuation Route Study.
- Promote the implementation and use of red light preemption for emergency vehicles.

Education (Safe Road Users, Safe Vehicles and Safe Speeds)

Education strategies are focused on teaching road users' safety principles to target several of the Safe System Approach focus areas including Safe Road Users, Safe Vehicles, and Safe Speeds. These strategies can be developed to include interactive activities, demonstration projects, comprehensive teaching notes, and information on road safety messages and concepts that can be taught at school or in off-school activities. In addition, media campaigns, supplemental training courses, and printed resources can be utilized to target specific areas and increase awareness. The following education-related strategies were identified for the SRPEDD region.

- Road Safety Education for Children and vulnerable road users
- Develop printed resources for user protection (seatbelts, child restraints, helmets)
- Develop resources for vulnerable road users
- Develop and implement media campaigns
- Use everyday touchpoints with drivers and travelers to provide re-education messages
- Speed Monitoring Awareness Radar Trailer

Road Safety Education for Children and Vulnerable Road Users

Road safety education initiatives can lead to safer driver behavior by emphasizing vulnerable road users such as school children, bicyclists, and pedestrians. Community and school events and demonstration projects provide opportunities to disseminate information and resources to increase awareness of the safety culture.

Figure 4-31: Bicycle Education Class - Image Credit: VHB

Traffic Gardens

A **traffic garden** is a setting where children and families can learn traffic safety practices for drivers, pedestrians, and bicyclists. Traffic gardens are small-scale versions of roadway networks, pathways, and bikeways; they include signs, pavement markings, and traffic control devices. SRPEDD should work with municipalities to provide technical assistance and support to consider how the traffic garden can be co-located with or be expanded to include a closed course for new or novice drivers learning to drive.

1. Research best practices for traffic garden installation, considering the option for including a closed course for novice drivers
2. Identify a space, such as an underutilized parking lot, where the traffic garden can be installed.
3. Work with community members to create a concept plan for the traffic garden.
4. Pilot traffic garden and monitor total number and age of participants and trainees

Figure 4-32: Traffic Garden - Image Credit: Bike Newport, Experience the Newport Traffic Garden!, October 12, 2023

Utilize printed resources for occupant protection

The National Highway Traffic Safety Administration (NHTSA) has a number of education resources available at https://www.trafficsafetymarketing.gov/ about seat belts, child car seats, automatic occupant protection systems, and bicycle helmets. Resources include graphics and flyers that can be circulated at community events or available in community spaces such as libraries, community centers, and schools.

Utilize resources specific to vulnerable road users

NHTSA has developed several safety resources including curriculum for child pedestrian safety, pedestrian safety for older adults, bicycle safety, motorcycle safety, safety training for law enforcement, neighborhood wayfinding pocket guides, and resources specific to preteens and teens. Additional resources from the American Traffic Safety Services Association (ATSSA) provide resources for designing effective vulnerable road users' programs and educational programs focused on vulnerable road users' rights and responsibilities.

SRPEDD should evaluate these resources and consider developing local curriculum or programs on these topic areas.

Figure 4-33:Helmet Guidance

Utilize and implement media campaigns

SRPEDD could explore social media campaigns as a method for raising and spreading awareness for educational resources available to communities and community members. These campaigns could be shared across several platforms including Facebook, Instagram, TikTok, X (formerly Twitter), and Bluesky can leverage national social media campaigns already developed by NHTSA. NHTSA's Communication Calendar provides information and resources for when national campaigns such as Child Passenger Safety Week that can be utilized in campaigns. In 2019, the National Cooperative Research and Evaluation Program (NCREP) completed a study entitled, Social Media Practices in Traffic Safety, which identified the following successful social media practices:

- Use pictures, videos, and links strategically to maximize impact
- Time posts to meet stakeholder needs
- Collaborate with other local and state accounts to expand reach for messaging
- Reuse messaging across multiple platforms

Enforcement (Safe Road Users, Safe Vehicles, Safe Speeds)

Even when engineering countermeasures are deployed, failing to adhere to state traffic laws and local ordinances can result in crashes. Police enforcement can increase driver awareness and consequently reduce crashes or severity of crashes. Potential enforcement strategies to address crash trends within the region are presented below. However, enforcement strategies should be taken with caution to avoid inequitable enforcement activities and evaluated to determine the strategy's impact. The following considerations can help lead to more successful outcomes for roadway safety enforcement strategies:

DISTRACTED DRIVING

Provide training and resources for law enforcement on High Visibility Cell Phone Enforcement, in which law enforcement officers actively seek out cell phone users through a variety of enforcement techniques and then radio ahead to another officer when a dirver using a cell phone is detected. This technique relies on media outreach to ensure the general public is aware of the activity and to increase the perception that being caught is likely.

IMPROVE REPORTING

Provide training and resources for law enforcement to improve crash reporting with the aim of better identify crash trends over time, understanding factors that contribute to accidents, and documenting findings comprehensively.

CONDUCT INCREASED ENFORCEMENT CAMPAIGNS FOR PEDESTRIAN SAFETY

Increased enforcement campaigns for pedestrian safety are strategic initiatives designed to raise awareness and improve compliance with traffic laws to protect pedestrians. These campaigns often involve a multi-faceted approach combining enhanced law enforcement presence, public education, and collaboration with community stakeholders. Targeted enforcement operations, such as focusing on high-risk areas like busy intersections and locations with a history of pedestrian crashes, can be effective in raising awareness for motorists. Officers may issue warnings or citations to drivers who fail to yield to pedestrians or violate crosswalk laws as part of targeted enforcement activities.

AUTOMATED ENFORCEMENT

Automated red light running enforcement is a traffic management system used to monitor and penalize drivers who fail to stop at red lights. The system typically involves the installation of cameras at intersections, which are triggered when a vehicle enters the intersection during a red signal. The cameras capture images or video sequences of the violation, often including the vehicle's license plate. Automated red-light enforcement aims to increase intersection safety by deterring drivers from running red lights, which can lead to dangerous accidents. Studies have shown that such systems can reduce the occurrences of red light running and improve overall road safety.

Figure 4-34: Red Light Camera

Similar to red-light running cameras, speed safety cameras are traffic control systems designed to detect and penalize drivers who exceed the speed limit. It involves the use of cameras equipped with speed detection technology at specific locations, such as high-risk areas, school zones, or highways, to capture evidence of speeding violations. The purpose of speed safety camera enforcement is to enhance road safety by discouraging speeding, which is a major cause of accidents and fatalities. Studies suggest that these systems can effectively lower average vehicle speeds and reduce crash rates. However, like red light cameras, they are sometimes subject to debate regarding privacy, accuracy, and the fairness of their implementation.

Automated enforcement is not currently legal in Massachusetts. SRPEDD should evaluate the potential of working with the state legislature to pass laws governing both red-light running and speed safety cameras that are consistent across the state.

ENFORCEMENT CAMPAIGNS ADAPTED FOR EACH COMMUNITY

Enforcement campaigns are coordinated efforts by law enforcement agencies, often in partnership with other stakeholders, to increase compliance with safety-related laws and regulations. These campaigns are designed to address specific safety concerns and improve public awareness, ultimately reducing incidents and enhancing safety in communities. Community specific campaigns should include several of the activities outlined above, including targeted enforcement, public awareness and education and partnerships and collaboration. Additionally, to maximize effectiveness:

- Campaigns should be tailored to suit the needs of different neighborhoods and demographics and should be designed and carried out to avoid targeting disadvantaged communities.
- Enforcement should be conducted with the help of staff support and awareness of the courts.
- Enforcement operations should begin with warnings and fliers before moving on to issuing citations.

Maintenance Considerations

Maintenance and preservation activities serve vital roles in supporting the long term success of transportation related infrastructure. If the transportation system is in a state of disrepair, a variety of unsafe behaviors may result. For example, a motorist may swerve into a bike lane to avoid a pot hole or a pedestrian decides to walk on the street to avoid uneven sidewalks putting them at higher risk of being struck by a vehicle. Maintenance activities can include a number of measures such as repaving, new pavement markings, signal retiming, equipment, implementing automatic pedestrian recall, vegetation maintenance, enforce parking restrictions, and others. The presence of transportation facilities alone does not guarantee a safer system, maintenance needs should be considered in the selection of countermeasures as well as the implementation of the following best practices:

- Outlining the responsible party for maintenance at the beginning of the process
- Establish practices for assessing the condition of the infrastructure and identification of maintenance needs.
- Vegetation assessment and routine trimming should be incorporated where needed.
- Consider upgrade of materials or infrastructure during assessment of maintenance needs.

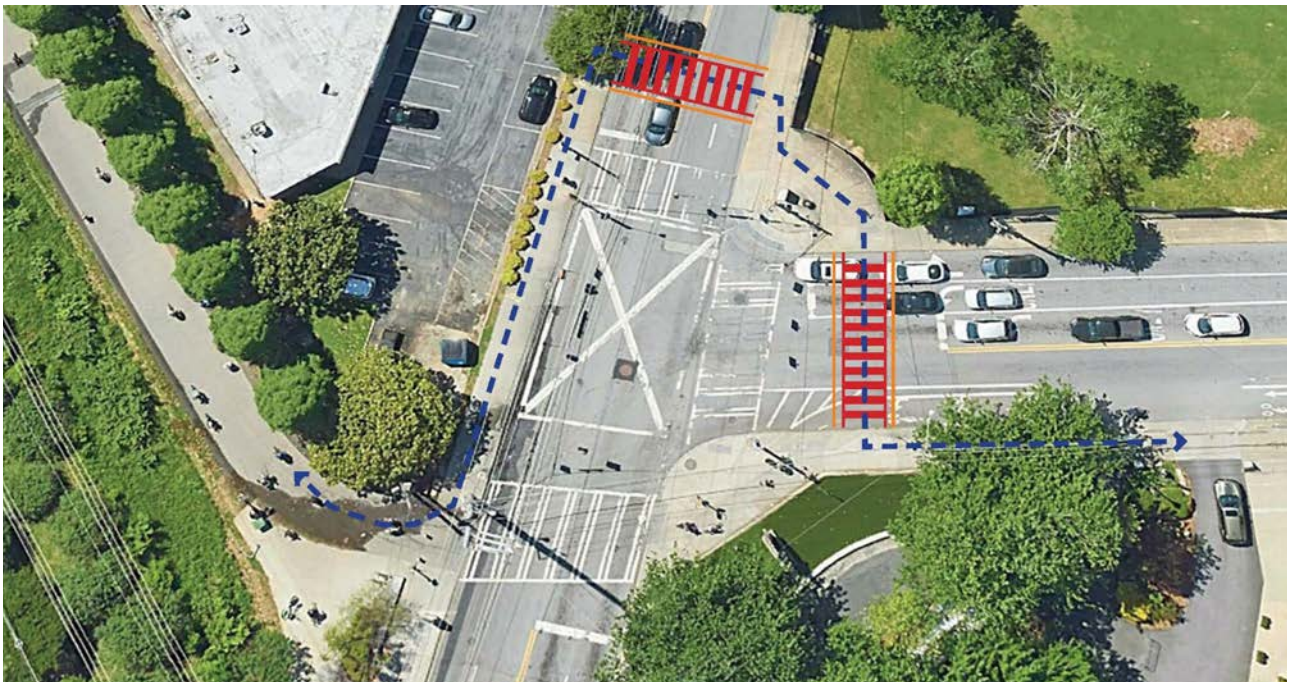


Figure 4-35: Graphic showing maintenance needs at an intersection

Pop-up Traffic Calming Demonstrations

Pop-up demonstration projects (also known as “tactical urbanism” or “better blocks”) are temporary, short-term installations designed to test and showcase methods for improving safety on roads. These installations use various traffic calming measures such as:

1. Speed Bumps or Humps: Temporary structures that encourage drivers to slow down.
2. Chicanes: Features that create a winding path for vehicles, thereby reducing speed.
3. Curb Extensions: Extensions or bulb-outs at intersections to narrow the roadway and reduce pedestrian crossing distances.
4. Roundabouts or Traffic Circles: Temporary circular intersections that slow down traffic and improve flow.
5. Road Diets: Lane reductions or reconfigurations to decrease vehicle speeds and improve pedestrian safety.
6. Signage and Pavement Markings: Additional signs and painted graphics to alert drivers to slow down or pay attention to pedestrian areas.

Pop-up demonstrations often involve community participation and feedback to assess the effectiveness and public acceptance of the proposed measures before any permanent changes are made. They are useful for local governments and transportation authorities as low-cost, flexible methods to trial solutions for traffic-related issues.

Figure 4-36: Examples of Pop-up Traffic Calming - Speed Humps (upper right), Corner Radius Re-education (upper left), Temporary Curb (lower left), Temporary Roundabout (lower right)

Countermeasure Tables

Table 4-1 contains a summary of countermeasures outlined in this chapter with lead agencies, timeline and cost range identified. For the purpose of cost estimates, $ translates to under $250,000, $$ to $250,000 - $1 million and $$$ to over $1 million.

Table 4-1:Countermeasures by Safe Systems Approach with Lead Agency ,Timeline, and Cost Identified

Countermeasure	Lead	Timeline	Cost
SAFER PEOPLE			
Pedestrian Treatments			
High Visibility Crosswalk Markings	Municipal MassDOT	1-2 years	$
Pedestrian Lighting	Municipal MassDOT	3-4 years	$$
Sidewalk & Wheelchair Ramp Repairs	Municipal MassDOT	3-4 years	$$
Rectangular Rapid Flashing Beacons	Municipal MassDOT	3-4 years	$
Pedestrian Hybrid Beacon (PHB)	Municipal MassDOT	5+ years	$$
Curb Extensions	Municipal MassDOT	5+ years	$$
Signal Modification - Leading Pedestrian Interval	Municipal MassDOT	1-2 years	$$
Signal Modification - Pedestrian Signal Equipment	Municipal MassDOT	3-4 years	$$
SAFER ROADS			
Intersection Treatments			
Intersection Lighting	Municipal MassDOT	3-4 years	$$
Signal Head Visibility	MassDOT Municipal	1-2 years	$$
Signal Equipment and Timing Upgrades	Municipal MassDOT	1-2 years	$$
Curb Modification	Municipal MassDOT	5+ years	$$$
Traffic Control Modifications			
No Turn on Red Restriction	Municipal MassDOT	1-2 years	$
All-way Stop Control	Municipal MassDOT	1-2 years	$
Traffic Signal Control	Municipal MassDOT	3-4 years	$$$
Convert Signal to Mast Arms	Municipal MassDOT	3-4 years	$$

Table 4-1:Countermeasures by Safe Systems Approach with Lead Agency ,Timeline and Cost Identified (continued)

Countermeasure	Lead	Timeline	Cost
SAFER ROADS (continued)			
Convert to Roundabout	Municipal MassDOT	5+ years	$$$
General Intersection Maintenance Improvements	Municipal MassDOT	1-2 years	$
Corridor Treatments			
Access Management	Municipal MassDOT	3-4 years	$$$
Roadway Conspicuity	Municipal MassDOT	1-2 years	$
Roadway Departure Mitigation			
Enhance Signage	Municipal MassDOT	1-2 years	$
Install Guardrail	Municipal MassDOT	3-4 years	$$
Install Rumble Strips	Municipal MassDOT	5+ years	$
Safety Edge and Paved Shoulders	Municipal MassDOT	5+ years	$$
High Friction Surface Treatment	Municipal MassDOT	3-4 years	$
SAFER SPEEDS			
Speed Feedback Sign	Municipal MassDOT	1-2 years	$
Set Appropriate Speed Limits	Municipal MassDOT	1-2 years	$$
Median Islands / Vertical Deflection	Municipal MassDOT	3-4 years	$$
Road Reconfiguration (Road Diet)	Municipal MassDOT	3-4 years	$$$
Bicycle Facility Improvements	Municipal MassDOT	3-4 years	$$
Improve Sight Lines	Municipal MassDOT	1-2 years	$$
SAFER VEHICLES			
Support policy and programs that reduce the overall kinetic energy of trips	SRPEDD	1-2 years	$-$$
Improve interactions between modes through direct and indirect vision enhancements.	SRPEDD Municipal	1-2 years	$-$$$
POST CRASH CARE			
Improve response times and post-crash care for Emergency Medical Services	Local Police Departments Municipal Select Committees/ City Councils	3-4 years	$$
Improve Transportation to Trauma Centers	SRPEDD MassDOT	5+ years	$$$

Table 4-1:Countermeasures by Safe Systems Approach with Lead Agency ,Timeline and Cost Identified (continued)

Countermeasure	Lead	Timeline	Cost
EDUCATION (Safer People, Safer Roads, & Safer Speeds)			
Traffic Garden	Municipal Planning Departments Municipal Select Committees/ City Councils	1-2 years	$
Pop-up Traffic Calming Demonstration	Municipal Planning Departments Municipal Select Committees/ City Councils	1-2 years	$
Develop printed resources for occupant protection	SRPEDD Municipal Planning Departments	1-2 years	$
Develop printed resources for vulnerable road users	SRPEDD Municipal Planning Departments Municipal Departments of Public Works (DPW)	1-2 years	$
Develop and implement media campaigns	SRPEDD MassDOT Massachusetts General Assembly	3-4 years	$
Speed Monitoring Awareness Radar Trailer	SRPEDD MassDOT Municipal Planning Departments Local Police Departments	1-2 years	$
ENFORCEMENT (Safer People, Safer Roads, Safer Vehicles, & Safer Speeds)			
Continue training law enforcement related to distracted driver training and crash reporting	State Police Local Police Departments	1-2 years	$$
Adopt or adapt innovative practices to enforce distracted driving laws	SRPEDD MassDOT Municipal Planning Departments Municipal Select Committees/ City Councils	3-4 years	$$
Consider automated speed and red-light running enforcement	SRPEDD Municipal Planning Departments Municipal Departments of Public Works (DPW) Municipal Select Committees/ City Councils	5+ years	$$
Conduct increased enforcement campaigns for pedestrian safety	State Police Local Police Departments	3-4 years	$
Adapt enforcement campaigns for each community	Local Police Departments Municipal Planning Departments Municipal Departments of Public Works (DPW) Municipal Select Committees/ City Councils	3-4 years	$

Chapter 5: Systemic Approach

Introduction

A systemic approach to safety the installation of low-moderate cost countermeasures at locations identified on the High Risk Network. This section presents systemic improvement recommendations for the region based on identified safety issues in Chapter 3.

The systemic approach is a fundamental component of a comprehensive approach to safety management. Using the systemic approach to perform data-driven safety analysis supports the Safe System Approach principle: Safety is Proactive. This approach can identify opportunities to install Proven Safety Countermeasures to effectively reduce fatalities and serious injuries at scale.

FHWA recommends a six step approach for implementing systemic improvements as shown in Figure 6-1 and described as follows:

1. Identify Focus Crash Types, Facility Types and Risk Factors (see Chapter 3)
2. Screen and Prioritize Candidate Locations
3. Identify and Select Countermeasures (this chapter)
4. Prioritize Systemic Projects
5. Deliver Systemic Projects
6. Evaluate Systemic Safety Results

The tables on the following pages outline systemic strategies recommended for improving safety in the SRPEDD region, organized by mode and including information on safe system objective, timeframe for implementation and cost estimates. Methodology and location identification for Systemic Improvements is discussed in Chapter 3. For the purpose of cost estimates, $ translates to under $250,000, $$ to $250,000 - $1 million and $$$ to over $1 million.

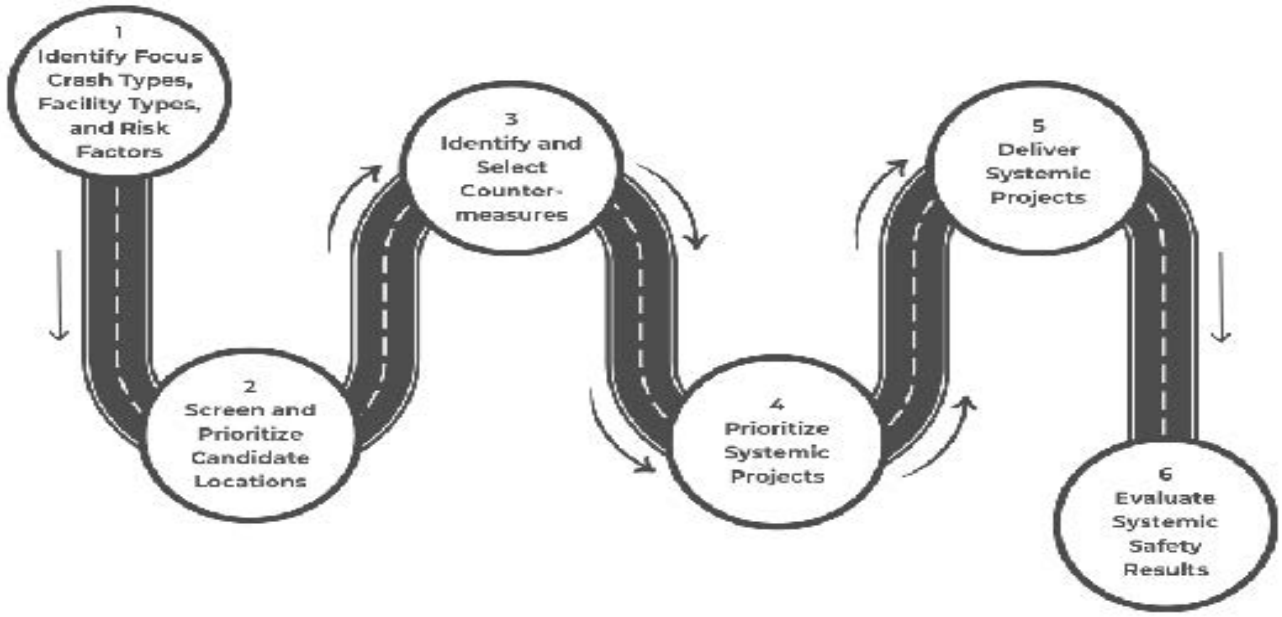


Figure 6-1: FHWA's Six Step Approach for Implementing Systemic Improvements

Systemic Strategies for All Modes

Strategies	SSA Objective	Time Frame	Cost
Conduct Road Safety Assessments with inter-disciplinary stakeholder team for critical and high risk roadway corridors.	Safer Roads	Ongoing	$
Implement adopting a regional Complete Streets policy and encourage communities within the region to adopt community level Complete Streets policies.	Safer Roads	Ongoing	$
Install dynamic speed feedback signs to alert motorists of their operating speeds and enforce posted speed limits in areas with documented speeding concerns, high to low speed transitions, reduced speed areas, or school zones.	Safer Roads	2-3 years	$
Update local work zone policies to reflect best practices for traffic control in work zones, including employing variable speed limits and enhanced illumination tools	Safer Roads	Ongoing	$
Evaluate all 4+ lane roadways to implement a road reconfiguration (road diet) to improve safety for all modes.	Safer Roads	2-3 years	$$
Implement road reconfiguration on key corridors that align with improvements identified in the Regional Bicycle Plan.	Safer Roads	3+ years	$$$
Expand data linkages to improve understanding of risk related to serious crashes.	Safer Roads	3+ years	$$
Improve collaboration between agencies and organizations to share transportation and economic data that will assist in developing prioritization metrics.	Safer Roads	Ongoing	$

Systemic Strategies for Pedestrians

Strategies	SSA Objective	Time Frame	Cost
Review crosswalk locations, identify gaps in the network, and study locations for new crosswalks to serve pedestrian generators such as bus stops, schools, parks, etc.	Safer People	0-1 years	$S
Update pedestrian clearance times to meet current standards and site conditions.	Safer People	0-1 years	$
Implement crosswalk visibility enhancements, such as RRFBs or LED flashing warning signs, at higher risk crosswalks.	Safer People	2-3 years	$
Implement curb extensions, bump-outs, smf ,rfosm to enhance pedestrian conspicuity.	Safer People	2-3 years	$$
Implement median and pedestrian refuge islands to enhance pedestrian conspicuity.	Safer People	2-3 years	$$
Implement leading pedestrian interval (LPI) at high risk signalized pedestrian crossings or areas where advanced time would benefit pedestrians to improve sight lines, etc.	Safer People	1-3 years	$
Implement exclusive pedestrian phase at key signalized crosswalks to serve pedestrian generators such as bus stops, schools, parks, etc.	Safer People	1-3 years	$
Close sidewalk network gaps.	Safer People	1-3 years	$
For crosswalks on multi-lane or high speed roadways with higher risk, implement PHB if other treatments are not feasible.	Safer People	3-5 years	$$$
Upgrade all wheelchair ramps to meet current ADA standards.	Safer People	2-3 years	$
Implement lighting at existing and new crosswalks where pedestrian visibility is limited.	Safer People	3-5 years	$$
Ensure sight lines are clear approaching all crosswalks including vegetation, fencing, etc.	Safer People	2-3 years	$$
Ensure parking restrictions per state and local ordinances near crosswalks are clearly marked. If not, update with signing and striping.	Safer People	0-1 years	$
Install traffic calming measures (speed humps, chicanes) in areas with higher pedestrian activity, such as school zones and residential areas.	Safer People	2-3 years	$$
Conduct effectiveness studies of safety countermeasures, such as pedestrian hybrid beacons, to measure compliance and behaviors of all road users. Coordinate with MassDOT to develop state-specific SPFs and CMFs.	Safer People	3+ years	$
Improve stop amenities for GATRA and SRTA stops including accessibility, shelters, sidewalks.	Safer People	3+ years	$$

Systemic Strategies for Bicyclists

Strategies	SSA Objective	Time Frame	Cost
Evaluate corridors identified in the Regional Bicycle Plan for bicycle lanes to determine if the improvement may be implemented via restriping. Develop list for implementation and prioritize.		0-1 years	$
Evaluate all 4+ lane roadways to implement a road reconfiguration (road diet) to implement bicycle lanes.		2-3 Years	$$
Implement road reconfiguration on key corridors that align with improvements identified in the Regional Bicycle Plan.		3-5 years	$$$
Conduct effectiveness studies of safety countermeasures, such as bicycle lanes and road diets as they pertain to cycling.		Ongoing	$$
Implement bicycle facilities where required by MassDOT Engineering Directive E-20-001 (2020), requiring bicycle facilities to be provided to serve each direction of vehicular traffic for all roadways except those classified as local.		Ongoing	$$$
Implement shared-use path, separated bike lanes, or buffered bike lanes for the following: • For all roadways with a posted (or statutory) speed limit greater than or equal to 40 miles per hour • For all roadways with a volume greater than or equal to 10,000 vehicles per day • For all roadways at locations with more than one travel lane in a single direction • For all intersections with more than one travel lane in a single direction • For all roadways classified as a corridor with a High Potential for Everyday Biking as defined in the Massachusetts Bicycle Transportation Plan.		Ongoing	$$$
Advance adoption of traffic calming infrastructure.		Ongoing	$$

Systemic Strategies for Motorcycles

Strategies	SSA Objective	Time Frame	Cost
Conduct motorcycle road safety assessments (RSA) on high risk corridors for motorcycles. Motorcycle organizations and experienced riders should be key stakeholders in this effort.	Safer People	Ongoing	$
Enhance signage on high risk corridors to communicate roadway conditions (i.e. grooved pavement, edge drop offs, construction zones).	Safer People Safer Roads	1-3 years	$
Install delineation systems per MUTCD along roadside and/or roadside barrier.	Safer People Safer Roads	1-3 years	$
Trim vegetation to improve sight lines.	Safer People	1-3 years	$
Regrade roadside and remove hazards to eliminate need for guardrail.	Safer People Safer Roads	2-3 years	$$
Implement High Friction Surface Treatment (HFST) at horizontal curves and intersections that have high risk of motorcycle crashes.	Safer People Safer Roads	2-3 years	$$
Implement dynamic speed feedback signs to assist riders in complying with posted speed limits.	Safer Speeds	2-3 years	$
On corridors with high motorcycle volume, implement traffic signal detection systems that are capable of detecting motorcycles more effectively.	Safer People	3-5 years	$$
Implement motorcycle protection systems at locations where motorcycles have potential to crash into guardrails.	Safer Roads	3-5 years	$$

Systemic Strategies for Intersections

Strategies	SSA Objective	Time Frame	Cost
Conduct Road Safety Assessments with inter-disciplinary team for critical and high risk intersections.	Safer Roads	Ongoing	$
Enhance signs and striping for unsignalized intersections (e.g. doubled up signs, oversized sign sizes, reflective sign post strips, properly placed stop line).	Safer Roads	0-1 years	$
Update vehicular and pedestrian clearance times at all signalized intersections.	Safer Roads	0-1 years	$
Implement rest of red signal timings during off-peak hours to reduce opportunities for high speeds on corridors with coordinated traffic signals.	Safer Roads	1-3 years	$
Ensure sign lines are clear with in right-of-way to ensure stopping and intersection sight distances are met.	Safer Roads	1-3 years	$$
Install signal head backplates at all signalized intersections. Prioritize locations where signal head visibility is limited.	Safer Roads	2-3 years	$
Implement left turn lanes at signalized and unsignalized intersections with high risk of angle crashes.	Safer Roads	2-3 years	$$
Evaluate conversion of signalized intersection to roundabout to prevent angle crashes.	Safer Roads	2-3 years	$$$
Implement corridor access management during transportation project planning and when coordinating with site development.	Safer Roads	Ongoing	$
Promote, design, and maintain infrastructure for emerging vehicle technologies to support safe intersection passage.	Safer Roads Safer Vehicles	Ongoing	$
Evaluate the safety effectiveness of completed intersection projects and countermeasures.	Safer Roads	Ongoing	$

Systemic Strategies for Roadway Departure

Strategies	SSA Objective	Time Frame	Cost
Enhance delineation for horizontal curves (i.e. advanced warning signs, delineators, chevrons).	Safer Roads	1-3 years	$
Conduct curve evaluations to determine need for advisory speeds at horizontal curves.	Safer Speeds	1-3 years	$
Enhance signage on high risk corridors to communicate roadway conditions (i.e. grooved pavement, edge drop offs, construction zones).	Safer Roads	1-3 years	$
Trim vegetation to improve sight lines.	Safer Roads	1-3 years	$
Regrade roadside and remove hazards to eliminate need for guardrail.	Safer Roads	2-3 years	$$
Install High Friction Surface Treatment (HFST) at horizontal curves that have high risk of roadway departure crashes or experience wet weather crashes.	Safer Rads	2-3 years	$$
Install centerline and/or edgeline rumble strip at locations with high risk of crossover and/or roadway departure crashes.	Safer Roads	3-5 years	$$
Install paved shoulders to remove gravel shoulders to avoid broken edges and debris.	Safer Roads	2-3 years	$$
Implement guardrail improvements for areas with roadside obstacles including bridges, slopes, poles that cannot be removed or relocated outside the clear zone.	Safer Roads	3+ years	$$$

Non-Engineering Systemic Strategies

Strategy	SSA Objective	Focus Area	Time Frame	Cost
Develop resources specific to user protection (helmets, seatbelts, child restraint systems).	Safe People	Education	2-3 years	$
Develop and implement campaigns specific to driving while impaired.	Safe People	Education	2-3 years	$
Support educational resource development specific to cycling safety experience to educate both bicyclists and motor vehicle drivers on traffic laws and safe behaviors.	Safe People	Education	2-3 years	$
Use everyday touchpoints with drivers and travelers to provide re-education messages (e.g., intersection/roundabout operations, interactions between various modes/vehicles, traffic laws).	Safe People	Education	2-3 years	$
Implement a written test during driver license renewals that include cycling safety issues and laws.	Safe People	Education	3-5 years	$
Reach drivers and cyclists through media campaigns specific to cycling safety.	Safe People	Education	3-5 years	$
Continue training law enforcement officers on the Vulnerable Road Users laws to more accurately report crashes that include a vulnerable road user.	Safe People	Enforcement	1+ years	$
Continue motorcycle training, education courses and licensing requirements.	Safe People	Education	Ongoing	$
Develop and implement campaigns to establish a traffic safety culture of “driving focused” as social norm.	Safe People	Education	2-3 years	$
Adopt or adapt unique and innovative best practices to monitor and enforce distracted driving activity.	Safe People	Enforcement	2-3 years	$
Identify opportunities for the state to champion safe vehicle designs and features to minimize injury severity with national, state, and local partners.	Safe Vehicles	Leadership	3-5 years	$
Work with local personnel (e.g., public works directors, city engineers) to better understand speed-related issues at a local level.	Safe Speeds	Leadership	Ongoing	S
Perform a multidisciplinary speed study review of state and local speed limits throughout the Region.	Safe Speeds	Leadership	3-5 years	S
Develop and implement campaigns to establish a traffic safety culture of “safe speeds” as social norm.	Safe Speeds	Education	2-3 years	S
Prevent speeding and aggressive driving behavior through enforcement.	Safe Speeds	Enforcement	2-3 years	$

Non Engineering Systemic Strategies (continued)

Strategy	SSA Objective	Focus Area	Time Frame	Cost
Evaluate policy changes for setting speed limits and setting target speeds to align with MassDOT's guidance.	Safe Speeds	Leadership	Ongoing	$
Support pursuit of red light running camera legislation in MA.	Safe Speeds	Leadership	Ongoing	$
Expand Bicycle and Pedestrian advisory committees to continue to enhance bicycle or pedestrian activities, infrastructure and implement complete streets principles in their communities.	Safe Roads	Leadership	1-3 years	$
Continue to build relationships with local governments, cities, and towns to support safety improvements on local roads.	Safe Roads	Leadership	Ongoing	$
Increased enforcement for pedestrian safety.	Safe Roads	Enforcement	1-3 years	$
Prevent aggressive driving behavior through enforcement.	Safe Roads	Enforcement	3-5 years	$
Engage Task Force to assist in the implementation of this plan to identify funding opportunities.	Safe Roads	Leadership	1-2 Years	$
Engage Task Force to assist in the implementation of this plan to expand collaboration between existing organizations and programs across the Region and Massachusetts.	Safe Roads	Leadership	Ongoing	$
Post-Crash Care				
Minimize response time and time from crash to medical treatment to improve injury outcomes.	Post Crash Care	EMS	1-3 years	$$
Improve understanding of crash causes by reviewing injury data regarding driving behavior.	Post Crash Care	Enforcement	2-5 years	$

Chapter 6: Policy and Process Change

Introduction

This section presents existing statewide and Southeastern Regional Planning and Economic Development District (SPREDD) plans and guidelines identified to support the vision and goals of this action plan. SRPEDD can consider revisions to these existing plans, policies, and guidelines to improve how they prioritize safety across the region.

Statewide Plans

Beyond Mobility: The Massachusetts 2050 Transportation Plan

The Massachusetts Department of Transportation's (MassDOT) Long Range Transportation Plan (LRTP), Beyond Mobility, identifies safety as one of six key Priority Areas for MassDOT, outlining a vision for making significant progress toward realizing a future without transportation-related serious injuries and fatalities, and eliminating infrastructure-related safety risks for all road users in every Massachusetts community. The LRTP emphasizes several policy and process recommendations, including:

- Tracking crash data to identify disparities in crash rates between state underserved areas and other communities
- Identifying a series of actions through a back-casting, working backward from zero fatalities and serious injuries, relying on data-driven implementation of systemic improvements and intersection safety interventions with the highest crash rates, focusing on social and geographic impacts, as identified by the Commonwealth
- Coordinating with municipalities to prioritize current projects and build a bench of future projects, to develop a Capital Improvement Plan (CIP) dedicated to addressing safety issues for vulnerable road users
- Expediting technical assistance projects for municipally initiated safety action plans in communities with underserved populations and prioritizing areas with high fatality rates

Massachusetts 2023 Strategic Highway Safety Plan

The 2023 Strategic Highway Safety Plan (SHSP) adopts the Safe System Approach, a U.S. Department of Transportation endorsed framework for addressing roadway safety holistically. The SHSP outlines the vision and guiding initiatives of the Commonwealth's work to develop a statewide Safety Action Plan. Key policy and process recommendations in this plan focus on improving driver education, increasing enforcement to mitigate dangerous driver behaviors, implementing speed management strategies, and raising public awareness about roadway safety.

MassDOT 2019 Bicycle and Pedestrian Plans

MassDOT's 2019 Bicycle and Pedestrian Transportation Plans identify eliminating bicycle and pedestrian fatalities and serious injuries as top goals. The Plans also including initiatives that focus on providing local, regional, and state partners with tools necessary to integrate safety, comfort, and convenience of people biking and walking into transportation and development projects. The Plan identifies providing technical assistance and funding to local, regional, and state partners to implement high-comfort bikeway and pedestrian projects as a critical action. The plans also identify policy changes such as speed enforcement, design guidance and standards, and education as strategies to improve bicycle and pedestrian safety.

MassDOT 2023 Freight Plan

The 2023 Massachusetts Freight Plan identifies several education and policy changes to support the goal of improving the safety and reliability of the Commonwealth's Freight network. Similar to other statewide plans, the Freight Plan focuses on education to raise awareness about safety for truck drivers and other drivers as well as strategies to harmonize oversize/overweight movements, permitting, and large truck restrictions across New England as opportunities to improve safety across the freight network. The Plan also highlights the need to collaborate with MPOs and local governments to integrate freight planning into larger land-use planning decision-making to adequately address truck safety, particularly at grade crossings and along rail and highway corridors.

MassDOT 2025-2029 Capital Improvement Plan

MassDOT publishes its Capital Investment Plan each year, which programs state, federal, and other funds to pay for long-term investments in the transportation network for a five-year period. The current CIP identifies twenty-one projects within SRPEDD communities that are intended to improve safety.

SRPEDD Regional Plans

Moving Forward 2050: SMMPO 2024 Regional Transportation Plan

The SMMPO Regional Transportation Plan, Moving Forward 2050 is a comprehensive framework designed to enhance transportation safety, connectivity, and accessibility across Southeastern Massachusetts, with a focus on integrating pedestrian and cyclist infrastructure, promoting active transportation, and addressing the needs of vulnerable road users through strategic planning and policy implementation. The plan identifies several key policy initiatives, including adoption of Complete Streets and Vision Zero Policies, increased participation in the SRTS program, and adoption of policies to encourage active mobility and increased transportation choices by improving safety across all modes.

2024 Southeastern Massachusetts Regional Bicycle Plan

The 2024 Southeastern Massachusetts Regional Bicycle Plan identifies several key policy recommendations for SRPEDD communities to improve safety across roadway networks. Key actions include:

- Increased support for municipalities to establish bicycle and pedestrian safety committees and adopting the Safe System Approach for local roadway networks
- Encouraging communities to participate in MassDOT's Safe Routes to Schools (SRTS) Program to increase the number of participating schools over time
- Supporting municipalities with small-scale traffic calming demonstration projects to educate community members about the benefits of these improvements
- Assist municipalities in planning bikeway networks and selecting appropriate bikeway types using guidance from the Federal Highway Administration (FHWA) and MassDOT
- Revising speed limit policies to allow municipalities to alter speed limits in thickly settled areas from 30 to 25 mph
- Require state-contracted trucks to be equipped with several safety features
- Implement requirements for cyclists to ensure they are visible
- Enforce safe passing distance policies

Collectively, these recommendations aim to enhance safety for cyclists by fostering local government involvement and promoting education programs.

2024 Southeastern Massachusetts Regional Pedestrian Plan

The 2024 Southeastern Massachusetts Regional Pedestrian Plan describes the current pedestrian needs in Southeastern Massachusetts and creates a future vision and strategy for achieving more walkable communities and neighborhoods in the region. Key actions outlined in the plan include:

- Assist municipalities with adoption and implementation of Complete Streets and Vision Zero policies
- Build a bench of VRU safety projects for the TIP Supplemental Project List
- Enhance pedestrian crossing infrastructure in high-risk areas
- Merge the SRPEDD Bike and Pedestrian Count Program into the Traffic Counting Program
- Emphasize the priority of pedestrian and cyclist safety during a project's design and review process
- Identify and fill high priority gaps in the regional sidewalk and path network
- Align land use and transit planning activities to emphasize the need for more walkable communities
- Reestablish the South East Regional Coordinating Council on Transportation (SERCCOT) to strengthen transit planning partnerships, enhance walking and biking connectivity to transit, and improve ridership
- Continue to improve and expand the SRPEDD Trails Program
- Strengthen planning and investment towards Safe Routes to Schools projects
- Collaborate with MassDOT and municipalities to address a backlog of pedestrian facility maintenance needs
- Enhance streetscapes with resilient, pedestrian-friendly design elements
- Consider the adoption of SMMPO policies related to mode shift goals
- Monitor and evaluate pedestrian infrastructure projects
- Assist municipalities in developing more inclusive and robust public education and outreach strategies

Collectively, these recommendations put forth a comprehensive vision for enhancing walkability across Southeastern Massachusetts while fostering vibrant, healthy, inclusive, and economically thriving communities.

Recommended Policy and Process Changes to Improve Safety for all Road Users

SRPEDD communities can consider revising existing plans, policies, and guidelines to improve existing processes in order to prioritize safety. The Table below identifies recommended plans, policies, and technical assistance that will advance the goals of this action plan.

Plan/ Policy/ Technical Assistance	Description	Lead	Timeline
Adopt or revise Complete Streets Plans for all SRPEDD Communities to align with Action Plan Goals	Communities without existing Complete Streets policies should evaluate the potential to adopt them, or to establish a Complete Streets Committee. Communities with existing policies should review and revise, if necessary, to address all SHSP priority areas.	Municipal Planning Departments Municipal Select Committees/City Councils	1-2 years
Implement Vision Zero Policies	SRPEDD communities should explore the adoption of local Vision Zero policies, establishing a clear goal to eliminate traffic fatalities and serious injuries in each community.	Municipal Planning Departments Municipal Select Committees/City Councils	1-2 years
Support municipalities in creating bicycle and pedestrian safety committees	Work with communities to establish committees focused on bicycle and pedestrian safety as a first-step to establish Complete Streets and Vision Zero policies and plans.	SRPEDD Municipal Planning Departments	1-2 years
Support municipalities in participating in MassDOT's Safe Routes to School (SRTS) Program	Work with local planning departments and departments of public works to identify schools suitable for SRTS program participation and provide technical support and assistance in working with MassDOT to secure funding.	SRPEDD Municipal Planning Departments Municipal Departments of Public Works (DPW)	3-5 years
Support pursuit of automated enforcement camera legislation in Massachusetts	Work with communities across the Commonwealth to draft legislation allowing for the use of automated enforcement technology to capture and penalize drivers who run red lights and speed.	SRPEDD Massachusetts Municipal Organization MassDOT Massachusetts General Assembly	2-3 years
Evaluate access management policies and curb-cut by-laws	Review local zoning ordinances to evaluate opportunities to revise access management and curb-cut by laws to consolidate driveways and reduce risks of crashes resulting from turning traffic.	Municipal Zoning Departments	1-2 years
Provide support for municipalities in planning bikeway networks	Provide technical assistance to help municipalities plan bikeway networks utilizing FHWA and MassDOT guidance and design guides	SRPEDD	Continuous
Revise Speed Limits	Work with MassDOT to allow municipalities to lower speed limits in thickly settled areas from 30 mph to 25 mph.	MassDOT SRPEDD Local Police Departments	Continuous

Chapter 7: Moving Forward

Call to Action

This Regional Safety Action Plan (RSAP) is intended as a call to action. Our primary High-Injury Network (HIN) consists of approximately 264 miles that accounts for only 8% of the region's total miles but represents 56% of fatal and serious injury crashes. Of the more than 85,000 crashes in the years between 2019-2023, 1,858 resulted in serious injury or fatality. A much higher proportion of these crashes took place on state-owned arterial roads, particularly where they interact with town centers. People walking, biking, and riding motorcycles have a higher rate of serious injury than crashes involving exclusively vehicles.

Action is needed to reverse this trend. The RSAP provides a foundation and supportive tools for planning, prioritizing and implementing projects, policies and programs that utilize Safe System Approach principles to reduce deaths and serious injuries across the region. This chapter describes how to use this foundation for implementation of the Plan.

Working Together to Implement the Regional Safety Action Plan

One of the key principles of the Safe System Approach is that "Responsibility is Shared ." All regional safety stakeholders (general public, local government, private industry and state) must take action in order to reverse the trend of fatal and serious injury crashes in the SMMPO Region . The SMMPO and the stakeholders they represent have taken an important step with adopting the Vision Zero Resolution and the creation of this plan but achieving that vision will take a large and coordinated effort.

Implementation Actions

The following strategy is recommended to implement the actions outlined in this study:

Step 1: Identify Location

- Use the tools and locations contained in this plan to identify a location for improvement.

Step 2: Review and Select Potential Countermeasures

- Use the countermeasures toolbox to identify potential countermeasures for implementation.
- Consider implementing multiple countermeasures to maximize the synergy effect.
- Need extra guidance? Check out the supplemental countermeasure guidance documents on the RSAP website (link).

Step 3: Engineering Analysis

- Perform Analysis to determine if the countermeasures selected are appropriate for the location and effective for improving conditions at the location.
- Consider demonstration projects using temporary materials to test proposed improvements before full implementation.

Step 4: Identify Potential Funding Sources and Seek Funding

- Use the potential funding sources identified in Appendix D to determine the most appropriate source of funding. Consider reaching out to SRPEDD for support seeking funding.

Step 5: Implementation

Step 6: Monitor and Evaluate

- Continue to review crash and other relevant data for the location to determine if the expected outcome was achieved or if further intervention is required.

Preliminary Implementation Actions at the Regional Level

Action R-1: Continued Outreach to Municipalities and the Public for the RSAP

SRPEDD will continue to communicate with member communities and the public about the contents of the Regional Safety Action Plan through the SMMPO Unified Planning Work Program. The goal of this effort is to raise awareness of identified safety issues and potential countermeasures, tools for improvement, and recommended actions. Feedback will also be sought to inform future updates of the Action Plan.

Action R-2: Call for Analysis of Regional Policies and Plans

SRPEDD, as Staff to the SMMPO, will continue to emphasize safety throughout all aspects of regional planning processes from long-range planning and investments identified in the Regional Transportation Plan, to more detailed process such as local studies and through project evaluation criteria that are used to prioritize federal and state transportation investments .

SRPEDD will review regional level documents such as the Transportation Improvement Program, Regional Transportation Plan, Unified Planning Work Program , Congestion Mitigation Plan, Regional Pedestrian Plan, Regional Bicycle Plan, Regional Freight Plan and others to identify opportunities to implement the actions and strategies outlined in this Plan.

SRPEDD will provide recommend updates to the SMMPO for the evaluation criteria used for prioritizing Transportation Improvement Program projects to incorporate a Safe Systems Approach and reflect the findings of this plan.

SRPEDD will perform an overlay analysis of the HIN with existing infrastructure, programs and policies, and planned improvements will be conducted to provide a more detailed and nuanced assessment of conditions for the SMMPO.

SRPEDD will continue to monitor the state of the practice and provide additional information to the Joint Transportation Planning Group (JTPG) and SMMPO on these topics for future discussions and updates to the RSAP.

Action R-3: Plan Implementation

SRPEDD, through the direction of the SMMPO, will propose implementation of the Regional Safety Action Plan in planning activities and support for communities through Unified Planning Work Program activities.

Measuring Progress

This Safety Action Plan was developed using the goals of SMMPO's existing long-range transportation Plan, Moving Forward 2050, and other regional planning /guiding documents. This section explores existing safety performance measures and defines new safety performance measures to be reported on annually, consistent with the SMMPO's Vision Zero Resolution.

SRPEDD will continue to track safety trends at the regional, state, and national levels. This includes regularly analyzing crash data, tracking emerging safety issues and community needs, and remaining up to date on the latest safety management practices and countermeasures. In terms of specific regional output measures, SRPEDD will annually track the following:

Total deaths and serious injuries (single-year and 5-year rolling averages as required by FHWA's Safety Performance Management Program)

Death and serious injury rates per 100 million VMT (same as above)

Total pedestrian and bicyclist deaths and serious injuries (same as above)

Total pedestrian serious injuries and fatalities per calendar year

Total bicyclist serious injuries and fatalities per calendar year

Total motorcycle serious injuries and fatalities per calendar year

Motorcycle Serious Injury and Fatality Rate (per VMT) per calendar year

Outreach/engagement events held to promote safety in the region

To the extent practicable, investments to improve safety issues on an identified HRN/HIN corridor

To the extent practicable, investments to improve safety issues on an identified HIN or HRN corridor in Title VI identified areas

Road Safety/Walk/Bike Audits performed on an HIN or HRN corridor

For more information on established performance measures, please see the Performance Based Planning and Measures section of the SMMPO Region Transportation Improvement Program – www.srpedd.org/tip.

Appendix A: Crash Analysis Methodology

This appendix summarizes the results of the descriptive crash analysis conducted for the Southeastern Regional Planning and Economic Development District (SRPEDD) Safety Action Plan. This analysis provides a data-driven basis for understanding the scope of injury-causing traffic crashes which occurred within the SRPEDD region over the most recent five years of available crash data (2019-2023). The analysis reveals recent historical patterns associated with crashes, with an emphasis on crashes resulting in fatal and serious injuries (FSI). The report provides planners, engineers, and decision makers with summary-level data to respond with effective measures to reduce transportation injuries and fatalities.

Descriptive Crash Analysis Methodology

Crash Data Overview

In Massachusetts, law enforcement officers responding to a crash on a public roadway that either involves an injury or more than $1,000 in damage are required to fill out a crash report. The report form prompts responding police officers to document information about the persons involved, location, crash factors, and numerous crash attributes. These attributes are collected and reported through the Massachusetts IMPACT portal. Records for this memo are drawn from crash data for 2019 through 2023. All crashes with "SRPEDD" listed as their regional planning agency were included in this analysis.

This study focuses primarily on fatal and serious injury crashes. These are coded as K or A on the KABCO scale, which is used nationally to determine degrees of crash seriousness. Examples of serious injuries include broken bones and lacerations that expose underlying tissue, muscles, or organs. See Table 1 for information on how the KABCO scale relates to FSI and injury crash definitions.

Code	Severity	FSI Crash	Injury Crash
K	Crashes involving a fatal injury	Yes	Yes
A	Crashes involving a serious injury	Yes	Yes
B	Crashes involving a non-incapacitating injury	No	Yes
C	Crashes with a possible injury	No	Yes
O	Crashes with no injury or with unknown injury severity	No	No

Focusing on higher-severity crashes aligns the report with the Safe System Approach, which is a framework for eliminating traffic fatalities and serious injuries through data-driven and systemic responses to safety issues. This approach focuses attention on the most pressing safety issues within the region and the opportunities to have the greatest impact in reducing the number of crashes that lead to serious injuries and fatalities. The Safe System Approach has been adopted as a guiding roadway safety strategy by both the United States Department of Transportation (USDOT) and the Massachusetts Department of Transportation (MassDOT).

Data Definitions

Temporal considerations: Crash data within this chapter represents a snapshot of details for crashes that took place from 2019-2023 as of May 2024, when data was downloaded from the MassDOT IMPACT Portal. Crashes that occurred in 2022 and 2023 were considered open as of the time of download and are subject to changes in the two years following their publication. Files may be "open" because of pending legal proceedings or ongoing crash investigations. While this may affect the final FSI crash numbers and reported characteristics, the possible impacts to data accuracy were weighed against the benefits of using the most recent available data in choosing the study period. Recent years present a more accurate state of crashes in the years after the COVID-19 pandemic, which significantly altered the nature and frequency of crashes in Massachusetts.

Interstate crashes: Crashes on Interstates are important and, because of the speeds that are usually involved, they are more likely to result in a fatality. More than one-in-five fatal crashes in the region (22%) occur on Interstates. However, Interstates are part of the National Highway System and are owned and operated by MassDOT. This limits the ability of local and regional governments to influence design and operational characteristics on these roads and thus they are only included in the initial, high-level analyses in this report.

Limited Access Highways: There are three MassDOT owned highways with full access control that operate in a similar manner to interstates and exhibit similar trends in terms of crash severity. These roads have also been excluded from municipal analysis but are included in all other metrics. This is done to avoid anomalous results over municipalities that have no direct control. For example, when the access-controlled Alfred M Bessette Memorial Highway (MA-140) is included in the municipal analysis, Freetown appears to have an unusually high number of fatalities per 10,000 population.

RPA Crashes: Crashes included in this dataset represent all incidents that occurred during the study period and have a value of "SRPEDD" in the RPA Abbreviation field. There might be minor differences between these data and the geospatial dataset of all crashes within the boundaries of the SRPEDD region, as some crashes, particularly those near the border or two regional planning agencies, may be coded to based on the municipality of the emergency personnel responding to the crash and its corresponding RPA.

Vulnerable Road Users: The term vulnerable road user (VRU) is one defined by the FHWA1 as "person attribute code for pedestrian, bicyclist, other cyclist, and person on personal conveyance or an injured person that is, or is equivalent to, a pedestrian or pedalcyclist." This definition does not include motorcyclists. Motorcyclists in the SRPEDD region represent a high number of FSI crashes, and motorcyclists in general are vulnerable to severe crash outcomes as they travel at high speeds while lacking the physical protection of an enclosed vehicle. As such, motorcyclists are included alongside VRUs as a category of special consideration in this report. Those using other mobility devices, such as skateboards or scooters, are included in VRU statistics and discussions when not broken down by mode.

Study Limitations

Exposure: The analyses reported in this document do not adjust for motor vehicle, pedestrian, or bicyclist exposure rates based on volumes for these modes. Therefore, results show crash events but not frequency of crashes normalized by level of traffic or pedestrian and bicyclist volumes, which is also referred to as exposure.

As an example, pedestrian crashes are more common in daylight than in dark conditions. This does not necessarily mean that daylight conditions are inherently more dangerous than dark conditions. Rather, it indicates that people are more likely to walk in light conditions than in dark conditions.

Reporting Portal: These analyses rely on whether and how crashes were reported to MassDOT. It is impossible to know how many crashes go unreported and whether some types of crashes are reported more than others. For example, since repairing a damaged bicycle is likely to be less expensive than damage to a motor vehicle, a higher share of bicyclist crashes may not meet the $1,000 threshold of required reporting. There are other factors that might lead people involved in a crash to not involve the police – immigration status, fear of negative interactions with law enforcement, perceived insurance/repair costs, etc. The effect of these factors varies and is difficult to quantify; these limitations are not unique to the SRPEDD region.

Attributes in the crash data are also dependent on how crash reports were filled out by the investigating police officer. These fields may be filled out differently across different responding police departments, or even between different individual officers. Some fields may be less likely to be filled out correctly, or filled out at all, compared to other fields. For example, a high share of pedestrian- and bicyclist-involved crashes did not contain information on the vehicle action prior to the crash (see Vulnerable Road User Crashes section below). Emerging research suggests that even in cases where crash circumstances are documented correctly, serious injuries may be under reported because officers are not trained medical professionals and do not recognize the severity of certain injuries.

Summary of Key Findings

Years of Crash Data analyzed: 2019-2023

Data: Crashes on Interstates are only included in the high-level crash summaries and the motorcycle crash subsection of the report. As previously discussed, although Interstate crashes represent a large proportion of FSI crashes, they are not representative of the larger road network within a municipality, and they are not under the jurisdiction or control of the local agency. The inclusion or exclusion of interstate crashes is noted at the top of each subsection.

Overview

Data: This section includes interstate crashes.

Injury Prevalence: While most crashes did not result in an injury (76%), injuries were more likely to occur when pedestrians, bicyclists, or motorcycles were involved. **Injuries occurred in 83% of pedestrian-involved crashes, 71% of bicyclist-involved crashes, and 76% of motorcycle-involved crashes, compared to 22% of motor vehicle-only crashes.** This difference is even more pronounced when looking at crashes that result in fatal or serious injuries and is one reason why the Safe System Approach tends to shift the emphasis of traffic safety towards more vulnerable road users.

- Total Crashes: 87,586
- Total Injury Crashes: 20,867
- Total Fatal Crashes: 245
- Total Serious Injury Crashes: 1,613
- Total Fatal and Serious Injury (FSI) Crashes: 1,858

Crashes by Year: Looking back ten years to better understand trends before the COVID-19 Pandemic, the share of all crashes that resulted in a serious injury fell from 2.4% in 2014 to 2.1% in 2023, roughly in line with the serious injury rate for the Commonwealth. During this period, the most FSI crashes in the SRPEDD region (415) occurred in 2016, with 2018 seeing the fewest (322). While 2020 experienced the lowest number of all injury crashes (3,590), the proportion of all crashes resulting in a fatal or serious injury spiked from 2.0% to 2.6%. Though the years 2016 through 2019 saw many more annual injury crashes than following years, 2023 reports the highest number of FSI crashes (390) since 2016 (415).

