

Massachusetts



2018 Strategic Highway Safety Plan Five-Year Action Plan Updates

Effective as of March 2020

BACKGROUND

The Massachusetts Strategic Highway Safety Plan (SHSP) is a statewide-coordinated safety plan providing a comprehensive framework for reducing highway fatal and serious injury crashes on all public roads. It identifies the State's key safety needs and guides investment decisions towards the strategies and countermeasure possessing the greatest potential to save lives and prevent injuries.

The Massachusetts SHSP incorporates 14 emphasis areas (EAs) as part of its Five-Year Action Plan for reducing roadway fatalities. The selected EAs are presented below in order of those with the highest annual fatality average (2012-2016) to the lowest.

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Each of the 14 EAs has a multidisciplinary team of stakeholders dedicated to implementing data-driven strategies and actions for addressing the issues posed by them. Many of these EA teams meet throughout the year to assess progress, provide support and plan future initiatives.

Each year, these strategies and actions are reviewed and updated by the EA teams to track their progress and reflect any new efforts being developed or implemented. Similarly, some strategies and actions are determined to be no longer relevant. As a living document, the SHSP's Five-Year Action Plan is updated based on new developments and newly established initiatives, with those updates being published annually, representing a snapshot of progress at the time.

In the spring of 2020, UMassSafe reached out to each EA team to collect updates for the annual progress assessment. What follows are those responses, organized by EA. Because this is a living document, these actions and strategies will be subject to an update again in 2021. The intent of this document is to both assess current progress and guide ongoing work towards implementing the full SHSP and its Five-year Action Plan towards preventing crashes and saving lives. Stakeholders are encouraged to contact UMassSafe for additional information as it becomes available.

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Massachusetts



2018 Strategic Highway Safety Plan Five-Year Action Plan Updates

Lane Departure Crashes

Effective as of March 2020

SHSP Emphasis Area Action Plan Update - Lane Departure Crashes

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/ Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Strategy: Identify lane departure crashes and causes						
Conduct Road Safety Audits at high-crash locations, implement low-cost countermeasures, and review/consider other medium and high-cost countermeasures	MassDOT Highway, RPAs/MPOs		Implemented/ Ongoing (MassDOT Highway, NMMPO, CMRPC, FRCOG, PVPC, SRPEDD, OCPC)		No Longer Applicable (MassDOT Planning)	
Additional Notes: -MassDOT Highway: This will always be ongoing -MassDOT Planning: This is not under MassDOT Planning purview -CMRPC: The staff attends multiple Road Safety Audits year round. They would like to see the implementation of low-cost, short-term counter measures in a period of 6 to 12 months after being identified in a RSA, rather than waiting for the project to be included in the TIP. They suggest there should be a mechanism to fund these low cost improvements, either statewide HSIP, or allow the CMMPO to allocate HSIP funds for this purpose under one project ID -PVPC: They send staff to participate in all RSAs in the region -SRPEDD: Last report completed in 2012						
Continue collecting and analyzing roadway contributing factors on crash reports	RMV, RPAs/MPOs		Implemented/ Ongoing (RMV, NMMPO, FRCOG, PVPC, SRPEDD, CMRPC)			
Additional Notes: -RMV: This will always be ongoing -CMRPC: They release an Annual Safety Report which includes the roadways contributing factors -PVPC: These are included routinely as part of local safety studies						