Detailed Category Takeaways

Data: This section does not include interstate crashes.

Severity: A crash resulting in a fatality or serious injury took place, on average, once per day in the SRPEDD region during the study period.

Functional Classification: A majority of crashes take place on local roads. Crashes on arterials, collectors, and Interstates are more likely to result in a serious injury or fatality and occur at a higher rate per mile.

Mode: Crashes involving vulnerable road users are much more likely to result in an injury or fatality, particularly those involving a pedestrian or motorcyclist.

Circumstances: Almost 90% of FSI crashes involve at least one driver contributing circumstance, such as distraction or failure to yield. Drug or alcohol use is present in at least one driver in 9% of FSI crashes.

Manner: FSI crashes happen most frequently when all parties are traveling straight ahead. Left turn crashes more often result in an injury than right turn crashes.

Environmental: Most crashes take place in daylight conditions when the road is dry, and sky is clear or cloudy. A higher proportion of FSI crashes take place in dark conditions with no street lighting.

Road Characteristics: Crashes on multi-lane roads and roads with higher speed limits (i.e. over 30mph) are more likely to result in a serious injury or fatality.

	Interstate Crashes	%	Non-interstate Crashes	%	All Crashes
Fatality	53	22%	192	78%	245
Serious Injury	162	10%	1,451	90%	1,613
All FSI	215	12%	1,643	88%	1,858
All crashes	7,229	8%	80,357	92%	87,586

Descriptive Crash Analysis

General Trends

Data: This section includes interstate crashes.

Interstate Crashes

Interstate Crashes: Interstate crashes were disproportionately representative of fatalities when compared to all crashes. Interstate crashes make up 8% of all crashes but 22% of crashes resulting in a fatality (Table 2). Vehicle speed is a recognized determinant of crash frequency and severity that exacerbates rates of injury and death, thus the presence of these crashes on higher-speed Interstates is intuitive. Overall, 12% of FSI crashes within the SRPEDD region occurred on Interstates, while these roads make up 6% of lane mileage in the region3.

	Interstate Crashes	%	Non-interstate Crashes	%	All Crashes
Fatality	53	22%	192	78%	245
Serious Injury	162	10%	1,451	90%	1,613
All FSI	215	12%	1,643	88%	1,858
All crashes	7,229	8%	80,357	92%	87,586

FSI Interstate Crashes: The majority of FSI crashes involving VRUs and motorcycles did not occur on Interstates (Table 3). Pedestrians and bicyclists are not allowed to travel on most Interstates in the region, and they may also be avoided by motorcyclists aware of the potential for more severe crash outcomes or seeking more pleasant/scenic routes. Pedestrians seriously injured in Interstate crashes were most often hit by light trucks/vans/SUVs, in clear, dry, and dark - unlit conditions while all vehicles were traveling straight. One possible explanation for these crashes is that they involve people who are walking to or from a broken down vehicle; none of the victims were attempting to cross the roadway. Of the 9 FSI Interstate pedestrian crashes, 8 resulted in a fatality.

Motorcycle FSI Interstate crashes happened most often in dry, clear, daylight conditions, where the motorcycle was the only vehicle involved. More than a third (37%) of Interstate motorcycle FSI crashes in the SRPEDD region took place on I-495. Of the 44 fatal crashes involving motorcyclists in the region, only one occurred on an Interstate.

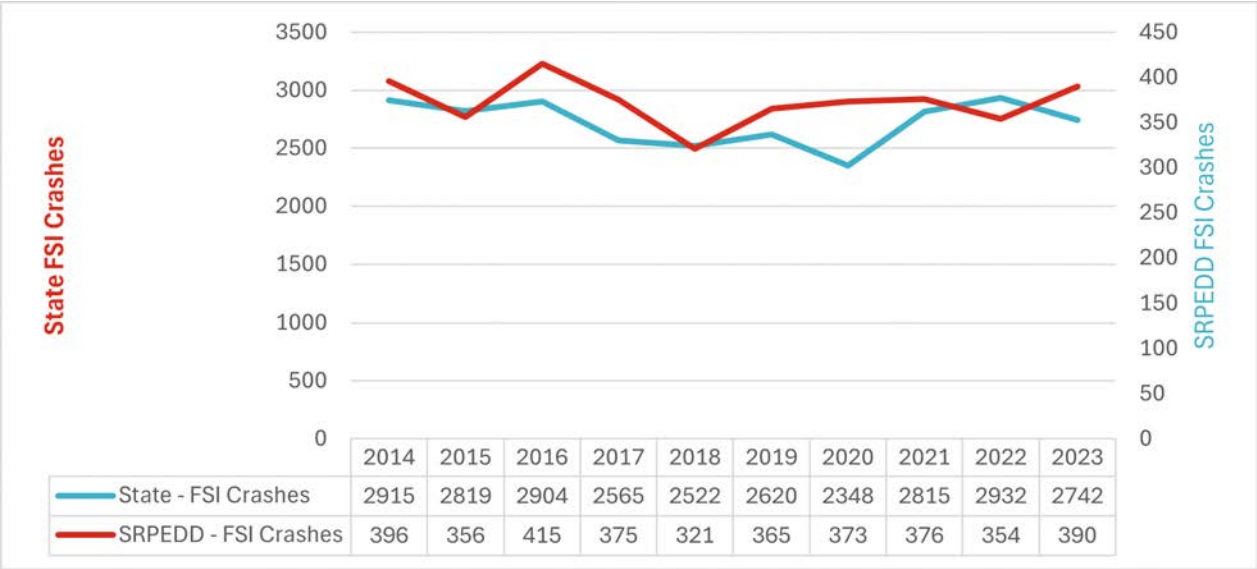
No bicyclist-involved FSI crashes took place on Interstates during the study period.

	Interstate Crashes	%	Non-interstate Crashes	%	All Crashes
Motor vehicle only	186	14%	1114	86%	1300
Motorcycle	20	6%	289	94%	309
Pedestrian	9	5%	191	96%	200
Bicycle	0	0%	42	100%	42

Crashes by Year

In 2020, the COVID-19 Pandemic caused vehicle miles traveled, and therefore the total number of crashes, to fall. However, the SRPEDD region did not experience a decline in FSI crashes. To better understand wider trends in annual data, this section includes data from 2014 to 2023.

Figure 1 compares FSI crashes in the SRPEDD region to all crashes in Massachusetts. There are some fluctuations from year to year, but the overall picture remains relatively unchanged over time: crashes in the SRPEDD region follow a similar pattern to those in the rest of the state. In the SRPEDD region, FSI crashes peaked in 2016 then experienced a steep decline to their lowest levels in 2018. Since then, FSI crashes have gradually increased to their highest level since 2016. The Commonwealth experienced a drop in FSI crashes in 2020, but SRPEDD did not. The total number of crashes in the SRPEDD region declined during this period, leading to a higher share of all crashes resulting in a serious injury or fatality.



Crash Circumstances

Data: This section does not include interstate crashes.

Motor Vehicles: Motor vehicle-only crashes, i.e., those that did not include people on foot, bicycle, or motorcycle, accounted for 96% of all crashes, 88% of all injury crashes, and 68% of all FSI crashes in the region. There were 77,439 motor vehicle crashes over the five-year span, including 1,114 FSI crashes, 117 of which resulted in fatal injuries.

Pedestrians: Pedestrian-involved crashes only accounted for slightly more than 1% of all crashes, but 4% of all injury crashes and 10% of all FSI crashes. There were 1,010 pedestrian-involved crashes in the years analyzed, and 191 of these resulted in a fatality or serious injury, including 30 fatal crashes.

Bicyclists: Bicyclist-involved crashes accounted for less than 1% of all crashes, but 2% of injury crashes and 2% of all FSI crashes. There were 525 bicyclist-involved crashes in the years analyzed, and 42 of these resulted in a fatality or serious injury, including 2 fatal crashes.

Motorcycles: While motorcycle crashes are not typically extracted for individual study, there were more motorcycle-involved serious injury crashes than reported pedestrian and bicycle serious injury crashes combined. Motorcycle-involved crashes accounted for less than 2% of all crashes, but 5% of injury crashes and 16% of all FSI crashes. There were 1,285 motorcycle-involved crashes in the years analyzed, and 289 of these resulted in a fatality or serious injury, including 43 fatal crashes.

Other VRUs & non-VRU vehicles: MassDOT has flagged some crashes as involving an "other" VRU, such as a skateboarder, scooter rider, or some other mode. There were 106 of these crashes during the study period. Of these crashes, 43% (46) resulted in any injury, 8% resulted in a serious injury (9), and zero resulted in a fatality. Finally, there were 372 moped and ATV crashes not flagged as involving a VRU. More than 66% (247) resulted in an injury, and 15% (57) resulted in a fatality or serious injury.

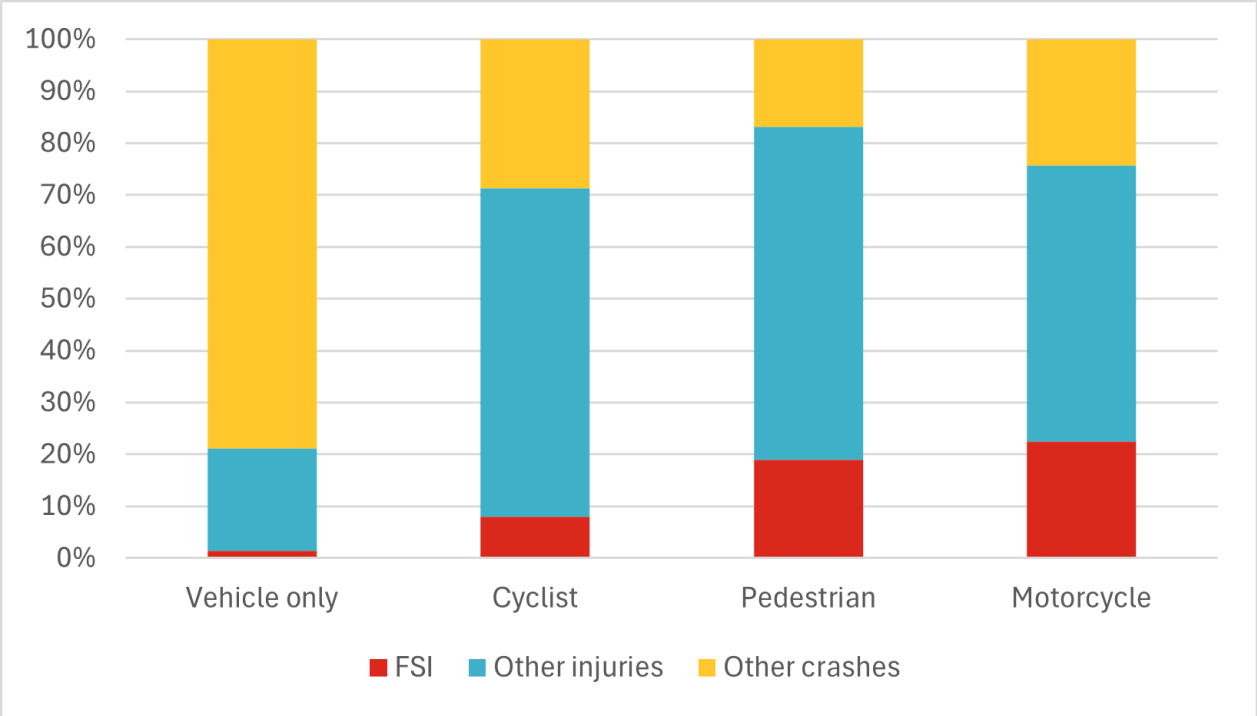
Crashes by Mode

Data: This section does not include interstate crashes.

Table 2 shows the number and share of crashes for each mode by severity. Motor vehicle-only crashes are those where none of the identified VRU categories are present and may involve alternative or recreational vehicles such as mopeds, ATVs, or campers. A lower share of motor vehicle-only crashes resulted in injuries of any kind compared to pedestrian-, bicyclist-, or motorcycle-involved crashes. While 21% of motor vehicle-only crashes resulted in injuries, 82% of pedestrian-involved, 71% of bicyclist-involved, and 71% of motorcycle-involved crashes resulted in injury. Despite each accounting for approximately less than 2% of the total crashes in the region, VRUs were over-represented in FSI crashes. Pedestrians were involved in 10%, bicycles 2%, and motorcycles 16% of the total FSI crashes. This reflects the risk to those outside of a motor vehicle in crashes and their increased likelihood of experiencing serious injuries.

	Motor Vehicle Crashes	% of total	Motorcyle Crashes	% of total	Pedestrian Crashes	% of total	Bicyclist Crashes	% of total
FSI crashes	1,114	1%	289	21%	191	19%	42	8%
Fatal crashes	117	<1%	43	<1%	30	<1%	2	<1%
Serious Injury crashes	997	1%	246	19%	161	16%	40	8%
Other Injury crashes	15,319	20%	683	**50%**	648	**63%**	332	**63%**
No Injury/ Unknown crashes	61,006	**79%**	313	23%	171	17%	151	29%
Total crashes	77,439	---	1,285	---	1,010	---	525	---

Motor vehicle-only crashes were reported in higher numbers across all severity categories but were much less likely to result in an injury than crashes involving VRUs (Figure 2). Crashes where a cyclist, pedestrian, or motorcycle were involved were between 3-4 times as likely to result in any injury. Of reported pedestrian crashes, more than 80% resulted in an injury. Pedestrian crashes that do not result in an injury are likely reported less frequently as there is no need to seek medical attention and there is a lower likelihood of the crash meeting the $1000 damage report threshold. Approximately 20% of pedestrian- and motorcycle-involved crashes resulted in a serious injury.



Crash Manner

Data: This section does not include interstate crashes.

Motor Vehicles: Single vehicle crashes, where the vehicle crashed into a fixed object, animal, or natural feature, produced the highest number of motor vehicle-only fatality or serious injury crashes across the study period (470), representing 42% of vehicle-only FSI crashes. Angle crashes, including those sometimes referred to as "T-bone crashes", made up another 288, or 26% of motor vehicle fatality or serious injury crashes.

Pedestrians: Of the 191 pedestrian-involved FSI crashes, 90% (172) occurred when a single vehicle struck one or more vulnerable road users. These crashes were most likely to involve a vehicle traveling straight ahead, as was the case in 75% (128) of single vehicle pedestrian crashes. Crashes involving a left turning vehicle made up 11% (18) and right turning vehicles another 2% (3) of single vehicle pedestrian FSI crashes. Vehicles that were backing up were involved in 5% (9) of the FSI crashes involving pedestrians.

Bicyclists: Of the 42 bicyclist-involved FSI crashes, 93% (39) occurred when a single vehicle struck one or more vulnerable road users. Motor vehicles involved in bicycle FSI crashes were most frequently traveling straight ahead, either striking the cyclist as they crossed the path of the vehicle or sideswiping the cyclist. Crash reports do not consider a bicycle to be a vehicle, thus a crash involving motor vehicle striking a bicyclist is described as if there were only one "vehicle". Of all FSI bicyclist-involved crashes, most involved a vehicle traveling straight ahead (71%) or taking a left turn (10%).

Motorcycles: more than one-third of FSI crashes (38%) involving a motorcycle were single-vehicle crashes, i.e., no other vehicle or person was involved.

Contributing Factors

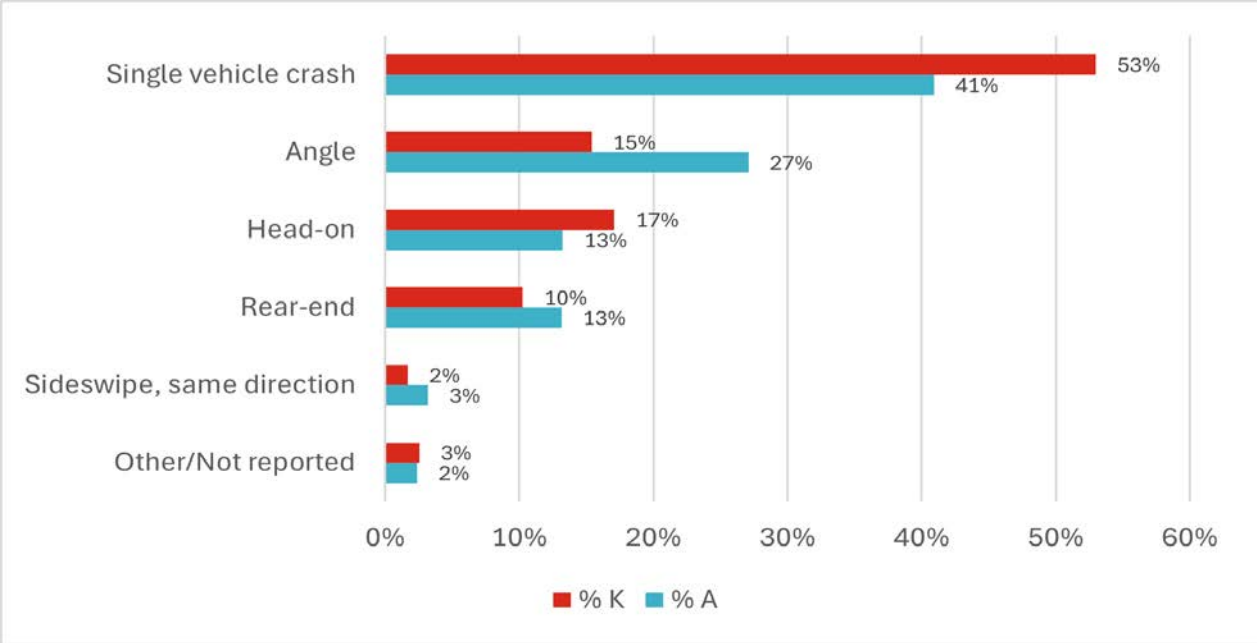
Data: This section does not include interstate crashes.

Contributing factors are readily identifiable circumstances that lead to a crash. These factors are reported separately for each vehicle involved in a crash, and multiple factors can be included for each driver, meaning multiple factors can be associated with each crash. At least one contributing factor was reported for at least one involved driver in 88% of FSI crashes with complete data. “Operating vehicle in erratic, reckless, careless, negligent or aggressive manner” was the most reported contributing factor in all FSI crashes (17%). “Failure to yield” (13%), “inattention” (12%), and “failure to stay in lane” (11%) also ranked highly. Reckless driving was reported as a contributing factor in more than twice as many serious injury crashes as any other cause. “Speeding” (where one driver exceeded the speed limit) was more prevalent in crashes that resulted in a fatality. When combined, speed related crashes including the factors “Driving too fast for conditions” or “Exceeding the posted speed limit” contributed to 22% (42) of fatal crashes. Alcohol or drug use was suspected by at least one involved driver in 9% of all FSI crashes.

Motor Vehicle Crash Manner

Data: This section does not include interstate crashes.

Figure 3 summarizes FSI crashes by the crash types in motor vehicle-only crashes. Single vehicle crashes make up both the largest share of FSI crashes (42%) and the highest share of fatalities (53%). Angle crashes, including “t-bone” events, make up the second largest FSI category (26%), but a lower share (15%) of fatalities than head-on crashes. While head-on crashes make up 11% of total FSI crashes, they make up 16% of fatal crashes. The primary vehicle in FSI crashes was most frequently traveling straight ahead (827), or turning left (106), but a higher proportion of crashes resulted in an FSI when the primary vehicle was leaving the traffic lane (3.6%).



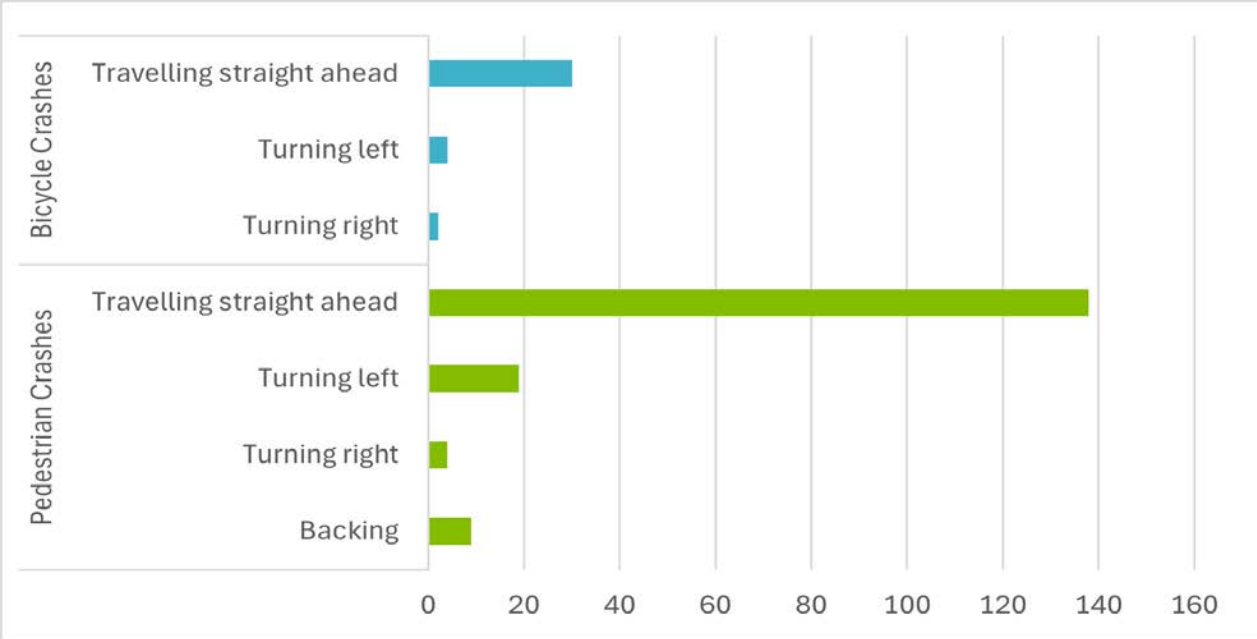
Vulnerable Road User Crash Manner

Data: This section does not include interstate crashes.

Figure 4 shows the primary vehicle movements that preceded pedestrian- and bicyclist-involved crashes. For both modes, the highest share of injury crashes occurred when vehicles were traveling straight ahead and VRUs were either walking along the roadway or attempting to cross. These crashes also accounted for the highest share of all injury crashes for each mode.

FSI crashes involving people on foot and bike were more likely to involve a vehicle making a left turn than making a right turn. This was also true for pedestrian crashes resulting in any level of injury. However, people on bikes were more likely to be injured in a crash where a vehicle turned right across their path (known colloquially as a "right hook") than left.

The majority of bicycle-involved FSI crashes (60%) took place at an intersection, while 40% of pedestrian involved crashes occurred in these locations. This is in part due to pedestrians being struck by vehicles when crossing "mid-block. "Hit and run" crashes, where the driver of the vehicle fails to stop and stay at the scene of the crash, represented 7% of all pedestrian-involved FSI crashes, and 5% of all bicyclist-involved FSI crashes.



Environmental Characteristics

Data: This section does not include interstate crashes.

Weather and Road Conditions: Most FSI crashes occurred in clear or cloudy conditions (90%), and when road conditions were dry (83%). This does not mean that weather and road conditions did not contribute to injury crashes, but rather an indication that most vehicle travel was completed in these conditions. Fatal crashes were a higher proportion of all FSI crashes in cloudy weather.

Time and Day: FSI crashes occurred most frequently during the early evening hours between 4pm and 8pm. Crashes involving pedestrians, motorcyclists, and motor vehicles saw an increase in frequency starting at 2PM and ending at 9pm. Bicycle FSI crashes happened at a higher rate from morning commuting hours to the early afternoon. Overall FSI crashes were more frequent on weekends during daylight hours but were experienced at elevated rates through the very early morning (midnight – 2am). Bicyclist FSI crashes peaked in the early afternoon, 36% took place between 12PM-4PM. Pedestrian (39%), motorcycle (31%), and motor vehicle-only (25%) FSI crashes peaked in the early evening, between 4-8PM. Motorcycle and motor vehicle-only crash rates experienced an elevated rate through the late evening and early morning.

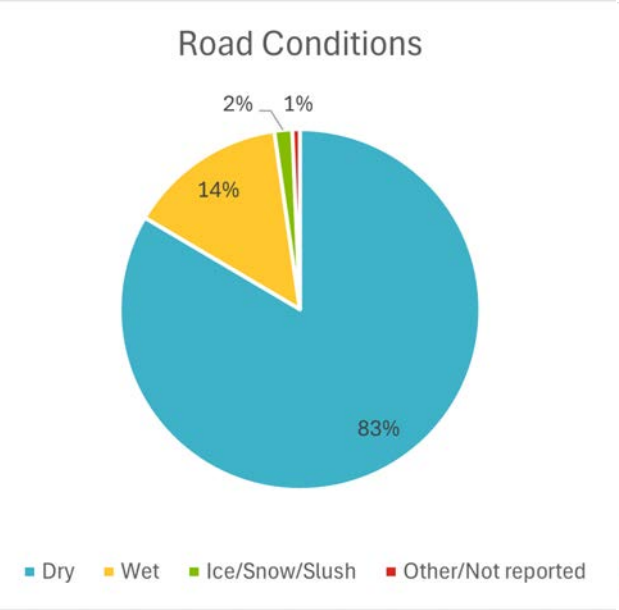
Lighting Conditions: Most FSI crashes occurred in lit areas, with 56% occurring during the day and 26% in lit areas at night. Dark areas that were unlit made up 11% of crashes, while 6% occurred during dawn or dusk. VRU crashes that resulted in an FSI were disproportionately experienced in dark-unlit conditions.

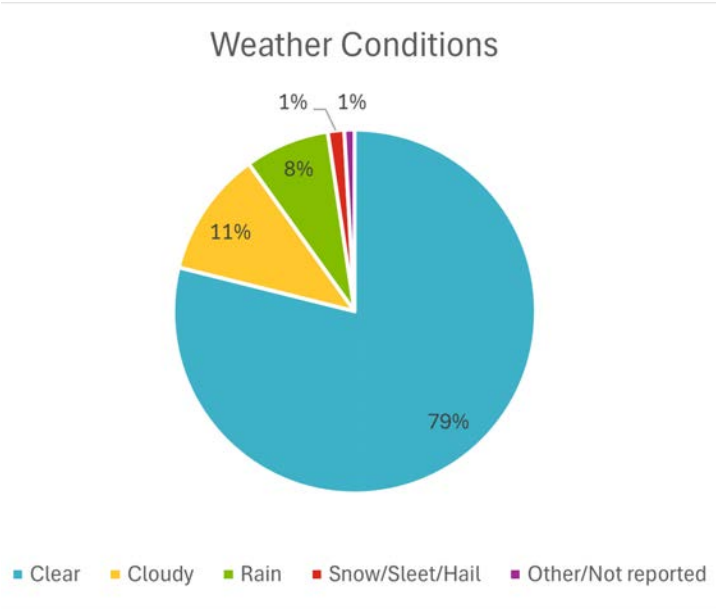
Weather and Road Conditions

Data: This section does not include interstate crashes.

Most FSI crashes in the SRPEDD region occurred when conditions were clear and dry. A combined 90% of FSI crashes occurred when clear or cloudy was the most prevalent condition. FSI crashes occurred at higher rates in clear/cloudy weather than when it was raining, snowing, or some other precipitation occurred. This may be due to slower driving during precipitation, or vulnerable road users being less likely to travel during inclement conditions.

A total of 83% of all crashes occurred on dry roads. VRU crashes were similarly more likely to occur in dry conditions (90%).

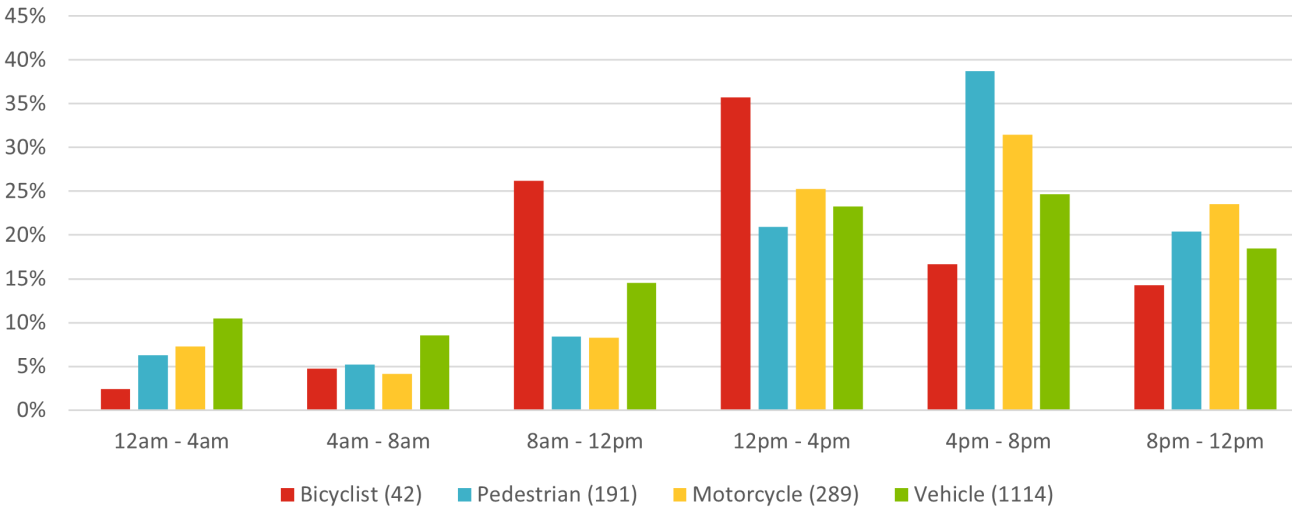




Time of Day

Data: This section does not include interstate crashes.

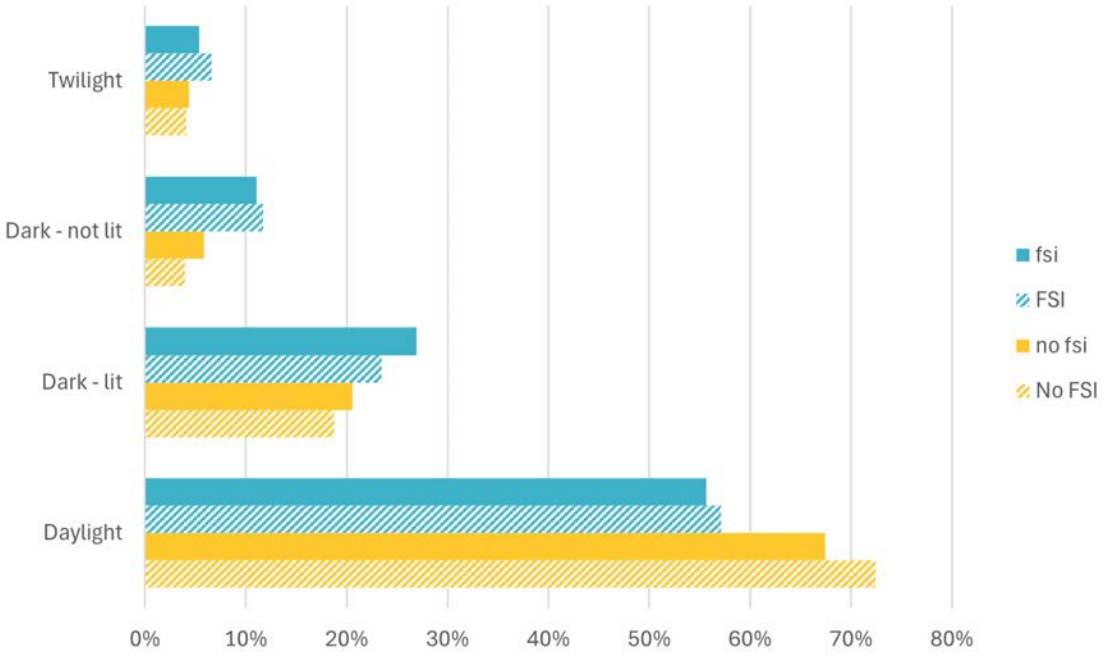
The number of FSI crashes varied by mode throughout a typical 24-hour period. Figure 5 shows that a relatively higher share of bicyclist-involved FSI crashes occurred in the morning hours, from 8am to noon than for other modes, while late night bicyclist-involved FSI crashes were relatively less common. Bicyclist-involved FSI crashes also peaked earlier than other crash types, most of them taking place between 12PM-4PM. FSI crashes of all other crash modes were most prevalent between 4PM-8PM. Pedestrian- and motorcycle-involved FSI crashes had a more distinct PM peak than crashes involving only vehicles, which were more spread out throughout the day.



Lighting

Data: This section does not include interstate crashes.

Roadway lighting refers to whether a crash occurred during daylight or nighttime hours as well as whether the roadway on which the crash occurred was lit by streetlights at night. Figure 6 shows the lighting conditions during FSI crashes in the SRPEDD region. Most FSI crashes (56%) occurred during daylight hours. Another 26% of FSI crashes occurred under lit conditions at nighttime, though the exact quality of the lighting conditions was not reported. A higher proportion of FSI crashes occurred in dark - not lit conditions than other crashes (Figure 7).



Roadway Characteristics

Data: This section does not include interstate crashes.

Methodology: The MassDOT Road Inventory 2023 geospatial database and 2023 Road Inventory Year-End Report were used to calculate crashes per mile. Roads with a federal functional class of "Interstate" and Route System type of "M" for miscellaneous were not included in length calculations. Further, MassDOT maintains a field titled Mile_Count, used to filter out undivided highways and unaccepted/private local roads. This filter has been applied to length calculations. Travel lanes were calculated by adding the Num_lane and Opp_lane fields. Road speed is the highest of regulatory and posted speed limits. Where speed is not present, the general state statutory speed limit of 30 mph was assumed to be the road speed, except in Mattapoisett where there is a statutory speed limit of 25 mph.

Jurisdiction: While far more FSI crashes occurred on municipally- owned roads (63%) compared to state-maintained roads (31%). However, state-maintained roads had higher crash rates relative to the number of centerline miles4.

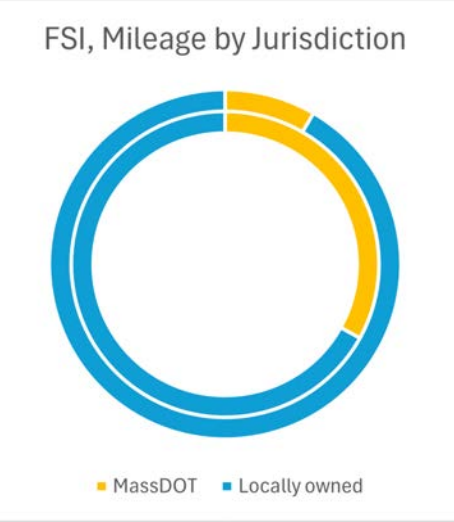
Functional Classification: Arterials experienced a disproportionate share of FSI crashes compared to the length of road they represent. Local roads account for the majority of road mileage in the region and experience 0.13 FSI crashes per mile, while Arterials experience 1.40 FSI crashes per mile.

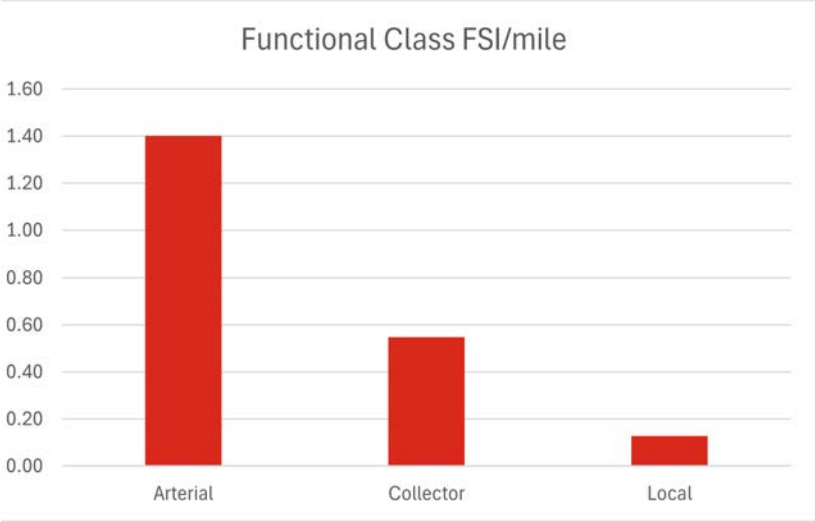
Travel Lanes: Most FSI crashes occurred on two-lane roads (72%), with just 3% on single lane roads and 25% on multilane roads with three or more lanes. Roads with more than two total lanes had an FSI crash rate of 2.81, which was significantly higher than single-lane (0.53) or two-lane (0.34) roads.

Speed: FSI crashes occurred most frequently (46%) on roads that have a speed limit greater than 30 mph and less than or equal to 50mph; this translates to a rate of 1.29 crashes per mile. Roads with a speed of 30 mph or less accounted for 45% of FSI crashes, or 0.25 per mile; and roads with a speed limit of greater than 50mph accounted for 9% of FSI crashes, or 1.95 per mile.

Jurisdiction

While the majority of all crash types took place on locally owned and managed roads, a higher proportion of FSI crashes occurred on state owned roads compared to the proportion of non-interstate centerline miles owned by MassDOT (Figure 8). Town roads saw 0.3 FSI crashes per centerline mile, while MassDOT roads had 1.8 FSI crashes per mile. FSI crashes happened on state owned roads at more than 5-times the rate of locally owned roads. There were 0.12 FSI crashes per mile involving VRUs (including motorcycles) on town roads, compared to 0.5 per mile on state owned roads. Serious crashes happened on state owned roads at around 4-times the rate of locally owned roads.





Functional Classification

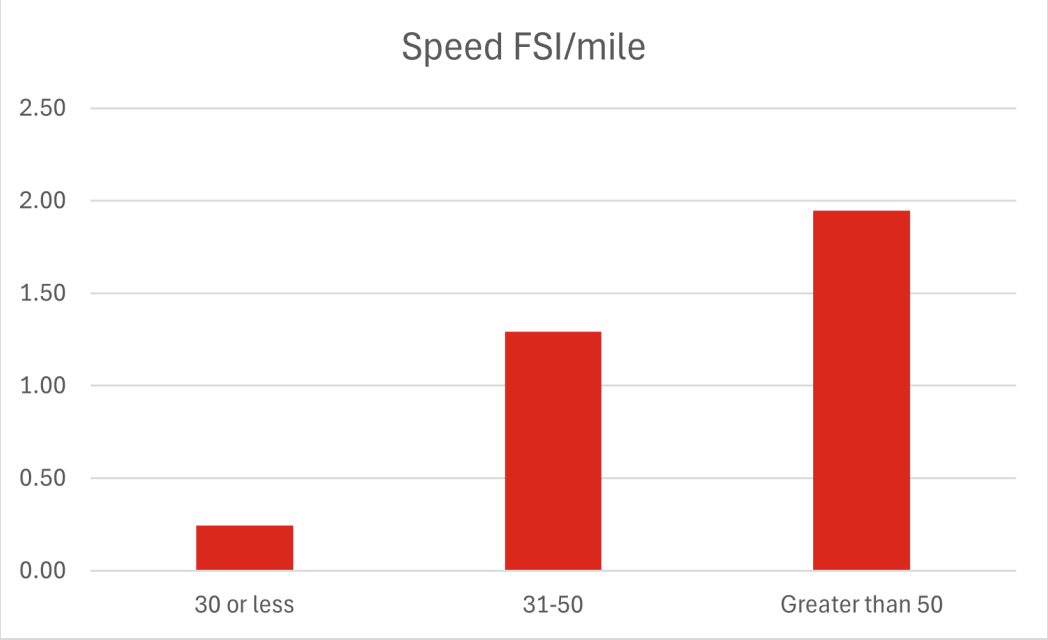
Data: This section does not include interstate crashes.

Functional classification describes the purpose and character of a road using the paradigm of mid-century highway design. Roads are categorized as Arterials (major or minor), Collectors, or Local streets with the size, number of lanes, speeds, and average daily traffic on the road decreasing across this spectrum. The higher speeds and high number of amenities often present on arterial and collector roads typically result in more frequent and severe crashes than on local roads. In the SRPEDD region, Arterial roads stand out as having experienced a higher total number of FSI crashes (1,062) and higher proportion of crashes per mile (1.40), while Collector (187, 0.55) and Local (332, 0.13) roads had lower total crashes and FSI crash rates (Figure 9). Some FSI crashes were not coded by functional class in the Impact portal, leaving 62 (4%) of FSI crashes unallocated.

Travel Lanes

Data: This section does not include interstate crashes.

The number of travel lanes can greatly increase the complexity of road interactions, introducing sideswipe crashes from lane changes, and angle crashes from turning across lanes. They may also be more difficult for pedestrians to safely cross, as they are wider and carry the risk of "multiple threat crossings" in which visibility of crossing pedestrians is obstructed by yielding vehicles.5. Roads with more than 2 lanes, described here as "Multi" experienced 2.81 FSI crashes per mile (409), compared to two-lane roads, which experienced 0.34 per mile (1186). Bicycle and pedestrian FSI crashes happened most frequently on two-lane roads.



Speed

Data: This section does not include interstate crashes.

In the SRPEDD region, roads with a posted speed limit greater than 50 mph saw the highest rate of fatalities and serious injuries at 1.95 FSI crashes per mile (143). Roads with a posted speed between 31-50 mph experienced 1.29 FSI crashes per mile (758), while roads with speeds 30mph or less experienced 0.25 crashes per mile (742). Bicycle and pedestrian crashes happened most often on low-speed roads.

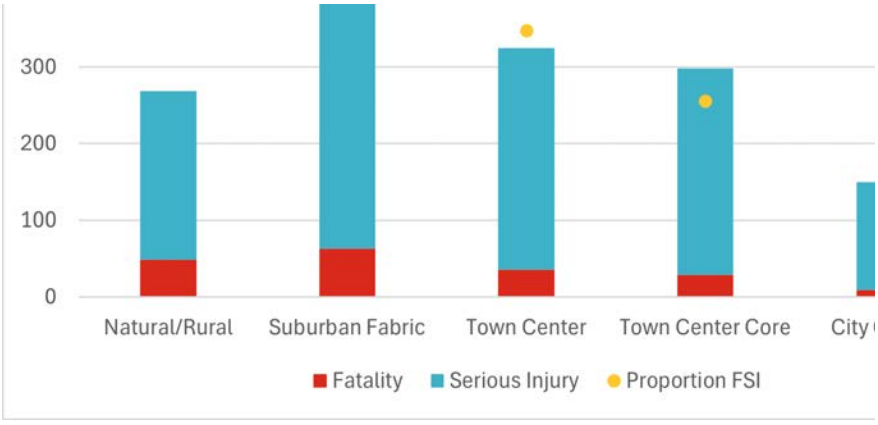
This analysis uses posted speeds as a metric. Actual speeds may vary considerably. Furthermore, data related to posted speed limits and other characteristics of local roads are dependent on updates from municipal owners and can be unreliable or out of date.

Context

Data: This section does not include interstate crashes.

The context of a road can influence speed, behavior, and related crash outcomes. For example, drivers might feel compelled to drive slowly in complex urban environments, where building setbacks are oriented towards the street. Conversely, drivers may feel comfortable driving at high speeds in rural areas that have a wider field of vision and fewer intersections. SRPEDD has compiled a context "transect zone" typology based on the context zones6 used to classify the density and character of places developed by the Institute of Transportation Engineers and Congress for the New Urbanism in 2017.

In this region, FSI crashes happened most frequently in areas classified as Suburban Fabric, where 530 FSI crashes took place (Figure 12). Natural/Rural contexts had fewer crashes (268) overall, and a lower rate when normalized by total area, but the crashes that occurred were more likely to result in a fatality or serious injury, with 3.1% of crashes in Natural/Rural places involving an FSI, and less than 1.4% of crashes involving an FSI in City Center contexts. City Centers often represent a very small, densely settled geography, with a much higher FSI crash rate when normalized by area.



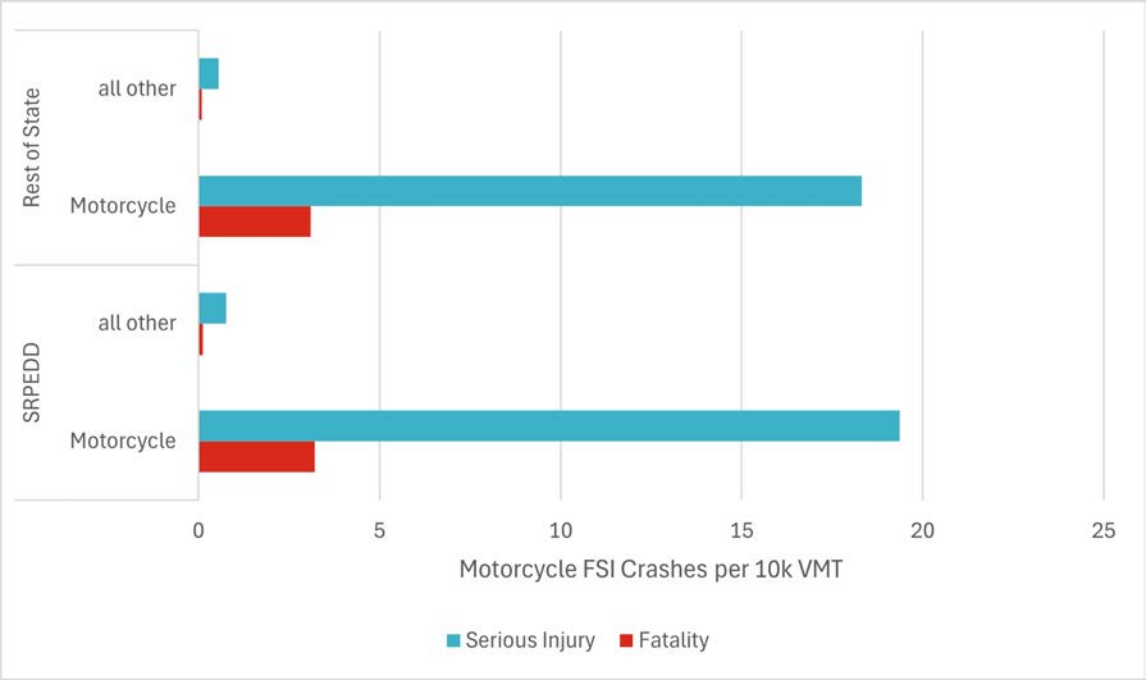
Motorcycles

Data: This section includes interstate crashes.

Motorcycle crashes in the SRPEDD region are a significant issue, representing a higher number of FSI crashes (309) than either pedestrians (200) or cyclists (42). According to the MassDOT vehicle census there are an estimated 14,1087 registered motorcycles in the SRPEDD region, compared to 518,267 passenger vehicles. Motorcycle registrations are 2.5% of all motor vehicle registrations, yet 17% of the FSI crashes during the study period involved motorcycles. A precise level of exposure is impossible to establish, as those involved in crashes might not be registered within the region, and motorcycles average fewer daily miles driven. Additionally, there is the potential for some equity concerns as motorcycles offer lower fuel and maintenance costs than other vehicles and may be used to reduce transportation spending, though many trips are likely to be recreational.

Motorcycle-involved FSI crashes were seen most frequently on Urban minor arterial or rural major collectors (46%), followed by Local roads (19%). When compared to all FSI crashes, motorcycle-involved incidents happen at a lower rate during times when road, lighting, and weather conditions were not dry, daylight/lit, or clear, potentially due to motorcyclists avoiding difficult road and weather conditions. They were more likely to involve left turns.

The analysis used MassDOT Vehicle Census data (the daily VMT Snapshot) to attempt to determine the crash risk for motorcyclists relative to their exposure or miles ridden (Figure 14). Motorcycle-involved FSI crashes in both SRPEDD and the rest of the state occur at a much higher rate than all other crashes when normalized by 10k daily VMT. SRPEDD performed slightly worse than the rest of the state on this metric, but this is a critical safety issue across the Commonwealth.



Municipal Highlights

Data: This section does not include interstate crashes and crashes on state highways with full access control.

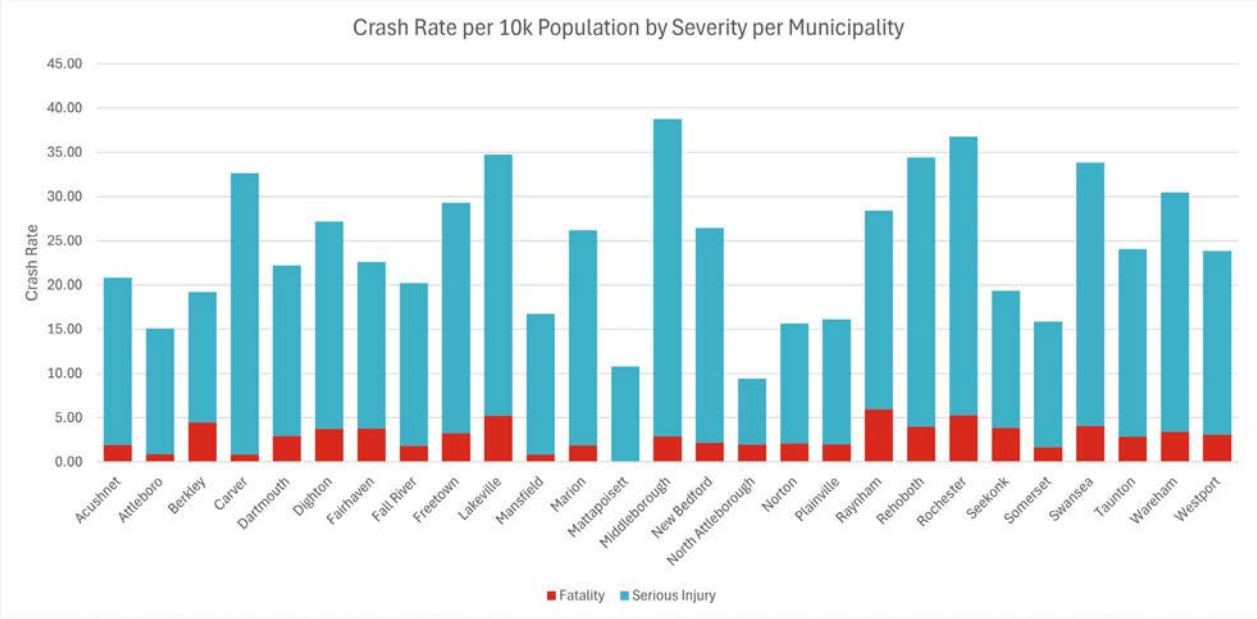
Table 3 provides a summary of crash statistics for the municipalities reporting the highest number of FSI crashes. New Bedford experienced the highest number of crashes, FSI crashes, VRU crashes (including motorcycles) and all injury crashes. When data is normalized by population, other municipalities were more prominent. This suggests that the number of crashes in New Bedford, Fall River, and Taunton is partly a function of the larger population and greater concentration of economic activity.

Table 3 also shows that while Dartmouth and Middleborough had significantly fewer FSI crashes compared with larger population centers, crashes in those communities were more likely to result in a fatality or serious injury when they occurred. For example, three percent of all crashes in Dartmouth resulted in a fatal or serious injury compared to 1.55% in Fall River and 1.56% in New Bedford.

On a population basis, per 10,000 population, Middleborough experienced the highest number of FSI crashes overall, as well as the highest number of FSI crashes involving vulnerable road users. Each municipality has their own unique safety concerns; normalizing the number of crashes by population allows for some level of comparison from one town to the next. A full municipal summary can be found in Appendix A.

	FSI	Any Injury	All Crashes	% FSI Crashes	FSI/10k pop	VRU FSI	VRU FSI/10k pop
New Bedford	267	3,693	17,120	1.56	26.41	107	10.59
Fall River	190	2,998	12,278	1.55	20.21	86	9.15
Taunton	143	1,755	8,045	1.78	24.07	44	7.41
Middleborough	94	731	3,509	2.68	38.77	29	11.96
Dartmouth	75	790	2,473	3.03	22.20	22	6.51

The FSI crashes per 10,000 population shown in Figure 7 reveals Raynham (5.9), Rochester (5.2), and Lakeville (5.2) all experienced a high number of fatal crashes for their relatively modest populations. Middleborough (38.8), Rochester (36.7), and Lakeville (34.7), had the highest overall FSI crash rates normalized by population. Of the four most populous cities in the SRPEDD region, Taunton had the highest rate of fatal crashes.



Appendix B: Municipal Level Project Locations

Introduction

During the development of this safety action plan, the high-injury network, high-risk network, and public feedback were used to identify candidate projects to ensure an effective and transparent approach to improve safety within the transportation system.

Intersections and segments that were identified in the high-injury network, high-risk network, or both were prioritized to form a list of candidate project locations for safety interventions. For the high-risk network, intersections and segments that were categorized as “critical” or “high” were included in the candidate list. For the high-injury network, thresholds were identified by mode (all, bicycle, pedestrian) and were discussed previously in this safety action plan.

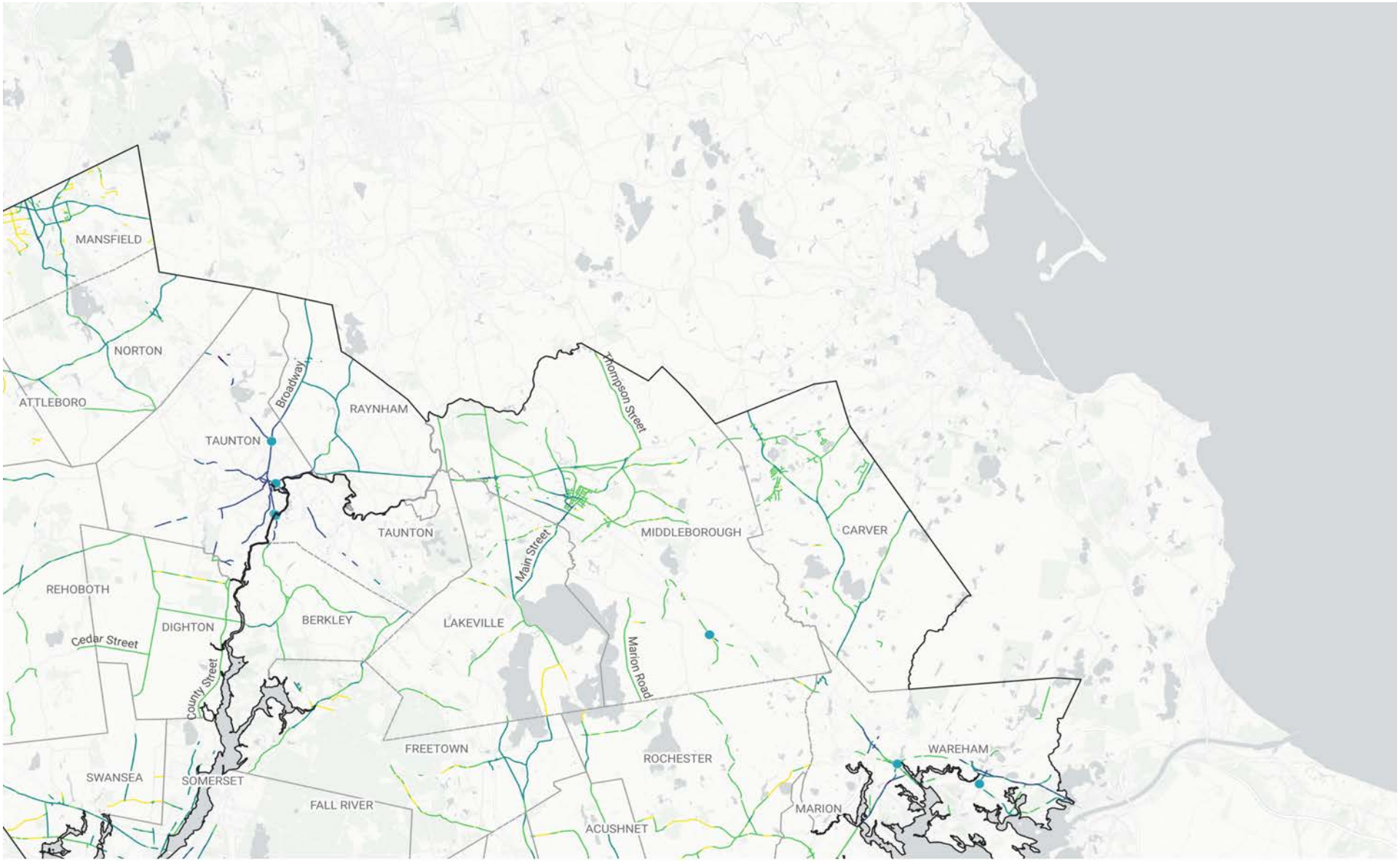
During the regional level review, many municipalities did not have many or any intersections or segments that fell within the criteria above. Therefore, as part of this plan, locations were identified on both a regional level and a municipal level to compare the locations on a regional level and on a municipal basis.

Countermeasures were identified for each of the candidate project locations at both the regional and municipal level. Given the significant number of candidate projects, prioritization will allow for SRPEDD and its communities to evaluate and rank the project based on their impact and feasibility. The prioritization matrix below serves to assess each project’s potential to address critical safety issues and align with overall safety goals. By assigning scores or weights to various criteria, the matrix helps identify high-priority projects that balance reactive and proactive strategies. The score or weight for each criterion is determined by needs and priorities. Incorporating these elements in the safety action plan’s priorities allows projects to address significant safety challenges while meeting the priorities of the SS4A Program.

Each project was ranked based on the methodology and the extent to which they met each criterion. For example, locations that were on both a proactive (HRN) and reactive (HIN) would receive a higher score. **Table 5-1** below presents the prioritized regional projects based on the project score.

Table B-1: Prioritization Matrix

HRN Criteria (total 50 points)	Critical	High
Included in the All Mode HRN	10	5
Included in the Pedestrian Mode HRN	10	5
Included in the Bike Mode HRN	10	5
Included in the Motor Vehicle HRN	10	5
Included in the Motorcycle HRN	10	5
HIN Criteria (total 30 points	**Criteria**	**Points**
All Modes (10 points maximum)	25+ score	10
	20-24 score	8
	15-19 score	6
	10-14 score	4
	5-10 score	2
	Not in HIN_All	0
Pedestrian (10 points maximum)	10+ score	10
	6-9 score	8
	<=5 score	2
	Not in HIN_Ped	0
Bicycle	5-6 score	10
	4	8
	3	6
	Not in HIN_Bike	0
Impact Criteria (total 10 points)	**Criteria**	**Points**
	4-5	10
	3	5
	1-2	2
Crash Cluster (total 10 points	**Criteria**	**Points**
	Yes	10
	No	0



Regional Projects: NE

- Intersection projects
- Zone Projects

Segment Project Scores

- 10 - 20
- 20 - 40
- 40 - 60
- 60 - 80
- 80 - 100

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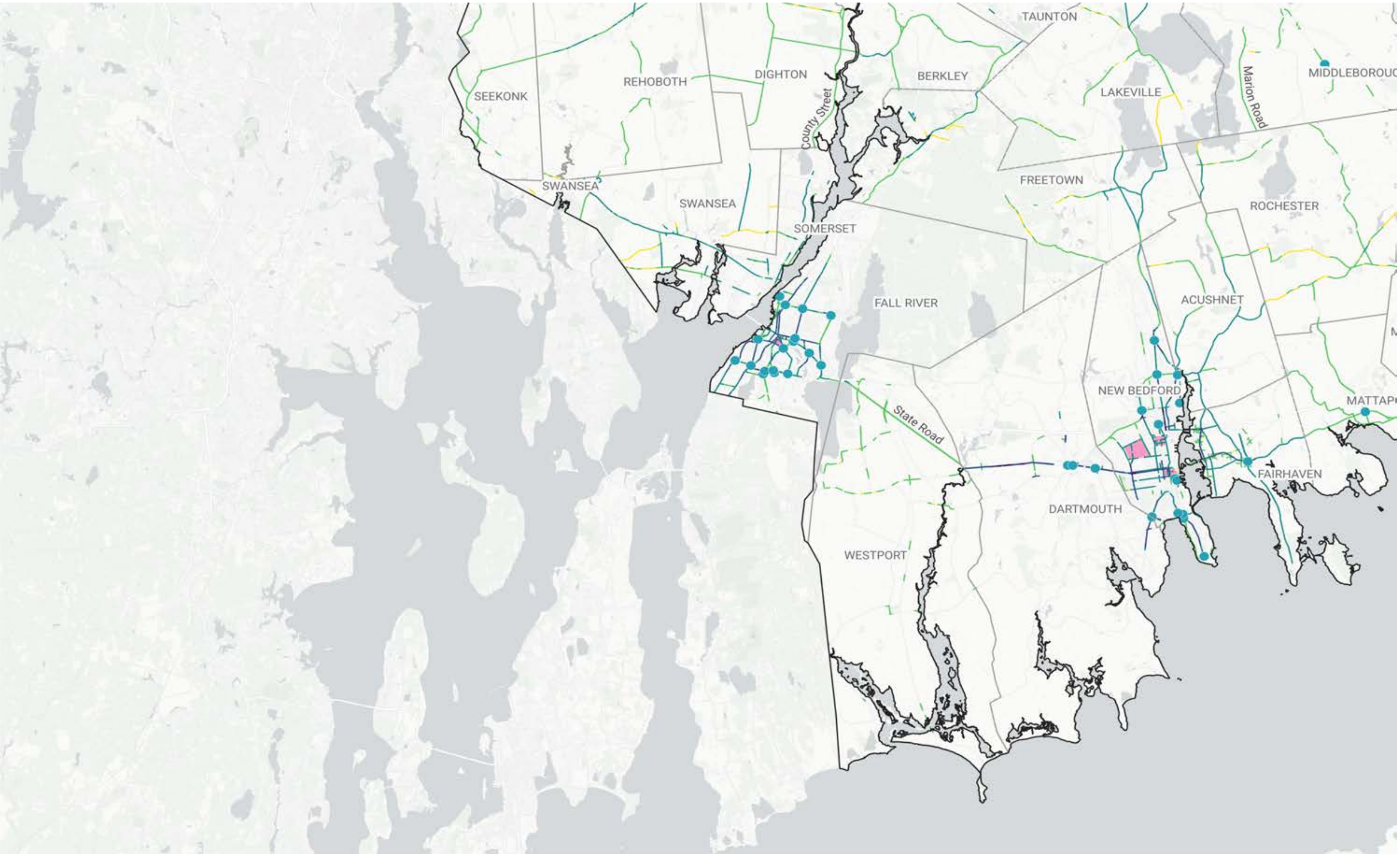

Regional Projects: SW

- Intersection projects
- Zone Projects

Segment Project Scores

- 10 - 20
- 20 - 40
- 40 - 60
- 60 - 80
- 80 - 100

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0 1 mi

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Regional Projects: NW

- Intersection projects
- Zone Projects

Segment Project Scores

- 10 - 20
- 20 - 40
- 40 - 60
- 60 - 80
- 80 - 100

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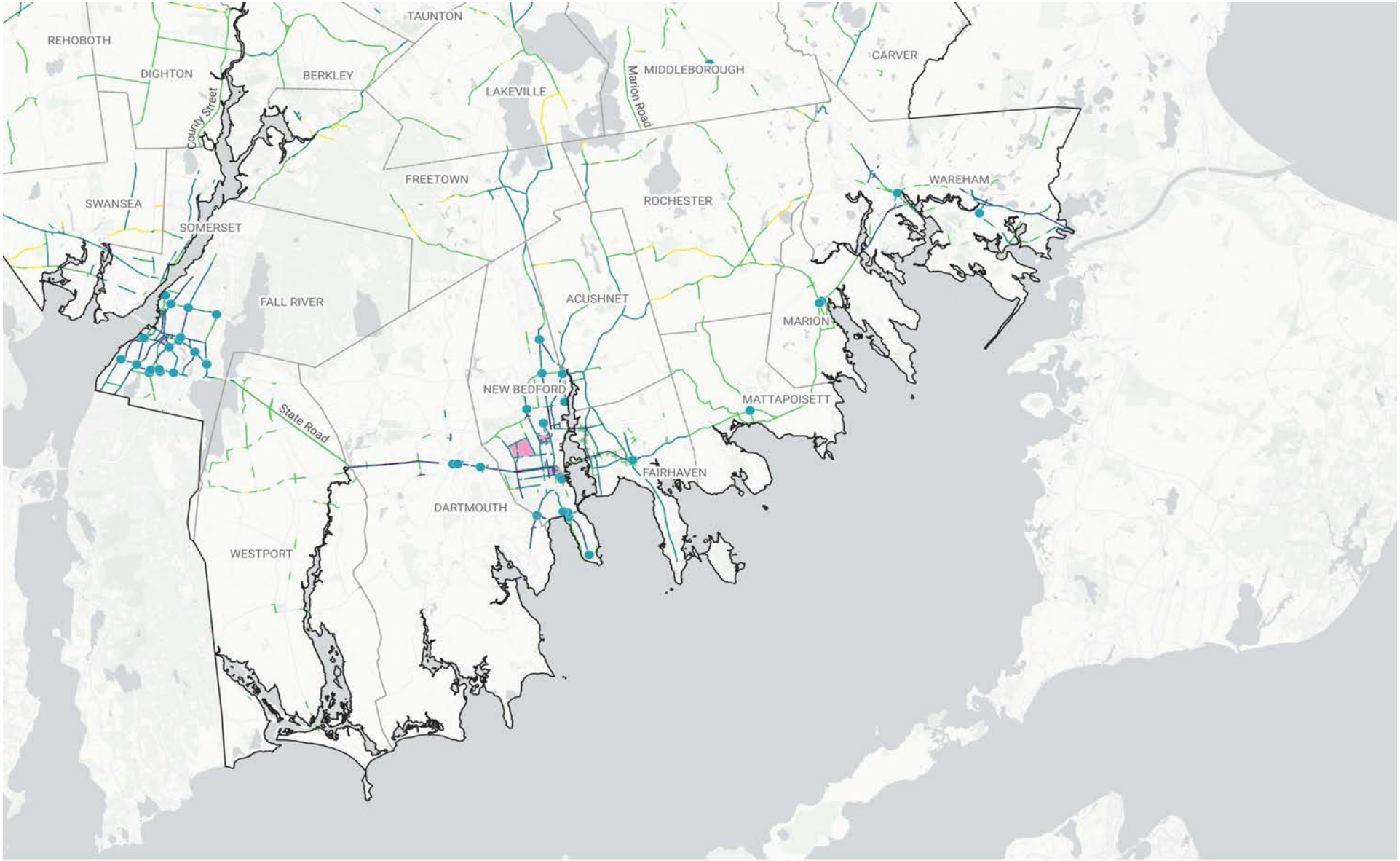

Regional Projects: SE

- Intersection projects
- Zone Projects

Segment Project Scores

- 10 - 20
- 20 - 40
- 40 - 60
- 60 - 80
- 80 - 100

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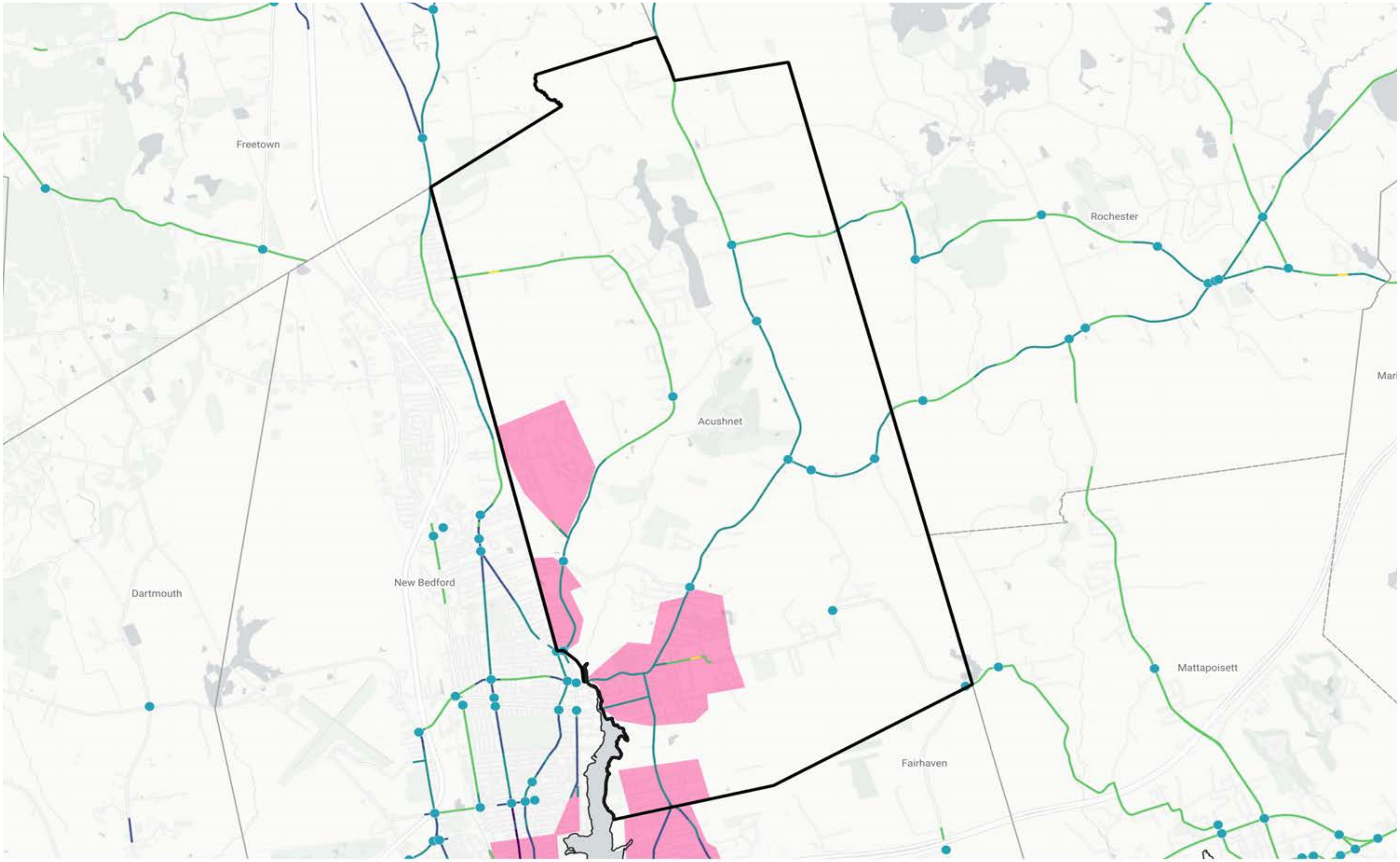

ACUSHNET

Intersection projects
Zone Projects

Segment Project Scores
10 - 20
20 - 40
40 - 60
60 - 80
80 - 100

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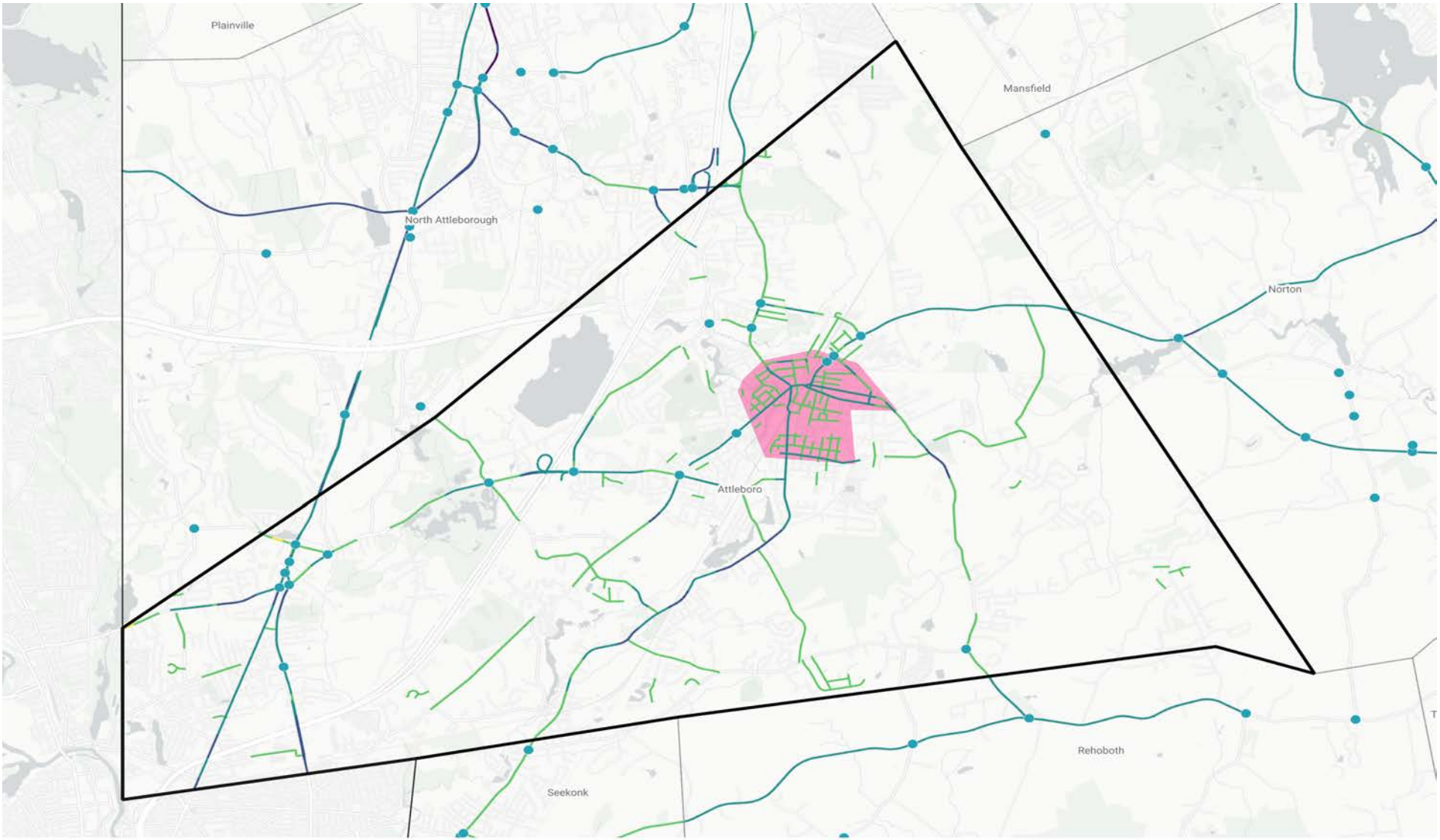
Intersection Priorities

Intersection Description	Town	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
Middle Rd. at Middlewood Dr./ Leonard St.	ACUSHNET	Unsignalized	Yes		Yes					Yes				Yes	Yes	
Main St. at Leonard St.	ACUSHNET	Unsignalized								Yes				Yes		
Main St. (MA Route 105) at Robinson Rd. (MA Route 105)	ACUSHNET	Unsignalized								Yes				Yes		
Main St. at Perry Hill Rd.	ACUSHNET	Unsignalized	Yes			Yes				Yes				Yes		
Perry Hill Rd. at Mendall Rd.	ACUSHNET	Unsignalized								Yes				Yes		
Perry Hill Rd. at Gammons Rd.	ACUSHNET	Unsignalized	Yes			Yes				Yes				Yes		
Hathaway Rd. at Mattapoisett Rd./Mendall Rd.	ACUSHNET	Unsignalized				Yes				Yes			Yes	Yes		
Mattapoisett Rd. at New Boston Rd.	ACUSHNET	Unsignalized	Yes			Yes				Yes				Yes		
Main St. at Hamlin St.	ACUSHNET	Unsignalized	Yes		Yes					Yes				Yes	Yes	
Middle Rd. at Hamlin St.	ACUSHNET	Unsignalized				Yes				Yes				Yes		

Segment Priorities

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
	Mattapoisett Rd. - Hathaway Rd./Mendall Rd. to New Boston Rd.	ACUSHNET			Yes	Yes			Yes	Yes	Yes
	Hathaway Rd. - Wing Ln. to Mattapoisett Rd./ Mendall Rd.	ACUSHNET			Yes	Yes				Yes	Yes
	Mendall Rd. - Mattapoisett Rd./Hathaway Rd to Perry Hill Rd.	ACUSHNET				Yes					Yes
	Perry Hill Rd. - Main St. to Mendall Rd.	ACUSHNET			Yes	Yes	Yes				Yes
	Perry Hill Rd. - Mendall Rd. to Rochester T.L.	ACUSHNET	Yes			Yes	Yes			Yes	Yes
MA Route 105	Robinson Rd. - Main St. (MA Route 105) to Rochester T.L.	ACUSHNET			Yes	Yes				Yes	Yes
	Hamlin St. - Middle Rd. to Main St.	ACUSHNET				Yes			Yes	Yes	Yes
	Leonard St. - Middle St. to Main St.	ACUSHNET			Yes	Yes					Yes
	Main St. - Hamlin St. to Perry Hill Rd.	ACUSHNET			Yes	Yes				Yes	Yes
	Main St. - Perry Hill Rd. to Robinson Rd. (MA Route 105)	ACUSHNET			Yes	Yes				Yes	Yes
MA Route 105	Main St. - Robinson Rd. (MA Route 105) to Rochester T.L.	ACUSHNET				Yes				Yes	Yes
	Peckham Rd. - New Bedford T.L. to Sunset Ave.	ACUSHNET				Yes	Yes				Yes
	Peckham Rd./Middle Rd. - Sunset Ave. to Reservoir Rd.	ACUSHNET			Yes	Yes			Yes	Yes	Yes
	Middle Rd. - Reservoir Rd. to Hamlin St.	ACUSHNET		Yes		Yes					Yes
	S. Main St - River St. to Pembroke Ave	ACUSHNET			Yes	Yes				Yes	Yes



ATTLEBORO

- Intersection projects
- Zone Projects

Segment Project Scores

- 10 - 20
- 20 - 40
- 40 - 60
- 60 - 80
- 80 - 100

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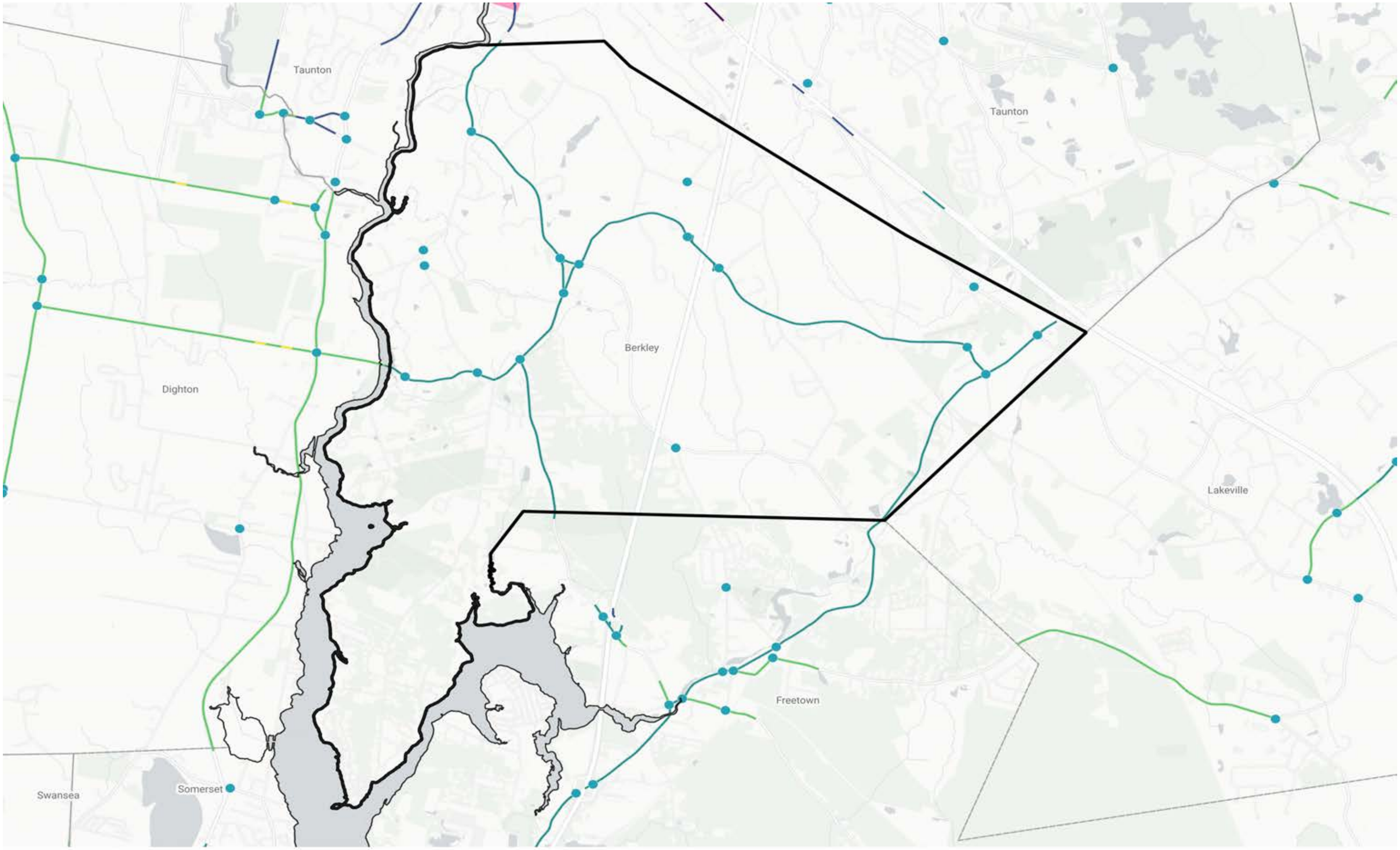
Intersection Priorities

Intersection Description	Town	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
Route 123 at Olive St.	ATTLEBORO	Signalized	No	Yes	No	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	No	No
Route 1 at Route 123	ATTLEBORO	Signalized	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No
Route 1A at Route 123	ATTLEBORO	Signalized	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes	No
Route 1 at Route 1A	ATTLEBORO	Signalized	No	No	Yes	No	Yes	Yes	<Null>	Yes	Yes	No	No	Yes	<Null>	<Null>
Route 1A at Carleton St and Pitas Ave	ATTLEBORO	Signalized	Yes	Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Yes	No
Route 1 at May St.	ATTLEBORO	Signalized	No	No	Yes	No	Yes	Yes	No	Yes	Yes	Yes	No	Yes	No	No
Newport Ave at May St	ATTLEBORO	Unsignalized	No	No	Yes	Yes	No	No	No	Yes	No	No	Yes	Yes	Yes	Yes
Route 123 (South Ave) at Tiffany St	ATTLEBORO	Signalized	No	No	Yes	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Yes	Yes	No
Route 123 at Lanthrop Rd.	ATTLEBORO	Unsignalized	No	No	Yes	Yes	No	No	No	Yes	No	No	Yes	Yes	Yes	Yes
Route 123 at Peck St.	ATTLEBORO	Unsignalized	No	No	No	No	No	No	No	Yes	No	No	Yes	Yes	Yes	No
Route 123 at Holden St.	ATTLEBORO	Signalized	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No	No
Route 152 at Holden St.	ATTLEBORO	Unsignalized	No	No	Yes	Yes	No	No	No	Yes	No	No	Yes	Yes	Yes	Yes
Route 152 at West St.	ATTLEBORO	Unsignalized	No	No	No	Yes	No	No	No	Yes	No	No	Yes	Yes	Yes	No
West St. at North Ave.	ATTLEBORO	Unsignalized	No	No	No	Yes	No	No	No	Yes	No	No	Yes	Yes	Yes	Yes
County Square: Route 123 at County St./Thacher St.	ATTLEBORO	Signalized	No	No	Yes	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes	No	No
Briggs Corner: Route 118 Park Ave. at Oakhill Ave.	ATTLEBORO	Unsignalized	No	No	Yes	Yes	No	No	No	Yes	No	No	Yes	Yes	Yes	Yes
Route 1 at Angeline St.	ATTLEBORO	Signalized	No	No	Yes	No	Yes	Yes	No	No	Yes	No	No	Yes	No	No
Pleasant St. at Forest St.	ATTLEBORO	Signalized	No	No	No	Yes	Yes	Yes	No	Yes	Yes	<Null>	<Null>	Yes	No	No

Segment Priorities

Segment Priorities

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
	Holden Street	ATTLEBORO		Yes	Yes	Yes	Yes	Yes	Yes		Yes
Route 1	Washington Street	ATTLEBORO	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route 1A	Newport Avenue	ATTLEBORO	Yes			Yes	Yes	Yes		Yes	Yes
Route 123	Highland Avenue	ATTLEBORO			Yes	Yes	Yes	Yes		Yes	Yes
Route 123	Newport Ave/West St.	ATTLEBORO			Yes	Yes	Yes	Yes		Yes	Yes
	Lathrop St/West St	ATTLEBORO		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	May St.	ATTLEBORO		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	County St.	ATTLEBORO				Yes		Yes		Yes	Yes
Route 123	South Ave./ Thacher St.	ATTLEBORO		Yes	Yes	Yes	Yes	Yes			Yes
Route 123	County St.	ATTLEBORO		Yes	Yes	Yes	Yes	Yes			Yes
	North Ave.	ATTLEBORO		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route 152	South Main St.	ATTLEBORO			Yes	Yes	Yes	Yes		Yes	Yes
Route 152	South Main St.	ATTLEBORO		Yes	Yes	Yes	Yes	Yes	Yes		Yes
Thacher St.	Thacher St.	ATTLEBORO		Yes	Yes	Yes	Yes	Yes			Yes
	Olive St.	ATTLEBORO		Yes	Yes	Yes	Yes	Yes			Yes
	Maple St.	ATTLEBORO		Yes	Yes	Yes		Yes	Yes		Yes
	O'Neill Blvd	ATTLEBORO		Yes	Yes	Yes	Yes	Yes			Yes
Route 152	North Main St.	ATTLEBORO		Yes	Yes	Yes	Yes	Yes			Yes
Route 152	North Main St.	ATTLEBORO		Yes	Yes	Yes	Yes	Yes			Yes
Route 152	North Main St.	ATTLEBORO		Yes	Yes	Yes	Yes	Yes			Yes
Route 118	Park Ave.	ATTLEBORO		Yes	Yes	Yes	Yes	Yes	Yes		Yes
Route 118	Park Ave.	ATTLEBORO		Yes	Yes	Yes	Yes	Yes	Yes		Yes
	Emory St.	ATTLEBORO		Yes	Yes	Yes	Yes	Yes			Yes
Route 118	Park Ave.	ATTLEBORO		Yes	Yes	Yes	Yes	Yes			Yes
	Forest St.	ATTLEBORO		Yes	Yes	Yes	Yes	Yes			Yes
Route 123	Pleasant St.	ATTLEBORO			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route 123	Pleasant St.	ATTLEBORO	Yes	Yes	Yes	Yes	Yes	Yes			Yes
	Tiffany Ave./ Rocklawn Ave.	ATTLEBORO		Yes	Yes	Yes		Yes	Yes	Yes	Yes
	Bishop St.	ATTLEBORO		Yes	Yes	Yes		Yes	Yes	Yes	Yes
	Pike Ave.	ATTLEBORO		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Route 123	South Ave.	ATTLEBORO	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route 123	County St.	ATTLEBORO		Yes	Yes	Yes	Yes	Yes	Yes		Yes



BERKLEY

Intersection projects
Zone Projects

Segment Project Scores
10 - 20
20 - 40
40 - 60
60 - 80
80 - 100

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SRPEDD Southeastern Regional Planning & Economic Development District

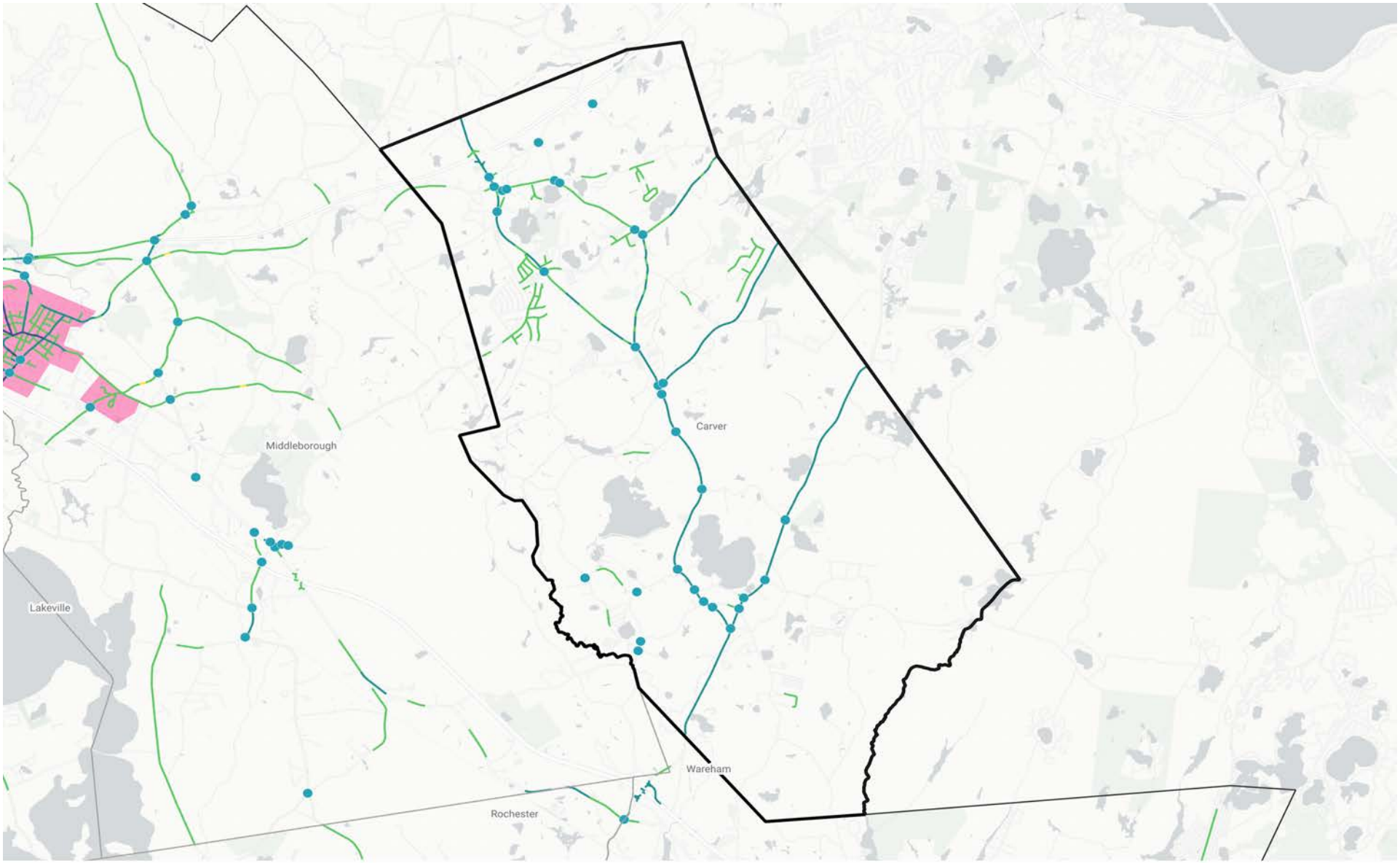
Intersection Priorities

Intersection Description	Town	County	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
Elm St. at Berkley St.	BERKLEY	BRISTOL	Unsignalized												Yes		
Elm St. at Forrest St.	BERKLEY	BRISTOL	Unsignalized								Yes				Yes		
Elm St. at S. Main St.	BERKLEY	BRISTOL	Unsignalized								Yes				Yes		
S. Main St./Porter St. at N. Main St.	BERKLEY	BRISTOL	Unsignalized				Yes				Yes				Yes		
Porter St. at Locust St.	BERKLEY	BRISTOL	Unsignalized				Yes				Yes				Yes		Yes
N. Main St. at Locust St.	BERKLEY	BRISTOL	Unsignalized				Yes				Yes				Yes		
Padelford St. at MA Route 24 SB Off-Ramp	BERKLEY	BRISTOL	Unsignalized				Yes										
Padelford St. at MA Route 24 NB Off-Ramp	BERKLEY	BRISTOL	Unsignalized				Yes										
Padelford St./Church St. at Holloway St.	BERKLEY	BRISTOL	Unsignalized												Yes		
Myricks St. (MA Route 79) at Church St.	BERKLEY	BRISTOL	Unsignalized				Yes				Yes				Yes		
Myricks St. (MA Route 79) at County St.	BERKLEY	BRISTOL	Unsignalized								Yes				Yes		
County St. at Holloway St.	BERKLEY	BRISTOL	Unsignalized								Yes				Yes		
Sanford St. at Forrest St.	BERKLEY	BRISTOL	Unsignalized												Yes		
Berkley St. at Sanford St.	BERKLEY	BRISTOL	Unsignalized				Yes				Yes				Yes		
Berkley St. at N. Main St.	BERKLEY	BRISTOL	Unsignalized				Yes				Yes				Yes		

Segment Priorities

Intersection Description	Town	County	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
Jarome St. at Orchard St.	BERKLEY	BRISTOL	Unsignalized	Yes							Yes				Yes		
Bryant St. at Algerine St.	BERKLEY	BRISTOL	Unsignalized				Yes				Yes				Yes		

Route ID	Street Name	City/ Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
	Berkley St. - N. Main St. to Taunton T.L.	BERKLEY				Yes					Yes
	Berkley St. - Elm St. to N. Main St.	BERKLEY			Yes	Yes			Yes	Yes	Yes
	Elm St./S. Main St./Porter St. - Taunton River to Locust St.	BERKLEY			Yes	Yes				Yes	Yes
	Porter St./Padelford St. - Locust St. to MA Route 24 SB Off-Ramp	BERKLEY			Yes	Yes				Yes	Yes
	Padelford St. - MA Route 24 SB Off-Ramp to MA Route 24 NB Off-Ramp	BERKLEY			Yes	Yes				Yes	Yes
	Padelford St./Church St. - MA Route 24 NB Off-Ramp to Myricks St.	BERKLEY			Yes	Yes				Yes	Yes
MA Route 79	Myricks St. - Freetown T.L to Taunton T.L.	BERKLEY			Yes	Yes				Yes	Yes
	N. Main St. - Berkley St. to S. Main St./Porter St.	BERKLEY			Yes	Yes				Yes	Yes
	Locust St./Bryant St. - N. Main St. to Algerine St.	BERKLEY			Yes	Yes				Yes	Yes
	Bryant St. - Algerine St. to Freetown T.L.	BERKLEY			Yes	Yes				Yes	Yes
	S. Main St. - Freetown T.L. to Elm St.	BERKLEY			Yes	Yes				Yes	Yes
	Sanford St. - Berkley St. to Shannon Dr.	BERKLEY								Yes	Yes
	Forrest St. - Sanford St. to Elm St.	BERKLEY								Yes	Yes
	Jerome St. - Taunton T.L. to Pine St.	BERKLEY			Yes	Yes				Yes	Yes
	Jerome St. - Pine St to End	BERKLEY				Yes				Yes	Yes
	Orchard St. - Jerome St. to Carlos Estates Dr.	BERKLEY				Yes				Yes	Yes
	Holloway St. - Padelford St. to County St.	BERKLEY			Yes	Yes			Yes	Yes	Yes
	County St. - Taunton T.L. to Lakeville T.L.	BERKLEY	Yes		Yes	Yes				Yes	Yes
	Bay View Ave. - Chester Ave. to David Way	BERKLEY			Yes	Yes				Yes	Yes



CARVER

Intersection projects

Zone Projects

Segment Project Scores

10 - 20

20 - 40

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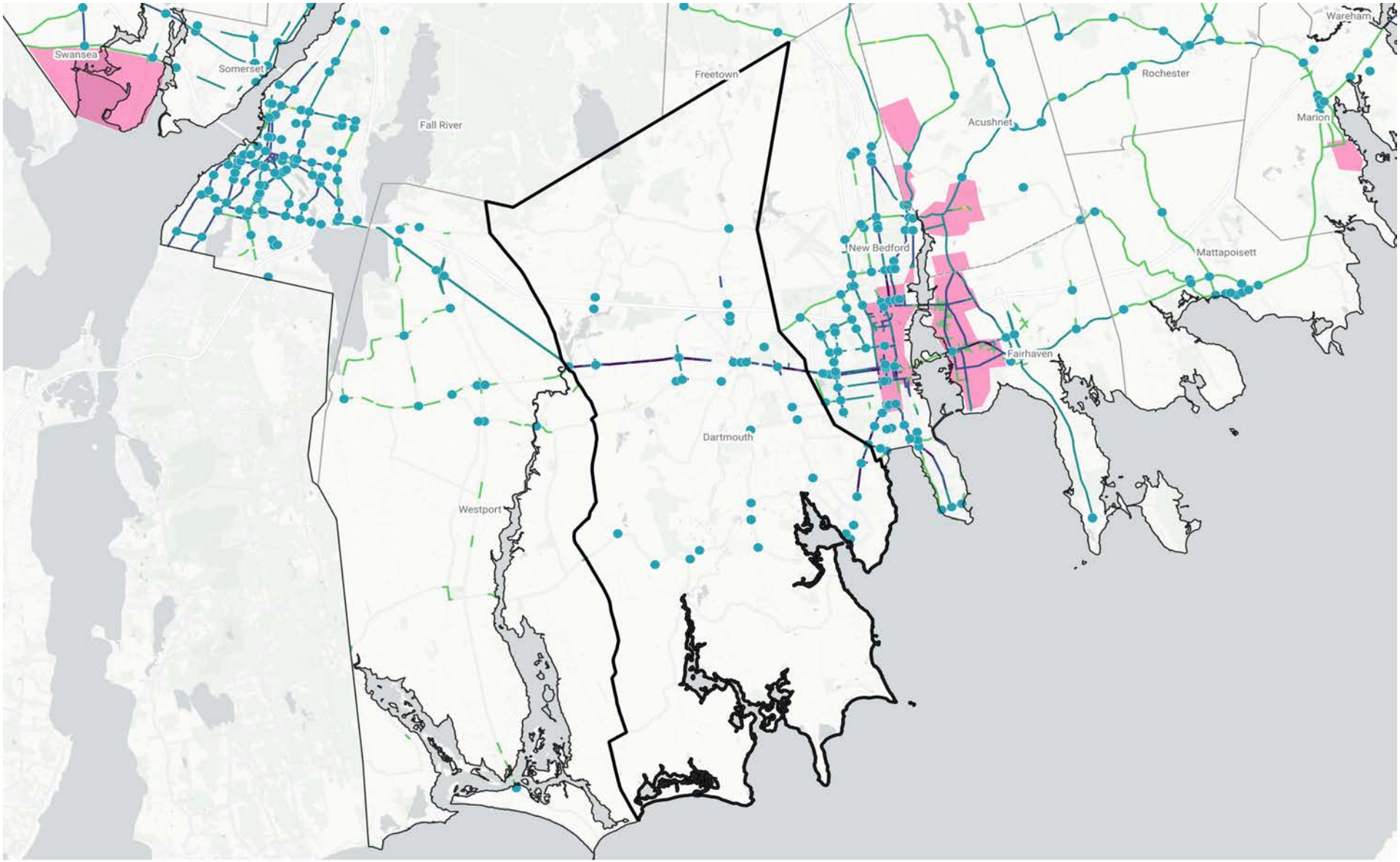
SRPEDD Southeastern Regional Planning & Economic Development District

Intersection Description	Town *	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
High St. at Snappit Rd.	CARVER	Unsignalized												Yes		
Route 58 at High St.	CARVER	Unsignalized	Yes													
High St. at Gate St.	CARVER	Unsignalized	Yes											Yes		
Plymouth St. at N Main St.	CARVER	Signalized		Yes										Yes	Yes	
Plymouth St. at Braddock Way	CARVER	Unsignalized	Yes										Yes		Yes	
Plymouth St. at Green St.	CARVER	Unsignalized												Yes		
N Main St. at Green St.	CARVER	Unsignalized	Yes													
Plymouth St. / Center St. at Gate St.	CARVER	Unsignalized	Yes											Yes		
Center St. at Plymouth St.	CARVER	Unsignalized												Yes	Yes	
Center St. at Silva St.	CARVER	Unsignalized												Yes		
Center St. at Wenham Rd.	CARVER	Unsignalized												Yes		
Main St. at Center St.	CARVER	Unsignalized			Yes	Yes								Yes		
Main St. at S Meadow Rd.	CARVER	Unsignalized			Yes	Yes								Yes		
S Meadow Rd. at Crescent Rd.	CARVER	Unsignalized												Yes		
Main St. at Crescent Rd.	CARVER	Unsignalized	Yes													
Main St. at Meadow St.	CARVER	Unsignalized												Yes		
Main St. at Mayflower Rd.	CARVER	Unsignalized	Yes											Yes		
Meadow St. at Pine St.	CARVER	Unsignalized												Yes		
Rochester Rd. at Pine St.	CARVER	Unsignalized												Yes		
S Main St. at Rochester Rd.	CARVER	Unsignalized												Yes		
Rochester Rd. at Indian St.	CARVER	Unsignalized												Yes		
Rochester St. at Meadow St.	CARVER	Unsignalized												Yes		
S Main St. at Lakeview St.	CARVER	Unsignalized	Yes											Yes		
S Main St. at Indian St.	CARVER	Unsignalized	Yes											Yes		
Tremont St. at S Main St.	CARVER	Unsignalized											Yes	Yes		
Tremont St. at Mayflower Rd.	CARVER	Unsignalized												Yes		Yes
Tremont St. at Cranberry Rd.	CARVER	Unsignalized												Yes		
Tremont St. at Lakeview St.	CARVER	Unsignalized			Yes								Yes	Yes		
Tremont St. at Church St.	CARVER	Unsignalized												Yes		
S Main St. at Church St.	CARVER	Unsignalized												Yes		
Main St. at Purchase St. and Silva St.	CARVER	Signalized	Yes		Yes									Yes		

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
	Tremont St	CARVER				Yes		Yes		Yes	Yes
	Tremont St	CARVER				Yes		Yes		Yes	Yes
	Tremont St	CARVER			Yes				Yes		
	Lakeview St.	CARVER							Yes	Yes	Yes
	Church St.	CARVER							Yes	Yes	Yes
	Cranberry Rd.	CARVER							Yes	Yes	
58	Tremont St.	CARVER			Yes	Yes		Yes			
	Tremont St.	CARVER									Yes
	Tremont St.	CARVER									Yes
	Wareham St	CARVER			Yes					Yes	
58	S Main St.	CARVER				Yes		Yes			
58	S Main St.	CARVER				Yes		Yes	Yes		
58	S Main St.	CARVER				Yes		Yes	Yes		
58	S Main St.	CARVER				Yes		Yes			
58	S Main St.	CARVER				Yes		Yes			
58	Main St.	CARVER				Yes		Yes			
58	Main St.	CARVER				Yes		Yes			
58	Main St.	CARVER				Yes		Yes			
58	Main St.	CARVER	Yes	Yes		Yes		Yes			Yes
58	Main St.	CARVER	Yes	Yes		Yes		Yes			Yes
58	N Main St.	CARVER				Yes		Yes			
58	N Main St.	CARVER				Yes		Yes			
58		CARVER	Yes			Yes		Yes			
58		CARVER		Yes		Yes	Yes	Yes			
58		CARVER	Yes			Yes		Yes			
58		CARVER		Yes		Yes	Yes	Yes			
	Mayflower Rd.	CARVER							Yes	Yes	Yes
	S Meadow Rd.	CARVER		Yes		Yes		Yes		Yes	Yes
	S Meadow Rd.	CARVER		Yes	Yes	Yes		Yes			Yes
	Crescent Rd.	CARVER			Yes				Yes	Yes	Yes
	Indian St.	CARVER							Yes	Yes	
	Rochester Rd.	CARVER			Yes					Yes	Yes
	Rochester Rd.	CARVER			Yes				Yes	Yes	Yes
	Rochester Rd.	CARVER								Yes	Yes
	Rochester Rd.	CARVER								Yes	
	Pine St.	CARVER			Yes					Yes	Yes
	Meadow St.	CARVER								Yes	
	Meadow St.	CARVER				Yes		Yes		Yes	
	Plymouth St.	CARVER								Yes	Yes
	High St.	CARVER							Yes	Yes	
	High St.	CARVER							Yes	Yes	
	Plymouth St.	CARVER								Yes	Yes
	Wenham Rd.	CARVER				Yes		Yes	Yes	Yes	Yes
	Purchase St.	CARVER				Yes		Yes			Yes
	Fosdick Rd.	CARVER			Yes	Yes		Yes		Yes	Yes
	Plymouth St.	CARVER		Yes		Yes		Yes	Yes		Yes
	Plymouth St.	CARVER									Yes

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
	Green St.	CARVER			Yes				Yes		
	Center St.	CARVER			Yes					Yes	Yes
	Center St.	CARVER				Yes		Yes			Yes
	Silva St.	CARVER				Yes		Yes	Yes	Yes	Yes
	Silva St.	CARVER				Yes		Yes		Yes	Yes
	Silva St.	CARVER				Yes		Yes		Yes	Yes
	High St.	CARVER								Yes	
	Snappit Rd.	CARVER			Yes					Yes	Yes
	Gate St.	CARVER			Yes					Yes	Yes



DARTMOUTH

Intersection projects

Zone Projects

Segment Project Scores

10 - 20

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SRPEDD Southeastern Regional Planning & Economic Development District

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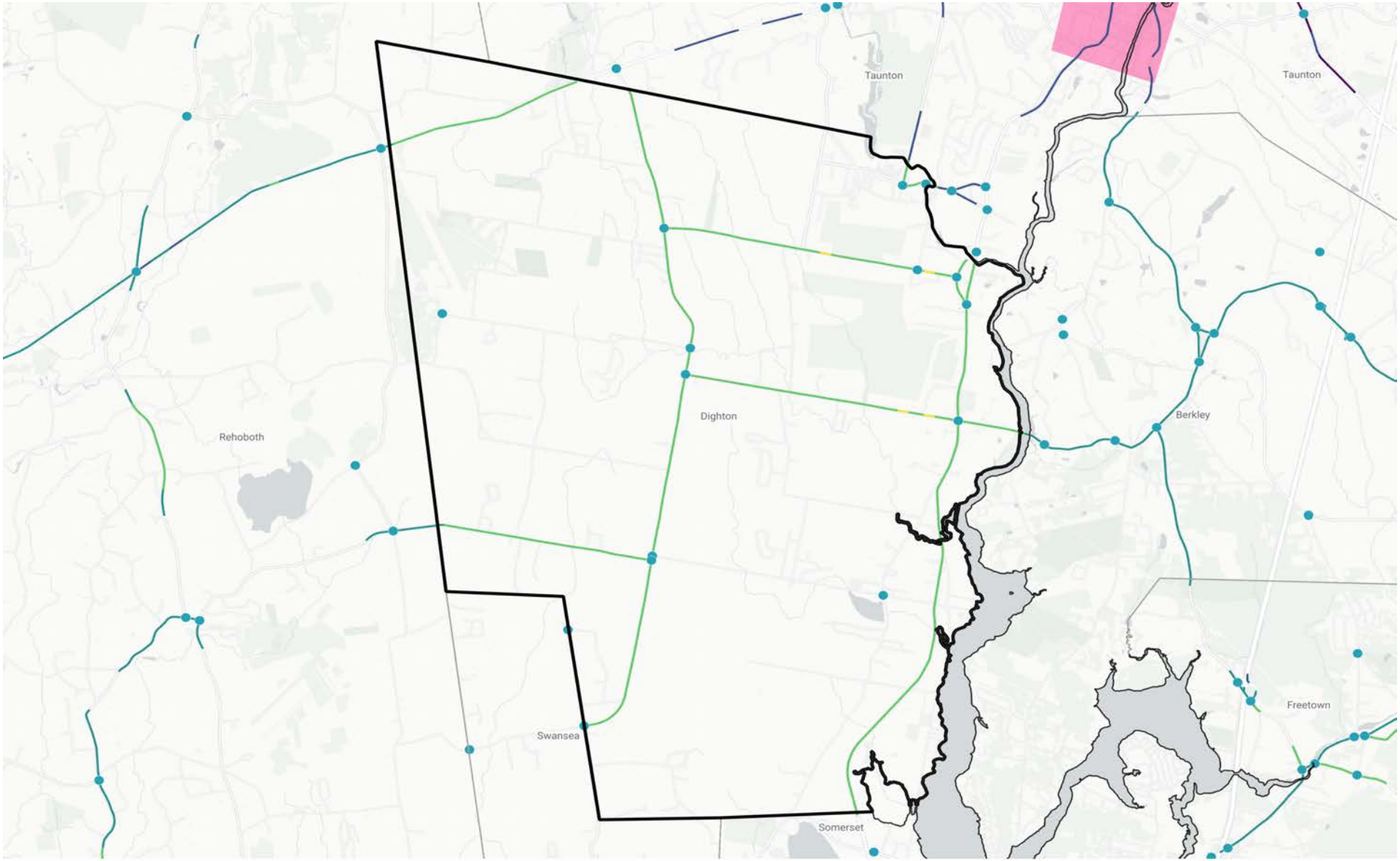
Intersection Description	Town/ City	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
Gidley Town Rd. at Fisher Rd.	DARTMOUTH	Unsignalized	Yes											Yes		
Fisher Rd. at Woodcock Rd.	DARTMOUTH	Unsignalized	Yes											Yes		
Woodcock Rd. at Russells Mills Rd.	DARTMOUTH	Unsignalized								Yes				Yes		
Chase Rd. at Russells Mills Rd.	DARTMOUTH	Unsignalized												Yes		
Russells Mills Rd. at Bakerville Rd.	DARTMOUTH	Unsignalized	Yes		Yes	Yes								Yes	Yes	
Gulf Rd. at Bakerville Rd.	DARTMOUTH	Unsignalized	Yes		Yes					Yes				Yes	Yes	
Bridge St. at Elm St.	DARTMOUTH	Unsignalized	Yes		Yes									Yes	Yes	
Prospect St. at Elm St.	DARTMOUTH	Unsignalized	Yes		Yes									Yes	Yes	
Dartmouth St. at Prospect St./Middle St.	DARTMOUTH	Unsignalized	Yes		Yes	Yes				Yes				Yes	Yes	
Russells Mills Rd. at Tucker Rd.	DARTMOUTH	Unsignalized			Yes	Yes								Yes	Yes	
Russells Mills Rd. at Slocum Rd.	DARTMOUTH	Unsignalized	Yes		Yes	Yes							Yes	Yes	Yes	Yes
Dartmouth St. at Sol E Mar St.	DARTMOUTH	Unsignalized			Yes									Yes	Yes	
Dartmouth St. at Temple St./ Cove Rd./Russells Mills Rd.	DARTMOUTH	Signalized		Yes	Yes		Yes	Yes	Yes	Yes	Yes			Yes	Yes	
Old Westport Rd. at UMass Dartmouth Dwy.	DARTMOUTH	Unsignalized			Yes	Yes							Yes	Yes	Yes	Yes
Old Westport Rd. at Cross Rd.	DARTMOUTH	Unsignalized	Yes		Yes					Yes				Yes	Yes	Yes
Old Westport Rd. at Chase Rd.	DARTMOUTH	Signalized			Yes		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Grand Army of the Republic Hwy. (US-6) at Faunce Corner Mall Rd./Old Westport Rd.	DARTMOUTH	Signalized				Yes	Yes	Yes			Yes	Yes	Yes		Yes	
Faunce Corner Mall Rd. at Cross Rd.	DARTMOUTH	Signalized			Yes	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes	
Faunce Corner Mall Rd. at I-195 EB Ramps	DARTMOUTH	Signalized	Yes		Yes		Yes	Yes						Yes	Yes	
Faunce Corner Rd. at I-195 WB Ramps	DARTMOUTH	Signalized	Yes		Yes		Yes	Yes						Yes	Yes	
Faunce Corner Rd. at Old Fall River Rd.	DARTMOUTH	Unsignalized	Yes							Yes				Yes		
Slocum Rd. at Hawthorn St.	DARTMOUTH	Unsignalized			Yes					Yes				Yes	Yes	Yes
Tucker Rd. at Allen St.	DARTMOUTH	Unsignalized	Yes			Yes								Yes		
Slocum Rd. at Allen St.	DARTMOUTH	Signalized	Yes	Yes	Yes		Yes	Yes	Yes					Yes	Yes	
Grand Army of the Republic Hwy. (US-6) at Tucker Rd./ Champion Ter.	DARTMOUTH	Signalized		Yes	Yes	Yes	Yes	Yes	Yes		Yes			Yes	Yes	
Grand Army of the Republic Hwy. (US-6) at Hathaway Rd.	DARTMOUTH	Unsignalized								Yes				Yes	Yes	
Grand Army of the Republic Hwy. (US-6) at Slocum Rd.	DARTMOUTH	Signalized		Yes		Yes	Yes	Yes		Yes	Yes			Yes	Yes	