SHSP Emphasis Area Action Plan Update - Lane Departure Crashes

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Focus improvements by identifying top lane departure locations	MassDOT Highway, RPAs/MPOs	Planning Stage (MassDOT, CMRPC, FRCOG)	Implemented/ Ongoing (NMMPO, PVPC, SRPEDD)			
Additional Notes: -MassDOT: They are working on network screening to identify top segment locations. The network screening results will be made available on IMPACT dashboards and other areas for the public to engage. MassDOT is also working on safety analysis tools so that users will dynamically be able to identify these locations. This is a year or so away -CMRPC: They are in the process to include systemic safety analysis in our Safety Reports -PVPC: They are currently updating their list of Top 100 High Crash Intersections and Regional Safety Compass of crashes by community. Anticipated to be complete in early 2021 -SRPEDD: This was updated as part of previous RTP's and expected to be updated as part of Most Dangerous Locations in FY2020/2021						
Collect Fundamental Data Elements for roadway segments across Massachusetts so that a data driven safety analysis can be performed for lane departures	MassDOT Planning		Implemented/ Ongoing			
Conduct crash data analysis utilizing various DPH datasets to better understand the causes and consequences of crashes involving lane departures	DPH		Implemented/ Ongoing			
Strategy: Educate safety practitioners on best practices for roadway design						
Train MassDOT engineering staff in best practices for safety in design	MassDOT Highway and Planning		Implemented/ Ongoing (MassDOT Highway and Planning)			
Additional Notes: -MassDOT: This will be ongoing						
Train and inform municipalities about proper use of signage and lane markings to combat lane departures	MassDOT Planning				No Longer Applicable (MassDOT Planning)	
Additional Notes: MassDOT Planning: This is not under MassDOT Planning purview						
Create recommended maintenance and inspection policies for cable guardrail	MassDOT Highway	Planning Stage				

SHSP Emphasis Area Action Plan Update - Lane Departure Crashes

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Convene participants in a series of virtual meetings to learn about current technologies that prevent or mitigate crashes, including those involving lane departures	DPH via Motor Vehicle National Peer Learning Team [MV-NPLT]			Completed		
Strategy: Enhance enforcement of some driver contributing factors in lane departure crashes, e.g., driver inattention and speeding						
Coordinate with other emphasis area teams as appropriate, that address factors contributing to lane departure crashes, including inattention and speeding	MSP, HSD, Local Law Enforcement	Planning Stage (HSD)				
Focus enforcement and education efforts on driver risk factors such as speeding, distracted driving, and impaired driving, as they can cause lane departure crashes	MSP, HSD, Local Law Enforcement		Implemented/ Ongoing (HSD, MSP)			
Additional Notes: -MSP: Since January, the MSP has conducted a 28 day Speed Reduction Campaign, Click It or Ticket (focused on Speed as a primary offense), Troop Dedicated Patrols for speed enforcement and June begins Speed and Aggressive Driving Enforcement. SRC – 1426 citations: 1273 for speed (civil and warnings) 44 for mobile devices. CIOT – 5740 citations: 4472 for speed (civil and warnings) 225 for mobile devices and 2 OUI's						
Strategy: Incorporate safety elements into roadway design and maintenance						
Create a systematic approach for implementing low-cost fixes	MassDOT Highway	Planning Stage	Implemented/ Ongoing			
Additional Notes: -MassDOT: MassDOT, MPOs and some locals are participating in an Every Day Counts (EDC) initiative through FHWA to reduce rural road departure fatalities and injuries. A centerline rumble strip policy is in the works and they are integrating lane departure countermeasures into existing projects. They are working on a horizontal curve warning sign systemic program that will advertise in 2021						
Integrate safety countermeasures and elements into maintenance improvements and roadway project designs	MassDOT Highway, RPAs/MPOs	Planning Stage (MassDOT Highway)	Implemented/ Ongoing (PVPC, SRPEDD)	Completed (CMRPC)	No Longer Applicable (NMMPO, FRCOG)	
Additional Notes: -CMRPC: Safety countermeasures are included in all TIP projects. Special attention is placed on projects that are HSIP-eligible -PVPC: They have a planning task in its FFY2021 UPWP to assist MassDOT and the Town of West Springfield to advance safety improvements from the recently completed Route 20 RSA -SRPEDD: They have provided recommendations where applicable						