Intersection Description	Town/ City	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
Grand Army of the Republic Hwy. (US-6) at Cross Rd.	DARTMOUTH	Signalized		Yes			Yes	Yes		Yes	Yes				Yes	
Grand Army of the Republic Hwy. (US-6) at Reed Rd.	DARTMOUTH	Signalized		Yes		Yes	Yes	Yes			Yes				Yes	
Grand Army of the Republic Hwy. (US-6) at American Legion Hwy. (MA-177)	DARTMOUTH	Unsignalized	Yes		Yes	Yes								Yes	Yes	
Hathaway Rd. at Slocum Rd.	DARTMOUTH	Unsignalized								Yes				Yes		Yes
Reed Rd. at I-195 EB Ramps	DARTMOUTH	Unsignalized	Yes											Yes		
Reed Rd. at I-195 WB Ramps	DARTMOUTH	Unsignalized	Yes											Yes		

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
	Gidley Town Rd. - Westport T.L. to Fisher Rd.	DARTMOUTH			Yes				Yes	Yes	
	Fisher Rd. - Gidley Town Rd. to Woodcock Rd.	DARTMOUTH			Yes	Yes			Yes	Yes	Yes
	Woodcock Rd. - Fisher Rd. to Russells Mills Rd.	DARTMOUTH			Yes					Yes	Yes
	Russells Mills Rd. - Fisher Rd. to Gulf Rd. West	DARTMOUTH			Yes				Yes	Yes	Yes
	Russells Mills Rd. - Gulf Rd. West to Bakerville Rd.	DARTMOUTH				Yes					Yes
	Bakerville Rd. - Russells Mills Rd. to Gulf Rd./Gulf Rd. West	DARTMOUTH		Yes						Yes	Yes
	Gulf Rd. - Bakerville Rd./Gulf Rd. West to Mast Head Ln.	DARTMOUTH			Yes	Yes		Yes		Yes	Yes
	Gulf Rd. - Mast Head Ln. to West Smith Neck Rd.	DARTMOUTH			Yes	Yes		Yes			Yes
	Gulf Rd. - West Smith Neck Rd. to Water St./Bridge St.	DARTMOUTH		Yes	Yes	Yes					
	Bridge St. - Gulf Rd./Water St. to Elm St.	DARTMOUTH		Yes	Yes	Yes		Yes			Yes
	Elm St. - Bridge St. to Prospect St.	DARTMOUTH		Yes	Yes	Yes					Yes
	Prospect St. - Elm St. to Middle St./Dartmouth St.	DARTMOUTH			Yes	Yes				Yes	
	Dartmouth St. - Middle St./Prospect St. to Howland St.	DARTMOUTH		Yes	Yes	Yes				Yes	Yes
	Dartmouth St. - Howland St. to New Bedford T.L.	DARTMOUTH	Yes	Yes	Yes	Yes				Yes	Yes
	Sol E Mar St. - Dartmouth St. to Harvey St.	DARTMOUTH		Yes	Yes				Yes	Yes	Yes
	Russells Mills Rd. - Bakerville Rd. to Tucker Rd.	DARTMOUTH									Yes
	Russells Mills Rd. - Tucker Rd. to Jason Dr./South Jason Dr.	DARTMOUTH		Yes		Yes					
	Russells Mills Rd. - Jason Dr./South Jason Dr. to Elm St.	DARTMOUTH		Yes		Yes				Yes	Yes
	Russells Mills Rd. - Elm St. to Slocum Rd.	DARTMOUTH		Yes		Yes					Yes
	Russells Mills Rd. - Slocum Rd. to Howland St.	DARTMOUTH			Yes	Yes				Yes	Yes
	Russells Mills Rd. - Howland St. to Cherry St.	DARTMOUTH		Yes	Yes	Yes					Yes
	Russells Mills Rd. - Cherry St. to Dartmouth St.	DARTMOUTH		Yes	Yes	Yes					Yes
	Cove Rd. - Dartmouth St./Garfield St. to New Bedford T.L.	DARTMOUTH		Yes	Yes	Yes					Yes
	Old Westport Rd. - Delta Ave. to Stonegate Way	DARTMOUTH		Yes	Yes	Yes	Yes	Yes		Yes	Yes
	Old Westport Rd. - Stonegate Way to Chase Rd.	DARTMOUTH				Yes		Yes	Yes	Yes	
	Chase Rd. - Russells Mills Rd. to Old Westport Rd.	DARTMOUTH		Yes		Yes		Yes	Yes	Yes	Yes
	Old Westport Rd. - Chase Rd. to Grand Army of the Republic Hwy. (US-6)	DARTMOUTH		Yes		Yes					Yes
	Faunce Corner Mall Rd. - Grand Army of the Republic Hwy. (US-6) to Old Faunce Corner Rd.	DARTMOUTH		Yes		Yes	Yes				Yes

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
	Faunce Corner Mall Rd. - Old Faunce Corner Rd. to Cross Rd.	DARTMOUTH				Yes	Yes				Yes
	Faunce Corner Mall Rd./Faunce Corner Rd. - Cross Rd. to MA State Police Dwy.	DARTMOUTH		Yes		Yes	Yes				Yes
	Faunce Corner Rd. - MA State Police Department Dwy. to Faunce Corner Executive Center Dwy.	DARTMOUTH		Yes	Yes	Yes		Yes	Yes		Yes
	Faunce Corner Rd. - Faunce Corner Executive Center Dwy. to Southcoast Behavioral Health Northern Dwy.	DARTMOUTH				Yes			Yes		Yes
	Faunce Corner Rd. - Southcoast Behavioral Health Northern Dwy. to Old Fall River Rd.	DARTMOUTH				Yes					Yes
	Old Fall River Rd. - Faunce Corner Rd. to New Bedford T.L.	DARTMOUTH				Yes			Yes		Yes
	Hawthorn St. - Slocum Rd. to Oliver St.	DARTMOUTH		Yes	Yes	Yes		Yes	Yes		Yes
	Hawthorn St. - Oliver St. to Southcoast Health Brain & Spine Center Dwy.	DARTMOUTH		Yes	Yes	Yes		Yes	Yes		Yes
	Hawthorn St. - Southcoast Health Brain & Spine Center Dwy. to New Bedford T.L.	DARTMOUTH			Yes	Yes		Yes	Yes		Yes
	Allen St. - Tucker Rd. to New Bedford T.L.	DARTMOUTH			Yes				Yes		Yes
	Hathaway Rd. - Grand Army of the Republic Hwy. (US-6) to New Bedford T.L.	DARTMOUTH			Yes	Yes		Yes	Yes		Yes
	Cross Rd. - Old Westport Rd. to Yorke St.	DARTMOUTH		Yes	Yes	Yes			Yes	Yes	Yes
	Cross Rd. - Yorke St. to Vincent St.	DARTMOUTH		Yes	Yes	Yes				Yes	Yes
	Cross Rd. - Vincent St. to Crossroads Dr.	DARTMOUTH		Yes	Yes	Yes			Yes	Yes	Yes
	Cross Rd. - Crossroads Dr. to Village Dr.	DARTMOUTH			Yes	Yes			Yes	Yes	Yes
	Cross Rd. - Village Dr. to Faunce Corner Mall Rd.	DARTMOUTH		Yes		Yes			Yes		Yes
	Tucker Rd. - Henry St. to Grand Army of the Republic Hwy. (US-6)	DARTMOUTH		Yes		Yes				Yes	Yes
	Slocum Rd. - Russells Mills Rd. to Slocum Farm Dr.	DARTMOUTH		Yes		Yes					Yes
	Slocum Rd. - Slocum Farm Dr. to Hawthorn St.	DARTMOUTH		Yes		Yes			Yes	Yes	Yes
	Slocum Rd. - Hawthorn St. to Saint Julie Billiart Church Dwy.	DARTMOUTH		Yes		Yes					Yes
	Slocum Rd. - Saint Julie Billiart Church Dwy. to Grand Army of the Republic Hwy. (US-6)	DARTMOUTH		Yes	Yes	Yes				Yes	Yes
	Slocum Rd. - Grand Army of the Republic Hwy. (US-6) to Hathaway Rd.	DARTMOUTH		Yes		Yes				Yes	Yes
	Reed Rd. - Westport T.L. to Railroad Crossing	DARTMOUTH							Yes	Yes	Yes
	Reed Rd. - Railroad Crossing to Stonewall Ave.	DARTMOUTH			Yes				Yes	Yes	Yes
US Route 6	Grand Army of the Republic Hwy. - Westport T.L. to New Bedford T.L.	DARTMOUTH	Yes	Yes		Yes	Yes	Yes		Yes	Yes
	Old Westport Rd. - Westport T.L. to Delta Ave.	DARTMOUTH						Yes	Yes	Yes	Yes
	Tucker Rd. - Russells Mills Rd. to Henry St.	DARTMOUTH				Yes			Yes	Yes	Yes



DIGHTON

Intersection projects

Zone Projects

Segment Project Scores

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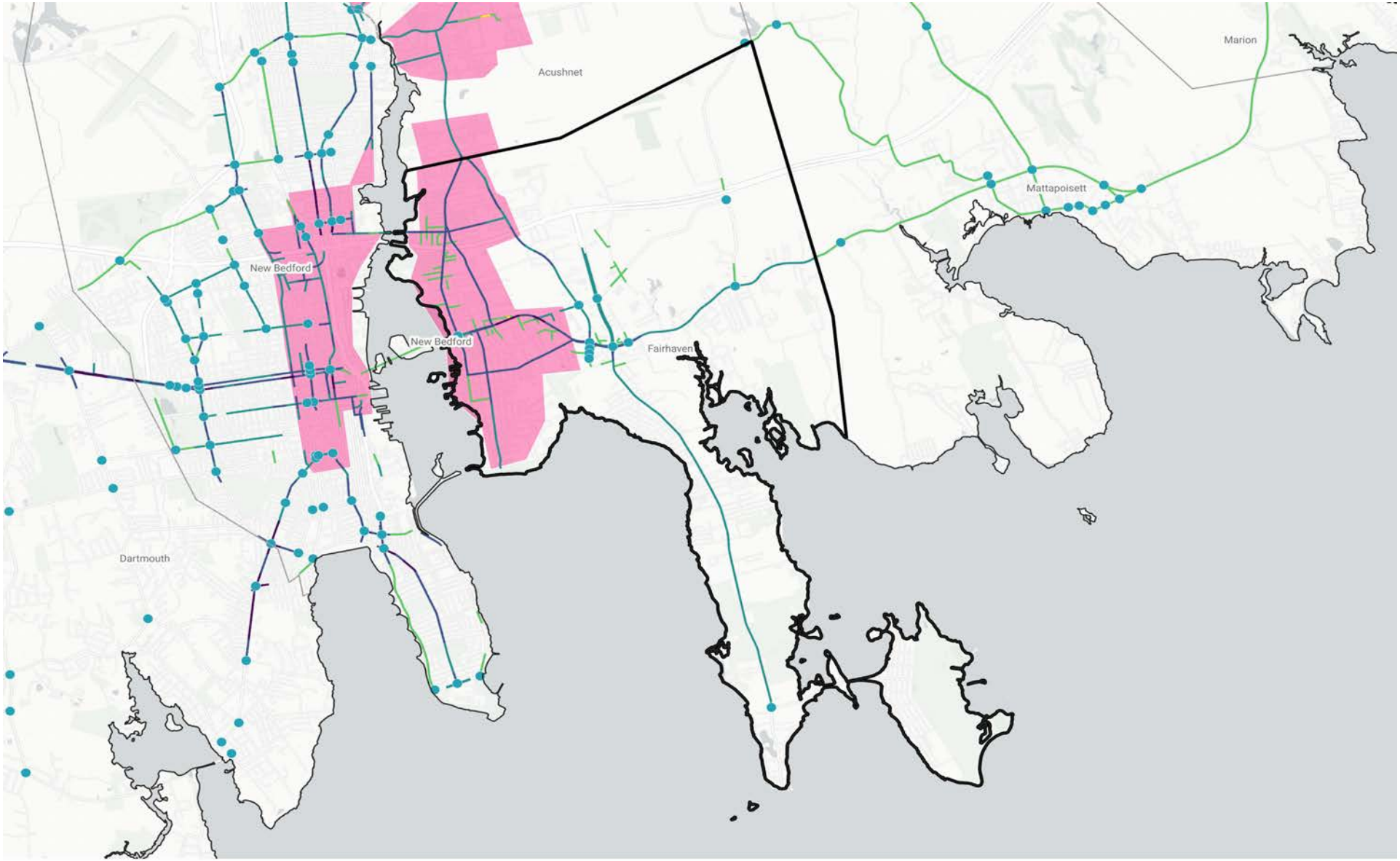
Intersection Description	Town / City	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
Horton St. at Regional Rd.	DIGHTON	Unsignalized	Yes												Yes	
Williams St. at Horton St.	DIGHTON	Unsignalized	Yes											Yes		
Williams St. and Tremont St.	DIGHTON	Unsignalized												Yes		
Williams St at Center St.	DIGHTON	Unsignalized	Yes											Yes		
William St. at Main St.	DIGHTON	Unsignalized												Yes		
Williams St. at Cedar St.	DIGHTON	Unsignalized												Yes		
Elm St. at Main St.	DIGHTON	Unsignalized												Yes		
MA-138 to Center St.	DIGHTON	Signalized		Yes	Yes		Yes	Yes	Yes		Yes			Yes	Yes	
Old Somerset Ave. at Tremont St.	DIGHTON	Unsignalized												Yes		
MA-138 at Old Somerset Ave. South	DIGHTON	Unsignalized	Yes											Yes		
Spring St. at Pearl St./ Joseph E Warner Blvd.	DIGHTON	Unsignalized												Yes	Yes	
Tremont St. at Lincoln Ave.	DIGHTON	Unsignalized												Yes		
Spring St. at Lincoln Ave.	DIGHTON	Unsignalized												Yes		

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
US-44	Winthrop St. (Rehoboth T/L to Taunton C/L)	DIGHTON			Yes	Yes				Yes	Yes
	Williams St. (Somerset T/L to Taunton C/L)	DIGHTON			Yes	Yes				Yes	Yes
	Horton St. (Regional Rd. to Williams St.)	DIGHTON			Yes	Yes				Yes	Yes
	Cedar St. (Williams St. to Rehoboth T/L)	DIGHTON			Yes					Yes	Yes
	Main St. (Williams St. to Elm St.)	DIGHTON			Yes	Yes				Yes	Yes
	Center St. (Williams St. to Berkley T/L)	DIGHTON		Yes	Yes	Yes					Yes
MA-138	Somerset Ave.	DIGHTON				Yes					Yes
	Tremont St. (Williams St. to Old Somerset Ave.)	DIGHTON			Yes	Yes				Yes	Yes
	Old Somerset Ave. (MA-138 to Taunton C/L)	DIGHTON			Yes	Yes					Yes
	Lincoln Ave. (Tremont St. to Spring St.)	DIGHTON			Yes	Yes				Yes	Yes
	Spring St. (Warner Blvd. to Taunton C/L)	DIGHTON			Yes	Yes					Yes
	Elm St. (MA-138 to	DIGHTON			Yes	Yes				Yes	Yes
	Summer St. (Taunton C/L to Spring St.)	DIGHTON			Yes	Yes					Yes



FAIRHAVEN

Intersection projects

Zone Projects

Segment Project Scores

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SRPEDD Southeastern Regional Planning & Economic Development District

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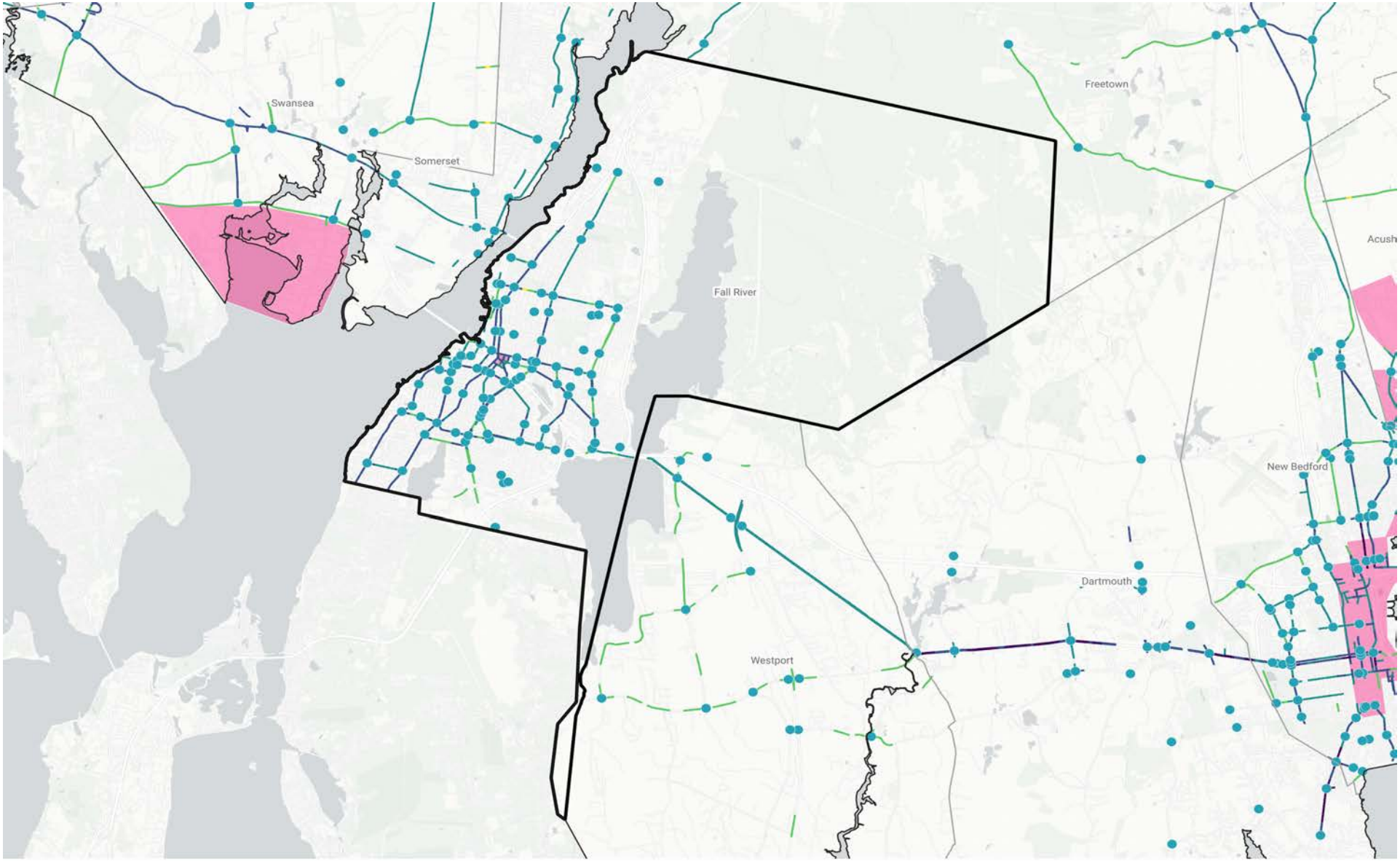
Intersection Description	Town *	General Roadway Improvement	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
Huttleston Ave. at Main St.	FAIRHAVEN		Signalized		Yes		Yes								Yes		
Bridge St. at Alden Rd.	FAIRHAVEN		Signalized		Yes		Yes										
Huttleston Ave. at Alden Rd.	FAIRHAVEN		Signalized		Yes		Yes										
Alden Rd. at Driveway	FAIRHAVEN		Unsignalized	Yes											Yes		
Alden Rd. at Plaza Way	FAIRHAVEN		Unsignalized	Yes											Yes		
Alden Rd. at Plaza Way	FAIRHAVEN		Unsignalized	Yes											Yes		
Huttleston Ave. at Sconticut Neck Rd.	FAIRHAVEN		Signalized		Yes		Yes								Yes		
Huttleston Ave. at Narragansett Blvd.	FAIRHAVEN		Signalized		Yes		Yes								Yes		
Grand Army Hwy. (US-6) at MA-138			Signalized			Yes		Yes	Yes						Yes		
Sconticut Neck Rd. at Goulart Memorial Dr.	FAIRHAVEN		Unsignalized													Yes	
State Route 240 at Bridge St.	FAIRHAVEN		Signalized		Yes										Yes	Yes	
Huttleston Ave. at New Boston Rd.	FAIRHAVEN		Unsignalized		Yes		Yes								Yes		
New Boston Rd. at Bridge St.	FAIRHAVEN		Unsignalized	Yes													

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
	New Boston Rd.	FAIRHAVEN				Yes		Yes		Yes	Yes
	New Boston Rd.	FAIRHAVEN				Yes		Yes			Yes
	New Boston Rd.	FAIRHAVEN				Yes		Yes		Yes	Yes
	New Boston Rd.	FAIRHAVEN				Yes		Yes			Yes
	Sconticut Neck Rd.	FAIRHAVEN				Yes		Yes		Yes	Yes
	Sconticut Neck Rd.	FAIRHAVEN			Yes					Yes	Yes
	Goulart Memorial Dr.	FAIRHAVEN			Yes						Yes
	Sconticut Neck Rd.	FAIRHAVEN				Yes		Yes			Yes
	Alden Rd.	FAIRHAVEN				Yes		Yes			Yes
	Alden Rd.	FAIRHAVEN				Yes		Yes			Yes
	Alden Rd.	FAIRHAVEN				Yes		Yes			Yes
	Alden Rd.	FAIRHAVEN				Yes		Yes			Yes
	Alden Rd.	FAIRHAVEN				Yes		Yes			Yes
	Alden Rd.	FAIRHAVEN				Yes	Yes	Yes			Yes
	Alden Rd.	FAIRHAVEN				Yes	Yes	Yes			Yes
	Alden Rd.	FAIRHAVEN				Yes	Yes	Yes			Yes
	Alden Rd.	FAIRHAVEN				Yes	Yes	Yes			Yes
	Alden Rd.	FAIRHAVEN				Yes		Yes			Yes
	David Drown Blvd.	FAIRHAVEN				Yes					Yes
	Bridge St.	FAIRHAVEN				Yes		Yes			Yes
	Bridge St.	FAIRHAVEN				Yes		Yes			Yes
	Bridge St.	FAIRHAVEN			Yes	Yes	Yes	Yes			Yes
	Bridge St.	FAIRHAVEN				Yes	Yes	Yes			Yes
	Bridge St.	FAIRHAVEN			Yes	Yes		Yes			Yes
	Huttleston Ave.	FAIRHAVEN		Yes		Yes	Yes	Yes			Yes
US 6	Huttleston Ave.	FAIRHAVEN		Yes		Yes	Yes	Yes			Yes
US 6	Huttleston Ave.	FAIRHAVEN		Yes		Yes	Yes	Yes			Yes
US 6	Huttleston Ave.	FAIRHAVEN				Yes	Yes	Yes			Yes
US 6	Huttleston Ave.	FAIRHAVEN				Yes	Yes	Yes			Yes
US 6	Huttleston Ave.	FAIRHAVEN		Yes		Yes	Yes	Yes			Yes
US 6	Huttleston Ave.	FAIRHAVEN		Yes		Yes	Yes	Yes			Yes
US 6	Huttleston Ave.	FAIRHAVEN		Yes		Yes	Yes	Yes			Yes
	Sconticut Neck Rd.	FAIRHAVEN			Yes	Yes	Yes	Yes			Yes
	Sconticut Neck Rd.	FAIRHAVEN		Yes	Yes	Yes	Yes	Yes			Yes
	Sconticut Neck Rd.	FAIRHAVEN				Yes	Yes	Yes			Yes
MA-240	MA-240	FAIRHAVEN				Yes	Yes	Yes			Yes
MA-240	MA-240	FAIRHAVEN				Yes	Yes	Yes			Yes
	Sconticut Neck Rd.	FAIRHAVEN			Yes	Yes		Yes			Yes



FALL RIVER

Intersection projects

Zone Projects

Segment Project Scores

10 - 20

20 - 40

40 - 60

60 - 80

80 - 100

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SRPEDD Southeastern Regional Planning & Economic Development District

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Intersection Description	Town / City	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
Bay St. at Mount Hope Ave.	FALL RIVER	Unsignalized	Yes											Yes	Yes	
Bay St. at Globe St.	FALL RIVER	Unsignalized	Yes		Yes					Yes				Yes	Yes	
South Main St. (MA-138) at Mount Hope Ave.	FALL RIVER	Unsignalized			Yes									Yes	Yes	
Grand Army Hwy. (US-6) at Ave. - ramps		Signalized		Yes	Yes		Yes	Yes				Yes	Yes	Yes	Yes	
South Main St. (MA-138) at Dwelly St.	FALL RIVER	Signalized	Yes				Yes	Yes						Yes	Yes	
South Main St. (MA-138) at Globe St./Broadway (MA-138)	FALL RIVER	Signalized	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
South Main St. at Columbia St./ Rodman St.	FALL RIVER	Signalized		Yes	Yes		Yes	Yes	Yes					Yes	Yes	
North Main St. at Locust St.	FALL RIVER	Unsignalized	Yes											Yes	Yes	
Stafford Rd. at Stockton St.	FALL RIVER	Unsignalized												Yes	Yes	
Stafford Rd. at Tucker St.	FALL RIVER	Unsignalized												Yes	Yes	
Stafford Rd. at Globe St.	FALL RIVER	Unsignalized													Yes	
Rodman St. at Stockton St.	FALL RIVER	Unsignalized	Yes											Yes	Yes	
Locust St. at Oak Grove Ave.	FALL RIVER	Signalized	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Bay St. at Chace St.	FALL RIVER	Unsignalized			Yes					Yes				Yes	Yes	
Globe St. at Chace St.	FALL RIVER	Unsignalized	Yes		Yes					Yes				Yes	Yes	
William S. Canning Blvd. (MA-81) at Commonwealth Ave./Napolean St.	FALL RIVER	Unsignalized								Yes				Yes		
William S. Canning Blvd. (MA-81)/Rhode Island Ave. (MA-81) at Tucker St.	FALL RIVER	Signalized					Yes	Yes			Yes				Yes	
Rhode Island Ave. (MA-81)/ Plymouth Ave. (MA-81) at Laurel St./Slade St.	FALL RIVER	Signalized	Yes				Yes	Yes			Yes			Yes	Yes	
Plymouth Ave. (MA-81) at Globe St.	FALL RIVER	Signalized					Yes	Yes						Yes	Yes	
Plymouth Ave. (MA-81) at Stafford Rd.	FALL RIVER	Signalized					Yes	Yes		Yes	Yes			Yes	Yes	
Plymouth Ave. (MA-81) at Warren St./Conant St.	FALL RIVER	Unsignalized			Yes									Yes	Yes	
Plymouth Ave. (MA-81) at Manton St./Niagara St./2nd St.	FALL RIVER	Signalized					Yes	Yes			Yes			Yes	Yes	
Plymouth Ave. (MA-81) at Lyon St./Tecumseh St.	FALL RIVER	Signalized	Yes				Yes	Yes						Yes	Yes	
Plymouth Ave. (MA-81) at Rodman St.	FALL RIVER	Signalized	Yes				Yes	Yes			Yes	Yes	Yes	Yes	Yes	
Plymouth Ave. (MA-81) at I-195 EB Ramps	FALL RIVER	Signalized					Yes	Yes						Yes	Yes	
Plymouth Ave. (MA-81) at I-195 WB Ramps	FALL RIVER	Signalized					Yes	Yes						Yes	Yes	
Rodman St. at Warren St.	FALL RIVER	Unsignalized			Yes									Yes	Yes	
Brayton Ave. at Rodman St.	FALL RIVER	Signalized		Yes	Yes	Yes	Yes		Yes		Yes			Yes	Yes	
Brayton Ave. at Jefferson St.	FALL RIVER	Signalized		Yes		Yes	Yes	Yes	Yes		Yes			Yes	Yes	
Globe St. at Montaup St.	FALL RIVER	Unsignalized	Yes											Yes	Yes	
Brayton Ave. at MA-24 SB Ramps	FALL RIVER	Signalized	Yes	Yes			Yes							Yes		
Brayton Ave. at MA-24 NB Ramps	FALL RIVER	Signalized	Yes	Yes			Yes							Yes		
North Eastern Ave. (US-6) at Locust St.	FALL RIVER	Signalized		Yes	Yes	Yes	Yes	Yes	Yes		Yes			Yes	Yes	
South Main St. at Middle St.	FALL RIVER	Signalized	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes	

Intersection Description	Town / City	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
Bay St. at Middle St.	FALL RIVER	Unsignalized	Yes											Yes	Yes	
Middle St./Lyon St. at 2nd St.	FALL RIVER	Unsignalized			Yes									Yes	Yes	
Rodman St. at 2nd St.	FALL RIVER	Signalized	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Broadway (MA-138) at Middle St.	FALL RIVER	Signalized	Yes	Yes		Yes	Yes		Yes		Yes	Yes		Yes	Yes	
Broadway (MA-138) at William St.	FALL RIVER	Unsignalized	Yes											Yes	Yes	
Broadway (MA-138) at Columbia St.	FALL RIVER	Signalized	Yes				Yes				Yes			Yes	Yes	
William St. at Almond St.	FALL RIVER	Unsignalized												Yes	Yes	Yes
Ponta Delgada Blvd. at Ferry St.	FALL RIVER	Unsignalized	Yes												Yes	
Columbia St. at Eagle St.	FALL RIVER	Unsignalized	Yes		Yes									Yes	Yes	
Water St./Ponta Delgada Blvd. at Water St. Connector	FALL RIVER	Unsignalized												Yes	Yes	Yes
Broadway (MA-138)/Broadway Ext. (MA-79/MA-138) at Water Street Connector/I-195 EB Off-Ramp	FALL RIVER	Signalized			Yes	Yes	Yes	Yes			Yes				Yes	
Broadway Ext. (MA-79/MA-138) at Central St./Water St.	FALL RIVER	Signalized			Yes	Yes	Yes	Yes				Yes		Yes	Yes	
Jefferson St./Quequechan St. at Warren St.	FALL RIVER	Signalized		Yes			Yes	Yes	Yes	Yes	Yes			Yes	Yes	
Pleasant St. at Quequechan St.	FALL RIVER	Unsignalized												Yes	Yes	Yes
County St. at Quequechan St.	FALL RIVER	Unsignalized			Yes									Yes	Yes	
Pleasant St. at 12th St./13th St.	FALL RIVER	Signalized				Yes	Yes	Yes	Yes					Yes	Yes	
Pleasant St. at County St/Quarry St.	FALL RIVER	Signalized	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Eastern Ave. (US-6) at County St	FALL RIVER	Signalized		Yes		Yes	Yes		Yes	Yes	Yes	Yes		Yes	Yes	
Eastern Ave. (US-6) at Pleasant St.	FALL RIVER	Signalized		Yes	Yes	Yes	Yes	Yes	Yes	Yes				Yes	Yes	
Pleasant St. at McGowan St./ County St.	FALL RIVER	Unsignalized	Yes											Yes	Yes	
Martine St. (US-6)/Father Devalles Blvd. at Brayton Ave./Eastern Ave. (US-6)	FALL RIVER	Signalized	Yes	Yes		Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Eastern Ave. (US-6) at East Warren St./McGowan St.	FALL RIVER	Unsignalized	Yes		Yes									Yes	Yes	
Broadway (MA-138) at Bradford Ave.	FALL RIVER	Unsignalized	Yes			Yes								Yes	Yes	
Rodman St. at Hartwell St.	FALL RIVER	Signalized	Yes	Yes	Yes		Yes	Yes		Yes	Yes			Yes	Yes	
Central St. at Milliken Blvd./ Durfee St.	FALL RIVER	Signalized	Yes	Yes		Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Durfee St. at Locust St.	FALL RIVER	Unsignalized	Yes											Yes	Yes	
Durfee St. at Turner St.	FALL RIVER	Unsignalized	Yes		Yes					Yes				Yes	Yes	
North Main St. at Baylies St.	FALL RIVER	Unsignalized			Yes									Yes	Yes	
Pleasant St. at 7th St.	FALL RIVER	Unsignalized			Yes									Yes	Yes	
Bedford St. at 7th St./North Seventh St.	FALL RIVER	Unsignalized												Yes	Yes	
Bedford St. at 12th St.	FALL RIVER	Unsignalized												Yes	Yes	
Bedford St. at 13th St./Robeson St.	FALL RIVER	Signalized		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Bedford St. at Quarry St.	FALL RIVER	Signalized	Yes	Yes			Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Bedford St. at Oak Grove Ave.	FALL RIVER	Unsignalized	Yes							Yes				Yes	Yes	
Eastern Ave. (US-6)/North Eastern Ave. (US-6) at Bedford St.	FALL RIVER	Signalized		Yes		Yes	Yes		Yes		Yes	Yes		Yes	Yes	
Columbia St. at Milliken Blvd.	FALL RIVER	Signalized	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	

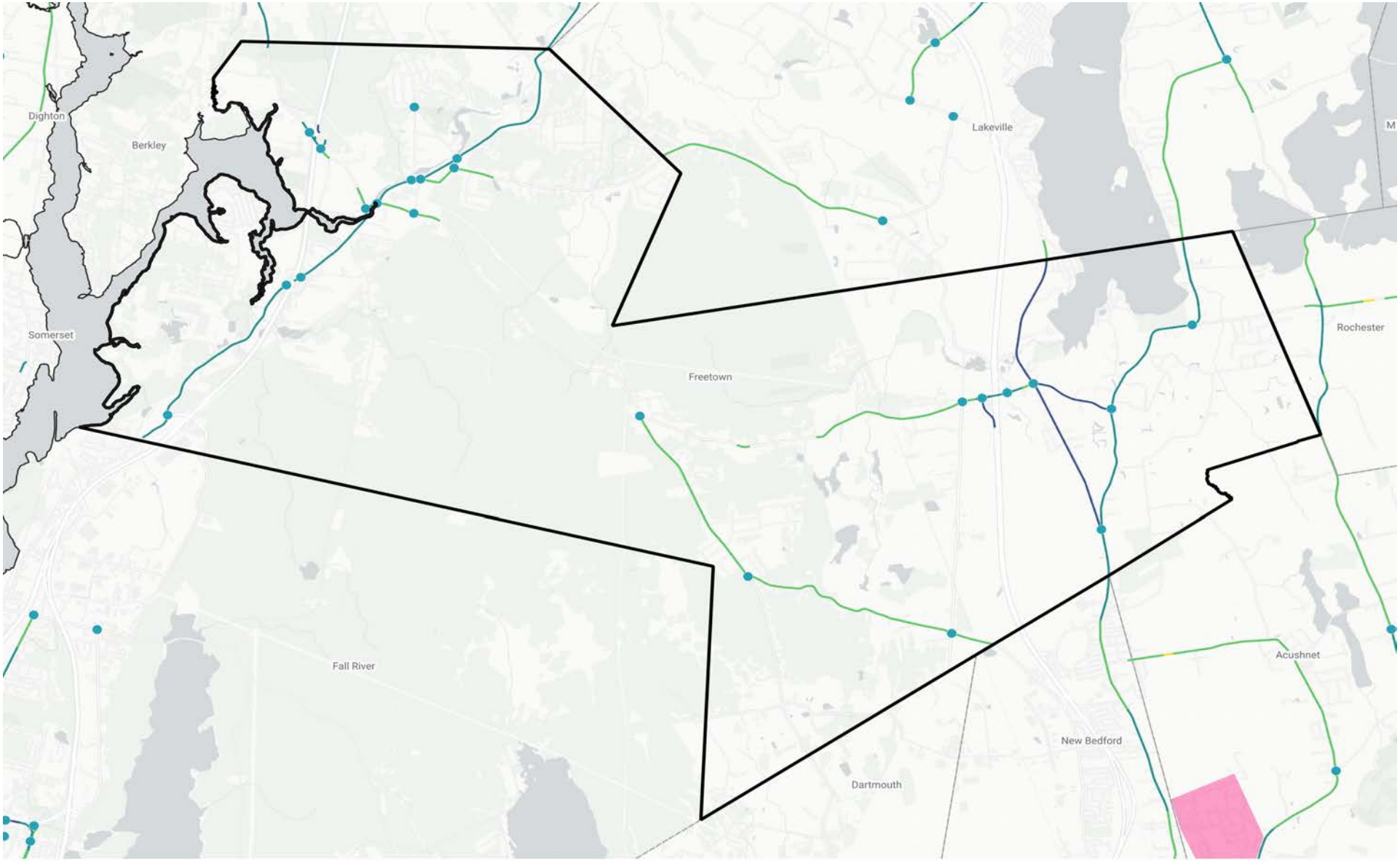
Intersection Description	Town / City	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
Brightman St./Davol St. (MA-138/ US-6) at Lindsey St.	FALL RIVER	Unsignalized												Yes	Yes	
North Main St. at Brightman St.	FALL RIVER	Unsignalized			Yes									Yes	Yes	
High St. at Locust St.	FALL RIVER	Unsignalized	Yes		Yes									Yes	Yes	Yes
Robeson St. at Locust St.	FALL RIVER	Signalized	Yes	Yes			Yes	Yes	Yes		Yes	Yes		Yes	Yes	
North Davol St. (MA-138) at Turner St.	FALL RIVER	Unsignalized	Yes		Yes					Yes				Yes	Yes	
Highland Ave. at New Boston Rd.	FALL RIVER	Unsignalized			Yes	Yes				Yes				Yes	Yes	
Robeson St. at New Boston Rd.	FALL RIVER	Signalized		Yes			Yes	Yes	Yes			Yes		Yes	Yes	
New Boston Rd. at Oak Grove Ave.	FALL RIVER	Unsignalized	Yes		Yes									Yes	Yes	Yes
New Boston Rd. at Elsbree St.	FALL RIVER	Unsignalized												Yes	Yes	Yes
North Eastern Ave. (US-6) at New Boston Rd.	FALL RIVER	Signalized	Yes	Yes		Yes	Yes	Yes	Yes					Yes	Yes	
President Ave. (US-6) at Davol St. (MA-138/US-6)	FALL RIVER	Signalized		Yes	Yes		Yes	Yes	Yes		Yes			Yes	Yes	
President Ave. (US-6) at North Davol St. (MA-138)/Davol St. (MA-138/US-6)	FALL RIVER	Signalized		Yes	Yes	Yes	Yes	Yes	Yes			Yes		Yes	Yes	
President Ave. (US-6) at North Main St.	FALL RIVER	Signalized	Yes			Yes	Yes	Yes			Yes				Yes	
President Ave. (US-6) at Highland Ave.	FALL RIVER	Unsignalized	Yes		Yes	Yes								Yes	Yes	Yes
President Ave. (US-6) at Robeson St.	FALL RIVER	Signalized	Yes	Yes			Yes	Yes	Yes		Yes	Yes		Yes	Yes	
President Ave. (US-6) at Elsbree St.	FALL RIVER	Signalized		Yes		Yes	Yes	Yes	Yes					Yes	Yes	
North Eastern Ave. (US-6) at President Ave. (US-6)/MA-24 Ramps	FALL RIVER	Unsignalized											Yes	Yes		
Robeson St. at Valentine St.	FALL RIVER	Unsignalized												Yes	Yes	Yes
Highland Ave. at Robeson St.	FALL RIVER	Unsignalized	Yes		Yes					Yes				Yes	Yes	
North Main St. at Wilson Rd.	FALL RIVER	Unsignalized			Yes									Yes	Yes	Yes

Intersection Description	Town / City	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
Highland Ave. at Wilson Rd.	FALL RIVER	Signalized	Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes		Yes	Yes	
Wilson Rd. at Meridian St.	FALL RIVER	Unsignalized			Yes									Yes	Yes	Yes
Brayton Ave. at Stafford Rd.	FALL RIVER	Signalized		Yes		Yes	Yes		Yes		Yes	Yes		Yes	Yes	

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
	North Main St. - South Main St./Bedford St. to Old Colony St.	FALL RIVER		Yes	Yes	Yes		Yes	Yes		Yes
	North Main St. - Old Colony St. to Weaver St.	FALL RIVER	Yes	Yes	Yes	Yes		Yes	Yes		Yes
	North Main St. - Weaver St. to Apple Creek Ln.	FALL RIVER		Yes						Yes	Yes
MA Route 138	South Main St. - Tiverton T.L. to Globe St./Broadway (MA-138)	FALL RIVER	Yes	Yes	Yes	Yes					Yes
MA Route 138	South Main St. - Globe St./Broadway (MA-138) to Borden St.	FALL RIVER	Yes	Yes	Yes	Yes				Yes	Yes
	Mount Hope Ave. - Bay St. to South Main St. (MA-138)	FALL RIVER		Yes	Yes	Yes					Yes
	Bay St. - Tiverton T.L. to William St./Howard St.	FALL RIVER		Yes	Yes	Yes					Yes
	William St. - Bay St.//Howard St. to Broadway (MA-138)	FALL RIVER			Yes	Yes					Yes
	Oak Grove Ave. - Bedford St. to Locust St.	FALL RIVER		Yes	Yes	Yes					Yes
	Oak Grove Ave. - Locust St. to New Boston Rd.	FALL RIVER		Yes	Yes	Yes					Yes
	Locust St. - Durfee St. to Oak Grove Ave.	FALL RIVER	Yes	Yes	Yes	Yes			Yes		Yes
	Locust St. - Oak Grove Ave. to North Eastern Ave.	FALL RIVER		Yes	Yes	Yes					Yes
	Stafford Rd. - Tiverton T.L. to South Coast Marketplace Dwy.	FALL RIVER			Yes	Yes					Yes
	Stafford Rd. - South Coast Marketplace Dwy. to Winthrop St./ Brayton Ave.	FALL RIVER		Yes	Yes	Yes					Yes
	Stafford Rd. - Winthrop St./Brayton Ave. to Plymouth Ave. (MA-81)	FALL RIVER		Yes	Yes	Yes					Yes
	Stockton St. - Stafford Rd. to Rodman St.	FALL RIVER			Yes						Yes
	Rodman St. - Stockton St. to Albert St.	FALL RIVER		Yes	Yes	Yes					Yes
	Rodman St. - Albert St. to Lawrence St.	FALL RIVER		Yes	Yes	Yes			Yes	Yes	Yes
	Rodman St. - Lawrence St. to Plymouth Ave (MA-81)	FALL RIVER				Yes					Yes
	Rodman St. - Plymouth Ave (MA-81) to South Main St.	FALL RIVER	Yes	Yes	Yes	Yes		Yes			Yes
	Columbia St. - South Main St. to Broadway (MA-138)	FALL RIVER	Yes	Yes	Yes	Yes			Yes		Yes
	Tucker St. - Rhode Island Ave. (MA-81)/William S. Canning Blvd (MA-81) to Stafford Rd.	FALL RIVER		Yes	Yes	Yes					Yes
	Dwelly St. - South Main St. (MA-138) to Laurel St.	FALL RIVER		Yes	Yes	Yes					Yes
	Laurel St. - Dwelly St. to Plymouth Ave. (MA-81)/Rhode Island Ave. (MA-81)	FALL RIVER			Yes	Yes					Yes
	Globe St. - Bay St. to Plymouth Ave. (MA-81)	FALL RIVER		Yes	Yes	Yes					Yes
	Globe St. - Plymouth Ave. (MA-81) to Stafford Rd.	FALL RIVER		Yes	Yes	Yes					Yes
	Chace St. - Bay St. to Globe St.	FALL RIVER		Yes	Yes						Yes
MA Route 81	William S. Canning Blvd. - Tiverton T.L. to Tucker St.	FALL RIVER	Yes			Yes	Yes				Yes
MA Route 81	Rhode Island Ave. - Tucker St. to Laurel St./Slade St.	FALL RIVER	Yes	Yes	Yes	Yes	Yes	Yes			Yes

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
MA Route 81	Plymouth Ave. - Laurel St./Slade St. to I-195 EB Ramps	FALL RIVER	Yes	Yes		Yes	Yes				Yes
	Plymouth Ave. - I-195 EB Ramps to Pleasant St.	FALL RIVER	Yes	Yes		Yes					Yes
	Warren St. - Plymouth Ave. (MA-81) to Jefferson St./ Quequechan St.	FALL RIVER		Yes	Yes	Yes					Yes
	Brayton Ave. - Stafford Rd. to Steven St.	FALL RIVER		Yes		Yes	Yes				Yes
	Brayton Ave. - Steven St. to Martine St. (US-6)/Father Devalles Blvd.	FALL RIVER		Yes		Yes	Yes			Yes	Yes
US Route 6	Eastern Ave. - Martine St. (US-6)/Father Devalles Blvd. to Bedford St.	FALL RIVER		Yes		Yes	Yes				Yes
US Route 6	North Eastern Ave. - Bedford St. to President Ave. (US-6)	FALL RIVER		Yes		Yes	Yes				Yes
	Middle St. - Bay St. to Broadway (MA-138)	FALL RIVER			Yes	Yes					Yes
	Middle St. - Broadway (MA-138) to South Main St.	FALL RIVER				Yes				Yes	
	Middle St. - South Main St. to 2nd St.	FALL RIVER		Yes	Yes	Yes			Yes		Yes
	Lyon St. - 2nd St. to Plymouth Ave. (MA-81)	FALL RIVER		Yes	Yes	Yes					Yes
	2nd St. - Plymouth Ave. (MA-81) to Morgan St.	FALL RIVER		Yes	Yes	Yes			Yes	Yes	Yes
	2nd St. - Morgan St. to Spring St.	FALL RIVER		Yes		Yes			Yes		Yes
	2nd St. - Spring St. to Borden St.	FALL RIVER				Yes			Yes	Yes	Yes
MA Route 138	Broadway - South Main St./Globe St. to Water St. Connector	FALL RIVER	Yes	Yes	Yes	Yes					Yes
MA Route 79/138	Broadway Ext. - Water St. Connector to Central St./Water St.	FALL RIVER		Yes		Yes	Yes				
MA Route 138	North Davol St. - Western Fall River Expressway (MA-79) NB Off-Ramp to President Ave. (US-6)	FALL RIVER		Yes		Yes	Yes	Yes		Yes	Yes
MA Route 138/ US Route 6	Davol St. (NB) - President Ave. (US-6) to Brightman St.	FALL RIVER				Yes	Yes			Yes	Yes
MA Route 138/ US Route 6	Davol St. (SB) - US-6 EB Off-Ramp to Western Fall River Expressway (MA-79) SB On-Ramp	FALL RIVER		Yes		Yes	Yes	Yes		Yes	Yes
	Almond St. - William St. to Ferry St.	FALL RIVER		Yes	Yes	Yes				Yes	Yes
	Ferry St. - Almond St. to Ponta Delgada Blvd.	FALL RIVER		Yes	Yes	Yes				Yes	Yes
	Water St. - Water St. Connector to Broadway Ext. (MA-79/MA-138)	FALL RIVER		Yes		Yes					
	Central St. - Durfee St. to South Main St./North Main St.	FALL RIVER				Yes					Yes
	Ponta Delgada Blvd. - Ferry St. to Water St. Connector	FALL RIVER				Yes					
	Eagle St. - Columbia St. to Ferry St.	FALL RIVER		Yes	Yes	Yes			Yes		Yes
	Central St. - Broadway Ext. (MA-79/MA-138) to Durfee St.	FALL RIVER		Yes		Yes					Yes
	Water St. Connector - Water St./Ponta Delgada Blvd. to Broadway (MA-138)/Broadway Ext. (MA-79/MA-138)	FALL RIVER		Yes		Yes					Yes
	Jefferson St. - Brayton Ave. to Warren St.	FALL RIVER		Yes	Yes	Yes					Yes
	Quequechan St. - Warren St. to County St.	FALL RIVER		Yes	Yes	Yes			Yes		Yes
	Pleasant St. - Troy St./4th St. to 12th St.	FALL RIVER		Yes	Yes	Yes	Yes	Yes			Yes
	Pleasant St. - 12th St. to County St./McGowan St.	FALL RIVER	Yes	Yes	Yes	Yes		Yes	Yes		Yes
	McGowan St. - Eastern Ave. (US-6) to Pleasant St./County St.	FALL RIVER		Yes			Yes				Yes
	Martine St. - Brayton Ave./Eastern Ave. (US-6) to Westport T.L.	FALL RIVER		Yes		Yes			Yes	Yes	Yes
	County St. - Pleasant St. to Pleasant St./McGowan St.	FALL RIVER		Yes	Yes	Yes				Yes	Yes
	Hartwell St. - Rodman St. to Fifth St.	FALL RIVER		Yes	Yes	Yes					Yes
	Milliken Blvd. - Columbia St. to Central St.	FALL RIVER		Yes		Yes		Yes			Yes
	Durfee St. - Central St. to Bank St.	FALL RIVER			Yes	Yes		Yes			Yes
	Durfee St. - Bank St. to Baylies St.	FALL RIVER		Yes	Yes	Yes		Yes	Yes		Yes
	Turner St. - Davol St. to Durfee St.	FALL RIVER		Yes	Yes						Yes

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
	Baylies St. - Durfee St. to North Main St.	FALL RIVER		Yes	Yes						Yes
	Bedford St. - High St./Troy St. to Robeson St.	FALL RIVER	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
	Bedford St. - Robeson St. to Eastern Ave. (US-6)/North Eastern Ave. (US-6)	FALL RIVER	Yes	Yes	Yes	Yes		Yes	Yes		Yes
	7th St. - Pleasant St. to Bedford St.	FALL RIVER		Yes	Yes	Yes					Yes
	12th St. - Bedford St. to Plymouth Ave.	FALL RIVER		Yes	Yes	Yes					Yes
	13th St. - Pleasant St. to Bedford St.	FALL RIVER		Yes	Yes	Yes	Yes	Yes			Yes
	Quarry St. - County St. to Bedford St.	FALL RIVER			Yes	Yes					Yes
	Brightman St. - Davol St. (MA-138/US-6) to North Main St.	FALL RIVER					Yes	Yes			Yes
	Robeson St. - Bedford St. to Highland Ave.	FALL RIVER		Yes	Yes	Yes			Yes		Yes
	High St. - Bedford St. to Highland Ave.	FALL RIVER		Yes	Yes	Yes			Yes		Yes
	Highland Ave. - High St. to New Boston Rd.	FALL RIVER		Yes	Yes	Yes				Yes	Yes
	Highland Ave. - New Boston Rd. to Robeson St.	FALL RIVER		Yes	Yes	Yes				Yes	Yes
	Highland Ave. - Robeson St. to Wilson Rd.	FALL RIVER		Yes	Yes	Yes		Yes			Yes
	New Boston Rd. - Highland Ave. to Oak Grove Ave.	FALL RIVER		Yes	Yes	Yes				Yes	Yes
	New Boston Rd. - Oak Grove Ave. to North Eastern Ave. (US-6)	FALL RIVER		Yes	Yes	Yes					Yes
	New Boston Rd. - North Eastern Ave. (US-6) to Willow St./ Hyacinth St.	FALL RIVER		Yes	Yes	Yes					Yes
	Elsbree St. - New Boston Rd. to President Ave. (US-6)	FALL RIVER				Yes					Yes
	Elsbree St. - President Ave. (US-6) to Valentine St.	FALL RIVER		Yes		Yes					Yes
	Valentine St. - Robeson St. to Elsbree St.	FALL RIVER		Yes	Yes	Yes					Yes
	Elsbree St. - President Ave. (US-6) to Valentine St.	FALL RIVER		Yes		Yes					Yes
	Valentine St. - Robeson St. to Elsbree St.	FALL RIVER		Yes	Yes	Yes					Yes
	Wilson Rd. - North Main St. to Lewin St.	FALL RIVER		Yes	Yes						Yes
	Wilson Rd. - Lewin St. to Meridian St.	FALL RIVER			Yes					Yes	Yes
	Meridian St. - Wilson Rd. to Edgewood Dr.	FALL RIVER						Yes			Yes
	President Ave. - Davol St. (MA-138/US-6) to North Eastern Ave. (US-6)	FALL RIVER	Yes	Yes	Yes	Yes		Yes			Yes



FREETOWN

Intersection projects

Zone Projects

Segment Project Scores

10 - 20

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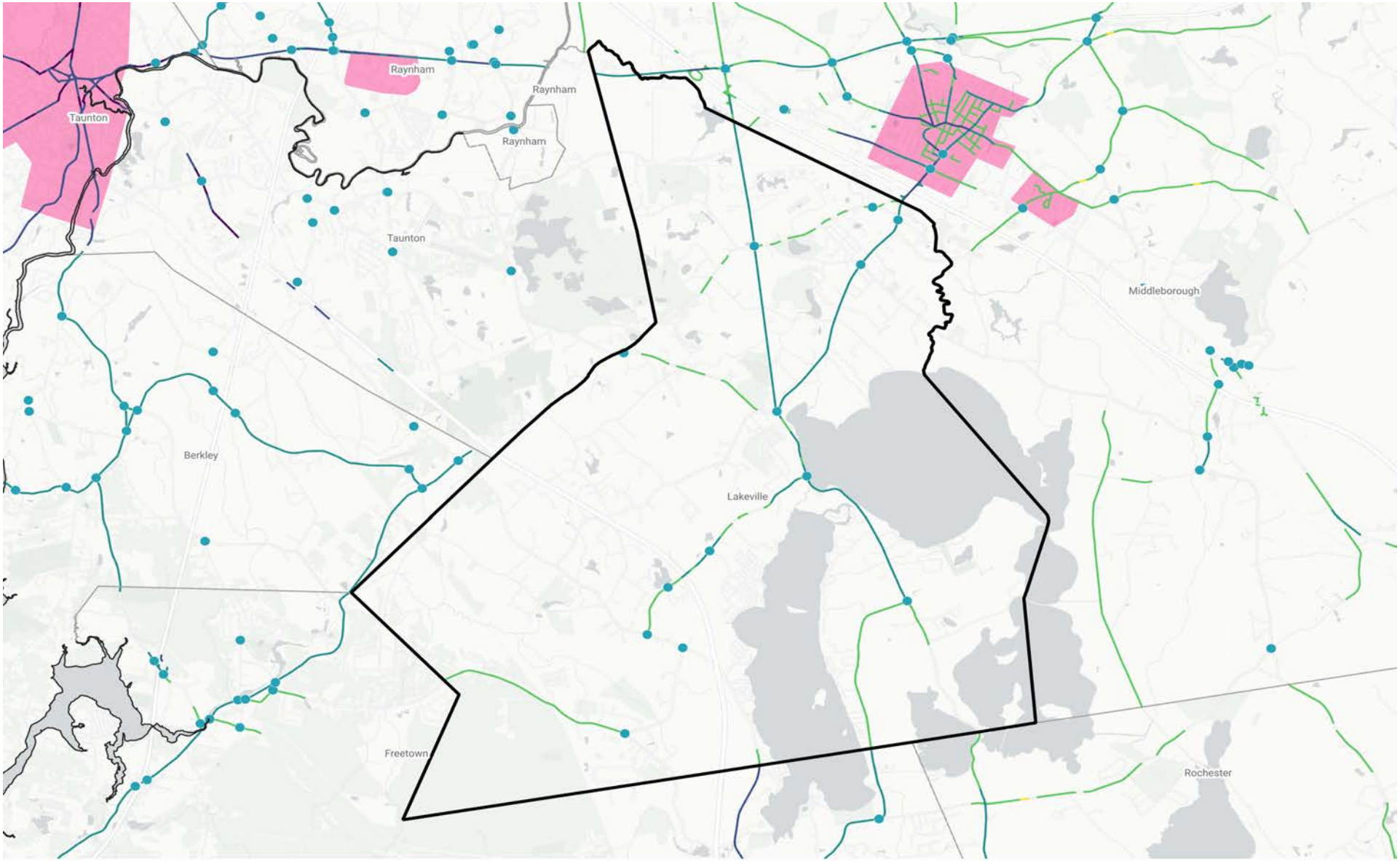
Intersection Description	Town / City	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
Elm St. at Walnut St.	FREETOWN	Unsignalized												Yes		
Locust St. at Forge Rd.	FREETOWN	Unsignalized	Yes											Yes		
S. Main St. (MA-79) at Elm St. (MA-79)/N. Main St./Water St.	FREETOWN	Unsignalized	Yes		Yes	Yes				Yes				Yes	Yes	
Elm St. (MA Route 79) at Mill St (MA Route 79)/Elm St.	FREETOWN	Unsignalized	Yes		Yes					Yes				Yes	Yes	
Mill St. (MA Route 79) at Locust St.	FREETOWN	Unsignalized	Yes											Yes		
Mill St./Richmond Rd (MA Route 79) at Walnut St./Forge Road	FREETOWN	Unsignalized	Yes											Yes		
Forge Rd. at Howland Rd.	FREETOWN	Unsignalized								Yes				Yes		
Richmond Rd. (MA Route 79) at Forge Rd.	FREETOWN	Unsignalized	Yes													
Chase Rd. at Slab Bridge Rd./Bullock Rd.	FREETOWN	Unsignalized	Yes							Yes				Yes		
Chase Rd. at Braley Rd.	FREETOWN	Unsignalized	Yes			Yes							Yes	Yes		
County Rd. Roundabout at Chace Rd./ Mason Rd.	FREETOWN	Unsignalized			Yes									Yes	Yes	
Middleboro Rd. (MA Route 18) at Morton Rd.	FREETOWN	Unsignalized	Yes			Yes				Yes				Yes		
Middleboro Rd. (MA Route 18) at Mason Rd.	FREETOWN	Unsignalized	Yes							Yes				Yes	Yes	
Middleboro Rd. (MA Route 18) at County Rd.	FREETOWN	Unsignalized	Yes			Yes							Yes	Yes		
Braley Rd. at Chipaway Rd./Quanapoag Rd.	FREETOWN	Unsignalized	Yes											Yes		
Bullock Rd. at Chipaway Rd.	FREETOWN	Unsignalized	Yes											Yes		
South Main St. at Innovation Way	FREETOWN	Signalized	Yes		Yes		Yes	Yes	Yes					Yes	Yes	
South Main St. (MA-79) at MA-24 SB Ramps	FREETOWN	Unsignalized	Yes			Yes								Yes		
South Main St. (MA-79) at MA-24 NB Ramps	FREETOWN	Unsignalized	Yes		Yes	Yes								Yes	Yes	
North Main St. at MA-24 SB Ramps	FREETOWN	Unsignalized	Yes											Yes		
North Main St. at MA-24 NB Ramps	FREETOWN	Unsignalized	Yes											Yes		
Chace Rd. at MA-140 SB Ramps	FREETOWN	Unsignalized	Yes											Yes		
Chace Rd. at MA-140 NB Ramps	FREETOWN	Unsignalized	Yes											Yes		

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
	Bullock Rd. - Dartmouth T.L. to Chace Rd./Slab Bridge Rd.	FREETOWN				Yes				Yes	Yes
	Chipaway Rd. - New Bedford T.L. to Quanapog Rd./Braley Rd.	FREETOWN	Yes			Yes				Yes	Yes
	Chipaway Rd. - Quanapog Rd./Braley Rd. to Bullock Rd.	FREETOWN			Yes	Yes			Yes	Yes	Yes
	Braley Rd. - Chipaway Rd./Quanapoag Rd. to Chace Rd./Gurney Rd.	FREETOWN								Yes	Yes
	Slab Bridge Rd. - Chace Rd./Bullock Rd. to Old Elm Rd./Elm Rd.	FREETOWN	Yes			Yes				Yes	Yes
	Elm Rd. - Slab Bridge Rd./Old Elm Rd. to Mill St. (MA-79)	FREETOWN				Yes				Yes	Yes
	Howland Rd. - Lakeville T.L. to Forge Rd.	FREETOWN			Yes	Yes				Yes	Yes
	Walnut St. - Elm St. to Forge Rd./Mill St. (MA-79)/Richmond Rd. (MA-79)	FREETOWN								Yes	Yes
	Forge Rd. - Walnut St./Richmond Rd. (MA-79)/Mill St. (MA-79) to Richmond Rd. (MA-79)	FREETOWN			Yes	Yes			Yes	Yes	Yes
	Forge Rd. - Richmond Rd. (MA-79) to Locust St.	FREETOWN			Yes					Yes	Yes
	Locust St. - Mill St. (MA-79) to Berkley T.L.	FREETOWN								Yes	Yes
	North Main St. - South Main St. (MA-79)/Water St./Elm St. (MA-79) to Berkley T.L.	FREETOWN			Yes	Yes				Yes	Yes
	South Main St. - Fall River T.L. to Railroad Crossing	FREETOWN		Yes	Yes	Yes				Yes	Yes
	South Main St. - Railroad Crossing to Copicut Rd.	FREETOWN	Yes			Yes				Yes	Yes
MA Route 79	South Main St. - Copicut Rd. to Water St./North Main St./Elm St. (MA-79)	FREETOWN	Yes	Yes	Yes	Yes					Yes
	Morton Rd. - Middleboro Rd. (MA-18) to Rochester T.L.	FREETOWN			Yes	Yes				Yes	Yes
	Chase Rd. - Bulldock Rd./Slab Ridge Rd. to Bradley Rd.	FREETOWN	Yes			Yes				Yes	Yes
	Chase Rd. - Braley Rd./Gurney Rd. to County Rd./Mason Rd. Roundabout	FREETOWN				Yes				Yes	Yes
	Chase Rd. - Braley Rd./Gurney Rd. to County Rd./Mason Rd. Roundabout	FREETOWN			Yes	Yes	Yes			Yes	Yes
	Mason Rd. - County Rd./Chace Rd. Roundabout to Middleboro Rd. (MA Route 18)	FREETOWN			Yes	Yes				Yes	Yes
	County Rd. - Mason Rd./Chace Rd. Roundabout to Lakeville T.L.	FREETOWN			Yes	Yes	Yes	Yes		Yes	Yes
	County Rd. - Middleboro Rd. (MA Route 18) to Mason Rd./Chace Rd. Roundabout	FREETOWN	Yes		Yes	Yes				Yes	Yes
MA Route 18	County Rd./Acushnet Ave. - New Bedford T.L. to County Rd./Middleboro Rd. (MA Route 18)	FREETOWN			Yes	Yes	Yes			Yes	Yes
MA Route 79	Elm St. - N. Main St./S. Main St. (MA Route 79) to Mill St./Elm St.	FREETOWN			Yes	Yes					Yes
MA Route 79	Mill St. - Elm St. to Forge St./Walnut St.	FREETOWN				Yes			Yes	Yes	Yes
MA Route 79	Richmond Rd. - Mill St./Walnut St./Forge Rd. to Berkley T.L.	FREETOWN				Yes			Yes	Yes	Yes
MA Route 18	Middleboro Rd. - County Rd. (MA Route 18) to Lakeville T.L.	FREETOWN	Yes		Yes	Yes				Yes	Yes



LAKEVILLE

- Intersection projects
- Zone Projects

Segment Project Scores

- 10 - 20
- 20 - 40
- 40 - 60
- 60 - 80
- 80 - 100

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SRPEDD
Southeastern Regional Planning & Economic Development District

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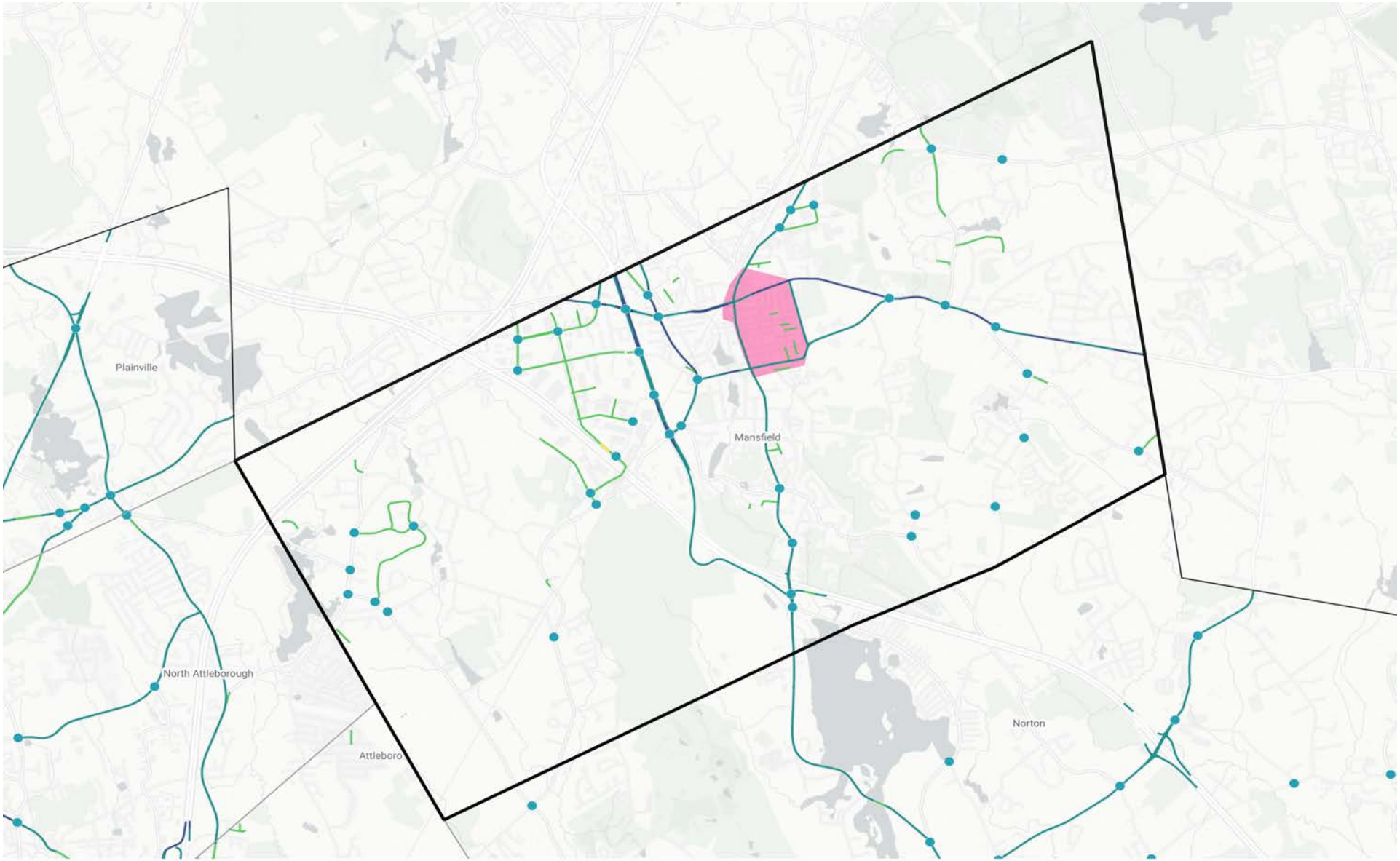
Intersection Description	Town / City	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
Howland Rd. at Freetown St.	LAKEVILLE	Unsignalized	Yes		Yes					Yes				Yes	Yes	Yes
County St. at Freetown St.	LAKEVILLE	Unsignalized				Yes				Yes				Yes		
County St. at Highland Rd.	LAKEVILLE	Unsignalized				Yes				Yes				Yes		
Bedford St. (MA Route 18/105) at Highland Rd.	LAKEVILLE	Unsignalized	Yes			Yes				Yes			Yes	Yes		
Bedford St. (MA Route 18/105) at Main St. (MA Route 105)/Precinct St.	LAKEVILLE	Signalized	Yes	Yes		Yes	Yes			Yes		Yes	Yes	Yes		Yes
Main St. (MA Route 105) at Vaughan St.	LAKEVILLE	Signalized	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes
Rhode Island Rd. (MA Route 79) at Bedford St. (MA Route 18)	LAKEVILLE	Signalized	Yes	Yes			Yes							Yes		Yes
Precinct St. (MA Route 79) at Rhode Island Rd. (MA Route 79)	LAKEVILLE	Unsignalized				Yes				Yes			Yes	Yes		
Bedford St. (MA Route 18/105) at Lakeside Ave. (MA Route 18)	LAKEVILLE	Unsignalized	Yes			Yes				Yes			Yes	Yes		
Highland Rd. at Mullein Hill Dr.	LAKEVILLE	Unsignalized												Yes		
Highland Rd. at Clark Rd.	LAKEVILLE	Unsignalized				Yes				Yes				Yes		
Rhode Island Rd. (MA Route 79) at Rhode Island Rd. Ext.	LAKEVILLE	Unsignalized				Yes				Yes				Yes		

Intersection Description	Town / City	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
Main St. (MA Route 105) at Riverside Dr.	LAKEVILLE	Unsignalized				Yes				Yes				Yes	Yes	

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
	Howland Rd. - Freetown T.L. to Freetown St.	LAKEVILLE		Yes	Yes	Yes	Yes			Yes	Yes
	Howland Rd. - Freetown St. to Freetown T.L.	LAKEVILLE			Yes					Yes	Yes
	Freetown St. - Howland Rd. to County Rd.	LAKEVILLE				Yes				Yes	Yes
MA Route 18	Lakeside Ave. - Freetown T.L. to Bedford St. (MA Route 105)	LAKEVILLE			Yes	Yes				Yes	Yes
MA Route 79	Myricks St./Precinct St - Taunton T.L. to Rhode Island Rd. (MA Route 79)	LAKEVILLE			Yes	Yes				Yes	Yes
	Precinct St. - Rhode Island Rd. (MA Route 79) to Pickens St.	LAKEVILLE			Yes	Yes				Yes	Yes
MA Route 105	Braley Hill Rd. - Rochester T.L. to Lakeside Ave. (MA Route 18)	LAKEVILLE				Yes				Yes	Yes
MA Route 18	Bedford St. - Lakeside Ave. (MA Route 18)/Bedford St. (MA Route 105) to Highland Rd.	LAKEVILLE			Yes	Yes				Yes	Yes
	Vaughan St. - Main St. (MA Route 105)/Clear Pond Rd. to Middleborough T.L.	LAKEVILLE			Yes	Yes				Yes	Yes
MA Route 18	Bedford St. - Highland Rd. to 354 Bedford St.	LAKEVILLE			Yes	Yes				Yes	Yes
MA Route 18	Bedford St. - 354 Bedford St. to Main St. (MA Route 105)/Precinct St./ Bedford St.	LAKEVILLE			Yes	Yes				Yes	Yes
MA Route 105	Main St. - Keith Ave. to Riverside Dr.	LAKEVILLE	Yes	Yes	Yes	Yes					Yes
MA Route 105	Main St. - Bedford St. (MA Route 18)/Precinct St. to Keith Ave.	LAKEVILLE		Yes	Yes	Yes				Yes	Yes
MA Route 79	Rhode Island Ave. - Precinct St. (MA Route 79) to Bedford St.	LAKEVILLE	Yes		Yes	Yes				Yes	Yes
MA Route 79	Rhode Island Rd. - Bedford St. to Phode Island Rd./MA Route 79	LAKEVILLE			Yes	Yes				Yes	Yes
MA Route 18	Bedford St. - Rhode Island Rd. (MA Route 79) to Middleborough T.L.	LAKEVILLE			Yes	Yes				Yes	Yes
MA Route 18	Bedford St. - Main St. (MA Route 105)/Precinct St. to Rhode Island Rd. (MA Route 79)	LAKEVILLE			Yes	Yes				Yes	Yes
	Rhode Island Rd. - Rhode Island Rd. (MA Route 79) to Middleborough T.L.	LAKEVILLE			Yes	Yes				Yes	Yes
MA Route 105	Main St. - Riverside Dr. to Middleborough T.L.	LAKEVILLE		Yes	Yes	Yes					Yes
	Highland Rd. - Clark Rd. to Bedford St. (MA Route 18)	LAKEVILLE			Yes	Yes				Yes	Yes
	Highland Rd. - Millen Hill Dr. to Clark Rd.	LAKEVILLE			Yes	Yes				Yes	
	Highland Rd. - County Rd. to Mullen Hill Dr.	LAKEVILLE				Yes				Yes	Yes
	County Rd. - Highland Rd. to Freetown T.L.	LAKEVILLE	Yes		Yes	Yes	Yes			Yes	Yes
US Route 44	Hardig St. - Taunton T.L. to Middleborough T.L.	LAKEVILLE				Yes	Yes			Yes	Yes



MANSFIELD

Intersection projects

Zone Projects

Segment Project Scores

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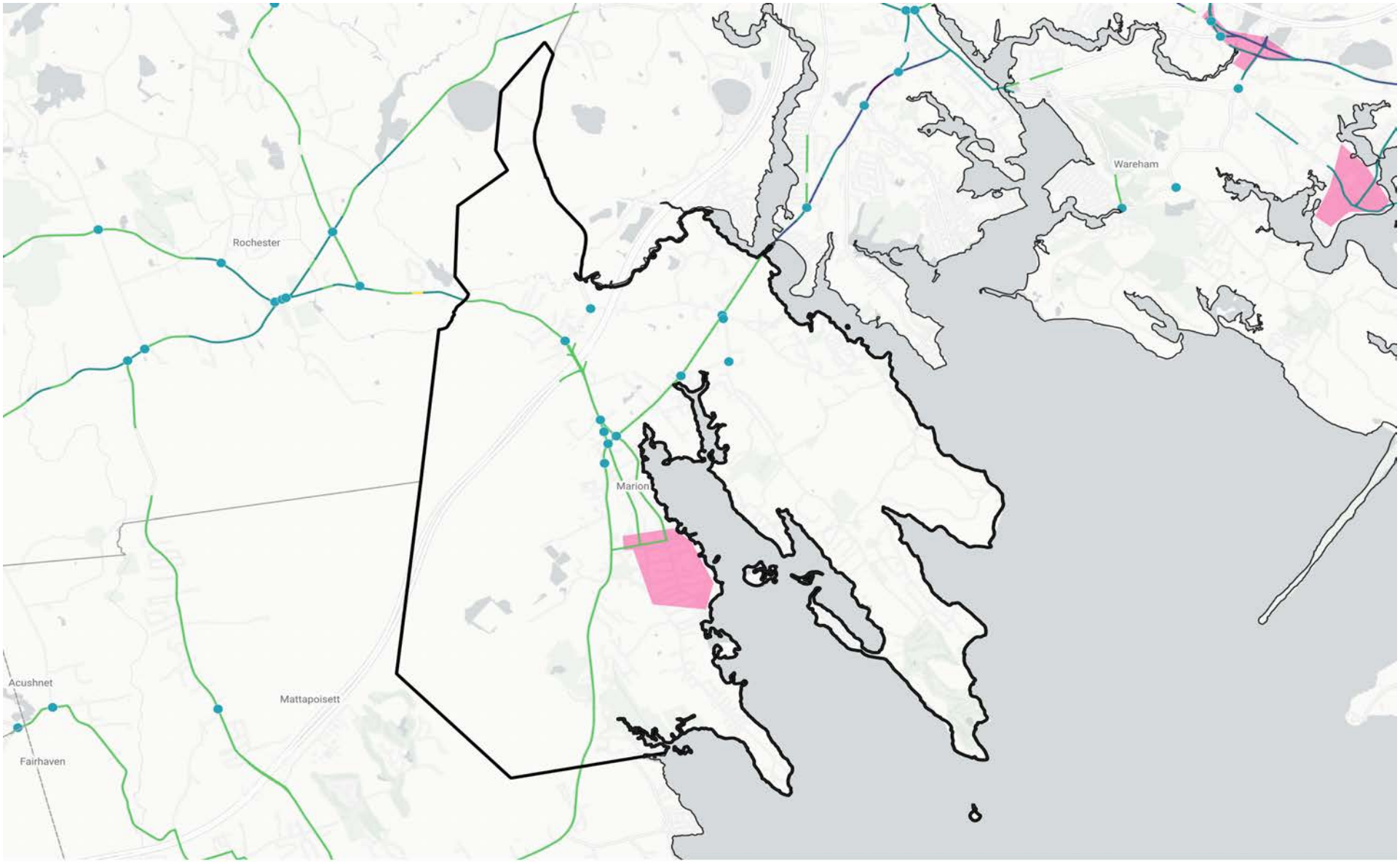
Intersection Description	Town / City	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
MA-140 at MA-106	MANSFIELD	Signalized		Yes	Yes		Yes	Yes				Yes		Yes		
School St. at MA-140	MANSFIELD	Signalized		Yes	Yes	Yes	Yes	Yes						Yes		
Cabot Blvd. at Forbes Blvd. and Oxford Rd.	MANSFIELD	Signalized		Yes	Yes		Yes		Yes	Yes		Yes		Yes		
MA-140 at West St.	MANSFIELD	Signalized	Yes										Yes	Yes		
Copeland Dr. at Central St.	MANSFIELD	Unsignalized	Yes							Yes				Yes		
Chauncy St. (MA-106) at MA-140	MANSFIELD	Signalized		Yes			Yes		Yes	Yes				Yes		
Cabot Blvd. at Oxford Rd. at Forbes Blvd.	MANSFIELD	Unsignalized								Yes			Yes	Yes		
Cabot Blvd. at Hampshire St.	MANSFIELD	Unsignalized	Yes										Yes	Yes		Yes
West St. at Hampshire St.	MANSFIELD	Unsignalized	Yes							Yes						
Plain St. at West St.	MANSFIELD	Unsignalized												Yes		
Lancashire Dr. at West St.	MANSFIELD	Unsignalized												Yes		
Lancashire Dr. at York Rd.	MANSFIELD	Unsignalized	Yes											Yes	Yes	
Gilbert St. at West St.	MANSFIELD	Unsignalized	Yes											Yes		Yes
York Rd. at Gilbert St.	MANSFIELD	Unsignalized												Yes		Yes
Balcom St. at Gilbert St.	MANSFIELD	Unsignalized												Yes		Yes
Elm Ter. at Elm St.	MANSFIELD	Unsignalized												Yes		Yes
Plymouth St. at Forbes Blvd.	MANSFIELD	Unsignalized												Yes		Yes
Plymouth St. at School St.	MANSFIELD	Signalized		Yes			Yes							Yes		
Forbes Blvd. at Norfolk St.	MANSFIELD	Unsignalized												Yes		Yes
Hampden St. at Norfolk St.	MANSFIELD	Unsignalized	Yes											Yes		Yes
Norfolk St. at MA-140	MANSFIELD	Signalized	Yes				Yes			Yes						
Spring St. at School St. at Willow St.	MANSFIELD	Unsignalized												Yes		Yes
West St. at School St. at Copeland Dr.	MANSFIELD	Signalized		Yes			Yes	Yes	Yes				Yes			
Reservoir St. at MA-140	MANSFIELD	Signalized			Yes	Yes	Yes	Yes			Yes			Yes		
S Main St. at Hall St.	MANSFIELD	Unsignalized	Yes											Yes		Yes
Willow St. at Fruit St. at S Main St.	MANSFIELD	Unsignalized	Yes		Yes								Yes	Yes		Yes
Francis Ave. at Oakland St.	MANSFIELD	Unsignalized												Yes		Yes
Maple St. at Oakland St.	MANSFIELD	Unsignalized												Yes		Yes
Maple St. at Francis Ave.	MANSFIELD	Unsignalized												Yes		Yes
Maple St. at Franklin St.	MANSFIELD	Unsignalized			Yes									Yes		Yes
Maple St. at Bird Rd.	MANSFIELD	Unsignalized												Yes		
MA-106 at Franklin St.	MANSFIELD	Signalized	Yes	Yes	Yes		Yes	Yes						Yes		
MA-106 at East St.	MANSFIELD	Signalized	Yes	Yes	Yes									Yes		
MA-106 at East St.	MANSFIELD	Signalized			Yes		Yes	Yes					Yes	Yes		
East St. at Mill St.	MANSFIELD	Unsignalized	Yes											Yes		Yes
East St. at North St.	MANSFIELD	Unsignalized	Yes										Yes	Yes		Yes
Essex St. at Mill St.	MANSFIELD	Unsignalized	Yes											Yes		Yes
Ware St. at Essex St.	MANSFIELD	Unsignalized	Yes										Yes	Yes		Yes
Ware St. at Short St.	MANSFIELD	Unsignalized	Yes											Yes		Yes
Fruit St. at Short St.	MANSFIELD	Unsignalized											Yes	Yes		Yes

Intersection Description	Town / City	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
MA-140 at I-495 ramp	MANSFIELD	Signalized	Yes		Yes		Yes		Yes				Yes	Yes		

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
MA-106	Chauncy St.	MANSFIELD				Yes		Yes	Yes	Yes	Yes
MA-106	Eastman St.	MANSFIELD				Yes		Yes		Yes	Yes
MA-106	East St.	MANSFIELD		Yes		Yes		Yes		Yes	Yes
MA-106	Eastman St.	MANSFIELD		Yes		Yes		Yes		Yes	Yes
MA-106	Pratt St.	MANSFIELD		Yes	Yes	Yes		Yes		Yes	Yes
MA-106	Chauncy St.	MANSFIELD		Yes		Yes				Yes	Yes
	East St.	MANSFIELD			Yes	Yes			Yes	Yes	Yes
	East St.	MANSFIELD		Yes		Yes				Yes	Yes
	Maple St.	MANSFIELD			Yes	Yes			Yes	Yes	Yes
	Franklin St.	MANSFIELD		Yes	Yes	Yes				Yes	Yes
	Franklin St.	MANSFIELD				Yes		Yes	Yes	Yes	Yes
	Plain St.	MANSFIELD				Yes				Yes	Yes
	Plain St.	MANSFIELD			Yes	Yes				Yes	Yes
	West St.	MANSFIELD				Yes				Yes	Yes
	West St.	MANSFIELD			Yes	Yes				Yes	Yes
	Gilbert St.	MANSFIELD			Yes	Yes			Yes	Yes	Yes
	Elm St.	MANSFIELD			Yes	Yes		Yes	Yes	Yes	Yes
	Elm St./School St.	MANSFIELD			Yes	Yes		Yes	Yes	Yes	Yes
	Elm St.	MANSFIELD			Yes	Yes		Yes	Yes	Yes	Yes
	Elm St./School St.	MANSFIELD			Yes	Yes		Yes	Yes	Yes	Yes
	School St.	MANSFIELD				Yes		Yes	Yes	Yes	Yes
	School St.	MANSFIELD				Yes		Yes		Yes	Yes
	School St.	MANSFIELD				Yes		Yes		Yes	Yes
	School St.	MANSFIELD		Yes		Yes				Yes	Yes
	Central St.	MANSFIELD				Yes				Yes	Yes
	Central St.	MANSFIELD		Yes							Yes
	Copeland Dr.	MANSFIELD		Yes		Yes		Yes			Yes
	West St.	MANSFIELD		Yes	Yes	Yes					Yes
	East St.	MANSFIELD			Yes	Yes		Yes		Yes	Yes
	Oakland St.	MANSFIELD		Yes	Yes	Yes		Yes		Yes	Yes
	Oakland St.	MANSFIELD		Yes	Yes	Yes		Yes		Yes	Yes
	S Main St.	MANSFIELD		Yes	Yes	Yes		Yes			Yes
MA-140	S Main St.	MANSFIELD		Yes		Yes		Yes		Yes	Yes
MA-140	S Main St.	MANSFIELD		Yes		Yes	Yes	Yes		Yes	Yes
	Reservoir St.	MANSFIELD			Yes	Yes			Yes	Yes	Yes
	S Main St.	MANSFIELD		Yes		Yes		Yes		Yes	Yes
	S Main St.	MANSFIELD		Yes		Yes		Yes		Yes	Yes
	Willow St.	MANSFIELD		Yes	Yes	Yes					Yes
MA-140	State Route 140	MANSFIELD					Yes	Yes		Yes	Yes
MA-140	State Route 140	MANSFIELD				Yes	Yes	Yes		Yes	Yes



MARION

Intersection projects

Zone Projects

Segment Project Scores

10 - 20

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SRPEDD Southeastern Regional Planning & Economic Development District

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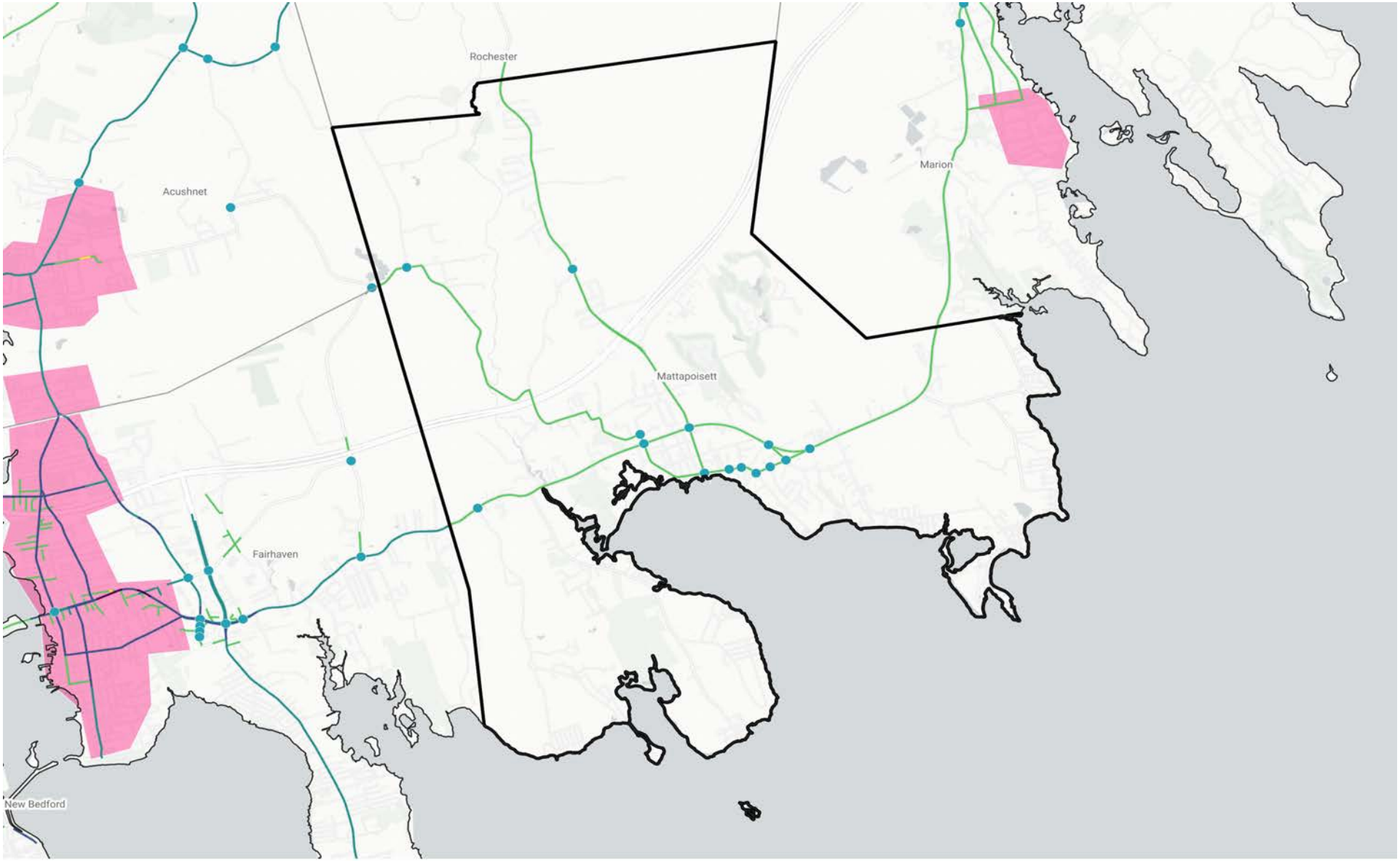
Intersection Description	Town *	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
County Rd. at Point Rd.	MARION	Unsignalized												Yes		
Frost St. at County Rd.	MARION	Unsignalized			Yes	Yes								Yes	Yes	
Wareham Rd. at Point Rd.	MARION	Signalized	Yes	Yes												
Delano Rd. at Point Rd.	MARION	Unsignalized	Yes											Yes		
Wareham Rd. at Creek Rd.	MARION	Unsignalized	Yes											Yes	Yes	
Point Rd. at Creek Rd.	MARION	Unsignalized												Yes	Yes	
Front St. at Spring St.	MARION	Unsignalized													Yes	
Spring St. at Mill St.	MARION	Unsignalized												Yes		
Wareham Rd. at Mill St.	MARION	Unsignalized	Yes											Yes	Yes	
Spring St. at Wareham Rd.	MARION	Unsignalized	Yes										Yes			
Front St. at Wareham Rd.	MARION	Signalized		Yes		Yes						Yes		Yes		

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
105	Front St.	MARION			Yes	Yes		Yes			Yes
105	Front St.	MARION			Yes	Yes		Yes			Yes
105	Front St.	MARION			Yes	Yes		Yes			Yes
105	Front St.	MARION			Yes	Yes		Yes			Yes
105	Front St.	MARION				Yes	Yes	Yes			Yes
105	Front St.	MARION				Yes	Yes	Yes			Yes
105	Front St.	MARION			Yes	Yes		Yes			Yes
105	Front St.	MARION		Yes	Yes	Yes		Yes			Yes
	Front St.	MARION			Yes						Yes
	Front St.	MARION			Yes					Yes	Yes
	Front St.	MARION			Yes					Yes	Yes
	Front St.	MARION		Yes	Yes						Yes
105	Spring St.	MARION			Yes						Yes
105	Spring St.	MARION			Yes						Yes
105	Spring St.	MARION			Yes						Yes
105	Spring St.	MARION			Yes		Yes			Yes	Yes
	Spring St.	MARION		Yes	Yes		Yes			Yes	Yes
US 6	Mill St.	MARION				Yes	Yes	Yes		Yes	Yes
US 6	Mill St.	MARION		Yes		Yes	Yes	Yes			Yes
US 6	Mill St.	MARION		Yes		Yes	Yes	Yes			Yes
US 6	Mill St.	MARION		Yes		Yes	Yes	Yes			Yes
US 6	Mill St.	MARION		Yes		Yes	Yes	Yes			Yes
US 6	Mill St.	MARION		Yes		Yes	Yes	Yes			Yes
US 6	Mill St.	MARION		Yes		Yes	Yes	Yes			Yes
US 6	Wareham Rd.	MARION			Yes	Yes	Yes	Yes			Yes
US 6	Wareham Rd.	MARION				Yes	Yes	Yes			Yes
US 6	Wareham Rd.	MARION				Yes	Yes	Yes			Yes
US 6	Wareham Rd.	MARION				Yes	Yes	Yes			Yes
US 6	Wareham Rd.	MARION				Yes	Yes	Yes			Yes
US 6	Wareham Rd.	MARION				Yes	Yes	Yes			Yes
	Creek Rd.	MARION			Yes						Yes
	Point Rd.	MARION			Yes			Yes			Yes
	Point Rd.	MARION			Yes			Yes		Yes	Yes
	Point Rd.	MARION			Yes	Yes		Yes	Yes	Yes	Yes
	Point Rd.	MARION			Yes	Yes		Yes		Yes	Yes
	Point Rd.	MARION			Yes	Yes		Yes		Yes	Yes
	Point Rd.	MARION			Yes	Yes		Yes	Yes	Yes	Yes
	Delano Rd.	MARION							Yes	Yes	Yes
	Delano Rd.	MARION							Yes	Yes	Yes
	Delano Rd.	MARION			Yes				Yes	Yes	Yes
	Delano Rd.	MARION			Yes				Yes	Yes	Yes
	County Rd.	MARION			Yes				Yes	Yes	Yes
	County Rd.	MARION			Yes					Yes	
	Point Rd.	MARION			Yes		Yes				Yes
	Point Rd.	MARION			Yes				Yes	Yes	Yes
	Mill St.	MARION			Yes					Yes	Yes



MATTAPOISETT

Intersection projects

Zone Projects

Segment Project Scores

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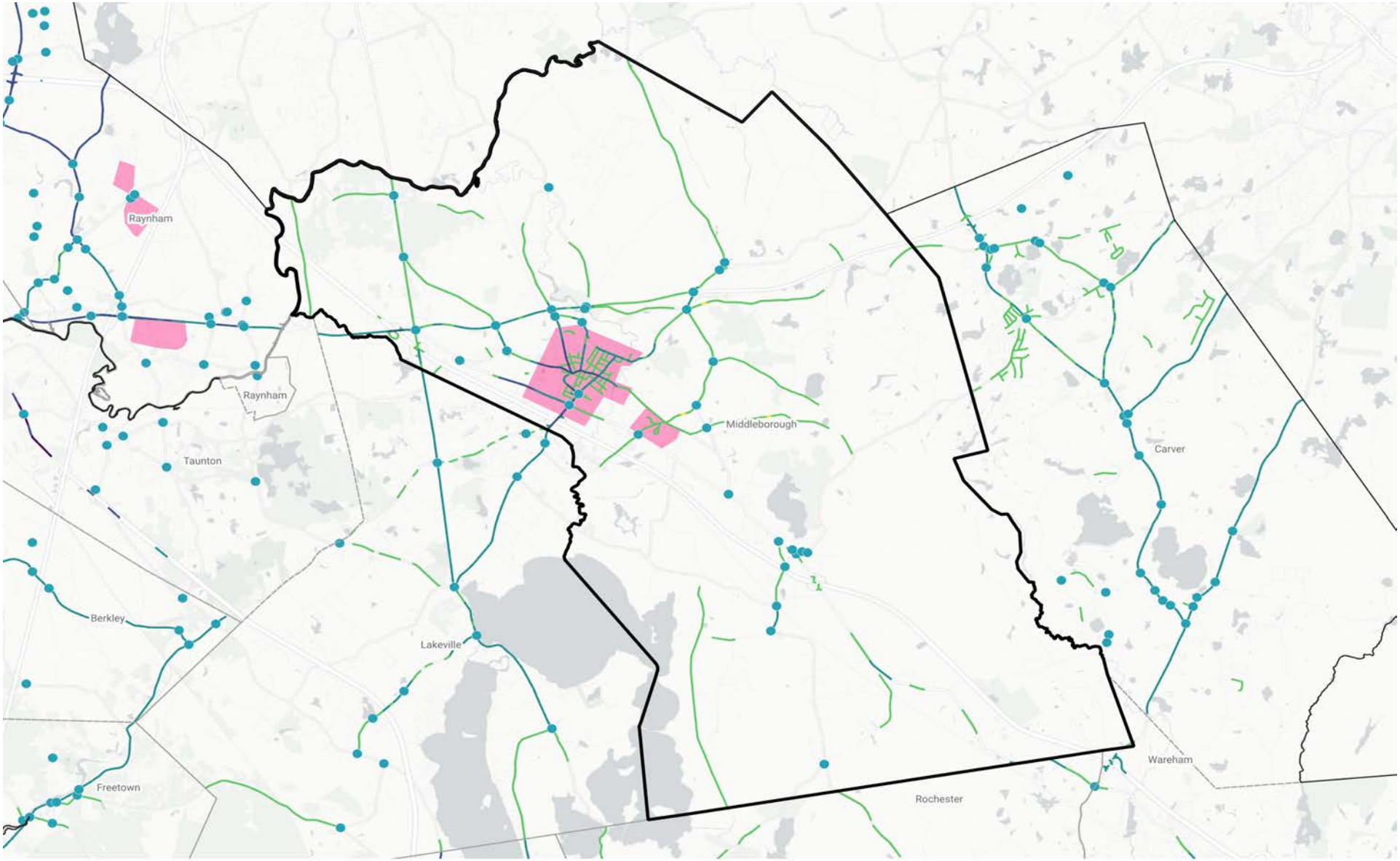
Intersection Description	Town *	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
Fairhaven Rd. at Brandt Island Rd.	MATTAPOISETT	Unsignalized				Yes								Yes		
North St. at Crystal Spring Rd.	MATTAPOISETT	Unsignalized	Yes													
Acushnet Rd. at Main St.	MATTAPOISETT	Unsignalized												Yes	Yes	
Main St. at Fairhaven Rd. and County Rd.	MATTAPOISETT	Signalized		Yes										Yes		
County Rd. at North St.	MATTAPOISETT	Signalized		Yes		Yes						Yes		Yes		
Water St. at North St.	MATTAPOISETT	Unsignalized														Yes
Water St. and Beacon St. at Ship Yard Ln.	MATTAPOISETT	Unsignalized												Yes		
Beacon St. and Marion Rd. at Ship St. and Ned's Point Rd.	MATTAPOISETT	Unsignalized												Yes		Yes
Beacon St. at Oakland St.	MATTAPOISETT	Unsignalized												Yes		
Marion Rd. at Tupola Ln.	MATTAPOISETT	Unsignalized												Yes		
Marion Rd. at Pine Island Rd. and Church St. Ext.	MATTAPOISETT	Unsignalized												Yes	Yes	
County Rd. at Church St. Ext.	MATTAPOISETT	Unsignalized												Yes		
Marion Rd. at County Rd.	MATTAPOISETT	Unsignalized	Yes											Yes		
Acushnet Rd. at Long Plain Rd.	MATTAPOISETT	Unsignalized	Yes											Yes		Yes

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
	North St.	MATTAPOISETT				Yes		Yes		Yes	Yes
	North St.	MATTAPOISETT				Yes		Yes		Yes	Yes
	North St.	MATTAPOISETT				Yes		Yes		Yes	Yes
	North St.	MATTAPOISETT				Yes	Yes	Yes			Yes
	North St.	MATTAPOISETT				Yes		Yes			Yes
	North St.	MATTAPOISETT				Yes		Yes			Yes
	Long Plain Rd.	MATTAPOISETT			Yes				Yes	Yes	Yes
	Acushnet Rd.	MATTAPOISETT			Yes						Yes
	Acushnet Rd.	MATTAPOISETT			Yes					Yes	Yes
	Acushnet Rd.	MATTAPOISETT			Yes				Yes	Yes	Yes
	Acushnet Rd.	MATTAPOISETT			Yes					Yes	Yes
	Acushnet Rd.	MATTAPOISETT			Yes						Yes
	Acushnet Rd.	MATTAPOISETT			Yes					Yes	Yes
	Acushnet Rd.	MATTAPOISETT			Yes					Yes	Yes
	Acushnet Rd.	MATTAPOISETT			Yes					Yes	Yes
	Acushnet Rd.	MATTAPOISETT			Yes					Yes	Yes
US 6	Fairhaven Rd.	MATTAPOISETT		Yes		Yes	Yes	Yes			Yes
US 6	Fairhaven Rd.	MATTAPOISETT		Yes		Yes	Yes	Yes			Yes
US 6	Fairhaven Rd.	MATTAPOISETT		Yes		Yes	Yes	Yes			Yes
US 6	Fairhaven Rd.	MATTAPOISETT				Yes	Yes	Yes			Yes

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
US 6	County Rd.	MATTAPOISETT		Yes		Yes	Yes	Yes			Yes
US 6	County Rd.	MATTAPOISETT				Yes	Yes	Yes			Yes
US 6	County Rd.	MATTAPOISETT				Yes	Yes	Yes			Yes
	Crystal Springs Rd.	MATTAPOISETT			Yes					Yes	Yes
	Brandt Island Rd.	MATTAPOISETT		Yes					Yes	Yes	Yes
	Brandt Island Rd.	MATTAPOISETT		Yes					Yes	Yes	Yes
	Brandt Island Rd.	MATTAPOISETT							Yes	Yes	Yes
	Brandt Island Rd.	MATTAPOISETT							Yes	Yes	Yes
	Brandt Island Rd.	MATTAPOISETT							Yes	Yes	Yes
	Old Brandt Island Rd.	MATTAPOISETT							Yes	Yes	Yes
	Marion Rd.	MATTAPOISETT		Yes		Yes	Yes	Yes	Yes		Yes
US 6	Marion Rd.	MATTAPOISETT				Yes	Yes	Yes	Yes		Yes
US 6	Marion Rd.	MATTAPOISETT				Yes	Yes	Yes			Yes
US 6	Marion Rd.	MATTAPOISETT				Yes	Yes	Yes			Yes
	Marion Rd.	MATTAPOISETT			Yes						Yes
	Marion Rd.	MATTAPOISETT			Yes						Yes
	Marion Rd.	MATTAPOISETT			Yes						Yes
	Marion Rd.	MATTAPOISETT			Yes						Yes
	Marion Rd.	MATTAPOISETT			Yes						Yes
US 6	County Rd.	MATTAPOISETT				Yes	Yes	Yes			Yes
	Church St. Ext.	MATTAPOISETT			Yes					Yes	Yes
	Pine Island Rd.	MATTAPOISETT			Yes					Yes	Yes
	Pine Island Rd.	MATTAPOISETT			Yes					Yes	Yes
	Main St.	MATTAPOISETT			Yes					Yes	Yes
	Cathaway Ln.	MATTAPOISETT			Yes					Yes	Yes
	Main St.	MATTAPOISETT		Yes	Yes					Yes	Yes
	Main St.	MATTAPOISETT			Yes					Yes	Yes
	Water St.	MATTAPOISETT		Yes	Yes					Yes	Yes
	Water St.	MATTAPOISETT		Yes	Yes						Yes
	Water St.	MATTAPOISETT			Yes					Yes	Yes
	North St.	MATTAPOISETT			Yes					Yes	Yes
	Ship Yard Ln.	MATTAPOISETT			Yes					Yes	Yes
	Ship St.	MATTAPOISETT			Yes						Yes
	Beacon St.	MATTAPOISETT			Yes					Yes	Yes
	Beacon St.	MATTAPOISETT			Yes				Yes	Yes	Yes
	Ned’s Point Rd.	MATTAPOISETT			Yes					Yes	Yes
	New Boston Rd./Mattapoisett Rd. - Fairhaven T.L. to Mattapoisett T.L.	MATTAPOISETT			Yes	Yes				Yes	Yes
	Gammons Rd. - Perry Hill Rd. to Mattapoisett T.L.	MATTAPOISETT			Yes	Yes			Yes		Yes
	Park Ln.	MATTAPOISETT			Yes				Yes	Yes	Yes
	Park Ln.	MATTAPOISETT			Yes				Yes		Yes
	Oakland St.	MATTAPOISETT			Yes					Yes	Yes



MIDDLEBOROUGH

Intersection projects

Zone Projects

Segment Project Scores

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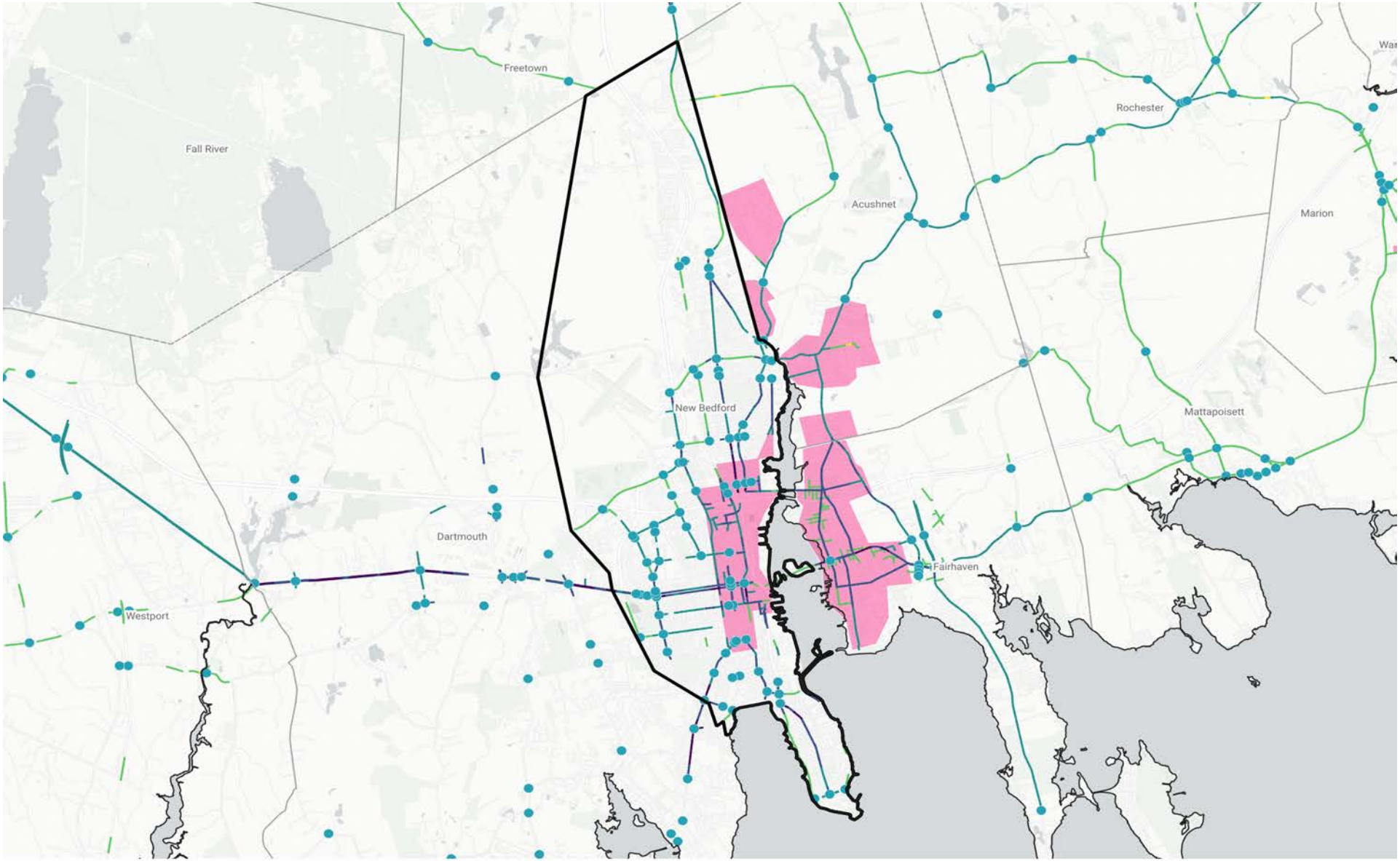
Intersection Description	Town /City	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
Plymouth St. at Bedford St.	MIDDLEBOROUGH	Signalized		Yes	Yes									Yes		
Main St. at Grove St.	MIDDLEBOROUGH	Signalized		Yes	Yes	Yes	Yes			Yes				Yes		
E Main St. at Courtland St. and Mayflower Ave.	MIDDLEBOROUGH	Unsignalized			Yes				Yes							Yes
E Grove St. at Wood St.	MIDDLEBOROUGH	Signalized		Yes	Yes		Yes			Yes				Yes	Yes	
Route 44 at Plymouth St. and Nemasket St.	MIDDLEBOROUGH	Signalized		Yes			Yes				Yes					
Route 44 at Plympton St.	MIDDLEBOROUGH	Signalized		Yes										Yes		
Spruce St. at Highland St.	MIDDLEBOROUGH	Unsignalized	Yes											Yes		Yes
Miller St. at Highland St.	MIDDLEBOROUGH	Unsignalized												Yes		
Miller St. at Walnut St.	MIDDLEBOROUGH	Unsignalized				Yes								Yes	Yes	
Miller St. at Cushman St.	MIDDLEBOROUGH	Unsignalized	Yes											Yes		
Miller St. at Wareham St.	MIDDLEBOROUGH	Unsignalized												Yes		
Wareham St. at Rocky Gutter St.	MIDDLEBOROUGH	Unsignalized	Yes											Yes		
Rocky Gutter St. at Miller St.	MIDDLEBOROUGH	Unsignalized												Yes		
Rocky Gutter St. at Purchase St.	MIDDLEBOROUGH	Unsignalized												Yes		
Wareham St. at Cushman St.	MIDDLEBOROUGH	Unsignalized												Yes		
Wareham St. at E Grove St.	MIDDLEBOROUGH	Unsignalized	Yes											Yes		
Thomas St. at Sachem St.	MIDDLEBOROUGH	Unsignalized												Yes		
Wood St. at Sachem St.	MIDDLEBOROUGH	Unsignalized											Yes	Yes		
Wood St. at Chestnut St.	MIDDLEBOROUGH	Unsignalized												Yes		
Plymouth St. at E. Main St. and Wood St. and Plympton St.	MIDDLEBOROUGH	Unsignalized											Yes	Yes		
Thompson St. at Old Thompson St.	MIDDLEBOROUGH	Unsignalized												Yes		
Plympton St. at Old Thompson St.	MIDDLEBOROUGH	Unsignalized												Yes		
Anderson Ave. at W Grove St.	MIDDLEBOROUGH	Signalized		Yes									Yes			
Center St. at Old Center St.	MIDDLEBOROUGH	Unsignalized												Yes	Yes	
US Route 44 at Old Center St.	MIDDLEBOROUGH	Signalized		Yes							Yes			Yes		
Bedford St. at Old Center St.	MIDDLEBOROUGH	Unsignalized												Yes		

Intersection Description	Town /City	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
US Route 44 at Route 18 Rotary	MIDDLEBOROUGH	Unsignalized												Yes		
Summer St. at Murdock St.	MIDDLEBOROUGH	Unsignalized												Yes		
US Route 44 at Everett St.	MIDDLEBOROUGH	Signalized		Yes							Yes					
Everett St. at North St.	MIDDLEBOROUGH	Unsignalized												Yes		
North St. at Nemasket St.	MIDDLEBOROUGH	Unsignalized												Yes		
Plymouth St. at Nemasket St.	MIDDLEBOROUGH	Unsignalized	Yes											Yes		

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
	Summer St.	MIDDLEBOROUGH			Yes					Yes	Yes
	Chestnut St.	MIDDLEBOROUGH									Yes
	Wareham St.	MIDDLEBOROUGH			Yes			Yes		Yes	Yes
	Marion Rd.	MIDDLEBOROUGH				Yes		Yes	Yes	Yes	Yes
18	Bedford St.	MIDDLEBOROUGH				Yes		Yes			Yes
18	Bedford St.	MIDDLEBOROUGH				Yes		Yes			Yes
18	Bedford St.	MIDDLEBOROUGH				Yes		Yes			Yes
18	Bedford St.	MIDDLEBOROUGH				Yes		Yes			Yes
18	Bedford St.	MIDDLEBOROUGH				Yes	Yes	Yes			Yes
18	Bedford St.	MIDDLEBOROUGH				Yes	Yes	Yes			Yes
18	Bedford St.	MIDDLEBOROUGH				Yes		Yes			Yes
US 44	Harding St.	MIDDLEBOROUGH	Yes			Yes		Yes			Yes
US 44	Harding St.	MIDDLEBOROUGH				Yes		Yes			Yes
US Route 44	US Route 44	MIDDLEBOROUGH				Yes		Yes			Yes
US Route 44	US Route 44	MIDDLEBOROUGH				Yes	Yes	Yes			Yes
US Route 44	US Route 44	MIDDLEBOROUGH				Yes	Yes	Yes			Yes
US Route 44	US Route 44	MIDDLEBOROUGH				Yes		Yes			Yes
US Route 44	US Route 44	MIDDLEBOROUGH				Yes	Yes	Yes			Yes
28	E Grove St.	MIDDLEBOROUGH		Yes		Yes		Yes			Yes
28	E Grove St.	MIDDLEBOROUGH		Yes		Yes					
28	E Grove St.	MIDDLEBOROUGH		Yes		Yes					
28	E Grove St.	MIDDLEBOROUGH				Yes		Yes		Yes	Yes
28	E Grove St.	MIDDLEBOROUGH				Yes		Yes		Yes	Yes
28	Wareham St.	MIDDLEBOROUGH				Yes		Yes		Yes	Yes
28	Wareham St.	MIDDLEBOROUGH				Yes		Yes			Yes
28	Wareham St.	MIDDLEBOROUGH				Yes		Yes			Yes
28	Wareham St.	MIDDLEBOROUGH				Yes		Yes			Yes
28	Wareham St.	MIDDLEBOROUGH				Yes		Yes		Yes	Yes
28	Wareham St.	MIDDLEBOROUGH				Yes		Yes			Yes
28	Wareham St.	MIDDLEBOROUGH				Yes		Yes			Yes
28	Wareham St.	MIDDLEBOROUGH				Yes		Yes			Yes