SHSP Emphasis Area Action Plan Update - Lane Departure Crashes

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Test wet-reflective elements to ensure pavement markings stay bright in wet conditions, and then implement the markings at all interstate highways and other limited access facilities. Pilot test in District 4, and then install these markings in all MassDOT Districts	MassDOT Highway			Completed		
Continue installing recessed pavement markings in grooves to extend their life on major roads and some secondary roads	MassDOT Highway		Implemented/ Ongoing			
Additional Notes: -MassDOT: This will always be ongoing						
Utilize cold weather paint to extend the painting season and refresh faded paint in the winter. This paint may also be used in work zones	MassDOT Highway		Implemented/ Ongoing			
Additional Notes: -MassDOT: They are still evaluating						
Implement Manual for Assessing Safety Hardware (MASH) crash standards—new roadway hardware standards for guardrails, temporary concrete barriers, light posts, bridge rails, and work zone devices	MassDOT Highway			Completed		
Additional Notes: -MassDOT: The Engineering Directive was issued April 2020 (E-20-004)						
Begin changing curves from artificial speed change to curve warning signs and chevrons, writing to districts for replacement in towns and on local roads	MassDOT Highway, RPAs/MPOs	Planning Stage (MassDOT Highway)	Implemented/ Ongoing (SRPEDD, CMRPC, PVPC)		No Longer Applicable (NMMPO, CMRPC, FRCOG)	
Additional Notes: -CMRPC: They share information with MassDOT Highway Safety Division about locations that could benefit from upgrades. Also, it is discussed at location-specific Road Safety Audits -PVPC: Assistance has been provided to the Town of Belchertown in 2019 to develop recommendations to highlight/improve curve warning signs on Bay Road and Turkey Hill Road -SRPEDD: They provided recommendations where applicable						
Develop policy for when centerline delineation on undivided arterial roadways can be utilized	MassDOT Highway	Planning Stage				
Additional Notes: -MassDOT: No work has begun on this						

SHSP Emphasis Area Action Plan Update - Lane Departure Crashes

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Install cable barriers for high cross-over-median crashes	MassDOT Highway			Completed		
Additional Notes: -MassDOT: All locations identified in the cross-median analyses have been addressed or are being addressed (with projects advertising this year)						
Consider changes to rumble strips in noise sensitive areas, potentially modeled after the “mumble” strip in Minnesota, which produces the same noise inside the vehicle, but is muffled outside	MassDOT Highway	Planning Stage				
Additional Notes: -MassDOT: Engineering Directive has been updated and new drawings are expected in 2020						
Install pavement markings and signs along highway curves as appropriate	MassDOT Highway	Planning Stage				
Install highway lighting	MassDOT Highway		Implemented/ Ongoing			
Additional Notes: -MassDOT: This will always be ongoing						
Minimize lane departure crashes at night by upgrading signs to improve retroreflectivity	MassDOT Highway, RPAs/MPOs	Planning Stage (FRCOG)	Implemented/ Ongoing (MassDOT, SRPEDD, CMRPC)	Completed (PVPC)	No Longer Applicable (NMMPO, CMRPC)	
Additional Notes: -SRPEDD: They provided recommendations where applicable -PVPC: PVPC TIP Scoring Criteria awards points to projects that will update/add retroreflective signs -CMRPC: They share information with MassDOT Highway Safety Division about locations that could benefit from upgrades. Also, it is discussed at location-specific Road Safety Audits						
Install and evaluate high-friction course treatments at various locations around the state	MassDOT Highway			Completed		
Protect or remove roadside hazards within the clear zone and improve sight lines by clearing obstacles such as brush, unnecessary signs, etc. Utilize maintenance work orders	MassDOT Highway, Local DPWs		Implemented/ Ongoing (MassDOT Highway)			
Additional Notes: -MassDOT: This will always be ongoing						

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Test and use new crash-prevention technology and other advances to combat lane departure crashes	MassDOT Highway, RPAs/MPOs	Planning Stage (FRCOG, PVPC)		Completed (SREDD)	No Longer Applicable (NMMPO, CMRPC)	
Additional Notes: -PVPC: This was included as part of recommendations of local safety studies when warranted -SRPEDD: They tested optical speed bars as part of a federal research project with KLS Engineering in 2013 -CMRPC: They are not testing any technology at this time						
Utilize variable message sign public service announcement: Take a Break, Stay Awake, as an example	MassDOT Highway		Implemented/ Ongoing			
Include lane departure messages in broader outreach and media efforts	MassDOT Highway, RMV	Planning Stage (MassDOT Highway)				