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
28	Wareham St.	MIDDLEBOROUGH				Yes		Yes			Yes
28	Wareham St.	MIDDLEBOROUGH				Yes		Yes			Yes
28	Wareham St.	MIDDLEBOROUGH				Yes		Yes			Yes
28	Wareham St.	MIDDLEBOROUGH				Yes		Yes			Yes
28	Wareham St.	MIDDLEBOROUGH				Yes		Yes			Yes
28	Wareham St.	MIDDLEBOROUGH				Yes		Yes			Yes
28	Wareham St.	MIDDLEBOROUGH				Yes		Yes			Yes
	Miller St.	MIDDLEBOROUGH								Yes	Yes
	Spruce St.	MIDDLEBOROUGH							Yes	Yes	Yes
	Highland St.	MIDDLEBOROUGH								Yes	Yes
	South St.	MIDDLEBOROUGH								Yes	Yes
	Highland St.	MIDDLEBOROUGH							Yes	Yes	Yes
	Vaughan St.	MIDDLEBOROUGH			Yes					Yes	Yes
	Walnut St.	MIDDLEBOROUGH			Yes					Yes	Yes
	Walnut St.	MIDDLEBOROUGH			Yes						Yes
	Walnut St.	MIDDLEBOROUGH			Yes						Yes
	Miller St.	MIDDLEBOROUGH								Yes	Yes
	Cushman St.	MIDDLEBOROUGH				Yes		Yes		Yes	Yes
	Miller St.	MIDDLEBOROUGH			Yes					Yes	Yes
	Miller St.	MIDDLEBOROUGH			Yes					Yes	Yes
	Rocky Gutter St.	MIDDLEBOROUGH									Yes
	Rocky Gutter St.	MIDDLEBOROUGH									Yes
	Vernon St.	MIDDLEBOROUGH			Yes	Yes		Yes		Yes	Yes
	Plymouth St.	MIDDLEBOROUGH			Yes	Yes		Yes		Yes	Yes
	Plymouth St.	MIDDLEBOROUGH			Yes	Yes		Yes			Yes
	Plymouth St.	MIDDLEBOROUGH			Yes	Yes		Yes		Yes	Yes
	Plymouth St.	MIDDLEBOROUGH			Yes					Yes	Yes
	Plymouth St.	MIDDLEBOROUGH			Yes				Yes	Yes	Yes
	Old Center St.	MIDDLEBOROUGH			Yes	Yes		Yes		Yes	Yes
	Old Center St.	MIDDLEBOROUGH			Yes			Yes			Yes
28	W. Grove St.	MIDDLEBOROUGH				Yes		Yes			Yes
28	W. Grove St.	MIDDLEBOROUGH				Yes		Yes			Yes
28	W. Grove St.	MIDDLEBOROUGH		Yes		Yes		Yes			Yes
	Anderson Ave.	MIDDLEBOROUGH			Yes					Yes	Yes
	Anderson Ave.	MIDDLEBOROUGH			Yes					Yes	Yes
	Center St.	MIDDLEBOROUGH			Yes	Yes		Yes			Yes
	Center St.	MIDDLEBOROUGH			Yes	Yes		Yes			Yes
	Summer St.	MIDDLEBOROUGH			Yes					Yes	Yes
	Murdock St.	MIDDLEBOROUGH			Yes					Yes	Yes
	Murdock St.	MIDDLEBOROUGH			Yes					Yes	Yes
	Everett St.	MIDDLEBOROUGH			Yes			Yes		Yes	Yes
	Everett St.	MIDDLEBOROUGH									Yes
	Everett St.	MIDDLEBOROUGH			Yes						Yes
	North St.	MIDDLEBOROUGH			Yes					Yes	Yes
	North St.	MIDDLEBOROUGH			Yes						Yes
	Plymouth St.	MIDDLEBOROUGH			Yes			Yes		Yes	Yes

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
	Plymouth St.	MIDDLEBOROUGH			Yes					Yes	Yes
	Plymouth St.	MIDDLEBOROUGH			Yes	Yes		Yes		Yes	Yes
	Plymouth St.	MIDDLEBOROUGH			Yes			Yes	Yes	Yes	Yes
105	Thompson St.	MIDDLEBOROUGH				Yes		Yes		Yes	Yes
105	Thompson St.	MIDDLEBOROUGH				Yes		Yes		Yes	Yes
	Old Thompson St.	MIDDLEBOROUGH			Yes					Yes	Yes
	Plympton St.	MIDDLEBOROUGH			Yes	Yes		Yes		Yes	Yes
	Plympton St.	MIDDLEBOROUGH			Yes						Yes
	Plympton St.	MIDDLEBOROUGH			Yes	Yes		Yes			Yes
	Chestnut St.	MIDDLEBOROUGH									Yes
105	Plympton St.	MIDDLEBOROUGH			Yes	Yes		Yes		Yes	Yes
105	Plympton St.	MIDDLEBOROUGH				Yes		Yes			Yes
105	Plympton St.	MIDDLEBOROUGH				Yes		Yes			Yes
105	E Main St.	MIDDLEBOROUGH				Yes		Yes			Yes
	Wood St.	MIDDLEBOROUGH			Yes	Yes		Yes			Yes
	Wood St.	MIDDLEBOROUGH			Yes	Yes		Yes			Yes
	Wood St.	MIDDLEBOROUGH			Yes					Yes	Yes
	Sachem St.	MIDDLEBOROUGH			Yes					Yes	Yes
	Sachem St.	MIDDLEBOROUGH			Yes						Yes
	Thomas St.	MIDDLEBOROUGH				Yes		Yes		Yes	Yes
	Thomas St.	MIDDLEBOROUGH				Yes		Yes		Yes	Yes
	Thomas St.	MIDDLEBOROUGH				Yes		Yes		Yes	Yes
	Thomas St.	MIDDLEBOROUGH						Yes			Yes
	Wood St.	MIDDLEBOROUGH			Yes	Yes		Yes		Yes	Yes
	Spruce St.	MIDDLEBOROUGH				Yes		Yes	Yes	Yes	Yes
	Nemasket St.	MIDDLEBOROUGH			Yes						Yes
	Plymouth St.	MIDDLEBOROUGH									Yes



NEW BEDFORD

Intersection projects

Zone Projects

Segment Project Scores

10 - 20

20 - 40

40 - 60

60 - 80

80 - 100

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SRPEDD Southeastern Regional Planning & Economic Development District

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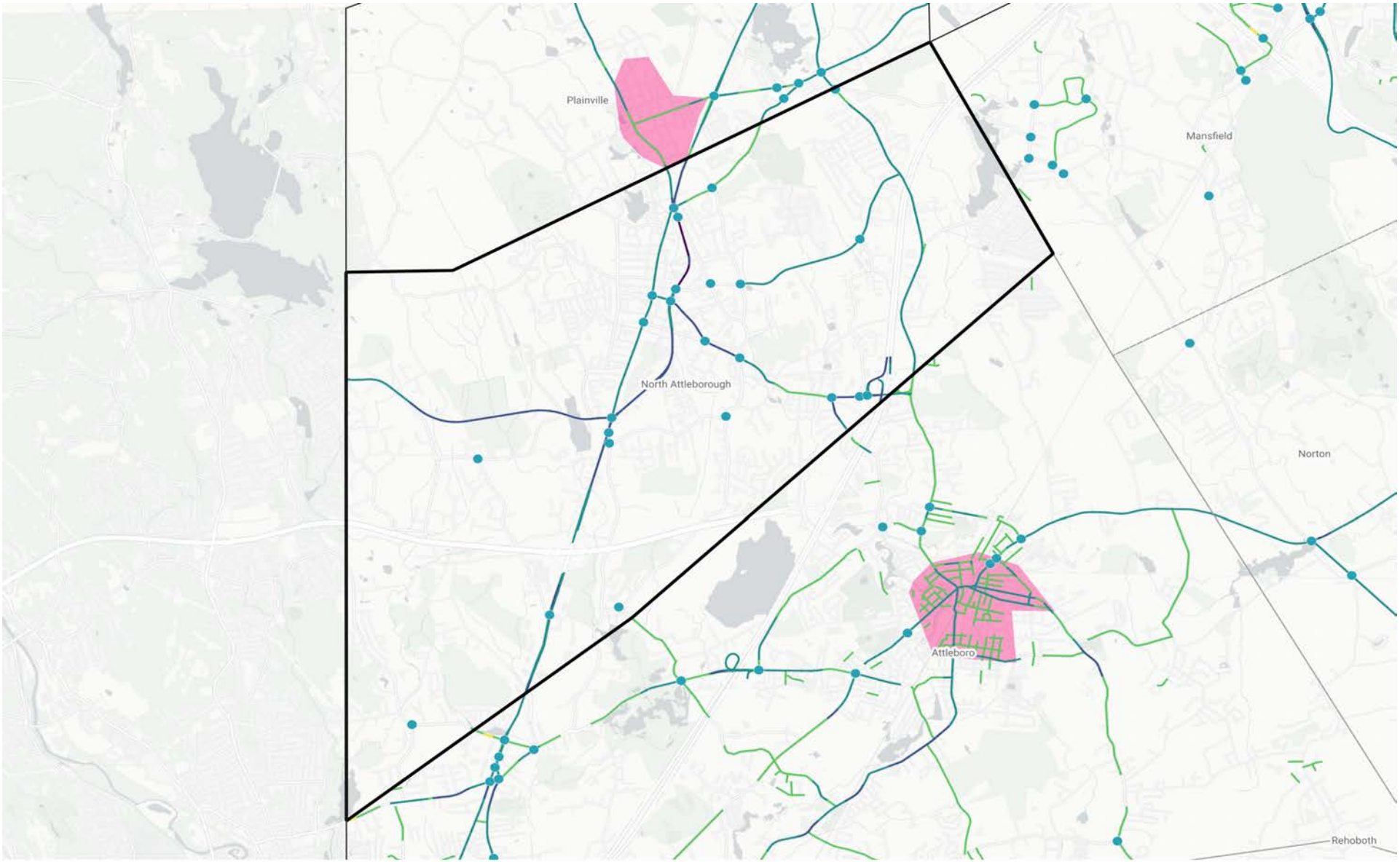
Intersection Description	City/Town	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
Ashley Blvd. (MA Route 18) at Acushnet Ave. (MA Route 18) - north	NEW BEDFORD	Signalized	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes	
Acushnet Ave. (MA Route 18) at Phillips Rd.	NEW BEDFORD	Signalized	Yes	Yes	Yes		Yes	Yes	Yes	Yes		Yes		Yes	Yes	Yes
Phillips Rd. at Staron St.	NEW BEDFORD	Unsignalized	Yes		Yes					Yes				Yes	Yes	
Acushnet Ave. at Mill Rd./Conduit St.	NEW BEDFORD	Unsignalized	Yes		Yes					Yes				Yes	Yes	
Mill Rd. at Belleville Ave./Middle Rd.	NEW BEDFORD	Unsignalized											Yes	Yes		
Acushnet Ave (MA Route 18) at Ashley Blvd. (MA Route 18) - south	NEW BEDFORD	Signalized			Yes		Yes	Yes	Yes		Yes			Yes	Yes	Yes
Kempton St. (US Route 6) at Watson St.	NEW BEDFORD	Unsignalized			Yes	Yes				Yes				Yes	Yes	
Kempton St. (US Route 6) at Rockdale Ave.	NEW BEDFORD	Signalized	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes
Kempton St. (US Route 6) at Mill St. (US Route 6)	NEW BEDFORD	Signalized	Yes	Yes	Yes		Yes	Yes	Yes		Yes			Yes	Yes	Yes
John F. Kennedy Memorial Hwy. at Division St.	NEW BEDFORD	Signalized	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes			Yes	Yes	Yes
Rodney French Blvd. at Cove Rd.	NEW BEDFORD	Signalized	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes			Yes	Yes	Yes
Rockdale Ave. at Eastland Ter./ Durfee St.	NEW BEDFORD	Unsignalized			Yes					Yes				Yes	Yes	
Rockdale Ave. at Parker St.	NEW BEDFORD	Unsignalized	Yes		Yes					Yes				Yes	Yes	
Church St. at Staron St.	NEW BEDFORD	Unsignalized	Yes											Yes		
Ashley Blvd. (MA Route 18) at Tarklin Hill Rd.	NEW BEDFORD	Signalized	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes
Ashley Blvd. (MA Route 18) at Park Ave.	NEW BEDFORD	Unsignalized	Yes							Yes				Yes	Yes	
Ashley Blvd. (MA Route 18) at Wood St.	NEW BEDFORD	Signalized	Yes	Yes	Yes		Yes	Yes	Yes	Yes				Yes	Yes	Yes
Ashley Blvd. (MA Route 18) at Nash Rd.	NEW BEDFORD	Signalized	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes
Acushnet Ave. at Tarklin Hill Rd.	NEW BEDFORD	Signalized	Yes	Yes	Yes		Yes	Yes	Yes	Yes				Yes	Yes	Yes
Acushnet Ave. at Wood St.	NEW BEDFORD	Signalized	Yes	Yes	Yes		Yes	Yes	Yes	Yes				Yes	Yes	Yes
Acushnet Ave. at N. Front St.	NEW BEDFORD	Unsignalized	Yes		Yes	Yes				Yes				Yes	Yes	
Acushnet Ave. at Nash Rd.	NEW BEDFORD	Signalized	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes
Church St. at Wood St.	NEW BEDFORD	Unsignalized	Yes		Yes					Yes				Yes	Yes	
Nash Rd. at Church St.	NEW BEDFORD	Signalized	Yes	Yes	Yes		Yes	Yes	Yes	Yes				Yes	Yes	Yes
Tarklin Hill Rd. at Park Ave.	NEW BEDFORD	Signalized													Yes	
Kings Hwy. (MA Route 140)/Jones St. at Mount Pleasant St.	NEW BEDFORD	Signalized	Yes		Yes	Yes	Yes	Yes	Yes					Yes	Yes	Yes
Mount Pleasant St. at Nash Rd.	NEW BEDFORD	Signalized	Yes	Yes	Yes		Yes	Yes	Yes	Yes				Yes	Yes	Yes
Hathaway Rd. at Nauset St.	NEW BEDFORD	Signalized			Yes						Yes				Yes	Yes
Mount Pleasant St. at Nauset St.	NEW BEDFORD	Signalized			Yes										Yes	Yes
Mount Pleasant St. at Sawyer St.	NEW BEDFORD	Unsignalized	Yes		Yes	Yes				Yes				Yes	Yes	Yes
Shawmut Ave. at Sutton St.	NEW BEDFORD	Unsignalized	Yes							Yes				Yes	Yes	
Sawyer St. at Purchase St.	NEW BEDFORD	Signalized	Yes	Yes	Yes		Yes	Yes	Yes	Yes				Yes	Yes	Yes
Coggeshall St. at Purchase St.	NEW BEDFORD	Signalized	Yes		Yes		Yes	Yes	Yes						Yes	Yes
Rockdale Ave. at Potter St.	NEW BEDFORD	Unsignalized								Yes				Yes	Yes	
Hathaway Blvd. at Potter St.	NEW BEDFORD	Unsignalized	Yes		Yes	Yes				Yes					Yes	
Hathaway Blvd. at Durfee St.	NEW BEDFORD	Unsignalized	Yes		Yes	Yes				Yes				Yes	Yes	Yes
Hathaway Blvd. at Parker St.	NEW BEDFORD	Unsignalized	Yes		Yes									Yes	Yes	Yes
Rockdale Ave. at Hathaway Blvd./ Rogers St.	NEW BEDFORD	Unsignalized	Yes		Yes	Yes				Yes				Yes	Yes	
Hathaway Rd. at Shawmut Ave.	NEW BEDFORD	Signalized	Yes	Yes	Yes		Yes	Yes	Yes	Yes				Yes	Yes	Yes

Intersection Description	City/Town	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
Rodney French Blvd. at Bayview St.	NEW BEDFORD	Unsignalized												Yes		
Rodney French Blvd. at Brock Ave.	NEW BEDFORD	Unsignalized				Yes								Yes	Yes	Yes
S. Rodney French Blvd. at E. Rodney French Blvd.	NEW BEDFORD	Unsignalized	Yes		Yes	Yes								Yes	Yes	
John F. Kennedy Hwy/Rodney French Blvd. at Cove St.	NEW BEDFORD	Signalized	Yes		Yes	Yes	Yes	Yes	Yes					Yes	Yes	Yes
Cove St. at County St.	NEW BEDFORD	Signalized	Yes	Yes	Yes									Yes	Yes	Yes
County St. at Rivet St.	NEW BEDFORD	Signalized	Yes	Yes	Yes		Yes	Yes	Yes	Yes		Yes		Yes	Yes	Yes
Rivet St. at Orchard St.	NEW BEDFORD	Unsignalized	Yes		Yes					Yes				Yes	Yes	Yes
Rivet St. at Bolton St.	NEW BEDFORD	Unsignalized	Yes		Yes					Yes				Yes	Yes	Yes
Dartmouth St. at Rivet St.	NEW BEDFORD	Unsignalized	Yes							Yes				Yes	Yes	
Dartmouth St. at Fair St.	NEW BEDFORD	Unsignalized	Yes		Yes					Yes				Yes	Yes	
Rockdale Ave. at Cove Rd.	NEW BEDFORD	Signalized	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes
Rockdale Ave. at Bolton St.	NEW BEDFORD	Signalized	Yes	Yes	Yes		Yes	Yes	Yes	Yes				Yes	Yes	Yes
Rockdale Ave. at Dartmouth St.	NEW BEDFORD	Signalized	Yes	Yes	Yes		Yes	Yes	Yes	Yes				Yes	Yes	Yes
Rockdale Ave. at Allen St.	NEW BEDFORD	Signalized	Yes		Yes		Yes	Yes	Yes	Yes				Yes	Yes	Yes
Rockdale Ave. at Hawthorn St.	NEW BEDFORD	Signalized	Yes	Yes	Yes		Yes	Yes	Yes	Yes				Yes	Yes	Yes
Rockdale Ave. at Union St.	NEW BEDFORD	Unsignalized	Yes		Yes					Yes				Yes	Yes	
Hawthorn St. at Brownell Ave.	NEW BEDFORD	Signalized	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes	Yes
Tarklin Hill Rd. at Belleville Ave.	NEW BEDFORD	Signalized	Yes	Yes	Yes		Yes	Yes	Yes	Yes				Yes	Yes	Yes
Belleville Ave. at Wood St.	NEW BEDFORD	Signalized	Yes	Yes	Yes		Yes	Yes	Yes	Yes				Yes	Yes	Yes
Nash Rd. at N. Front St.	NEW BEDFORD	Unsignalized	Yes		Yes					Yes				Yes	Yes	Yes
Ashley Blvd. (MA Route 18) at Sawyer St. (MA Route 18)	NEW BEDFORD	Signalized	Yes	Yes	Yes		Yes	Yes	Yes	Yes				Yes	Yes	Yes
Sawyer St. (MA Route 18) at Acushnet Ave. (MA Route 18)	NEW BEDFORD	Signalized	Yes	Yes	Yes		Yes	Yes	Yes					Yes	Yes	Yes
Sawyer St. at N. Front St.	NEW BEDFORD	Unsignalized	Yes		Yes					Yes				Yes	Yes	Yes
Shawmut Ave. at Potter St.	NEW BEDFORD	Unsignalized			Yes					Yes				Yes	Yes	
Shawmut Ave. at Durfee St.	NEW BEDFORD	Unsignalized	Yes		Yes					Yes				Yes	Yes	Yes
Shawmut Ave. at Parker St.	NEW BEDFORD	Unsignalized	Yes		Yes					Yes				Yes	Yes	Yes
Allen St. at Orchard St.	NEW BEDFORD	Unsignalized	Yes		Yes					Yes				Yes	Yes	Yes
Dartmouth St. at Orchard St.	NEW BEDFORD	Unsignalized			Yes					Yes				Yes	Yes	
Dartmouth St. at Allen St.	NEW BEDFORD	Unsignalized			Yes					Yes				Yes	Yes	
County St. at Allen St.	NEW BEDFORD	Signalized	Yes	Yes	Yes		Yes	Yes	Yes	Yes				Yes	Yes	Yes
Union St. at County St.	NEW BEDFORD	Signalized	Yes		Yes		Yes	Yes	Yes	Yes				Yes	Yes	Yes
Union St. at Orchard St.	NEW BEDFORD	Unsignalized	Yes		Yes					Yes				Yes	Yes	
Kempton St. (US Route 6) at County St.	NEW BEDFORD	Signalized	Yes	Yes	Yes		Yes	Yes	Yes	Yes				Yes	Yes	Yes
Mill St. (US Route 6) at County St.	NEW BEDFORD	Signalized	Yes	Yes	Yes		Yes	Yes	Yes	Yes				Yes	Yes	Yes
County St. at North St.	NEW BEDFORD	Unsignalized	Yes		Yes					Yes				Yes	Yes	
County St. at Parker St.	NEW BEDFORD	Unsignalized	Yes		Yes					Yes				Yes	Yes	
Mill St. &	NEW BEDFORD	Signalized	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes
Mill St. (US Route 6) at Rockdale Ave.	NEW BEDFORD	Signalized	Yes	Yes	Yes		Yes	Yes	Yes	Yes				Yes	Yes	Yes
Rockdale Ave. at North St.	NEW BEDFORD	Unsignalized	Yes		Yes					Yes				Yes	Yes	
Kempton St. (US Route 6) at North St.	NEW BEDFORD	Unsignalized												Yes		
Hathaway Rd. at Rockdale Ave.	NEW BEDFORD	Unsignalized			Yes					Yes				Yes	Yes	

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
MA Route 18	Acushnet Ave. - Ashley Blvd. to Freetown T.L.	NEW BEDFORD		Yes	Yes	Yes	Yes	Yes			Yes
	Staron St. - Church St. to Phillips Rd.	NEW BEDFORD							Yes	Yes	Yes
	Phillips Rd. - Staron St. to Acushnet Ave. (MA Route 18)	NEW BEDFORD		Yes	Yes	Yes	Yes				Yes
MA Route 18	Acushnet Ave. - Ashley Blvd. to Ashley Blvd. (MA Route 18)	NEW BEDFORD	Yes	Yes	Yes	Yes	Yes				Yes
	Acushnet Ave. - Ashley Blvd. (MA Route 18) to Mill Rd./ Conduit St.	NEW BEDFORD		Yes	Yes	Yes	Yes				Yes
MA Route 18	Ashley Blvd. - Tarklin Hill Rd. to Acushnet Ave. (MA Route 18)	NEW BEDFORD		Yes	Yes	Yes	Yes				Yes
	Mill Rd. - Acushnet Ave./Conduit St. to Middle Rd./Belleville Ave	NEW BEDFORD		Yes	Yes		Yes				Yes
	Belleville Ave. - Tarkiln Hill Rd. to Middle Rd./Mill Rd.	NEW BEDFORD		Yes	Yes	Yes	Yes				Yes
	Acushnet Ave - Tarkiln Hill Rd. to Mill Rd./Conduit St.	NEW BEDFORD		Yes	Yes	Yes	Yes				Yes
US Route 6	Kempton St. - North Dartmouth T.L. to Watson St.	NEW BEDFORD	Yes	Yes	Yes	Yes	Yes	Yes			Yes
US Route 6	Kempton St. - Watson St. to Rockdale Ave.	NEW BEDFORD	Yes	Yes	Yes	Yes	Yes	Yes			Yes
US Route 6	Kempton St. - Rockdale Ave. to Mill St. (US Route 6)/ Pleasant St./N. 6th St.	NEW BEDFORD		Yes	Yes	Yes	Yes				Yes
US Route 6	North St. - Kempton St. (US Route 6)/Pleasant St./N. 16th St. to Kempton St. (US Route 6)	NEW BEDFORD		Yes	Yes	Yes	Yes	Yes			Yes
	John F. Kennedy Memorial Hwy NB/SB - Griffin St. to Walnut St.	NEW BEDFORD		Yes	Yes	Yes	Yes	Yes			Yes
	John F. Kennedy Memorial Hwy/Rodney French Blvd. - Division St. to Cove Rd./Brock Ave.	NEW BEDFORD		Yes	Yes	Yes	Yes	Yes			Yes
	Rockdale Ave - Hathaway Rd. to Gardner St.	NEW BEDFORD		Yes	Yes	Yes			Yes		Yes
	Rockdale Ave. - Sawyer St. to Eastland Ter.	NEW BEDFORD			Yes	Yes					Yes
	Rockdale Ave. - Eastland Ter./Durfee St. to Parker St.	NEW BEDFORD		Yes	Yes	Yes					Yes
	Rockdale Ave. - Parker St. to Hathaway Blvd.	NEW BEDFORD	Yes	Yes	Yes	Yes	Yes				Yes
	Rockdale Ave. - Rogers St./Hathaway Blvd. to Cove Rd.	NEW BEDFORD	Yes	Yes	Yes	Yes	Yes				Yes
	Hathaway Rd. - North Dartmouth T.L. to Rockdale Ave.	NEW BEDFORD	Yes	Yes		Yes		Yes			Yes
	Hathaway Rd. - Rockdale Ave. to MA Route 140 NB On-Ramp	NEW BEDFORD	Yes	Yes	Yes	Yes	Yes			Yes	Yes
	Hathaway Rd. - MA Route 140 NB On-Ramp to Hash Rd.	NEW BEDFORD	Yes	Yes	Yes	Yes	Yes				Yes
	Mt. Pleasant St. - Nash Rd. to Kings Hwy.	NEW BEDFORD	Yes	Yes	Yes	Yes	Yes				Yes
	Kings Hwy. - Mt. Pleasant St. to Tarklin Hill Rd.	NEW BEDFORD		Yes	Yes	Yes	Yes			Yes	Yes
	Tarkin Hill Rd. - Kings Hwy to Acushnet T.L.	NEW BEDFORD		Yes	Yes	Yes	Yes				Yes
MA Route 18	Ashley Blvd. - Wood St. to Tarkin Hill Rd.	NEW BEDFORD	Yes	Yes	Yes	Yes	Yes	Yes			Yes
MA Route 18	Ashley Blvd. - Nash Rd. to Wood St.	NEW BEDFORD		Yes		Yes		Yes			Yes
MA Route 18	Ashley Blvd. - Coggeshall St. to Nash Rd.	NEW BEDFORD	Yes	Yes	Yes	Yes	Yes	Yes			Yes
	Nash Rd. - Shawmut Ave. to Mt. Pleasant St.	NEW BEDFORD	Yes	Yes	Yes	Yes	Yes			Yes	Yes
	Nash Rd. - Mt. Pleasant St. to Acushnet Ave.	NEW BEDFORD	Yes	Yes	Yes	Yes	Yes				Yes
	Nash Rd. - Acushnet Ave. to Belleville Ave.	NEW BEDFORD		Yes	Yes	Yes	Yes				Yes
	Church St. - Nash Rd. to Wood St.	NEW BEDFORD		Yes	Yes	Yes	Yes				Yes
	Church St. - Coffin Ave. to Nash Rd.	NEW BEDFORD		Yes	Yes	Yes	Yes				Yes
	Acushnet Ave. - Sawyer St. to Tarklin Hill Rd.	NEW BEDFORD		Yes	Yes	Yes	Yes	Yes			Yes
	Hawthorne St. - North Dartmouth T.L. to Cottage St.	NEW BEDFORD		Yes	Yes	Yes	Yes	Yes			Yes
	Allen St. - North Dartmouth T.L. to County St.	NEW BEDFORD		Yes	Yes	Yes	Yes	Yes			Yes
	North St. - Kempton St. (US Route 6) to Pleasant St./Tower Dr.	NEW BEDFORD		Yes	Yes	Yes	Yes				Yes

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
	Parker St. - Rockdale Ave. to County St.	NEW BEDFORD		Yes	Yes	Yes	Yes				Yes
	Hathaway Blvd. - Rockdale Ave. to Potter St.	NEW BEDFORD		Yes	Yes	Yes	Yes				Yes
	Durfee St. - Rockdale Ave. to Summer St.	NEW BEDFORD		Yes	Yes	Yes	Yes				Yes
	Shawmut Ave. - Hathaway Rd. to Parker St.	NEW BEDFORD		Yes	Yes	Yes	Yes				Yes
	Union St. - Rockdale Ave. to County St.	NEW BEDFORD		Yes	Yes	Yes	Yes	Yes			Yes
	Union St. - County St. to N. Water St.	NEW BEDFORD		Yes	Yes	Yes		Yes			Yes
	Dartmouth St. - South Dartmouth T.L. to Allen St.	NEW BEDFORD	Yes	Yes	Yes	Yes	Yes				Yes
	Bolton St./Fair St. - Rockdale Ave to Dartmouth St.	NEW BEDFORD		Yes	Yes	Yes	Yes				Yes
	Rivet St. - Dartmouth St. to S. First St.	NEW BEDFORD		Yes	Yes	Yes	Yes				Yes
	Orchard St. - Rockdale Ave. to Union St.	NEW BEDFORD		Yes	Yes	Yes	Yes				Yes
	Cove Rd. - South Dartmouth T.L. to Rockdale Ave.	NEW BEDFORD		Yes	Yes	Yes	Yes				Yes
	County St. - Cove Rd. to Linden St.	NEW BEDFORD		Yes	Yes	Yes	Yes	Yes			Yes
	Rodney French Blvd. - Brock Ave/Cove Rd. to S. Rodney French Blvd.	NEW BEDFORD		Yes	Yes	Yes	Yes	Yes			Yes
	Brock Ave - S. First Ave./Thatcher St. to S. Rodney French Blvd.	NEW BEDFORD		Yes	Yes	Yes	Yes	Yes			Yes
	Cove St. - County St. to Morton Ct.	NEW BEDFORD		Yes	Yes	Yes	Yes	Yes			Yes
	Cove St. - Morton Ct. to Cleveland St.	NEW BEDFORD		Yes	Yes	Yes	Yes	Yes			Yes
	S. Rodney French Blvd. - Bayview St. to Rodney French Blvd.	NEW BEDFORD		Yes	Yes	Yes	Yes	Yes			Yes
	Rodney French Blvd. - S. Rodney French Blvd. to Nina St.	NEW BEDFORD		Yes	Yes	Yes	Yes	Yes			Yes
	Mount Pleasant St. - Nauset St. to Sawyer St.	NEW BEDFORD		Yes	Yes	Yes	Yes				Yes
	Sawyer St. - Shawmut Ave. to Belleville Ave.	NEW BEDFORD		Yes	Yes	Yes	Yes	Yes			Yes
	Nauset St./Purchase St. - Mount Pleasant St. to Maxfield St.	NEW BEDFORD		Yes	Yes	Yes	Yes	Yes			Yes
	Belleville Ave. - Belleville Rd. to Hatch St.	NEW BEDFORD		Yes	Yes	Yes					Yes
	Belleville Ave. - Hatch St. to Tarklin Hill Rd.	NEW BEDFORD		Yes	Yes	Yes	Yes				Yes
	Park Ave. - Church St. to Somerset St.	NEW BEDFORD		Yes		Yes	Yes				Yes
	Park Ave. - Tarklin Hill Rd. to Church St.	NEW BEDFORD		Yes	Yes		Yes				Yes
	Wood St. - Church St. to Belleville Ave.	NEW BEDFORD		Yes	Yes	Yes	Yes	Yes			Yes
	N. Front St. - Coggershall St. to Acushnet Ave.	NEW BEDFORD		Yes	Yes	Yes	Yes	Yes			Yes
	MacArthur Dr. - John F. Kennedy Memorial Hwy. to Leonards Wharf	NEW BEDFORD		Yes	Yes	Yes	Yes	Yes			Yes
	Potomska St. - Purchase St. to John F. Kennedy Memorial Hwy.	NEW BEDFORD		Yes	Yes	Yes	Yes				Yes
	Coggeshall St. - Harvard St. to Purchase St.	NEW BEDFORD		Yes	Yes	Yes	Yes	Yes			Yes
	Phillips Rd. - Phillips Rd. (Welby Park Estates Driveway) to Wildwood Rd.	NEW BEDFORD		Yes	Yes	Yes	Yes	Yes			Yes
	Brownell Ave. - Court St. to Berkley St.	NEW BEDFORD	Yes	Yes	Yes	Yes	Yes	Yes			Yes
	Brownell Ave. - Hawthorn St. to Court St.	NEW BEDFORD	Yes	Yes	Yes	Yes	Yes	Yes			Yes



NORTH ATTLEBOROUGH

Intersection projects

Zone Projects

Segment Project Scores

10 - 20

20 - 40

40 - 60

60 - 80

80 - 100

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SRPEDD
Southeastern Regional Planning & Economic Development District

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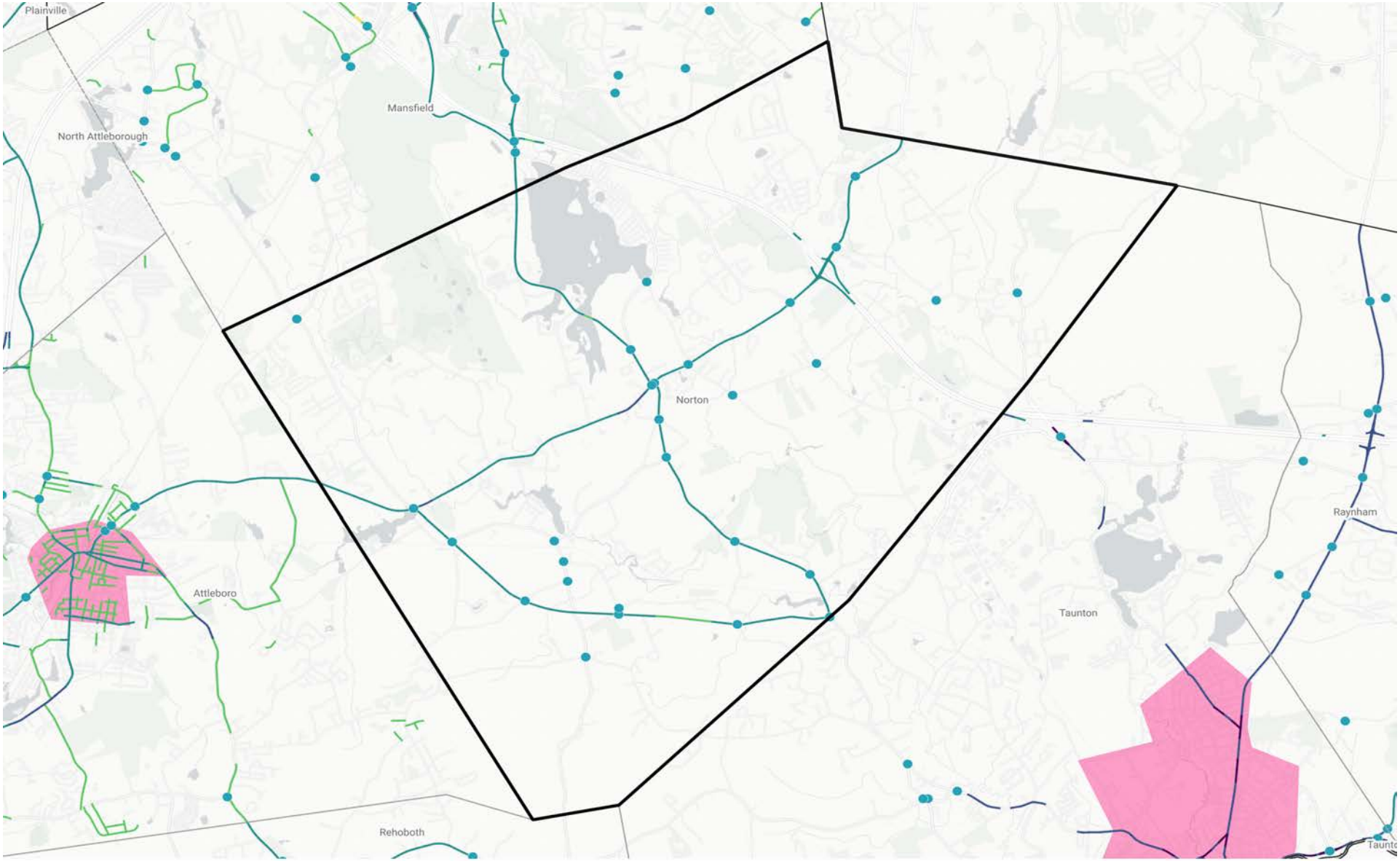
Intersection Description	Town / City	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
Hoppin Hill Ave. at Allen Ave.	NORTH ATTLEBOROUGH	Unsignalized	Yes											Yes		Yes
Allen Ave. at Washington St. (US-1)	NORTH ATTLEBOROUGH	Signalized	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes		
Allen Ave at S. Washington St. and E. Washington St.	NORTH ATTLEBOROUGH	Signalized			Yes		Yes	Yes					Yes	Yes		
S. Washington St. at E. Washington St. (US-1) and N. Washington St.	NORTH ATTLEBOROUGH	Signalized	Yes	Yes	Yes		Yes	Yes			Yes			Yes		
Landry Ave. at Smith St.	NORTH ATTLEBOROUGH	Unsignalized			Yes				Yes					Yes		Yes
Landry Ave. at Mt. Hope St.	NORTH ATTLEBOROUGH	Signalized		Yes	Yes		Yes	Yes				Yes		Yes		
Mt. Hope St. at Elm St.	NORTH ATTLEBOROUGH	Unsignalized		Yes	Yes		Yes	Yes				Yes		Yes		
Mt. Hope St. at Reservoir St.	NORTH ATTLEBOROUGH	Unsignalized												Yes		Yes
Old Post Rd. at Reservoir St.	NORTH ATTLEBOROUGH	Unsignalized	Yes											Yes		Yes
Commonwealth Ave. at North Ave. and Robert Toner Blvd.	NORTH ATTLEBOROUGH	Signalized		Yes	Yes		Yes	Yes						Yes		
Robert Toner Blvd. at John Dietsch Blvd.	NORTH ATTLEBOROUGH	Signalized	Yes	Yes	Yes		Yes	Yes			Yes			Yes		
Robert Toner Blvd. at I-95 ramps	NORTH ATTLEBOROUGH	Signalized		Yes			Yes				Yes		Yes	Yes		
Elmwood St. at Mount Hope St.	NORTH ATTLEBOROUGH	Unsignalized	Yes											Yes		Yes
S. Washington St. (Us-1) at Old Post R.	NORTH ATTLEBOROUGH	Unsignalized			Yes				Yes							
Mount Hope St. at Linden St.	NORTH ATTLEBOROUGH	Unsignalized	Yes											Yes		Yes
Landry Ave. at John Dietsch Blvd.	NORTH ATTLEBOROUGH	Unsignalized			Yes	Yes			Yes					Yes		Yes
Kelley Blvd. (MA-152) at Plain St.	NORTH ATTLEBOROUGH	Unsignalized			Yes				Yes					Yes		Yes
Mendon Rd. at May St. at Adamdale Rd.	NORTH ATTLEBOROUGH	Unsignalized	Yes										Yes	Yes		Yes
S. Washington St. at Chestnut St.	NORTH ATTLEBOROUGH	Unsignalized			Yes					Yes				Yes		Yes
S. Washington St. at Elm St.	NORTH ATTLEBOROUGH	Signalized	Yes	Yes			Yes	Yes						Yes		
E. Washington St. (US-1) at Orne St.	NORTH ATTLEBOROUGH	Signalized		Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes		
E. Washington St. (US-1) at Elm St.	NORTH ATTLEBOROUGH	Signalized		Yes	Yes		Yes	Yes		Yes				Yes		
Chestnut St. at Elm St.	NORTH ATTLEBOROUGH	Unsignalized			Yes	Yes			Yes					Yes	Yes	
E. Washington St. (US-1) at Smith St.	NORTH ATTLEBOROUGH	Unsignalized												Yes		Yes

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
MA- 120	Hickory Rd. - RI S/L to Holmes Rd.	NORTH ATTLEBOROUGH			Yes	Yes		Yes	Yes	Yes	Yes
Ma-120	Hickory Rd.	NORTH ATTLEBOROUGH			Yes	Yes		Yes	Yes	Yes	Yes
	Allen Ave.	NORTH ATTLEBOROUGH			Yes	Yes			Yes	Yes	Yes
	Hoppin Hill Ave.	NORTH ATTLEBOROUGH			Yes	Yes			Yes	Yes	Yes
	Holmes Rd.	NORTH ATTLEBOROUGH			Yes	Yes			Yes	Yes	Yes
US-1	S. Washington St. -T/L to I-295	NORTH ATTLEBOROUGH	Yes	Yes		Yes	Yes	Yes		Yes	Yes
US-1	S. Washington St. (US-1) - I-295 to Hoppin Hill Ave.	NORTH ATTLEBOROUGH	Yes	Yes		Yes	Yes	Yes		Yes	Yes
	S/N Washington St. - US-1 to Park St.	NORTH ATTLEBOROUGH	Yes	Yes	Yes	Yes	Yes			Yes	
	N. Washington St. - S. Washington St. to T/L	NORTH ATTLEBOROUGH				Yes	Yes	Yes		Yes	Yes
	Landry Ave. - Mount Hope St. to Smith St.	NORTH ATTLEBOROUGH		Yes	Yes	Yes		Yes		Yes	Yes
	Landry Ave. - Laurelwood Dr. to Residential Area	NORTH ATTLEBOROUGH		Yes	Yes	Yes		Yes		Yes	Yes
	Landry Ave. - Residential Area to Kelley Blvd. (MA-152)	NORTH ATTLEBOROUGH		Yes	Yes	Yes		Yes		Yes	Yes
MA-152	Kelley Blvd. - T/L to Landry Ave.	NORTH ATTLEBOROUGH	Yes		Yes	Yes		Yes		Yes	Yes
MA-152	Kelley Blvd (MA-152) - Landry Ave. to Bungay Rd.	NORTH ATTLEBOROUGH				Yes		Yes		Yes	Yes
MA-152	Kelley Blvd. (MA-152) - Bungay Rd. to Mary Kennedy Dr.	NORTH ATTLEBOROUGH				Yes		Yes		Yes	Yes
MA-152	Kelley Blvd. (MA-152) - Mary Kennedy Dr. to T/L	NORTH ATTLEBOROUGH				Yes		Yes	Yes	Yes	Yes
	Bungay Rd.	NORTH ATTLEBOROUGH			Yes	Yes		Yes	Yes	Yes	Yes
	Mansfield Rd.	NORTH ATTLEBOROUGH			Yes	Yes		Yes	Yes	Yes	Yes
	Elmwood St. - N. Washington St. (US-1) to Mount Hope St.	NORTH ATTLEBOROUGH			Yes	Yes		Yes		Yes	Yes
	Elmood St. - Mount Hope St. to T/L	NORTH ATTLEBOROUGH			Yes	Yes		Yes		Yes	Yes
	Mount Hope St. - Landry Ave. to Residential	NORTH ATTLEBOROUGH			Yes	Yes			Yes	Yes	Yes
	Mount Hope Street - Residential to Elmwood Street	NORTH ATTLEBOROUGH			Yes	Yes			Yes	Yes	Yes
	Old Post Rd - T/L to Reservoir St.	NORTH ATTLEBOROUGH		Yes	Yes	Yes				Yes	Yes
	Mount Hope St. - Old Post Rd. to Reservoir St.	NORTH ATTLEBOROUGH			Yes	Yes		Yes	Yes	Yes	Yes
	Mount Hope St. - Tarklyn St. to Landry Ave.	NORTH ATTLEBOROUGH		Yes	Yes	Yes			Yes	Yes	Yes
	Linden St. - T/L to Mount Hope St.	NORTH ATTLEBOROUGH			Yes	Yes			Yes	Yes	Yes
	Mount Hope St. - Reservoir St. to Elm St.	NORTH ATTLEBOROUGH		Yes	Yes	Yes		Yes			Yes
	Elm St. - Mount Hope St. to Commonwealth Ave.	NORTH ATTLEBOROUGH		Yes	Yes	Yes				Yes	Yes
	Commonwealth Ave. - Elm. St. to North Ave. and Rober Toner Blvd.	NORTH ATTLEBOROUGH			Yes	Yes		Yes	Yes	Yes	Yes
	Commonwealth Ave. - Elm St. to Freeman St.	NORTH ATTLEBOROUGH			Yes	Yes		Yes	Yes	Yes	Yes
	Robert Toner Blvd. - North Ave to T/L	NORTH ATTLEBOROUGH	Yes	Yes		Yes	Yes	Yes		Yes	Yes
	John Dietsch Blvd.	NORTH ATTLEBOROUGH		Yes	Yes	Yes		Yes		Yes	Yes
	Plain St. - Kelley Blvd. to T/L	NORTH ATTLEBOROUGH		Yes	Yes	Yes				Yes	Yes
	North Ave. Commonwealth Ave to T/L	NORTH ATTLEBOROUGH		Yes		Yes		Yes		Yes	Yes

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
	Adamsville Rd. - T/L to May St.	NORTH ATTLEBOROUGH			Yes	Yes			Yes	Yes	Yes
	May St. - Mendon Rd. and Adamsdale Rd. to T/L	NORTH ATTLEBOROUGH						Yes		Yes	Yes
	Mendon Rd. - May St. and Adamdale Rd. to Depot St. - sidewalk.	NORTH ATTLEBOROUGH			Yes	Yes				Yes	Yes
	Mendon Rd. T/L to Depot St. (Sidewalks)	NORTH ATTLEBOROUGH			Yes	Yes			Yes	Yes	Yes
US- 1A	E. Washington St.	NORTH ATTLEBOROUGH	Yes	Yes			Yes	Yes		Yes	Yes
US - 1	E. Washington St. (US-1 NB) - Advanced Auto Sales to First Hyundai	NORTH ATTLEBOROUGH	Yes	Yes		Yes	Yes	Yes			Yes
	Reservoir St.	NORTH ATTLEBOROUGH			Yes	Yes			Yes		Yes
	Landry Ave. - Smith St. to Orne St.	NORTH ATTLEBOROUGH		Yes	Yes	Yes					Yes
	Orne St. - E Washington St. (US-1) to Landry Ave.	NORTH ATTLEBOROUGH			Yes	Yes					Yes
US- 1	E Washington St (US-1) - Orne Street to #131 (sidewalks)	NORTH ATTLEBOROUGH	Yes	Yes		Yes	Yes	Yes		Yes	Yes
US-1	E Washington St (US-1) - segment with sidewalks (#131 to SR 1 a)	NORTH ATTLEBOROUGH		Yes		Yes	Yes	Yes			Yes
	Chestnut St. - S Washington St to Elm St.	NORTH ATTLEBOROUGH		Yes	Yes	Yes		Yes			Yes
	Chestnut St. - Elm St. to Mount Hope St.	NORTH ATTLEBOROUGH			Yes	Yes					Yes
	Elm St. - Chestnut St. to Mount Hope St.	NORTH ATTLEBOROUGH		Yes	Yes	Yes				Yes	Yes
	Elm St. - S Washington St. (US-1) to Chestnut St.	NORTH ATTLEBOROUGH		Yes	Yes	Yes					Yes
US-1	E Washington St. - Chestnut St. to Elm St.	NORTH ATTLEBOROUGH	Yes	Yes	Yes	Yes	Yes	Yes			Yes
US-1	E Washington St. - Elm St. to Orne St.	NORTH ATTLEBOROUGH	Yes	Yes		Yes	Yes	Yes			Yes
	Smith St.- Mount Hope St. to Orne St.	NORTH ATTLEBOROUGH			Yes	Yes			Yes	Yes	Yes
	Smith St. - Orne St. to E Washington St. (US-1)	NORTH ATTLEBOROUGH			Yes	Yes				Yes	Yes
US-1A	Park St. - N. Washington St. to T/L	NORTH ATTLEBOROUGH		Yes	Yes	Yes	Yes			Yes	Yes



NORTON

Intersection projects

Zone Projects

Segment Project Scores

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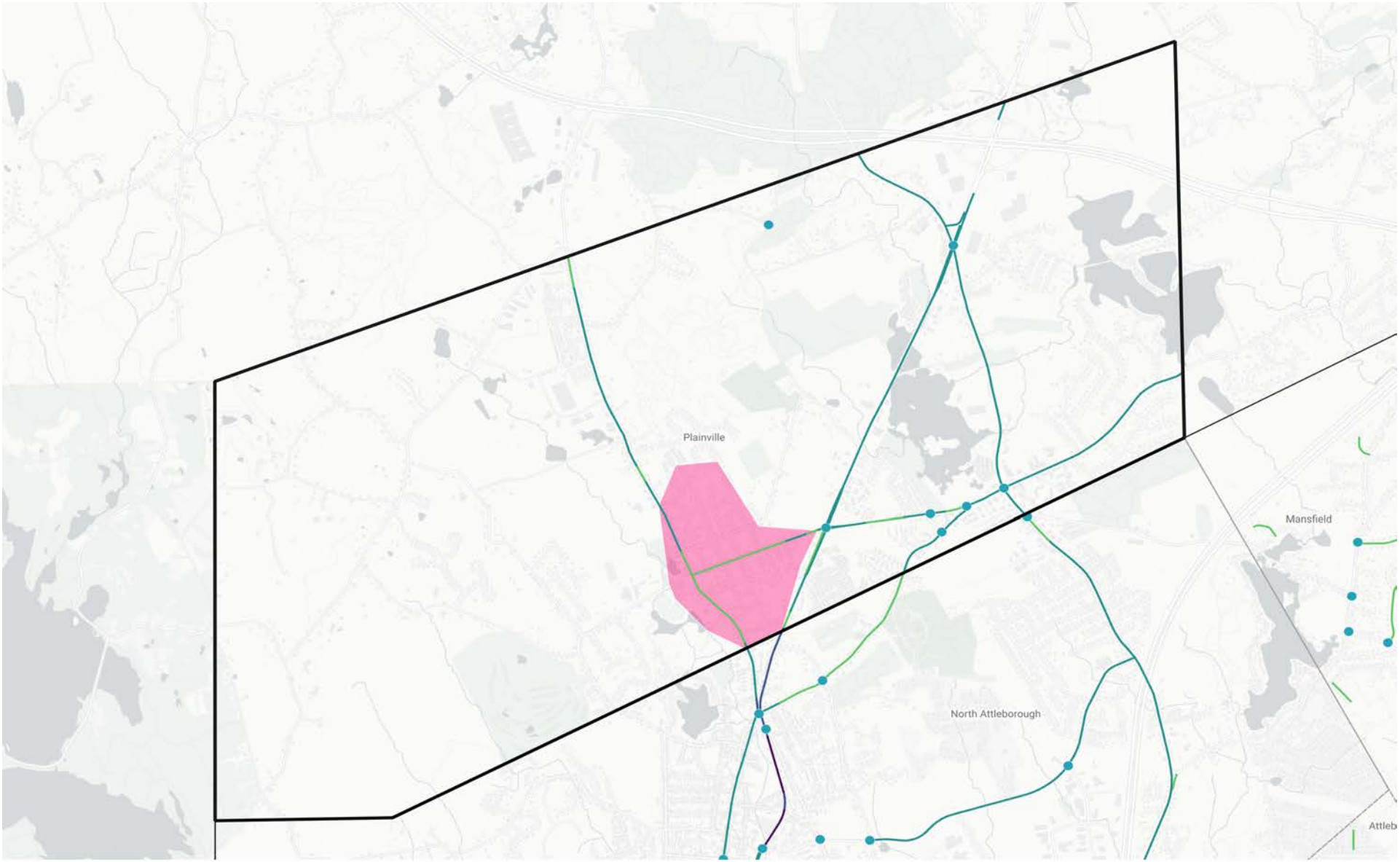
Intersection Description	Town / City	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
S Worcester St. at Sturdy St. and John Scott Blvd.	NORTON	Unsignalized												Yes		Yes
MA-123 at N Worcester St.	NORTON	Unsignalized								Yes				Yes		
Richardson Ave. at N Worcester St.	NORTON	Unsignalized										Yes		Yes		
S Worcester St. at Barrows St.	NORTON	Unsignalized												Yes		Yes
S Worcester St. at Dean St.	NORTON	Unsignalized												Yes		Yes
Harvey St. at Dean St.	NORTON	Unsignalized												Yes		Yes
Harvey St. at John Scott Blvd.	NORTON	Unsignalized								Yes				Yes		
Dean St. at W/E Hodges St.	NORTON	Unsignalized	Yes											Yes		Yes
John Scott Blvd. at Parker Ct.	NORTON	Unsignalized												Yes		
S Worcester St. at Parker Ct.	NORTON	Unsignalized												Yes		Yes
John Scott Blvd. at Eddy St. at S Worcester St.	NORTON	Unsignalized	Yes											Yes		Yes
New Taunton Ave. (MA-140) at Old Taunton Ave.	NORTON	Unsignalized	Yes											Yes		
Eddy St. at New Taunton Ave. (MA-140)	NORTON	Unsignalized												Yes		Yes
Taunton Ave. (MA-140) at Old Taunton Ave. at Woodward St.	NORTON	Unsignalized								Yes				Yes		
Barrows St. at Clapp St. at New Taunton Ave. (MA-140)	NORTON	Unsignalized												Yes		
New Taunton Ave. (MA-140) at Clapp St.	NORTON	Unsignalized			Yes					Yes				Yes	Yes	
New Taunton Ave. (MA-140) at E Main St. (MA-123)	NORTON	Signalized		Yes	Yes	Yes			Yes					Yes		
W Main St. (MA-123) at Mansfield St. (MA-140)	NORTON	Signalized		Yes	Yes	Yes			Yes					Yes		
Mansfield St. (MA-140) at Reservoir St.	NORTON	Unsignalized												Yes		
Plain St. at Pine St.	NORTON	Unsignalized	Yes											Yes		Yes
Plain St. at S Washington St.	NORTON	Unsignalized												Yes		
N Washington St. at S. Washington St. at E Main St. (MA-123)	NORTON	Signalized								Yes				Yes		
E Main St. (MA-123) at Pine St. and Elm St.	NORTON	Unsignalized												Yes	Yes	Yes
Elm St. at Reservoir St.	NORTON	Unsignalized								Yes				Yes		Yes

Intersection Description	Town / City	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
Plain St. at Bay Rd.	NORTON	Unsignalized												Yes		Yes
Leonard St. at Plain St.	NORTON	Unsignalized												Yes		Yes
E Main St. (MA-123) at Leonard St.	NORTON	Signalized			Yes	Yes								Yes		
Newland St. at E Main St. (MA-123)	NORTON	Unsignalized												Yes		

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
	E Hodges St.	NORTON			Yes	Yes			Yes	Yes	Yes
	Maple St.	NORTON			Yes				Yes	Yes	Yes
	Union Rd. - T/L to Sturdy St.	NORTON			Yes				Yes	Yes	Yes
	Harvey St. - John Scott Blvd. to Dean St.	NORTON			Yes					Yes	Yes
	S. Worcester St. - Jackson St. to T/L	NORTON			Yes				Yes	Yes	Yes
	S Worcester St. - John Scott Blvd. to Dean St.	NORTON			Yes	Yes		Yes		Yes	Yes
	Pine St. - E Main St. (MA-123) to Hill St.	NORTON			Yes				Yes	Yes	Yes
	Bay Rd. - PlainSt. to T/L	NORTON				Yes		Yes		Yes	Yes
MA-123	W Main St. (MA-123) - S Worcester St. to Freeman St.	NORTON	Yes			Yes		Yes			Yes
	W Main St. (MA-123)- Freeman St. to Taunton Ave. (MA-140)/E Main St. (MA-123)	NORTON	Yes	Yes				Yes			Yes
MA-123	E Main St. (MA-123) - Taunton Ave. (MA-140) to Pine St./Elm St.	NORTON		Yes				Yes			Yes
MA-123	E Main St. (MA-123) - Elm St./Pine St. to Rumford River	NORTON	Yes	Yes		Yes		Yes		Yes	Yes
MA-123	E Main St. (MA-123) - Rumford River to I-495	NORTON				Yes		Yes			Yes
MA-123	E Main St (MA-123) - I-495 to Newland St.	NORTON				Yes		Yes		Yes	Yes
MA-123	E Main St. (MA-123) - Newland St. to T/L	NORTON				Yes		Yes		Yes	Yes
	Bay St. - Plain St. to T/L	NORTON				Yes		Yes		Yes	Yes
	Richardson Ave.- T/L to Wading River	NORTON				Yes		Yes	Yes	Yes	Yes
	Elm St. - Wading River to T/L	NORTON				Yes		Yes	Yes	Yes	Yes
MA-123	Old Colony Rd. (MA-123) - T/L to Decal Rd.	NORTON	Yes			Yes		Yes			Yes
MA-123	Old County Rd - Crowe Farm Ln. to N. Worcester St.	NORTON				Yes		Yes			Yes
	Dean St. - T/L to Hampshire Ct.	NORTON			Yes	Yes			Yes	Yes	Yes
	Dean St.	NORTON			Yes	Yes			Yes	Yes	Yes
	Dean St. - Hampshire Ct. to W. Hodges St.	NORTON			Yes	Yes			Yes	Yes	Yes
	S Worcester St. - John Scott Blvd. to stream	NORTON			Yes					Yes	Yes
	N Worcester St.	NORTON				Yes		Yes	Yes	Yes	Yes
	N Worcester St. - W Main St. (123) to S Worcester St.	NORTON	Yes	Yes	Yes	Yes		Yes		Yes	Yes
	John Scott Blvd.	NORTON								Yes	Yes
	John Scott Blvd	NORTON				Yes		Yes			Yes
	Eddy St.	NORTON			Yes	Yes		Yes	Yes	Yes	Yes

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
MA-140	Mansfield Ave. (MA-140)	NORTON				Yes		Yes			Yes
Ma-140	Mansfield Ave.	NORTON				Yes		Yes			Yes
MA-140	Taunton Ave.	NORTON				Yes		Yes		Yes	Yes
MA-140	New Taunton Ave.	NORTON				Yes		Yes		Yes	Yes
MA-140	New Taunton Ave.	NORTON				Yes		Yes			Yes
	Reservoir St.	NORTON			Yes					Yes	Yes
	Elm St.	NORTON			Yes					Yes	Yes
	Plain St.	NORTON		Yes		Yes				Yes	Yes
	Plain St.	NORTON			Yes					Yes	Yes
	Plain St.	NORTON			Yes	Yes		Yes			Yes
	Plain St.	NORTON								Yes	Yes
	Barrows St.	NORTON								Yes	Yes
	Barrows St.	NORTON							Yes	Yes	Yes
	Clapp St.	NORTON			Yes					Yes	Yes
	Woodward St.	NORTON			Yes					Yes	Yes
	Old Taunton Ave.	NORTON			Yes				Yes	Yes	Yes
	N Washington St.	NORTON									Yes
	Essex St.	NORTON			Yes				Yes	Yes	Yes
	N. Washington St.	NORTON			Yes				Yes	Yes	Yes
	S. Washington St.	NORTON			Yes					Yes	Yes
	Newland St.	NORTON							Yes	Yes	Yes
	Leonard St.	NORTON							Yes	Yes	Yes
	Oak St.	NORTON			Yes				Yes	Yes	Yes
	Oak St.	NORTON			Yes				Yes	Yes	Yes
	Oak St.	NORTON			Yes				Yes	Yes	Yes
	Richardson Ave.	NORTON				Yes		Yes	Yes	Yes	Yes
	S Worcester St.	NORTON			Yes					Yes	Yes



PLAINVILLE

Intersection projects

Zone Projects

Segment Project Scores

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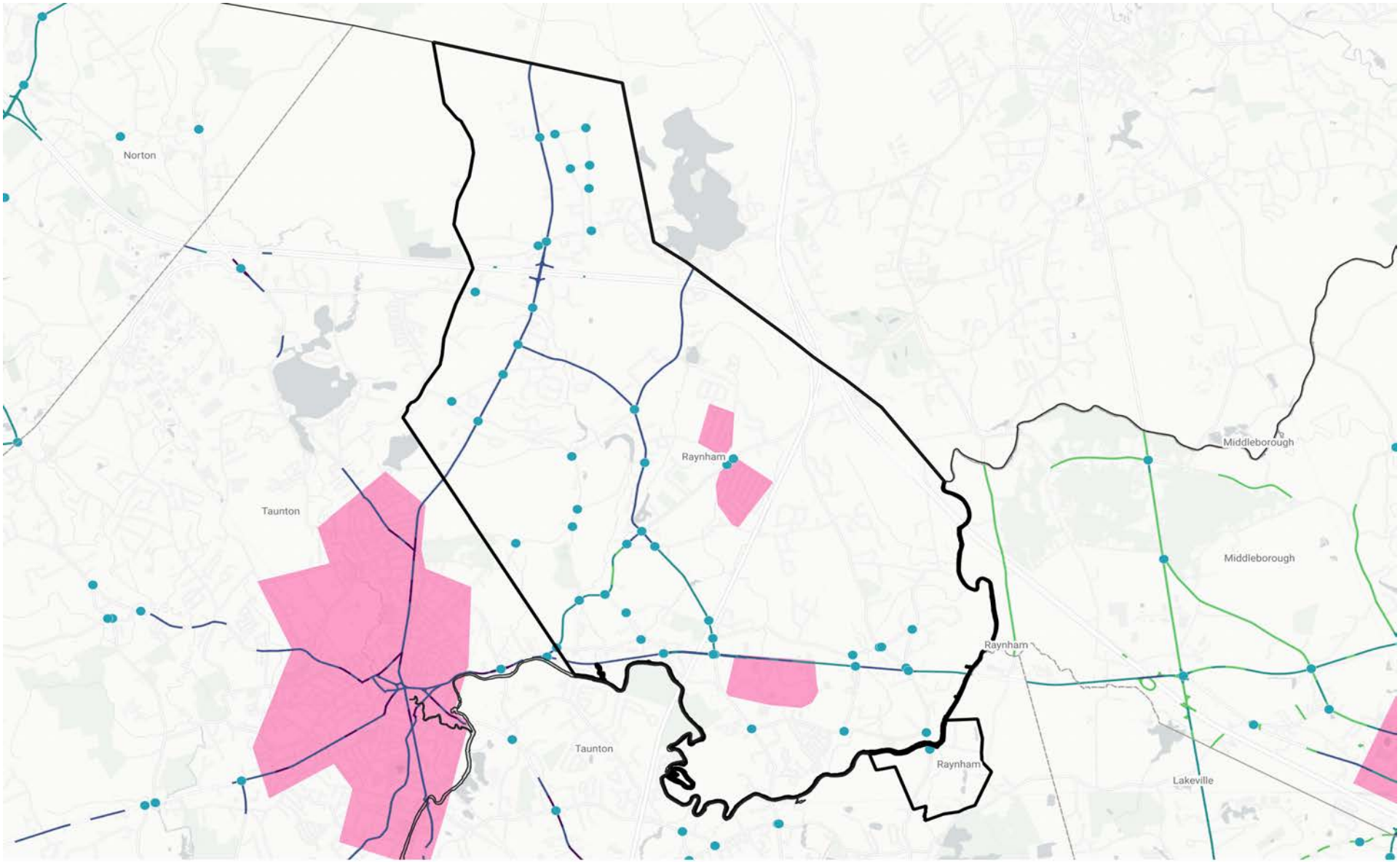
Intersection Description	Town	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
Wampum St. at Everett Skinner Rd.	PLAINVILLE	Unsignalized												Yes		Yes
Washington St. (US-1) at Taunton St. (MA-152)	PLAINVILLE	Signalized		Yes			Yes			Yes	Yes	Yes	Yes	Yes		
E Bacon St. at Messenger St.	PLAINVILLE	Unsignalized	Yes		Yes				Yes	Yes				Yes	Yes	Yes
Messenger St. (MA-106) at Taunton St. (MA-152)	PLAINVILLE	Signalized	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes			Yes	Yes	
Washington St. (US-1) at E Bacon St. (MA-106)	PLAINVILLE	Signalized	Yes	Yes		Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
George St. at Messenger St.	PLAINVILLE	Unsignalized	Yes							Yes				Yes		Yes
George St. at MA-106	PLAINVILLE	Unsignalized	Yes			Yes			Yes	Yes	Yes			Yes	Yes	Yes

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
	Walnut St.- RI S/L to 56 Walnut St.	PLAINVILLE			Yes	Yes		Yes	Yes	Yes	Yes
US-1	Washington St. (Us-1) - median	PLAINVILLE		Yes	Yes	Yes		Yes	Yes	Yes	Yes
US-1	Washington St. South (US-1 S) -Unprotected Median	PLAINVILLE				Yes	Yes	Yes		Yes	Yes
US-1	Washington St. (US-1 N) - Taunton St. to end of high risk zone	PLAINVILLE				Yes		Yes		Yes	Yes
US-1	Washington Street (US-1 S) - Ramp to Taunton St.	PLAINVILLE			Yes			Yes	Yes	Yes	Yes
US -1 SB	Washington St. (US-1 SB) - T/L to I-495 Ramps	PLAINVILLE			Yes	Yes		Yes	Yes	Yes	Yes
US-1 NB	Washington St.- T/L to Robert. Rd. (median)	PLAINVILLE		Yes	Yes	Yes		Yes	Yes	Yes	Yes
US 1A	South St. - Maple St. to Robin St.	PLAINVILLE			Yes	Yes			Yes	Yes	Yes
	Wampam St.	PLAINVILLE			Yes	Yes			Yes	Yes	Yes
	Everett Skinner Rd. - Wampum St. to Sports Complex	PLAINVILLE			Yes	Yes			Yes		Yes
MA-106	Messenger St. - Garrison Dr. to T/L	PLAINVILLE			Yes	Yes		Yes	Yes	Yes	Yes
MA-106	Messenger St. - Wilkins Dr. to Garrison Dr.	PLAINVILLE		Yes	Yes	Yes			Yes	Yes	Yes
MA-152	Taunton St. - T/L to #60	PLAINVILLE	Yes	Yes	Yes				Yes		Yes
MA-152	Taunton St. (MA-152) #60 to Washington St. (US-1 N)	PLAINVILLE	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes
MA-152	Taunton St (MA-152) - Washington St. (US-1) to Washington St. (US-1 SB) Ramp	PLAINVILLE				Yes	Yes	Yes		Yes	Yes
MA-152	Taunton St. (MA-152) - Washington St. (US-1 SB) ramp to T/L	PLAINVILLE			Yes	Yes		Yes	Yes	Yes	Yes
MA-106	E Bacon St. (MA-106) - E Bacon St. Development to Messenger St.	PLAINVILLE		Yes	Yes	Yes		Yes	Yes	Yes	Yes
MA-106 WB	E Bacon St (MA-106 WB)	PLAINVILLE			Yes	Yes			Yes	Yes	Yes
US-1	Washington St. (US-1 SB) - Robert Rd. to E Bacon St. (MA-106)	PLAINVILLE	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
US-1 SB	Washington St. (US-1 SB) - E Bacon St. (MA-106) to #80	PLAINVILLE				Yes	Yes	Yes		Yes	Yes
	Messenger St. - T/L to MA-106	PLAINVILLE		Yes	Yes	Yes		Yes	Yes	Yes	Yes
	George St.	PLAINVILLE		Yes	Yes	Yes			Yes		Yes
US 1A	South St.	PLAINVILLE			Yes	Yes	Yes	Yes	Yes	Yes	Yes



RAYNHAM

Intersection projects

Zone Projects

Segment Project Scores

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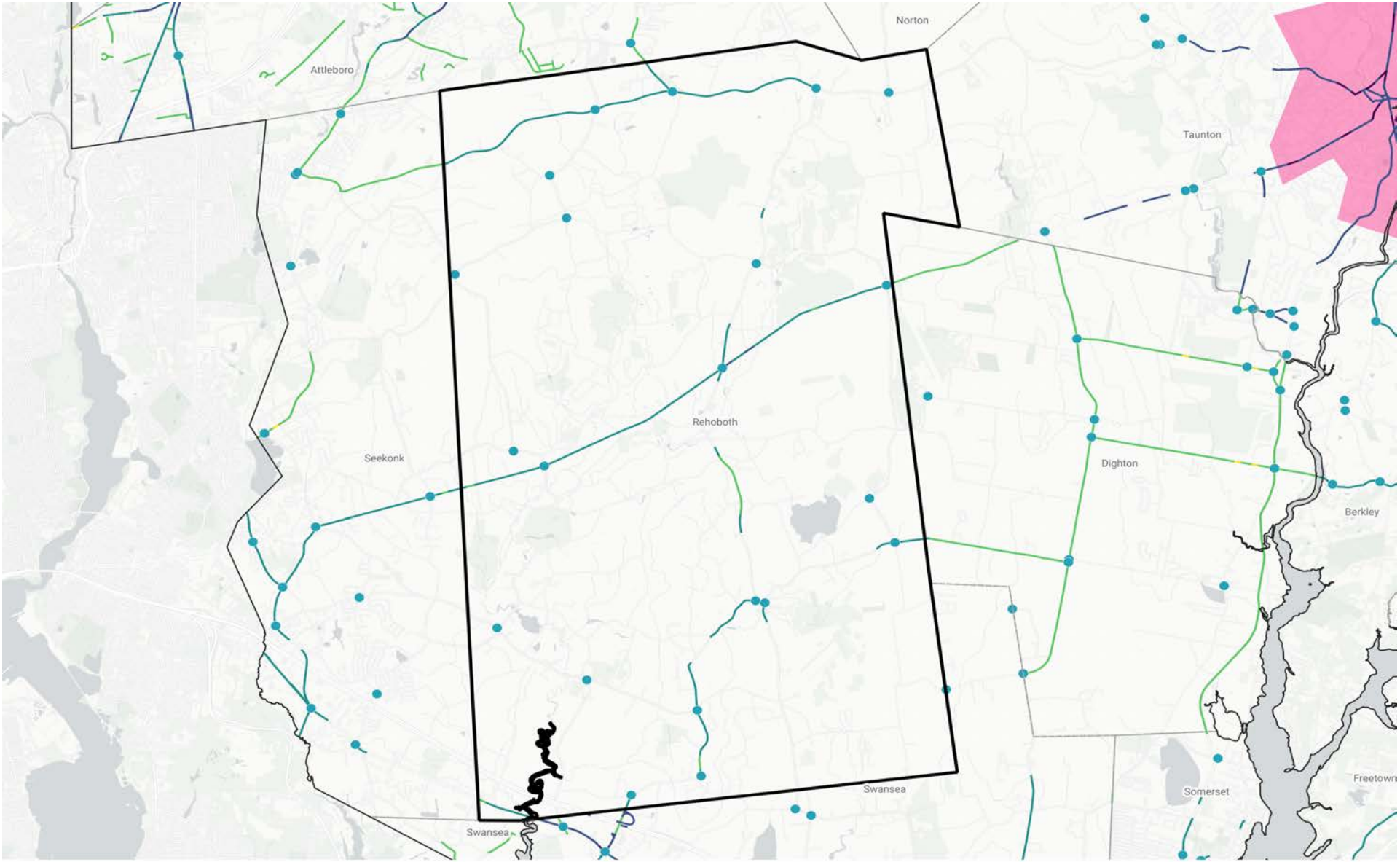
Intersection Description	Town	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
MA-138 at Elm St. E	RAYNHAM	Signalized		Yes			Yes	Yes	Yes				Yes	Yes		
MA-138 at Carver St.	RAYNHAM	Signalized	Yes	Yes	Yes		Yes		Yes			Yes		Yes		
MA-138 at Center St.	RAYNHAM	Signalized			Yes		Yes	Yes	Yes	Yes				Yes	Yes	
MA-138 at King Philip St.	RAYNHAM	Unsignalized												Yes		
MA-104 at Center St./Mill St.	RAYNHAM	Signalized					Yes	Yes					Yes	Yes		
US-44 at Orchard St.	RAYNHAM	Signalized			Yes	Yes	Yes	Yes				Yes				
US-44 at MA-24 Off Ramp	RAYNHAM	Signalized		Yes	Yes		Yes	Yes						Yes		
Judson St. at Locust St.	RAYNHAM	Unsignalized												Yes		
Judson St. at Church St.	RAYNHAM	Unsignalized												Yes		
Judson St. at Orchard St.	RAYNHAM	Unsignalized												Yes		
Judson St. at Hill St.	RAYNHAM	Unsignalized												Yes		
Leonard St. at Judson St.	RAYNHAM	Unsignalized	Yes											Yes		
Leonard St. at Church St.	RAYNHAM	Unsignalized												Yes		
MA-104 at Orchard St./Pleasant St.	RAYNHAM	Unsignalized											Yes	Yes	Yes	



REHOBOTH

Intersection projects

Zone Projects

Segment Project Scores

10 - 20

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SRPEDD Southeastern Regional Planning & Economic Development District

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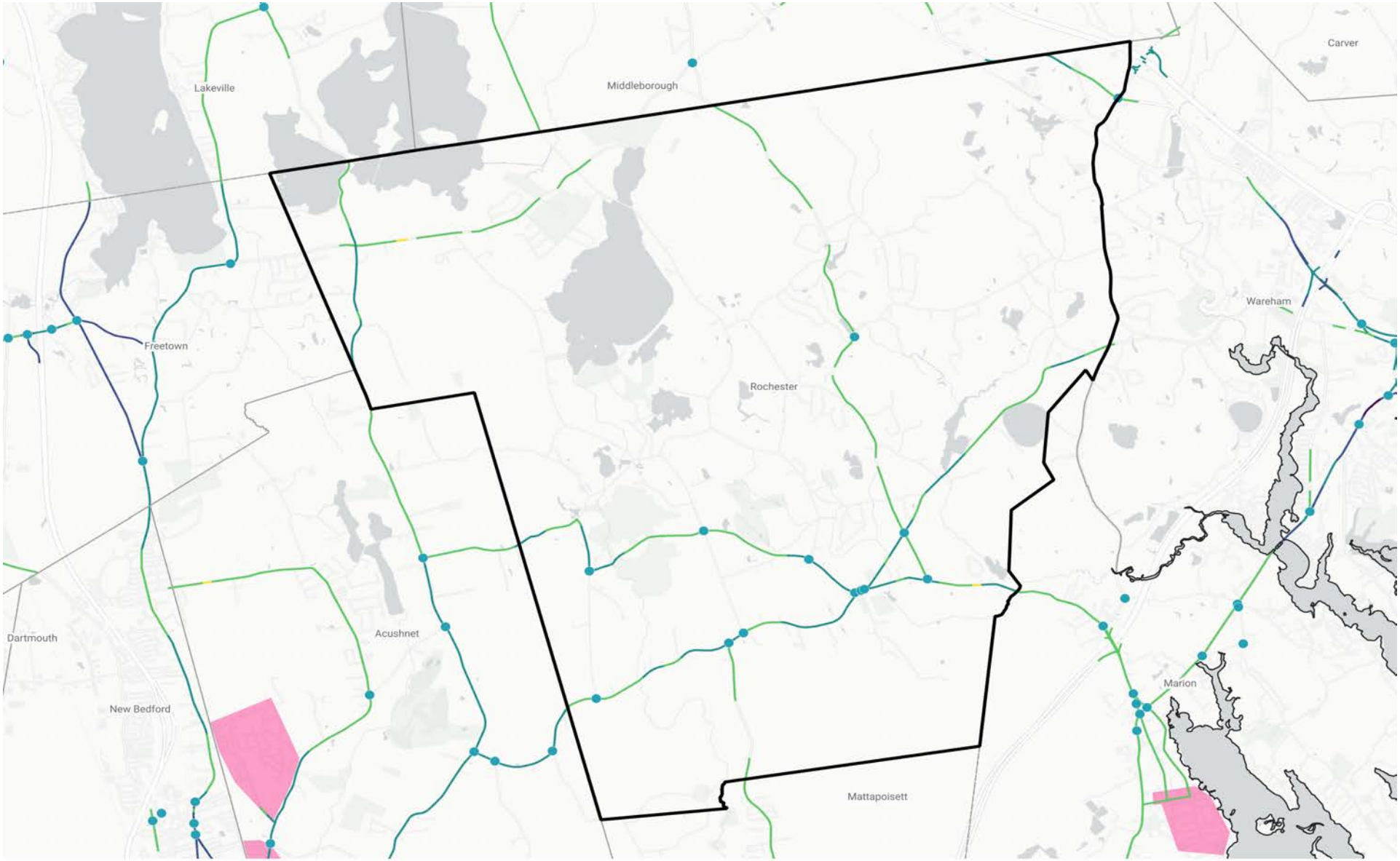
Intersection Description	City /Town	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
MA-118 at Park St./Tremont St.	REHOBOTH	Unsignalized												Yes		
MA-118 at Tremont St.	REHOBOTH	Unsignalized												Yes		
MA-118 at Fairview Ave.	REHOBOTH	Unsignalized												Yes		
US-44 at Wilmarth Bridge Rd.	REHOBOTH	Unsignalized												Yes		
Providence St./Wheeler Street	REHOBOTH	Unsignalized	Yes											Yes		
David St. at Kingsley Way	REHOBOTH	Unsignalized		Yes										Yes		
Pleasant St./Davis St.	REHOBOTH	Unsignalized	Yes											Yes		
MA-118 at Brook St.	REHOBOTH	Unsignalized								Yes				Yes	Yes	
Pleasant St. at Providence St.	REHOBOTH	Unsignalized												Yes		
Providence St. at Mason St.	REHOBOTH	Unsignalized												Yes		
MA-118 at Plain St.	REHOBOTH	Unsignalized												Yes		
Cedar St. at Simmons St.	REHOBOTH	Unsignalized												Yes		
Reservoir Ave. at Simmons St.	REHOBOTH	Unsignalized	Yes											Yes		
Pine St. at Homestead Ave.	REHOBOTH	Unsignalized												Yes		

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
US-44	Wintrope St. (Seekonk T/L to Dighton T/L)	REHOBOTH			Yes	Yes			Yes	Yes	Yes
MA-118	Tremont St. (Attleboro C/L to Anawan St.)	REHOBOTH			Yes	Yes			Yes		Yes
	Tremont St. (MA-118 to Taunton C/L)	REHOBOTH			Yes	Yes			Yes	Yes	
	Dean St. (Norton T/L to Tremont St.)	REHOBOTH			Yes	Yes					Yes
MA-118	Anawan St./Bay State Rd./Moulton St. (Tremont St. to Brook St.	REHOBOTH			Yes	Yes			Yes	Yes	Yes
	Fairview Ave./New St,/Reservoir Ave./Simmons St.	REHOBOTH			Yes	Yes	Yes		Yes	Yes	Yes
	Providence St.	REHOBOTH			Yes	Yes			Yes	Yes	Yes
	Wheeler St./Summer St./Pond St./Wilmarth Bridge Rd./Broad St./Pine St.	REHOBOTH			Yes	Yes	Yes		Yes	Yes	Yes
US-6	Fall River Ave. (Seekonk T/L to Swansea T/L)	REHOBOTH			Yes	Yes					Yes
	Mason St.	REHOBOTH			Yes	Yes			Yes	Yes	Yes
	Kingsley Way	REHOBOTH				Yes					Yes
	Davis St.	REHOBOTH			Yes	Yes			Yes	Yes	Yes
	Pleasant St./Brook St. (Davis St. to MA-118)	REHOBOTH			Yes	Yes			Yes	Yes	Yes
MA-118	Plain St. (Brook St. to Swansea T/L)	REHOBOTH			Yes	Yes			Yes	Yes	Yes
	Plain St./Cedar St. (Brook St. to Dighton T/L)	REHOBOTH			Yes	Yes			Yes	Yes	Yes
	Homestead Ave. (Pine St. to Rocker Hill Rd.)	REHOBOTH			Yes	Yes			Yes	Yes	Yes
	Rocky Hill Rd (Agriculture Ave. to Homestead Ave.)	REHOBOTH			Yes	Yes			Yes	Yes	Yes
	Agriculture Ave. (Rocky Hill Rd. to Tremont St.)	REHOBOTH			Yes	Yes			Yes	Yes	Yes
	Regional Rd. (Horton Rd. to Rehoboth T/L)	REHOBOTH		Yes	Yes	Yes			Yes		Yes



ROCHESTER

- Intersection projects
- Zone Projects

Segment Project Scores

- 10 - 20
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SRPEDD Southeastern Regional Planning & Economic Development District

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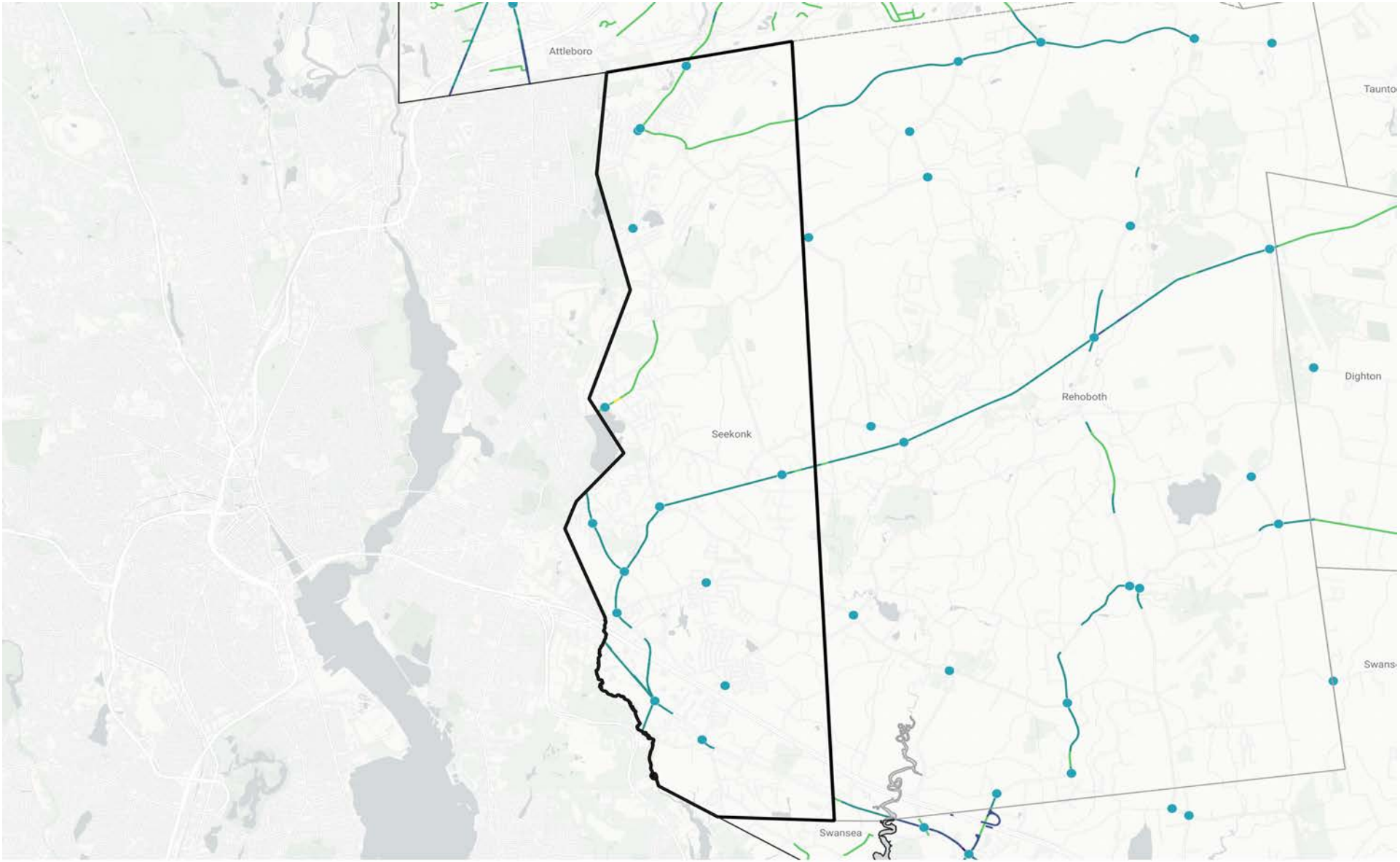
Intersection Description	City/ Town	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
Walnut Plain Rd. at Marys Pond Rd.	ROCHESTER	Unsignalized	Yes											Yes		Yes
Cranberry Hwy. at County Rd.	ROCHESTER	Signalized		Yes												
New Bedford Rd. at Cushman Rd.	ROCHESTER	Unsignalized	Yes											Yes		
New Bedford Rd. at Mattapoisett Rd.	ROCHESTER	Unsignalized	Yes											Yes		
New Bedford Rd. at Vaughan Hill Rd.	ROCHESTER	Unsignalized												Yes		
Rounseville Rd. at Constitution Way and New Bedford Rd.	ROCHESTER	Unsignalized	Yes											Yes		
Rounseville Rd. at Dexter Ln.	ROCHESTER	Unsignalized	Yes											Yes		
Marion Rd. at Marys Pond Rd.	ROCHESTER	Unsignalized	Yes													
Marion Rd. at Walnut Plain Rd.	ROCHESTER	Unsignalized	Yes											Yes		
Cushman Rd. at Rounseville Rd.	ROCHESTER	Unsignalized	Yes											Yes		
Rounseville Rd. at Vaughan Hill Rd.	ROCHESTER	Unsignalized	Yes													Yes
Rounseville Rd. at Mendell Rd.	ROCHESTER	Unsignalized	Yes													
High St. at Walnut Plain Rd.	ROCHESTER	Unsignalized	Yes										Yes			

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
	North Ave.	ROCHESTER				Yes		Yes		Yes	Yes
	North Ave.	ROCHESTER				Yes		Yes			Yes
	North Ave.	ROCHESTER				Yes		Yes		Yes	Yes
	North Ave.	ROCHESTER				Yes		Yes		Yes	Yes
	High St.	ROCHESTER				Yes		Yes	Yes	Yes	Yes
	Walnut Plain Rd.	ROCHESTER				Yes		Yes	Yes	Yes	Yes
	Walnut Plain Rd.	ROCHESTER				Yes		Yes	Yes	Yes	Yes
	Walnut Plain Rd.	ROCHESTER				Yes		Yes		Yes	Yes
	Walnut Plain Rd.	ROCHESTER				Yes		Yes		Yes	Yes
	Walnut Plain Rd.	ROCHESTER				Yes		Yes		Yes	Yes
	Cushman Rd.	ROCHESTER							Yes	Yes	Yes
	Cushman Rd.	ROCHESTER			Yes	Yes		Yes		Yes	Yes
	Cushman Rd.	ROCHESTER			Yes					Yes	Yes
	Robinson Rd.	ROCHESTER			Yes	Yes		Yes	Yes	Yes	Yes
	Robinson Rd.	ROCHESTER			Yes	Yes		Yes	Yes	Yes	Yes
	Marys Pond Rd.	ROCHESTER			Yes	Yes		Yes		Yes	Yes
	Marys Pond Rd.	ROCHESTER			Yes	Yes		Yes		Yes	Yes
	Marys Pond Rd.	ROCHESTER			Yes	Yes		Yes		Yes	Yes
	Marys Pond Rd.	ROCHESTER			Yes	Yes		Yes		Yes	Yes
	Marys Pond Rd.	ROCHESTER			Yes	Yes		Yes	Yes	Yes	Yes
	Marys Pond Rd.	ROCHESTER			Yes	Yes		Yes		Yes	Yes
	Marys Pond Rd.	ROCHESTER						Yes	Yes	Yes	Yes
	Marys Pond Rd.	ROCHESTER						Yes	Yes	Yes	Yes

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
	Marys Pond Rd.	ROCHESTER						Yes	Yes	Yes	Yes
	New Bedford Rd.	ROCHESTER			Yes	Yes		Yes	Yes	Yes	Yes
	New Bedford Rd.	ROCHESTER			Yes	Yes		Yes	Yes	Yes	Yes
	New Bedford Rd.	ROCHESTER			Yes	Yes		Yes	Yes	Yes	Yes
	New Bedford Rd.	ROCHESTER			Yes	Yes		Yes	Yes	Yes	Yes
	New Bedford Rd.	ROCHESTER			Yes	Yes		Yes	Yes	Yes	Yes
	New Bedford Rd.	ROCHESTER			Yes	Yes		Yes	Yes	Yes	Yes
	New Bedford Rd.	ROCHESTER			Yes	Yes			Yes	Yes	Yes
	New Bedford Rd.	ROCHESTER			Yes	Yes		Yes	Yes	Yes	Yes
	Dexter Ln.	ROCHESTER			Yes					Yes	Yes
	Vaughan Hill Rd.	ROCHESTER			Yes					Yes	Yes
105	Rounseville Rd.	ROCHESTER			Yes	Yes		Yes	Yes		Yes
105	Rounseville Rd.	ROCHESTER			Yes	Yes		Yes	Yes	Yes	Yes
105	Rounseville Rd.	ROCHESTER			Yes	Yes		Yes		Yes	Yes
105	Rounseville Rd.	ROCHESTER			Yes	Yes		Yes	Yes	Yes	Yes
105	Rounseville Rd.	ROCHESTER			Yes	Yes		Yes	Yes	Yes	Yes
105	Rounseville Rd.	ROCHESTER			Yes	Yes		Yes		Yes	Yes
	Mattapoisett Rd.	ROCHESTER				Yes		Yes	Yes	Yes	Yes
	Mattapoisett Rd.	ROCHESTER				Yes		Yes	Yes	Yes	Yes
	Mattapoisett Rd.	ROCHESTER				Yes		Yes	Yes	Yes	Yes
105	Front St.	ROCHESTER			Yes	Yes		Yes	Yes	Yes	Yes
105	Marion Rd.	ROCHESTER			Yes	Yes		Yes		Yes	Yes
105	Marion Rd.	ROCHESTER			Yes	Yes		Yes		Yes	Yes
105	Marion Rd.	ROCHESTER			Yes	Yes		Yes		Yes	Yes
105	Marion Rd.	ROCHESTER			Yes	Yes		Yes		Yes	Yes
105	Marion Rd.	ROCHESTER			Yes	Yes		Yes	Yes	Yes	Yes
105	Marion Rd.	ROCHESTER			Yes	Yes		Yes		Yes	Yes
	Walnut Plain Rd.	ROCHESTER			Yes	Yes		Yes		Yes	Yes
	Walnut Plain Rd.	ROCHESTER				Yes		Yes	Yes	Yes	Yes
	Walnut Plain Rd.	ROCHESTER				Yes		Yes		Yes	Yes
	Walnut Plain Rd.	ROCHESTER				Yes		Yes		Yes	Yes
	Walnut Plain Rd.	ROCHESTER				Yes		Yes	Yes		Yes
	Walnut Plain Rd.	ROCHESTER				Yes		Yes			Yes
	Mendell Rd.	ROCHESTER			Yes				Yes	Yes	Yes
105	Braley Hill Rd.	ROCHESTER							Yes	Yes	Yes
105	Braley Hill Rd.	ROCHESTER								Yes	Yes
105	Braley Hill Rd.	ROCHESTER			Yes	Yes		Yes			Yes
105	Braley Hill Rd.	ROCHESTER			Yes	Yes		Yes		Yes	Yes
105	Braley Hill Rd.	ROCHESTER			Yes	Yes		Yes		Yes	Yes
105	Braley Hill Rd.	ROCHESTER			Yes	Yes		Yes		Yes	Yes
	Burgess Ave.	ROCHESTER								Yes	Yes
	Burgess Ave.	ROCHESTER							Yes	Yes	Yes



SEEKONK

Intersection projects

Zone Projects

Segment Project Scores

10 - 20

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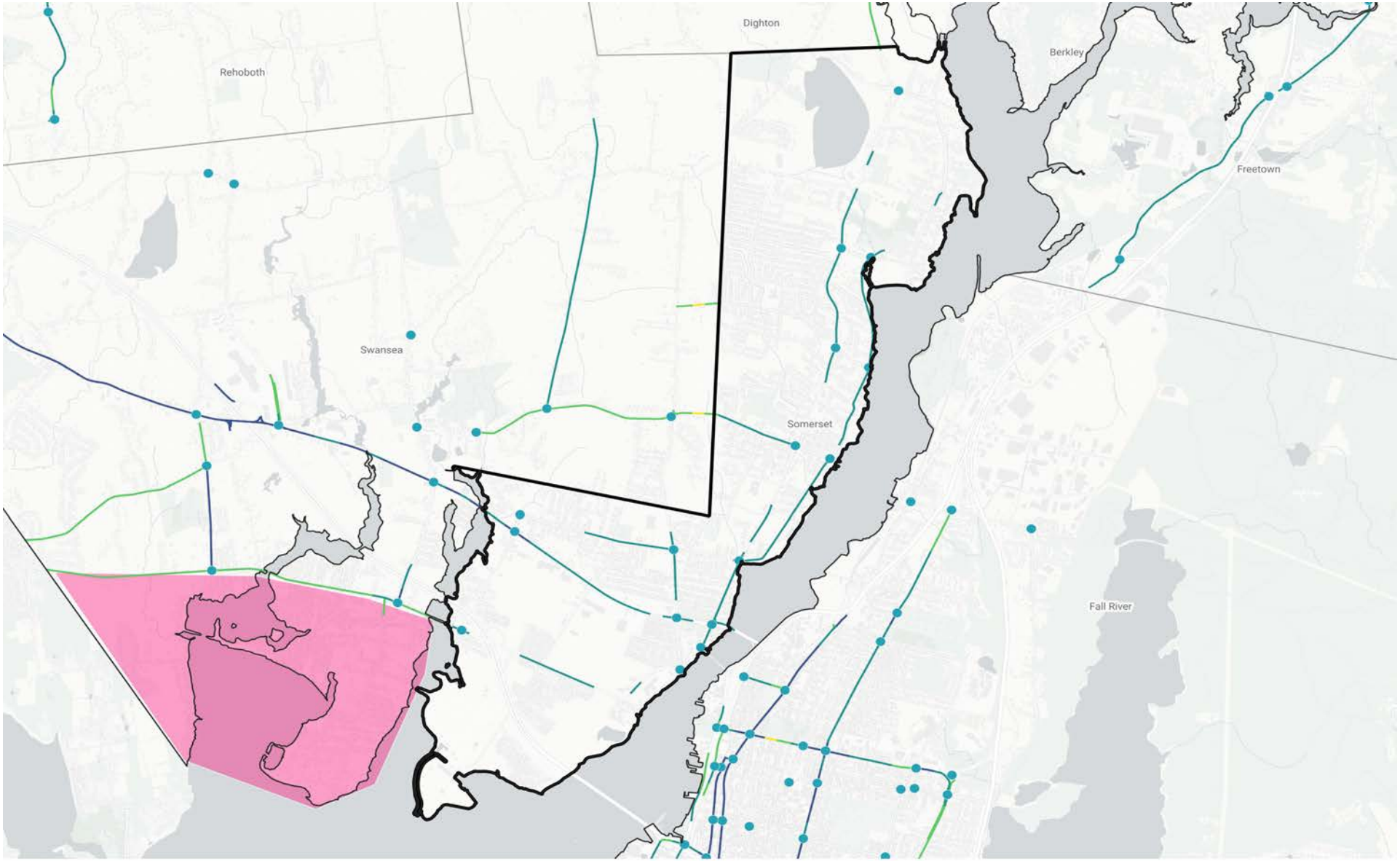
SRPEDD Southeastern Regional Planning & Economic Development District

Intersection Description	Town	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
Newman Ave. (MA-152) at Brook St. (MA-15)	SEEKONK	Signalized		Yes	Yes		Yes	Yes						Yes		
Central Ave. at Newman Ave (MA-152)	SEEKONK	Signalized		Yes	Yes		Yes	Yes	Yes					Yes		
Central Ave. (MA-152) Ramp	SEEKONK	Signalized		Yes	Yes		Yes	Yes			Yes			Yes		
Central Ave. (MA-152) at Oak Hill Ave. and Covel Ave.	SEEKONK	Unsignalized			Yes				Yes							Yes
Taunton Ave. (US-44) at Arcade Ave.	SEEKONK	Signalized			Yes		Yes		Yes					Yes	Yes	
Taunton Ave. (US-44) at Fall River Ave. (MA-114A)	SEEKONK	Signalized		Yes	Yes		Yes	Yes				Yes		Yes		
Fall River Ave. (MA-114A) at Arcade Ave. and Mill Rd.	SEEKONK	Signalized	Yes		Yes		Yes	Yes						Yes		
Fall River Ave. (MA-114A) at County St.	SEEKONK	Signalized	Yes	Yes	Yes		Yes	Yes						Yes		
Arcade Ave at MA-152	SEEKONK	Unsignalized												Yes	Yes	Yes
County St. at Olney St.	SEEKONK	Unsignalized												Yes		Yes
US-6 and MA-114A	SEEKONK	Signalized			Yes			Yes	Yes			Yes		Yes	Yes	
Cole St. at Anthony St.	SEEKONK	Unsignalized							Yes					Yes	Yes	
School St. at Fall River Ave. (US-6)	SEEKONK	Unsignalized		Yes	Yes		Yes	Yes	Yes			Yes		Yes		
Taunton Ave. (US-44) at Lincoln St. - 2021 Cluster	SEEKONK	Unsignalized	Yes		Yes									Yes		Yes

Route ID	Street Name	City/ Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
MA-152	Central Ave. (MA-152) - T/L to Willis Ave.	SEEKONK	Yes	Yes		Yes		Yes		Yes	Yes
MA-152	Central Ave. (MA-152) - Willis Ave to Central Ave.	SEEKONK		Yes		Yes		Yes		Yes	Yes
MA-152	Newman Ave (MA-152) - Sunset Dr. to T/L	SEEKONK			Yes	Yes		Yes		Yes	Yes
MA-152	Newman Ave. (MA-152) - Sunset Dr. to Central Ave.	SEEKONK				Yes		Yes		Yes	Yes
	Central Ave. - T/L to Sims Ave.	SEEKONK		Yes		Yes					Yes
	Pine St. - Central Ave. (MA-152) to Woodland Ave.	SEEKONK		Yes	Yes	Yes				Yes	Yes
	Woodland Ave. - Pine St. to T/L	SEEKONK			Yes	Yes		Yes	Yes	Yes	Yes
MA-15	Brook St. (MA-15) - T/L to Newman Ave. (MA-152)	SEEKONK				Yes				Yes	Yes
	Arcade Ave. - Elmdale St. to Taunton Ave. (US-44)	SEEKONK				Yes					Yes
	Arcade Ave. - Newman Ave. (MA-152) to Elmdale St.	SEEKONK		Yes	Yes	Yes			Yes		Yes
	Ledge Rd. - T/L to #167	SEEKONK			Yes	Yes			Yes		Yes
MA-114A	Fall River Ave. (MA 114A) - T/L to Leigh St.	SEEKONK		Yes		Yes				Yes	Yes
MA-114A	Fall River Ave (MA-114A) - Leigh St. to Taunton Ave. (US-44)	SEEKONK		Yes		Yes					Yes
US-44 - #419 to T/L	Taunton Ave.	SEEKONK				Yes		Yes			
US-44	Taunton Ave. (US-44) - Fall River Ave. to #174	SEEKONK	Yes			Yes	Yes	Yes		Yes	Yes
US-44	Taunton Ave. (US-44) - T/L to Fall River Ave. (MA-114A)	SEEKONK	Yes		Yes	Yes	Yes	Yes		Yes	Yes

Route ID	Street Name	City/ Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
US-44	Taunton Ave. (US-44) - Fall River Ave. (MA-114A) to Arcade Ave.	SEEKONK		Yes	Yes	Yes		Yes		Yes	Yes
US-44	Taunton Ave. (US-44) - Arcade Ave. to Seekonk Tree Service	SEEKONK						Yes			
MA-114A	Fall River Ave. (MA-114A) - Price Right Shopping Plaza to Arcade Ave.	SEEKONK		Yes	Yes			Yes			Yes
MA-114	Fall River Ave. (MA-114) - Tasca Ford to Provazza Dr.	SEEKONK	Yes			Yes			Yes		Yes
MA-114A	Fall River Ave. (MA-114A) - Taunton Ave. (US-44) to Tasca Ford	SEEKONK	Yes			Yes			Yes	Yes	Yes
MA-114A	Fall River Ave. (MA-114A) -Provazza Dr. to Four Echoes at Grist Mill Pond	SEEKONK				Yes		Yes		Yes	Yes
	Arcade Ave. - Taunton Ave. (US-44) to Fall River Ave. (Ma-114A) and Mill Rd.	SEEKONK		Yes	Yes	Yes				Yes	Yes
MA-114A	Fall River Ave. (MA-114A) - County St. to Clarke St.	SEEKONK		Yes		Yes					Yes
MA-114A	Fall River Ave. (MA-114A) - Arcade Ave. to Clarke St.	SEEKONK				Yes			Yes	Yes	Yes
	County St. - Fall River Ave. (MA-114A) to Olney St.	SEEKONK			Yes	Yes			Yes	Yes	Yes
	County St. - T/L to Fall River Ave. (MA-114A)	SEEKONK			Yes	Yes				Yes	Yes
	Olney St. - Brookside Ct. to Cole. St. and Fieldwood St.	SEEKONK			Yes	Yes				Yes	Yes
	Olney St. - County St. to Brookside Ct.	SEEKONK		Yes	Yes	Yes					Yes
	Cole St.	SEEKONK		Yes	Yes	Yes			Yes	Yes	Yes
	Anthony St. - US-6 to #257	SEEKONK		Yes		Yes			Yes	Yes	Yes
	River St. - T/L to Leavitt St.	SEEKONK			Yes	Yes			Yes	Yes	Yes
	School St. - Leavitt St. to US-6	SEEKONK			Yes	Yes				Yes	Yes
US-6	Fall River Ave. (US-6) - Warren Ave. to T/L	SEEKONK	Yes	Yes		Yes	Yes	Yes		Yes	Yes
US-6	Fall River Ave. (US-6) - MA-114A to Warren Ave.	SEEKONK	Yes	Yes		Yes	Yes	Yes			Yes
MA-114A	Mink St. (MA-114) - US-6 to T/L	SEEKONK				Yes			Yes	Yes	Yes
US-6	Highland Ave. (US-6) - to MA-114	SEEKONK	Yes	Yes		Yes	Yes	Yes		Yes	Yes
MA-114A	Fall River Ave. (MA-114A) - County St. to Highland Ave. (US-6)	SEEKONK	Yes	Yes	Yes	Yes	Yes			Yes	Yes
	Tremont St. (Seekonk T/L to MA-118)	SEEKONK			Yes	Yes			Yes	Yes	Yes



SOMERSET

Intersection projects

Zone Projects

Segment Project Scores

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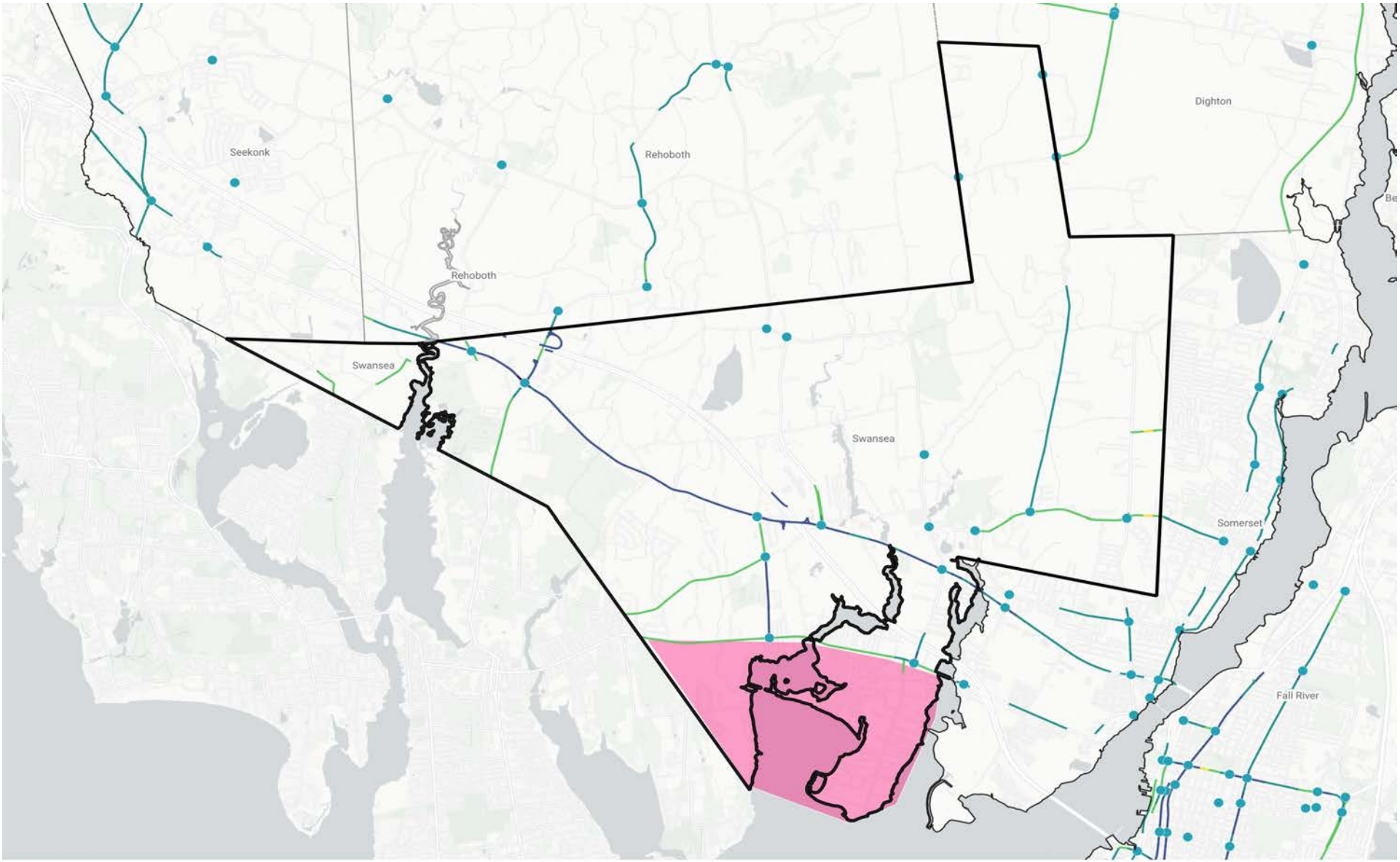
Intersection Description	Town	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
Lees River Ave. at Grand Army Hwy (US-6) - HSIP Cluster	SOMERSET	Signalized	Yes	Yes	Yes		Yes		Yes	Yes	Yes	Yes		Yes	Yes	
Wilbur Ave. (MA-103) at Lees River Ave.	SOMERSET	Signalized	Yes	Yes	Yes		Yes	Yes	Yes	Yes				Yes	Yes	
MA-103 at MA-138	SOMERSET	Unsignalized			Yes									Yes	Yes	
Riverside Ave. (MA-103) at Slades Ferry Blvd.	SOMERSET	Unsignalized	Yes		Yes				Yes					Yes	Yes	Yes
Brayton Ave. at Read St.	SOMERSET	Signalized		Yes			Yes	Yes				Yes		Yes		
Read St. at County St. (MA-138) at Riverside Ave.	SOMERSET	Signalized		Yes										Yes		
Lees River Ave. at Read St.	SOMERSET	Unsignalized	Yes											Yes		Yes
MA-138 at Buffington St.	SOMERSET	Signalized		Yes	Yes		Yes	Yes						Yes	Yes	
MA-138 at Marble St.	SOMERSET	Unsignalized												Yes		
Marble St. at Riverside Ave.	SOMERSET	Unsignalized												Yes	Yes	Yes
MA-138 at South St.	SOMERSET	Unsignalized												Yes	Yes	Yes
Buffington St. at Riverside Ave.	SOMERSET	Unsignalized												Yes	Yes	Yes
South St. at Dublin St. at Riverside Ave.	SOMERSET	Unsignalized												Yes	Yes	Yes
North St. at E County St.	SOMERSET	Unsignalized												Yes		Yes

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
	Lees River Ave.	SOMERSET			Yes	Yes			Yes	Yes	Yes
MA-103	Wilbur Ave. (MA-103)	SOMERSET	Yes		Yes	Yes		Yes		Yes	Yes
MA-103	Wilbur Ave. - T/L to Riverview Inn & Suites	SOMERSET		Yes						Yes	Yes
MA-103	Wilbur Ave. (MA-103)	SOMERSET	Yes	Yes	Yes	Yes				Yes	Yes
US-6	Grand Army of the Republic Hwy. (US-6) - Iz Schwartz Appliance to T/L	SOMERSET	Yes	Yes	Yes		Yes	Yes		Yes	Yes
US-6	Grand Army of the Republic Hwy. (US-6)	SOMERSET	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
US-6	Grand Army of the Republic Hwy. (US-6)	SOMERSET	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
US-6	Grand Army of the Republic Hwy. (US-6) - Divided highway to Iz Appliance	SOMERSET	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
	Slades Ferry Blvd./Ave.	SOMERSET		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Read St. - T/L to Irving Ave.	SOMERSET				Yes		Yes	Yes	Yes	Yes
	Read St. - Irving Ave. to Brayton Ave.	SOMERSET		Yes		Yes		Yes		Yes	Yes
	Read St. - Brayton Ave. to County St. (MA-138)	SOMERSET			Yes	Yes			Yes	Yes	Yes
	Buffington St.	SOMERSET		Yes	Yes	Yes				Yes	
	Pleasant St. - T/L to Broad Cove St.	SOMERSET		Yes	Yes	Yes					Yes
	Pleasant St. - Broad Cove St. to Borland Ave.	SOMERSET			Yes	Yes		Yes	Yes	Yes	Yes
	High St.-Somerset Historic Villlage	SOMERSET		Yes	Yes	Yes			Yes	Yes	Yes
	Dublin St. - High St. to South St.	SOMERSET		Yes	Yes	Yes			Yes	Yes	Yes

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
	Riverside Ave. - South St. to Marble St.	SOMERSET		Yes	Yes	Yes			Yes	Yes	Yes
	Riverside Ave. - Marble St. to Buffington St.	SOMERSET		Yes	Yes	Yes			Yes	Yes	Yes
	Riverside Ave. - Johnson St. to County St. (MA-138)	SOMERSET			Yes	Yes			Yes	Yes	Yes
	Riverside Ave. - Buffington St. to Johnson St.	SOMERSET		Yes	Yes	Yes				Yes	Yes
	Wilbur Ave. (MA-103)	SOMERSET			Yes					Yes	Yes
	Wilbur Ave. (MA-103)	SOMERSET		Yes	Yes	Yes		Yes	Yes	Yes	Yes
	Brayton Ave.	SOMERSET		Yes	Yes	Yes		Yes	Yes	Yes	Yes
	Brayton Ave. - Westhill Ave. to Fourth St.	SOMERSET		Yes		Yes		Yes	Yes		Yes
	Brayton St. - Fourth St. to T/L	SOMERSET			Yes			Yes	Yes		Yes
MA-138	MA-138 - Ash St. to Centre St.	SOMERSET	Yes	Yes		Yes		Yes	Yes		Yes
MA-138	MA-138 - Centre St. to Sandra Rd.	SOMERSET		Yes	Yes	Yes		Yes		Yes	Yes
MA-138	MA-138 - Sandra Rd. to #4077	SOMERSET				Yes		Yes		Yes	Yes
MA-138	MA-138 - #4077 to T/L	SOMERSET				Yes		Yes		Yes	Yes
	E County St - MA-138 to North St.	SOMERSET			Yes	Yes	Yes		Yes		Yes
	North St. - E County St. to Pleasant St.	SOMERSET			Yes	Yes			Yes	Yes	Yes
	Marble St.	SOMERSET		Yes	Yes	Yes				Yes	Yes
	South St.	SOMERSET		Yes		Yes				Yes	Yes
MA-138	Riverside Ave./County St. (MA-138) - US-6 to Ash St.	SOMERSET	Yes	Yes	Yes	Yes				Yes	Yes



SWANSEA

Intersection projects

Zone Projects

Segment Project Scores

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SRPEDD Southeastern Regional Planning & Economic Development District