Massachusetts



2018 Strategic Highway Safety Plan Five-Year Action Plan Updates

Impaired Driving

Effective as of March 2020

SHSP Emphasis Area Action Plan Update - Impaired Driving

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/ Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Strategy: Develop processes for collecting and analyzing data and research on impaired driving						
Develop task force to define data and programming gaps, and examine various data analysis findings as well as best practices in order to plan effective impaired driving prevention programming	SHSP Impaired Driving EA Team					
Additional Notes: -Text will be changed to "Develop task force that will, as needed, define data and programming gaps, and examine various data analysis findings as well as best practices in order to plan effective impaired driving prevention programming"						
Examine possibility of conducting MA Roadside Study of Alcohol and Drug Use by Drivers	HSD	Planning Stage				
Utilize findings of Marijuana Attitude and Behavior Phone Survey results to guide impaired driving prevention programming	DPH, HSD		Implemented/ Ongoing (HSD)	Completed (DPH)		
Additional Notes: -DPH: They can arrange a presentation of the driving related data to the DUI SHSP group if there is interest. We do not plan to use it for programming at the moment but we may in the future						
Continue examining impaired driving crashes, as well as the impact of mixing illicit and licit drugs and alcohol, by utilizing a variety of data sources to better understand the magnitude and characteristics of such crashes	DPH		Implemented/ Ongoing			
Continue utilizing findings of the Massachusetts Youth Health Survey to plan underage drinking and impaired driving prevention programming	DPH		Implemented/ Ongoing			
Additional Notes: -DPH: They have the 2019 YHS data but it is currently under embargo. DPH can present to the DUI SHSP group if there is interest when it is released						
Present findings of all analysis/ research to SHSP Impaired Driving EA team for review and use in program planning	DPH		Implemented/ Ongoing			
Additional Notes: -DPH: They will provide the data to the DUI SHSP group, as needed, so that it can collectively be used to inform programming						
Utilize Law Enforcement Liaisons (LELs) to improve police departments' impaired driving data collection	HSD, RMV		Implemented/ Ongoing (RMV)		No Longer Applicable (HSD)	
Additional Notes: -HSD: They no longer have a LEL						
Work with NHTSA to conduct an Impaired Driving Program Assessment	HSD			Completed		

SHSP Emphasis Area Action Plan Update - Impaired Driving

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Strategy: Enhance collaborative enforcement efforts to reduce alcohol and drug-related motor vehicle fatalities and injuries						
Conduct sustained enforcement activities, including Drive Sober or Get Pulled Over mobilizations and sobriety checkpoints	HSD, MSP, Local Law Enforcement		Implemented/Ongoing (All)			
Address recommendations from the NHTSA Standardized Field Sobriety Test (SFST) Assessment	HSD, MSP		Implemented/Ongoing (HSD)			
Conduct Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Impairment Training for Educational Professionals (DITE)	MPTC, HSD, Local Law Enforcement		Implemented/Ongoing (HSD)			
Conduct State and local DRE training programs to assist in identifying driver drug use and to provide expert testimony in court	HSD, MPTC, Local Law Enforcement		Implemented/Ongoing (HSD)			
Support a Traffic Safety Resource Prosecutor (TSRP) and a Law Enforcement Liaison (LEL) to provide training and technical assistance to the enforcement community	HSD		Implemented/Ongoing			
Educate the judicial community on the importance of consistent application of the law regarding impaired driving offenses	HSD	Planning Stage				
Support law enforcement with training and technical assistance aimed at increasing their effectiveness to combat impaired driving and underage drinking	MPTC, HSD, BIA, MSP, Local Law Enforcement		Implemented/Ongoing (HSD, BIA)			
Additional Notes: -BIA: They continue to present the Brains At Risk and Think A-Head Programs virtually during Covid-19						
Strategy: Prevent alcohol service to underage youth and intoxicated persons by enforcing alcohol beverage control laws						
Train officers on liquor laws designed to prevent alcohol consumption by underage youth and intoxicated persons	ABCC, MPTC, HSD, Local Law Enforcement		Implemented/Ongoing (HSD, ABCC)			
Conduct underage drinking compliance checks program	HSD, ABCC, Local Law Enforcement		Implemented/Ongoing (HSD, ABCC)			
Conduct enforcement to prevent the sale of alcohol to intoxicated persons	HSD, ABCC, Local Law Enforcement		Implemented/Ongoing (HSD, ABCC)			