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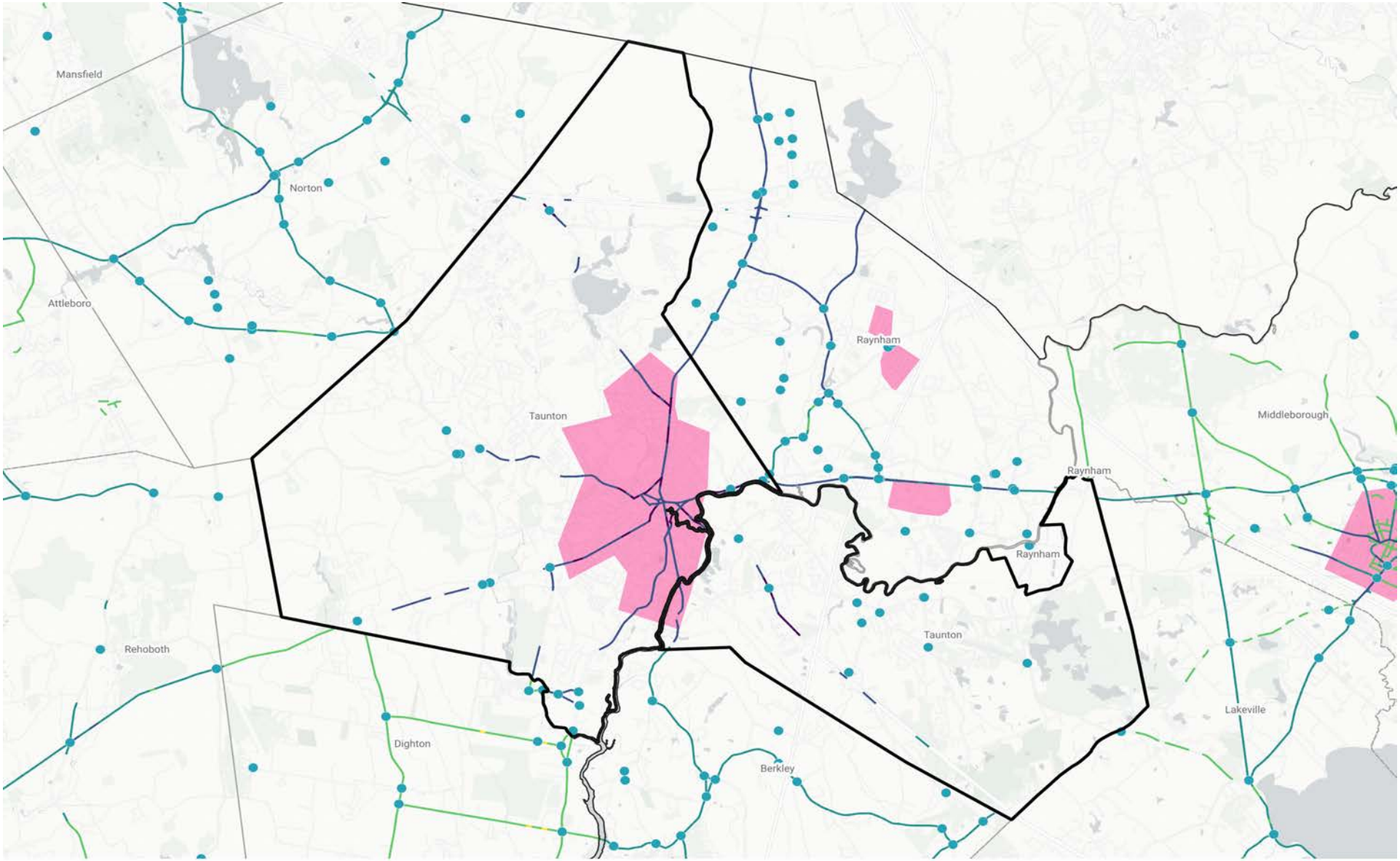
Intersection Description	City/ Town	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
US-6 at Mason St.	SWANSEA	Unsignalized	Yes											Yes		Yes
US-6 at MA-136	SWANSEA	Signalized		Yes	Yes		Yes	Yes	Yes		Yes			Yes		
Locust St. at MA-118	SWANSEA	Unsignalized	Yes											Yes		Yes
Locust St. at MA-118	SWANSEA	Unsignalized												Yes		Yes
US-6 at Maple Ave.	SWANSEA	Signalized	Yes	Yes	Yes		Yes	Yes	Yes			Yes		Yes		
Maple St and Pearse Rd. at Old Warren Rd.	SWANSEA	Unsignalized			Yes									Yes		
US-6 at MA-118	SWANSEA	Signalized	Yes	Yes	Yes		Yes	Yes	Yes					Yes	Yes	
Pearse Rd. at MA-103	SWANSEA	Signalized		Yes	Yes		Yes	Yes	Yes					Yes		
Gardners Neck Rd. at MA-103	SWANSEA	Unsignalized	Yes											Yes		Yes
Gardners Neck Rd. at US-6	SWANSEA	Signalized		Yes	Yes		Yes	Yes			Yes	Yes		Yes		
Main St. at Hortonville Rd. at Gardners Neck Rd.	SWANSEA	Signalized		Yes	Yes		Yes	Yes		Yes				Yes		
Hortonville Rd. at Wood St.	SWANSEA	Unsignalized												Yes		Yes
Elm St. at Main St. at Stevens Rd.	SWANSEA	Unsignalized	Yes											Yes		Yes
Stevens Rd. at Sharps Lee Rd.	SWANSEA	Unsignalized												Yes		Yes
Stevens Rd. at Buffington St. at Bark St.	SWANSEA	Unsignalized	Yes		Yes	Yes								Yes	Yes	Yes
Baker Rd. at Sharps Lot Rd. at Williams St.	SWANSEA	Unsignalized												Yes		Yes
Lewis St. at Sharps Lot Rd.	SWANSEA	Unsignalized	Yes											Yes		Yes
Purchase St. at Baker Rd.	SWANSEA	Unsignalized												Yes		Yes

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
US-6	Grand Army of the Republic Hwy. (US-6)	SWANSEA	Yes	Yes		Yes	Yes	Yes			Yes
US-6	Grand Army of the Republic Hwy. (US-6)	SWANSEA	Yes	Yes			Yes	Yes		Yes	Yes
US-6	Grand Army of the Republic Hwy. (US-6)	SWANSEA	Yes	Yes		Yes	Yes	Yes		Yes	Yes
US-6	Grand Army of the Republic Hwy. (US-6)	SWANSEA				Yes	Yes	Yes		Yes	Yes
US-6	Grand Army of the Republic Hwy. (US-6)	SWANSEA	Yes	Yes		Yes	Yes	Yes		Yes	Yes
US-6	Grand Army of the Republic Hwy. (US-6)	SWANSEA	Yes	Yes		Yes	Yes	Yes			Yes
US-6	Grand Army of the Republic Hwy. (US-6)	SWANSEA			Yes	Yes	Yes	Yes		Yes	
US-6	Grand Army of the Republic Hwy. (US-6)	SWANSEA	Yes	Yes		Yes		Yes		Yes	Yes
US-6	Grand Army of the Republic Hwy. (US-6)	SWANSEA	Yes	Yes		Yes	Yes	Yes		Yes	Yes
US-6	Grand Army of the Republic Hwy. (US-6)	SWANSEA				Yes	Yes	Yes		Yes	Yes
US-6	Grand Army of the Republic Hwy. (US-6)	SWANSEA	Yes			Yes	Yes	Yes		Yes	Yes
US-6	Grand Army of the Republic Hwy. (US-6)	SWANSEA	Yes	Yes		Yes	Yes	Yes		Yes	Yes
MA-103	Wilbur Ave.	SWANSEA		Yes	Yes	Yes		Yes	Yes	Yes	
MA-103	Wilbur Ave.	SWANSEA		Yes		Yes		Yes		Yes	Yes
MA-103	Wilbur Ave.	SWANSEA		Yes	Yes	Yes		Yes		Yes	Yes
	Pearse Rd.	SWANSEA		Yes	Yes	Yes		Yes		Yes	Yes
MA-136	Market St.	SWANSEA		Yes		Yes	Yes	Yes	Yes	Yes	Yes
MA-136	James Reynolds Way	SWANSEA		Yes		Yes		Yes		Yes	Yes
MA-136	James Reynolds Way/ Market St.	SWANSEA	Yes	Yes		Yes	Yes	Yes			Yes
	Gardner's Neck Rd.	SWANSEA		Yes	Yes	Yes			Yes	Yes	Yes

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
	Gardner's Neck Rd.	SWANSEA	Yes	Yes	Yes	Yes		Yes			Yes
	Gardner's Neck Rd.	SWANSEA		Yes	Yes	Yes		Yes		Yes	Yes
	Gardner's Neck Rd.	SWANSEA				Yes				Yes	Yes
	Sharps Lot Rd.	SWANSEA			Yes	Yes		Yes	Yes	Yes	Yes
	Sharps Lot Rd.	SWANSEA			Yes	Yes		Yes	Yes	Yes	Yes
	Stevens Rd.	SWANSEA			Yes	Yes		Yes	Yes	Yes	Yes
	Stevens Rd.	SWANSEA			Yes	Yes		Yes		Yes	Yes
	Main St.	SWANSEA		Yes		Yes		Yes			Yes
	Main St.	SWANSEA		Yes		Yes		Yes			Yes
	Elm St.	SWANSEA			Yes	Yes		Yes	Yes	Yes	Yes
	Bark St.	SWANSEA		Yes	Yes	Yes		Yes		Yes	Yes
	Bark St.	SWANSEA		Yes	Yes	Yes		Yes		Yes	
	Buffington St.	SWANSEA		Yes	Yes	Yes		Yes		Yes	Yes
MA-118	Oak St.	SWANSEA		Yes		Yes		Yes		Yes	Yes
MA-118	Locust St.	SWANSEA			Yes	Yes		Yes	Yes	Yes	Yes
MA-118	Plain St.	SWANSEA			Yes	Yes		Yes		Yes	Yes
MA-118	Swansea Mall Dr.	SWANSEA		Yes		Yes	Yes	Yes		Yes	Yes
MA-118	Swansea Mall Dr.	SWANSEA	Yes	Yes		Yes	Yes	Yes		Yes	Yes
	Locust St.	SWANSEA			Yes	Yes		Yes		Yes	Yes
	Hortonville Rd.	SWANSEA			Yes	Yes		Yes			Yes
	Locust St.	SWANSEA			Yes	Yes		Yes		Yes	Yes
	Hortonville Rd.	SWANSEA			Yes	Yes		Yes			Yes
	Hortonville Rd.	SWANSEA		Yes	Yes	Yes		Yes	Yes	Yes	Yes
	Wood St.	SWANSEA			Yes					Yes	Yes
	Wood St.	SWANSEA			Yes	Yes				Yes	Yes
	New Meadow Rd.	SWANSEA			Yes	Yes		Yes	Yes	Yes	Yes
	Warren Ave.	SWANSEA			Yes	Yes		Yes	Yes	Yes	Yes
	Barneyville Rd.	SWANSEA			Yes	Yes				Yes	Yes
	Barneyville Rd.	SWANSEA			Yes	Yes			Yes	Yes	Yes
	Old Providence Rd.	SWANSEA			Yes	Yes				Yes	Yes
	Ol Providence Rd.	SWANSEA			Yes	Yes			Yes	Yes	Yes
	Baker Rd.	SWANSEA			Yes	Yes			Yes	Yes	Yes
	Sharps Lot Rd.	SWANSEA			Yes	Yes			Yes	Yes	Yes
	Old Warren Rd.	SWANSEA			Yes	Yes		Yes	Yes	Yes	Yes
	Chase Farm Rd.	SWANSEA		Yes	Yes	Yes					Yes
	Kickemut Ct.	SWANSEA			Yes	Yes					Yes
	Chace St.	SWANSEA		Yes		Yes		Yes			Yes
	Maple St.	SWANSEA		Yes	Yes	Yes			Yes	Yes	Yes
	Vinnicum Rd.	SWANSEA			Yes						
	Vinnicum Rd	SWANSEA			Yes	Yes				Yes	Yes
	Vinnicum Rd.	SWANSEA			Yes	Yes				Yes	Yes
	Vinnicum Rd.	SWANSEA			Yes	Yes				Yes	Yes
	Locust St.	SWANSEA			Yes	Yes				Yes	Yes
	Reed Rd.	SWANSEA			Yes				Yes	Yes	Yes
	Reed Rd.	SWANSEA			Yes	Yes			Yes	Yes	Yes
	Reed Rd.	SWANSEA			Yes	Yes			Yes	Yes	Yes
	Reed Rd.	SWANSEA			Yes	Yes			Yes	Yes	Yes



TAUNTON

Intersection projects

Zone Projects

Segment Project Scores

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Southeastern Regional Planning & Economic Development District

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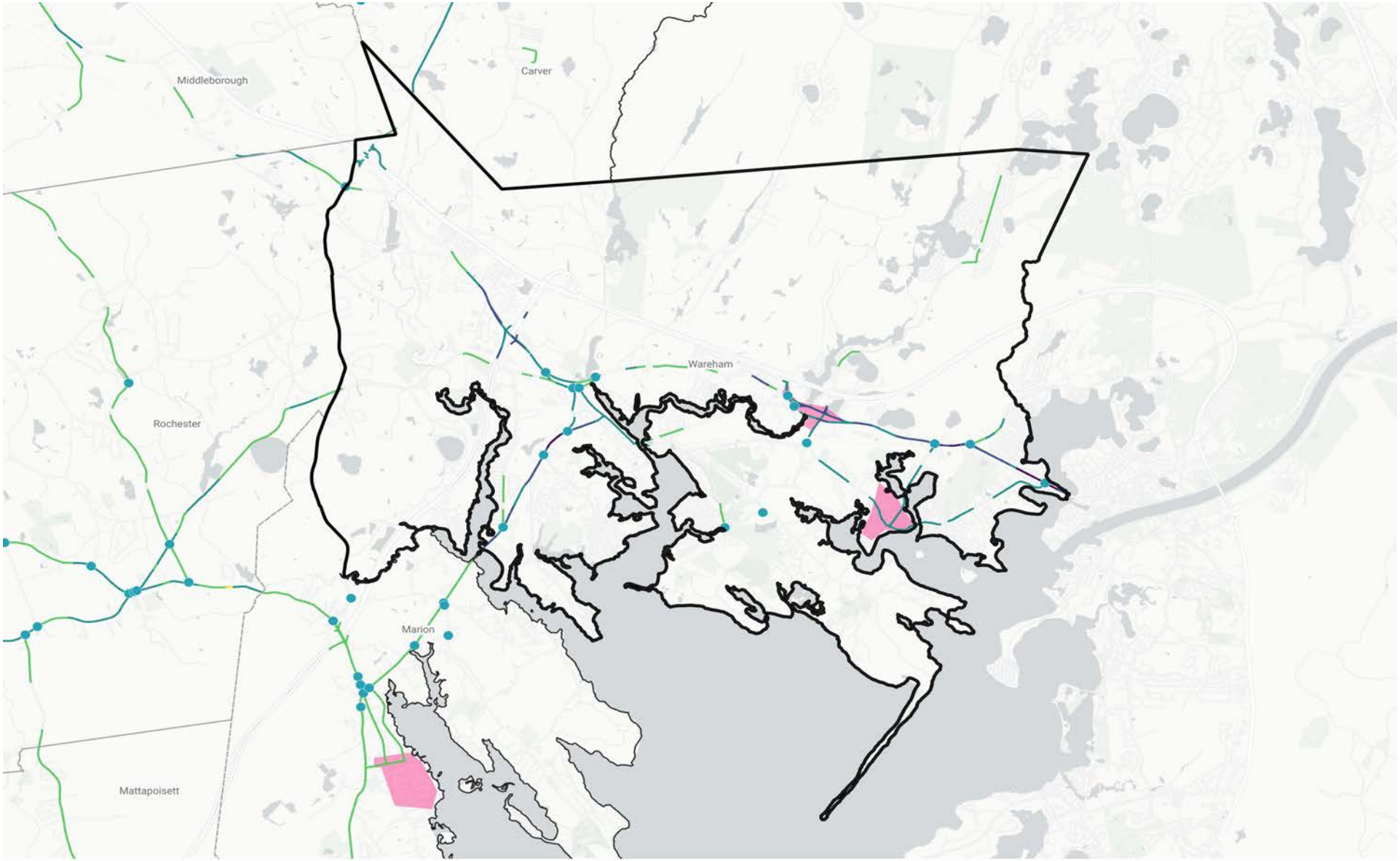
Intersection Description	Town	General Roadway Improvement	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
US-44 at N Walker St.	TAUNTON	TBD	Signalized		Yes	Yes		Yes	Yes						Yes	Yes	
US-44 at Longmeadow Rd.	TAUNTON		Signalized		Yes	Yes		Yes	Yes			Yes		Yes	Yes		
Bay St. at Industrial Park Rd.	TAUNTON	Retiming vehicular and pedestrian clearance times.	Signalized	Yes				Yes	Yes								
Middleboro Ave. at Liberty St.	TAUNTON	Enhance striping and improve coordination with nearby Old Colony Ave. Intersection	Unsignalized	Yes				Yes			Yes				Yes		
Middleboro Ave. at Old Colony Ave.	TAUNTON	Enhance striping and improve coordination with nearby Liberty St. Intersection	Unsignalized	Yes				Yes			Yes				Yes		
MA-140 at Hart St.	TAUNTON		Signalized			Yes		Yes	Yes						Yes		
Middleboro Ave. at Pinehill St.	TAUNTON		Unsignalized			Yes									Yes	Yes	
US-44 at Warner Blvd.	TAUNTON		Signalized			Yes			Yes	Yes					Yes	Yes	
Tremont St. at N Walker St.	TAUNTON	Evaluate conversion of stop-controlled intersection to signalized intersection.	Unsignalized														Yes
MA-140 at Tremont St.	TAUNTON	Reconfigure the intersection and evaluate need for traffic signal	Unsignalized								Yes						
Tremont St. at Worcester St.	TAUNTON	Enhance intersection configuration to improve visibility and evaluate need for traffic signal	Unsignalized								Yes						Yes
MA-140 at Worcester St.	TAUNTON	Enhance intersection configuration to improve visibility and evaluate need for traffic signal	Unsignalized				Yes				Yes						

Intersection Description	Town	General Roadway Improvement	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
US-44 at MA-104	TAUNTON	Install stripping at intersection	Signalized		Yes			Yes		Yes					Yes		
MA-104 at Hon. Gordon M. Owen Riverway	TAUNTON		Signalized												Yes	Yes	
US-44 at Burt St.	TAUNTON		Unsignalized												Yes	Yes	
MA-138 at Old Somerset Ave. North	TAUNTON		Unsignalized												Yes		
MA-138 at Railroad Ave.	TAUNTON		Unsignalized												Yes		
MA-138 at South St.	TAUNTON		Unsignalized												Yes		
South St. at Railroad Ave.	TAUNTON		Unsignalized												Yes		
US-44 at S Walker St.	TAUNTON		Unsignalized	Yes											Yes	Yes	

Intersection Description	Town	General Roadway Improvement	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
Stevens Street at Galleria Mall Dr./MA-140 Ramps	TAUNTON		Signalized			Yes		Yes	Yes				Yes		Yes	Yes	
Middleboro Ave. at Stevens St.	TAUNTON		Unsignalized												Yes		
Stevens St. at Pinehill St.	TAUNTON		Unsignalized	Yes											Yes		
Caswell St. at Liberty St.	TAUNTON		Unsignalized	Yes											Yes		
S Precinct St. at Caswell St.	TAUNTON		Unsignalized												Yes		

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
MA-140	County St. (Ingell St. to Industrial Dr.)	TAUNTON		Yes	Yes	Yes	Yes				Yes
.	N Walker St.	TAUNTON		Yes		Yes		Yes	Yes	Yes	Yes
MA-140	Short St./Norton Rd./Worcester St./Alfred Lord Blvd. (Norton T/L to Tremont St.)	TAUNTON			Yes	Yes					Yes
MA-140	Tremont St.	TAUNTON		Yes		Yes				Yes	Yes
US-44	Winthrop St.	TAUNTON				Yes				Yes	Yes
	Tremont St. (Rehoboth T/L to MA-140)	TAUNTON			Yes	Yes					Yes
US-44	Dean St./Cape Rd. (Arlington St. to T/L)	TAUNTON		Yes	Yes	Yes	Yes				Yes
MA-138	Somerset Ave. (Dighton T/L to 7th St.)	TAUNTON		Yes	Yes	Yes					Yes
	Bay St. (T/L to Crane Ave. N)	TAUNTON			Yes	Yes	Yes				Yes
	Bay St. (Crane Ave. N to Sunset Dr.)	TAUNTON			Yes	Yes					Yes
	Middleboro Ave. (Stevens St. to Lakeville T/L)	TAUNTON		Yes	Yes	Yes			Yes		Yes
	Plain St./Hart St./Caswell St. (Beacon St. to Liberty St.)	TAUNTON			Yes	Yes	Yes				Yes
	Stevens St. (Middleboro St. to MA-140 Ramp)	TAUNTON		Yes	Yes	Yes					Yes
	Old Colony Ave. (T/L to Middleboro Ave.)	TAUNTON		Yes	Yes	Yes					Yes
	Berkley St. (T/L to Cooper St.)	TAUNTON			Yes	Yes			Yes	Yes	Yes
	Warner Blvd. (US-44 to Dighton T/L)	TAUNTON			Yes	Yes				Yes	Yes
	Myles Standish Blvd. (Robert W Boyden Rd. to Bay St.)	TAUNTON	Yes		Yes	Yes	Yes				Yes
	Worcester St.	TAUNTON			Yes	Yes			Yes		Yes
MA-138	Broadway	TAUNTON			Yes	Yes	Yes				Yes
	Harvey St. (Norton Ave. to Robert W Boyden Rd.)	TAUNTON			Yes	Yes					Yes
US-44	Cape Highway	TAUNTON	Yes	Yes		Yes	Yes	Yes			Yes
	Hon. Gordon M. Owen Riverway	TAUNTON		Yes	Yes	Yes					Yes
	Longmeadow Rd.	TAUNTON			Yes	Yes					Yes
	Burt St. (US-44 to Dighton T/L)	TAUNTON			Yes	Yes					Yes
	Old Somerset Ave. (Dighton T/L to MA-138)	TAUNTON			Yes	Yes					Yes



WAREHAM

Intersection projects

Zone Projects

Segment Project Scores

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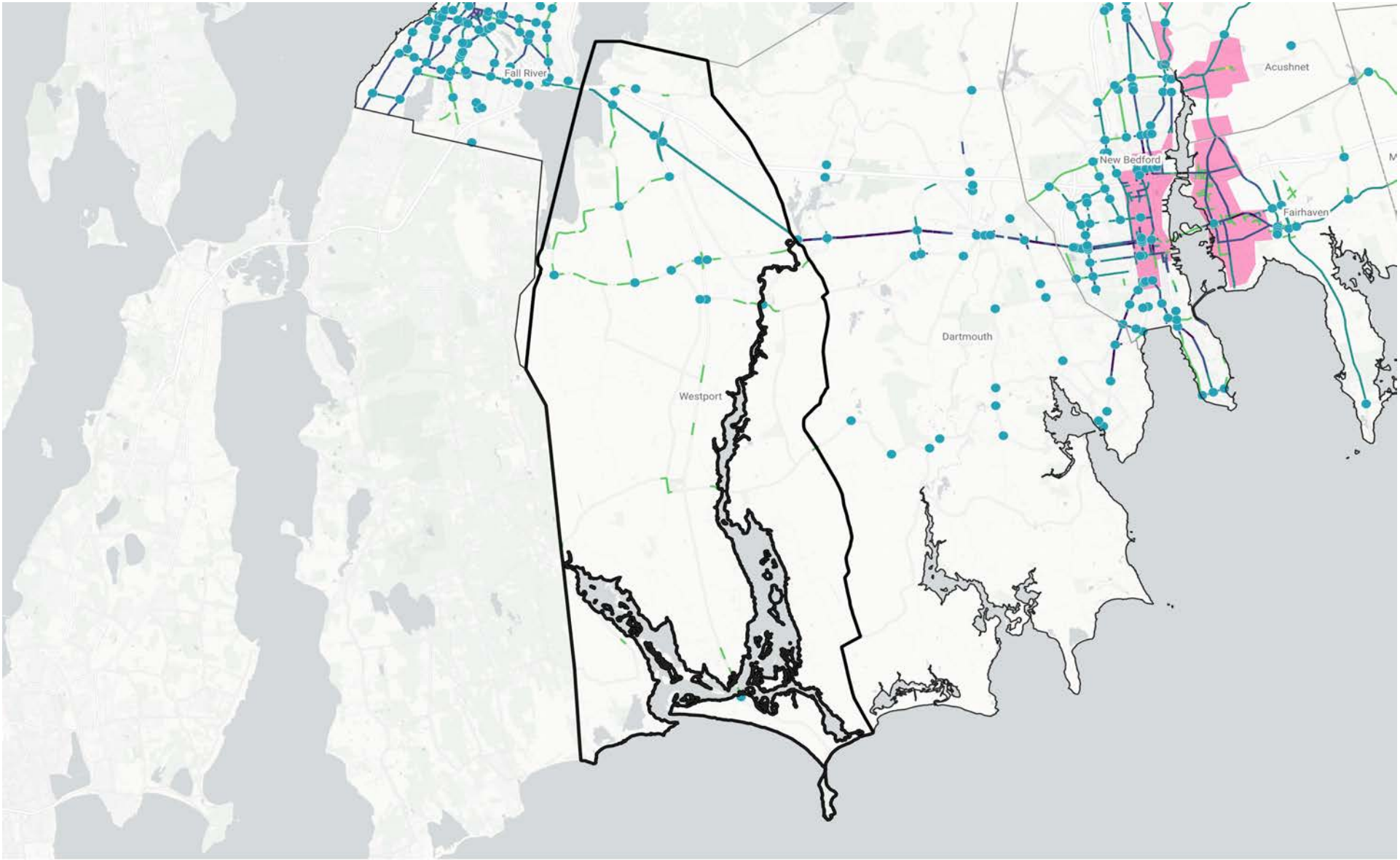
Intersection Description	City/Town	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
Marion Rd. at Hathaway St.	WAREHAM	Unsignalized	Yes		Yes											
Marion Rd. at Gibbs Ave.	WAREHAM	Unsignalized	Yes													
Marion Rd. at Swifts Beach Rd.	WAREHAM	Unsignalized	Yes		Yes									Yes		
Cranberry Hwy. at Main Ave.	WAREHAM	Signalized				Yes										
Cranberry Hwy. at Red Brook Rd.	WAREHAM	Signalized				Yes										
Cranberry Hwy. at Maple Springs Rd.	WAREHAM	Signalized		Yes	Yes		Yes		Yes				Yes	Yes		
Cranberry Hwy. at Sandwich Rd.	WAREHAM	Signalized	Yes	Yes	Yes		Yes		Yes				Yes	Yes		
Cranberry Hwy. at Onset Ave.	WAREHAM	Signalized	Yes	Yes										Yes		
Cranberry Hwy. at Elm St.	WAREHAM	Unsignalized	Yes		Yes									Yes	Yes	
Cranberry Hwy. at Tremont Rd.	WAREHAM	Signalized	Yes	Yes												
Great Neck Rd. at Crooked River Rd.	WAREHAM	Unsignalized	Yes													
Indian Neck Rd. at Crooked River Rd.	WAREHAM	Unsignalized	Yes													
Great Neck Rd. and Depot St. at Onset Ave.	WAREHAM	Unsignalized											Yes			
Main St. at Gibbs Ave.	WAREHAM	Unsignalized	Yes													
Main St. at Elm St.	WAREHAM	Unsignalized	Yes										Yes			Yes

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
US 6		WAREHAM		Yes		Yes	Yes	Yes			Yes
	Hathaway St.	WAREHAM		Yes		Yes		Yes		Yes	Yes
Marion Rd.		WAREHAM				Yes	Yes	Yes			Yes
	Marion Rd.	WAREHAM		Yes		Yes	Yes	Yes			Yes
	Gibbs Ave.	WAREHAM		Yes	Yes					Yes	Yes
	Swifts Beach Rd.	WAREHAM	Yes	Yes	Yes					Yes	Yes
US 6	Marion Rd.	WAREHAM		Yes		Yes	Yes	Yes			Yes
	Sandwich Rd.	WAREHAM	Yes	Yes			Yes				Yes
	Sandwich Rd.	WAREHAM		Yes		Yes		Yes			Yes
28	Cranberry Hwy.	WAREHAM			Yes	Yes		Yes			Yes
US 6	Cranberry Hwy.	WAREHAM	Yes			Yes	Yes	Yes			
US 6	Cranberry Hwy.	WAREHAM	Yes			Yes	Yes	Yes			
	Red Brook Rd.	WAREHAM								Yes	Yes
	Main Ave.	WAREHAM				Yes	Yes	Yes			Yes
	Plymouth Ave	WAREHAM			Yes					Yes	Yes
	Glen Charlie Rd.	WAREHAM							Yes	Yes	Yes
28	Cranberry Hwy.	WAREHAM	Yes			Yes		Yes			
28	Cranberry Hwy.	WAREHAM		Yes		Yes	Yes	Yes			Yes
28	Cranberry Hwy.	WAREHAM		Yes		Yes	Yes	Yes			Yes
28	Cranberry Hwy.	WAREHAM		Yes		Yes	Yes	Yes			Yes
28	Cranberry Hwy.	WAREHAM				Yes	Yes	Yes			Yes
28	Cranberry Hwy.	WAREHAM				Yes		Yes			Yes
	Onset Ave.	WAREHAM		Yes							Yes
US 6	Cranberry Hwy.	WAREHAM	Yes			Yes	Yes	Yes			Yes
US 6	Cranberry Hwy.	WAREHAM	Yes			Yes	Yes	Yes			Yes
	Onset Ave.	WAREHAM		Yes		Yes	Yes	Yes			Yes
	Narrows Rd.	WAREHAM		Yes		Yes		Yes		Yes	Yes
	Indian Neck Rd.	WAREHAM							Yes	Yes	Yes
	Indian Neck Rd.	WAREHAM			Yes				Yes	Yes	Yes
	Crooked River Rd.	WAREHAM		Yes	Yes				Yes	Yes	Yes
	Great Neck Rd.	WAREHAM			Yes				Yes	Yes	Yes
	Depot St.	WAREHAM		Yes	Yes						Yes
	Great Neck Rd.	WAREHAM		Yes							Yes
28	Cranberry Hwy.	WAREHAM		Yes	Yes	Yes	Yes	Yes			Yes
	Main St.	WAREHAM				Yes	Yes	Yes			Yes
	Main St.	WAREHAM				Yes	Yes	Yes			Yes
	Elm St.	WAREHAM		Yes	Yes						Yes
	Glen Charlie Rd.	WAREHAM		Yes							Yes
	Glen Charlie Rd.	WAREHAM				Yes		Yes	Yes	Yes	Yes



WESTPORT

Intersection projects

Zone Projects

Segment Project Scores

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Intersection Description	Town / City	Intersection Type	Intersection Lighting	Signal Head Visibility	High Visibility Crosswalks	Median Island	Vehicle Signal Timing Modifications	Pedestrian Signal Timing Modifications	Pedestrian Signal Equipment	Curb Modifications	No Turn on Red	Convert Signal to Mast Arm	Convert to Roundabout	General Maintenance Improvements	Pedestrian Crossing	All Way Stop Control
Grand Army of the Republic Hwy. (US-6) at Sanford Rd.	WESTPORT	Signalized	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Grand Army of the Republic Hwy. (US-6) at Main Hwy. (MA-88) SB Ramps	WESTPORT	Unsignalized	Yes											Yes		
Grand Army of the Republic Hwy. (US-6) at Main Hwy. (MA-88) NB Ramps	WESTPORT	Unsignalized	Yes											Yes	Yes	
Sanford Rd. at Briggs Rd.	WESTPORT	Unsignalized								Yes				Yes		Yes
American Legion Hwy. (MA-177) at Sanford Rd.	WESTPORT	Signalized	Yes	Yes			Yes							Yes		
American Legion Hwy. (MA-177) at Tickle Rd./Robert St.	WESTPORT	Unsignalized								Yes				Yes		
American Legion Hwy. (MA-177) at Old County Rd.	WESTPORT	Unsignalized	Yes			Yes								Yes		
American Legion Hwy. (MA-177) at Main Hwy. (MA-88) SB Ramps	WESTPORT	Unsignalized	Yes											Yes		
American Legion Hwy. (MA-177) at Main Hwy. (MA-88) NB Ramps	WESTPORT	Unsignalized	Yes											Yes		
Main Hwy. (MA-88) at Old County Rd.	WESTPORT	Signalized	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Main Hwy./John Reed Rd. (MA-88) at Cherry and Webb Ln.	WESTPORT	Unsignalized	Yes			Yes							Yes	Yes	Yes	
Main Hwy. (MA-88) at Briggs Rd.	WESTPORT	Signalized	Yes	Yes			Yes			Yes	Yes	Yes	Yes	Yes		
Old County Rd. at Main Rd.	WESTPORT	Unsignalized	Yes		Yes	Yes				Yes				Yes	Yes	Yes
I-195 SB Off-Ramp at Old Beford Rd.	WESTPORT	Unsignalized			Yes	Yes				Yes				Yes	Yes	
Old Bedford Rd. at Blossom Rd.	WESTPORT	Unsignalized								Yes				Yes		
Old County Rd. at Reed Rd.	WESTPORT	Unsignalized	Yes											Yes	Yes	

Route ID	Street Name	City/Town	Access Management	High Visibility Crosswalks	Roadway Conspicuity	Speed Management	Roadway Reconfiguration	Bicycle Facility Improvements	Improve Sight Lines	Roadway Departure Mitigation	General Maintenance Improvements
	Blossom Rd. - Old Bedford Rd. to Fall River T.L.	WESTPORT			Yes	Yes			Yes	Yes	Yes
	Tickle Rd. - American Legion Hwy. (MA-177) to Briggs Rd./ Kim Dr.	WESTPORT				Yes			Yes	Yes	Yes
	Old County Rd. - American Legion Hwy. (MA-177) to Main Rd.	WESTPORT			Yes	Yes			Yes	Yes	Yes
	Sanford Rd. - American Legion Hwy. (MA-177) to State Rd. (US-6)	WESTPORT	Yes			Yes		Yes	Yes	Yes	Yes
	Sanford Rd. - State Rd. (US-6) to Old Bedford Rd.	WESTPORT				Yes			Yes		Yes
	Old Bedford Rd. - Sanford Rd. to Blossom Rd.	WESTPORT				Yes			Yes	Yes	Yes
	Reed Rd. - Old County Rd. to Dartmouth T.L.	WESTPORT			Yes	Yes			Yes	Yes	Yes
	Briggs Rd. - Tickle Rd. to Sanford Rd.	WESTPORT				Yes			Yes	Yes	Yes
	Briggs Rd. - Sanford Rd. to Gifford Rd.	WESTPORT			Yes	Yes			Yes	Yes	Yes
US Route 6	Grand Army of the Republic Hwy. - Fall River T.L. to Old Bedford Rd.	WESTPORT	Yes			Yes	Yes	Yes			Yes
US Route 6	Grand Army of the Republic Hwy. - Old Bedford Rd. to Sanford Rd.	WESTPORT	Yes	Yes		Yes	Yes	Yes			Yes
US Route 6	Grand Army of the Republic Hwy. - Sanford Rd. to Gifford Rd./Davis Rd.	WESTPORT	Yes		Yes	Yes	Yes	Yes			Yes
US Route 6	Grand Army of the Republic Hwy. - Gifford Rd./Davis Rd. to Faulkner St.	WESTPORT	Yes			Yes	Yes	Yes			Yes
US Route 6	Grand Army of the Republic Hwy. - Faulkner St. to Russell St.	WESTPORT	Yes	Yes		Yes	Yes	Yes	Yes		Yes
US Route 6	Grand Army of the Republic Hwy. - Russell St. to Dartmouth T.L.	WESTPORT	Yes		Yes	Yes	Yes	Yes		Yes	Yes
MA Route 88	Main Hwy. - Old County Rd. to Briggs Rd.	WESTPORT							Yes		Yes
MA Route 88	Main Hwy. - Briggs Rd. to I-195	WESTPORT							Yes		Yes
	Old County Rd. - Main Rd. to Gifford Rd.	WESTPORT			Yes	Yes			Yes	Yes	Yes
	Old County Rd. - Gifford Rd. to Pine Hill Rd.	WESTPORT		Yes	Yes	Yes			Yes	Yes	Yes
	Old County Rd. - Pine Hill Rd. to Dartmouth T.L.	WESTPORT			Yes	Yes			Yes	Yes	Yes
MA Route 177	American Legion Hwy. - Tiverton T.L. to Sanford Rd.	WESTPORT		Yes		Yes			Yes	Yes	Yes
MA Route 177	American Legion Hwy. - Sanford Rd. to Forge Rd.	WESTPORT	Yes			Yes			Yes		Yes
MA Route 177	American Legion Hwy. - Forge Rd. to Dartmouth T.L.	WESTPORT				Yes			Yes	Yes	Yes
MA Route 88	Main Hwy. from Drift Rd. to Cherry and Webb Ln.	WESTPORT				Yes			Yes		Yes
MA Route 88	John Reed Rd. from Cherry and Webb Ln. to East Beach Rd.	WESTPORT	Yes		Yes				Yes	Yes	Yes

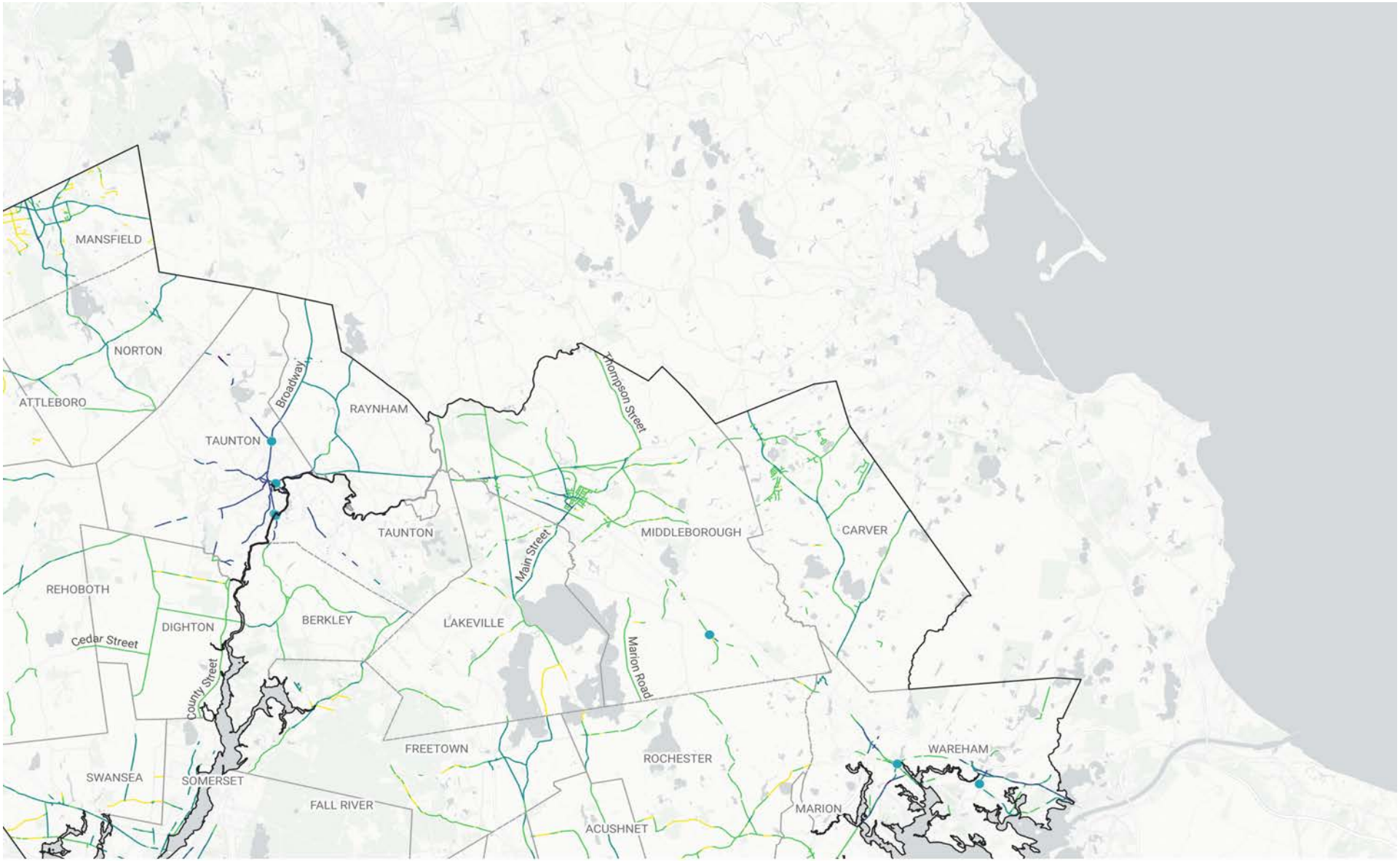
Intersections and segments that were identified in the high-injury network, high-risk network, or both were prioritized to form a list of candidate project locations for safety interventions. For the high-risk network, intersections and segments that were categorized as “critical” or “high” were included in the candidate list. For the high-injury network, thresholds were identified by mode (all, bicycle, pedestrian) and were discussed previously in this safety action plan.

During the regional level review, many municipalities did not have many or any intersections or segments that fell within the criteria above. Therefore, as part of this plan, locations were identified on both a regional level and a municipal level to compare the locations on a regional level and on a municipal basis.

Countermeasures were identified for each of the candidate project locations at both the regional and municipal level. Given the significant number of candidate projects, prioritization will allow for SRPEDD and its communities to evaluate and rank the project based on their impact and feasibility. The prioritization matrix below serves to assess each project’s potential to address critical safety issues and align with overall safety goals. By assigning scores or weights to various criteria, the matrix helps identify high-priority projects that balance reactive and proactive strategies. The score or weight for each criterion is determined by needs and priorities. Incorporating these elements in the safety action plan’s priorities allows projects to address significant safety challenges while meeting the priorities of the SS4A Program.

Each project was ranked based on the methodology and the extent to which they met each criterion. For example, locations that were on both a proactive (HRN) and reactive (HIN) would receive a higher score. **Table 5-1** below presents the prioritized regional projects based on the project score.

HRN Criteria (total 50 points)	Critical	High
Included in the All Mode HRN	10	5
Included in the Pedestrian Mode HRN	10	5
Included in the Bike Mode HRN	10	5
Included in the Motor Vehicle HRN	10	5
Included in the Motorcycle HRN	10	5
HIN Criteria (total 30 points	**Criteria**	**Points**
All (10 points Max)		



Regional Projects: NE

- Intersection projects
- Zone Projects

Segment Project Scores

- 10 - 20
- 20 - 40
- 40 - 60
- 60 - 80
- 80 - 100

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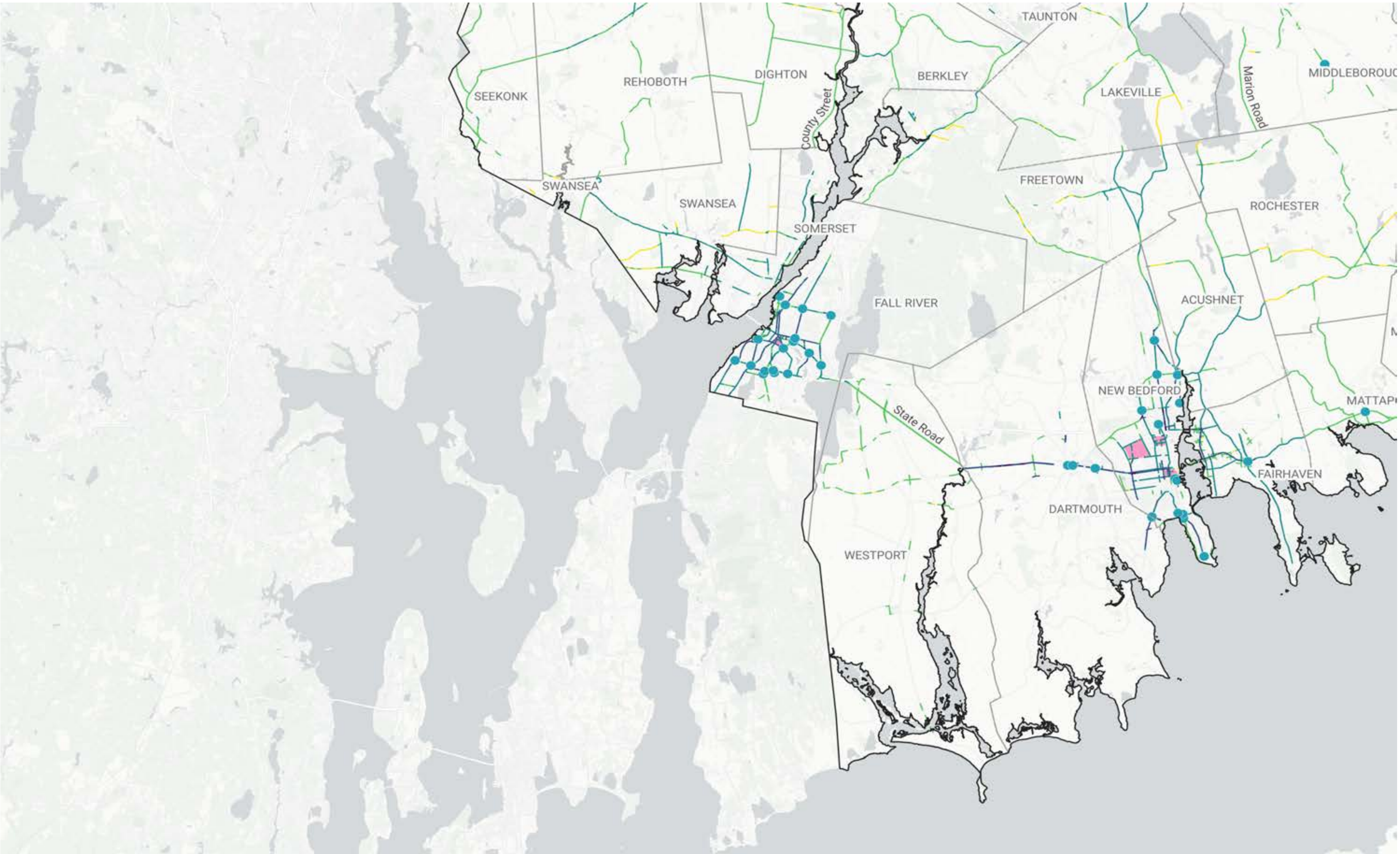
SRPEDD Southeastern Regional Planning & Economic Development District



Regional Projects: SW

Intersection projects
Zone Projects

Segment Project Scores

10 - 20
20 - 40
40 - 60
60 - 80
80 - 100

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SRPEDD
Southeastern Regional Planning & Economic Development District

Regional Projects: NW

- Intersection projects
- Zone Projects

Segment Project Scores

- 10 - 20
- 20 - 40
- 40 - 60
- 60 - 80
- 80 - 100

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SRPEDD
Southeastern Regional Planning & Economic Development District

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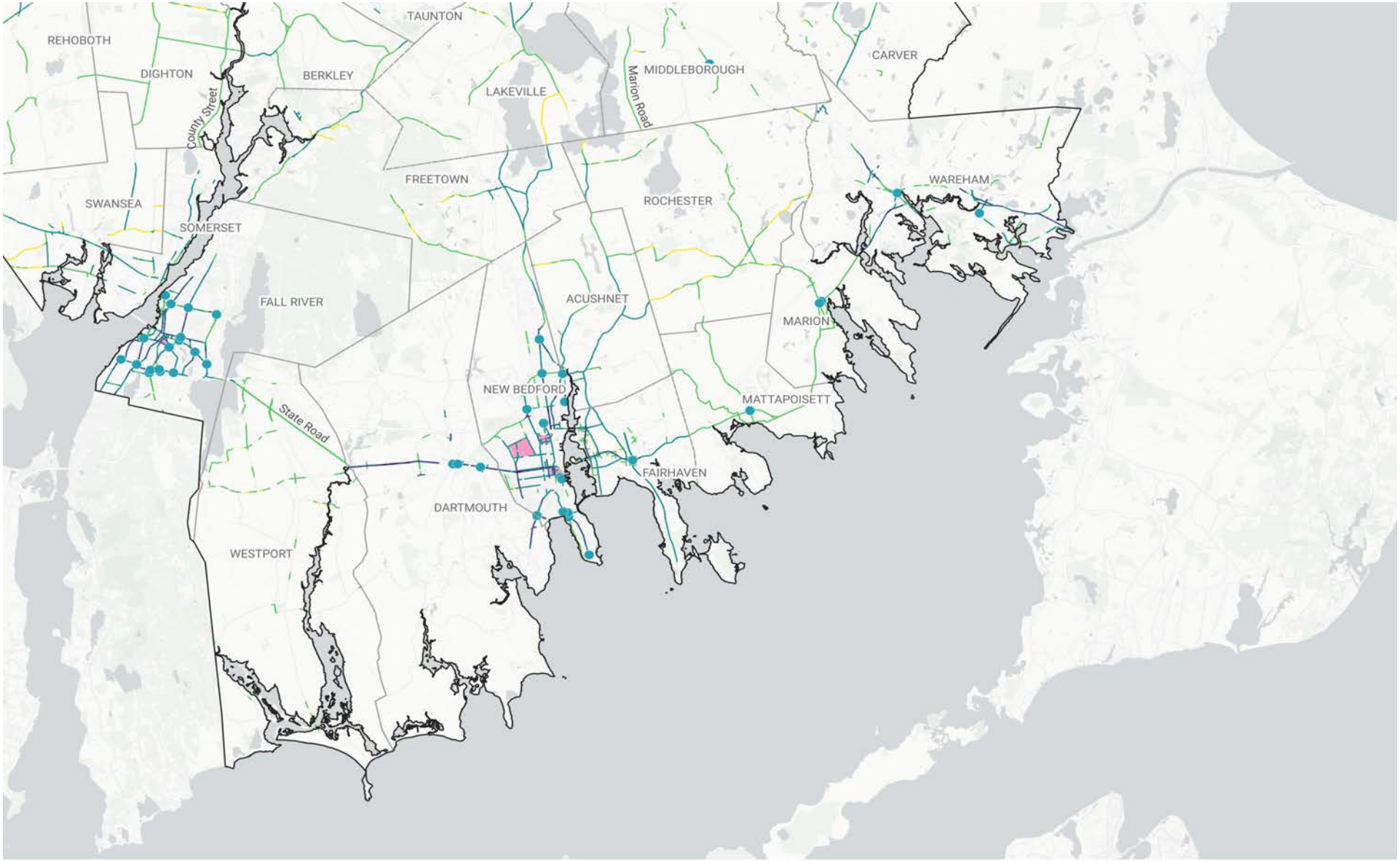

Regional Projects: SE

- Intersection projects
- Zone Projects

Segment Project Scores

- 10 - 20
- 20 - 40
- 40 - 60
- 60 - 80
- 80 - 100

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SRPEDD
Southeastern Regional Planning & Economic Development District

Appendix C: Funding Sources

Funding Sources

The following sources are recommended for advancing the strategies outlined in this plan:

Federal

Transportation Improvement Program

The SMMPO Transportation Improvement Program (TIP) is a five year programming document that lists all transportation related projects with federally allocated funding in the region. The TIP is developed annually through a continuing, cooperative, and comprehensive (3C) performance-based regional multimodal transportation planning process. The following federally based funding categories are incorporated into TIP programming and are applicable to the projects in this plan:

Table 9-1: Applicable Federal Funding Categories

Funding Category	Description
Highway Safety Improvement Program (HSIP)	The HSIP funds safety improvement investments to reduce the number and severity of crashes at dangerous locations. A highway safety improvement investment is any strategy, activity, or project on a public road that is consistent with each state's data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or addresses a highway safety problem. Funding: Federal - 90%, State - 10%.
Congestion Mitigation/Air Quality (CMAQ)	CMAQ provides a flexible funding source for transportation investments and programs to help meet the requirements of the federal Clean Air Act. Funding is available to help reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). Prior to programming, proposed CMAQ investments are reviewed by the CMAQ Consultation Committee, which is responsible for determining whether a project shows an air quality benefit, encompassing Mobile Source Emissions Factors, and is eligible for CMAQ funding. The members of the Committee include representatives from MassDOT, Massachusetts Department of Environmental Protection (DEP), United States Department of Transportation (USDOT), U.S. Environmental Protection Agency (EPA), and the MPOs. Funding: Federal - 80%, State - 20%. When addressing a safety problem, the local share decreases to 10% and the federal share increases to 90%.

Funding Category	Description
Surface Transportation Block Grant Program (STBG)	Funding under this category may be expended for construction, reconstruction, rehabilitation, resurfacing, restoration, operational and safety improvements. In addition to federal-aid roads, capital costs for transit projects are also eligible. Additional eligible activities are defined under 23 U.S.C. 133(b). Funding: Federal - 80%, State - 20%. The Federal share for projects on the Interstate system (except projects that add lanes that are not high-occupancy-vehicle or auxiliary lanes) is 90%, subject to the upward sliding scale adjustment. For projects that add single occupancy vehicle capacity, that portion of the project that increases single occupancy vehicle capacity will revert to the 80% Federal share participation level. Certain types of improvements, primarily safety improvements, listed in 23 U.S.C. 120(c)(1), as amended by the BIL, may have a Federal share of 100 percent.
Section 5307: Urbanized Area Formula Funding Program	5307 program funds are used for public transportation capital and operating assistance and for transportation-related planning. Eligible activities include planning, engineering design, capital investments in bus and bus-related activities, crime prevention and security equipment, construction of maintenance and passenger facilities, and capital investments in new and existing fixed guideway systems including rolling stock, the overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. Funding: The Federal share for Section 5307 Program is 80% for capital and planning expenses and up to 50% for net operating expenses. MAP-21 consolidated the Job Access Reverse Commute (JARC) program, formerly Section 5316, with Section 5307 funding.
Section 5339(a): Bus and Bus Facilities	Section 5339 is formula-based capital program to replace, rehab, and purchase buses and related equipment; funds can also be used to construct bus related facilities. Section 5339 under MAP-21 replaced the previous Section 5309 discretionary Bus and Bus Facilities program. Funding: Federal - 80%, State - 20%
Surface Transportation Block Grant Program Transportation Alternatives (STBG- TA)	This category is a portion of the Surface Transportation Block Grant (STBG) program funding dedicated to transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. Funding: federal - 80%, state - 20%, with flexibility. States can use various flexibilities, including some new ones under the BIL, to increase the Federal share for specific projects to 100 percent.

Federal Grant Programs

The following discretionary grant programs are also available through the federal government:

Table 9-1: Applicable Federal Discretionary Grant Programs

Funding Program	Description
Safe Streets and Roads for All	This new $5 billion competitive grant program at the Department of Transportation will provide funding directly to and exclusively for local governments to support their efforts to advance "vision zero" plans and other complete street improvements to reduce crashes and fatalities, especially for cyclists and pedestrians. Applications are expected to open in April 2023. The program is open to MPOs, local governments and federally recognized tribes, but not states.
Rural Surface Transportation Grant	This new $2 billion competitive grant program at the Department of Transportation will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth. This amount includes specific set aside for small projects ($200 million), rural roadway lane departure improvements ($300 million), and the Appalachian Development Highway System ($500 million).
Better Utilizing Investments to Leverage Development (BUILD) - Discretionary Grant program	BUILD, a discretionary grant program, enables DOT to use a rigorous merit-based process to select multi-modal, multi-jurisdictional projects with exceptional benefits, explore ways to deliver projects faster and save on construction costs, and make needed investments in our Nation's infrastructure. It funds projects that are harder to support through traditional DOT programs and provides funding directly to any public entity at the state or local level. A Notice of Funding Opportunity (NOFO) for FY23 was issued in November 2022 and applications were due February 28, 2023. The total amount of funding available in FY23 is $2.3 billion.
Reconnecting Communities	The Bipartisan Infrastructure Law creates a first-ever $1 billion program at the Department of Transportation to reconnect communities divided by transportation infrastructure – particularly historically disadvantaged communities too often nearly destroyed or cut in half by a highway. This new competitive program will provide dedicated funding to state, local, metropolitan planning organizations, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure to address these legacy impacts.

State Grant Programs

The following funds are available through state grant programs:

Funding Program	Description
Massachusetts Complete Streets Funding Program	The MassDOT Complete Streets Funding Program was launched in February 2016 to provide funding to communities that demonstrate a commitment to Complete Streets policy and practice. Complete Streets components can include roadway design features such as ADA compliant sidewalks and crossings, curb extensions, bicycle lanes, shared use pavement markings, bus shelters and pull-outs, wayfinding signage, landscaping, street lighting, and many other items. A community may be eligible for up to $38,000 in technical assistance funding to develop a Complete Streets Prioritization Plan. The community will then be eligible for up to $500,000 in construction funding to implement projects identified in their prioritization plan.
Safe Routes to School	SRTS is a federally funded program administered by the Massachusetts Department of Transportation that works to increase safe walking, biking, and rolling among public elementary, middle, and high school students. They a collaborative, community-focused approach that bridges the gap between health and transportation. Opportunities for technical assistance are available for partnered communities through SRTS related infrastructure programs including the Signs and Lines Program, SRTS Infrastructure Program, Technical Assistance Program and Bike Rack Grants.
Shared Streets and Spaces	The Shared Streets and Spaces Grant Program is administered by the Massachusetts Department of Transportation (MassDOT). The program provides funding to municipalities and public transit authorities to quickly implement improvements to plazas, sidewalks, curbs, streets, bus stops, parking areas, and other public spaces in support of public health, safe mobility, and strengthened commerce.
MassTrails	MassTrails provides grants to support recreational trail and shared-use pathway projects across the Commonwealth. The award maximum depends on the project type and needs and is generally $100,000 for recreational trails projects and up to $500,000 for shared-use path projects demonstrating critical network connections of regional or statewide significance. Eligible grant activities include project development, design, engineering, permitting, construction, and maintenance of recreational trails, shared-use pathways, and the amenities that support trails.