SHSP Emphasis Area Action Plan Update - Impaired Driving

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Utilize enforcement actions against alcohol purveyors who flagrantly violate the alcohol beverage control laws by serving underage youth and intoxicated persons	ABCC, Local Law Enforcement		Implemented/Ongoing (HSD, ABCC)			
Strategy: Provide targeted information and education programs to prevent alcohol-related motor vehicle fatalities and injuries						
Seek information on successful countermeasures from NHTSA, Governor's Highway Safety Association, etc	HSD		Implemented/Ongoing			
Conduct Impaired Driving Prevention Summit	AAA Northeast			Completed		
Conduct impaired driving education programming in schools and communities	HSD, DPH, BIA, Others		Implemented/Ongoing (All)			
Strategy: Further educate the public on the dangers and consequences of impaired driving (alcohol, other drugs, drowsy driving)						
Conduct paid and earned media for impaired driving prevention programs	HSD		Implemented/Ongoing			
Conduct educational outreach aimed at younger drivers	HSD, BIA, Others		Implemented/Ongoing (All)			
Additional Notes: -BIA: They continue to present the Brains At Risk and Think A-Head Programs virtually during Covid-19						
Develop an impaired driving prevention public education and social media campaign geared toward younger drivers, regarding the dangers of drowsy driving	HSD, AAA Northeast, Harvard School of Public Health		Implemented/Ongoing (HSD)			

Massachusetts



2018 Strategic Highway Safety Plan Five-Year Action Plan Updates

Occupant Protection

Effective as of March 2020

SHSP Emphasis Area Action Plan Update - Occupant Protection

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/ Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Strategy: Enhance safety belt use enforcement in Massachusetts						
Provide funding to State and local law enforcement for targeted ‘hot spot’ sustained enforcement and Click It or Ticket mobilizations	HSD	Planning Stage				
Support law enforcement with training and technical assistance aimed at increasing their effectiveness regarding use of occupant protection	HSD and MPTC		Implemented/ Ongoing (HSD)			
Conduct the Click It or Ticket campaign	HSD, MSP and Local Law Enforcement		Implemented/ Ongoing (All)			
Utilize the services of the State Law Enforcement Liaison (LEL) to work with local and State Police agencies in an effort to increase safety belt use	HSD				No Longer Applicable	
Additional Notes: -HSD: They no longer has an LEL on staff						
Strategy: Educate the public on use of safety belts and passenger restraints						
Conduct earned and/or paid media campaigns for sustained enforcement and Click It or Ticket mobilizations	HSD		Implemented/ Ongoing			
Install “Buckle Up” road signs in areas with demonstrated high unbelted rates	HSD				No Longer Applicable	
Conduct safety belt observation surveys and educate the public on use rates in Massachusetts, as well as on how they compare to other states and the nation as a whole	HSD		Implemented/ Ongoing			
Provide data to the legislature/other elected officials as they consider traffic safety legislation and issues	AAA Northeast			Completed		
Support efforts aimed at creating a primary safety belt law by nonprofit and advocacy groups	AAA Northeast			Completed		
Conduct presentations for teens/young adults	BIA		Implemented/ Ongoing			
Additional Notes: -BIA: They continue to present the Brains At Risk and Think A-Head Programs virtually during Covid-19						
Provide educational materials and resources via agency web sites	AAA Northeast, RMV		Implemented/ Ongoing (All)			
Conduct legislative and community outreach	AAA Northeast		Implemented/ Ongoing			

SHSP Emphasis Area Action Plan Update - Occupant Protection

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/ Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Educate prosecutors and judges about the importance of restraint programs, enforcement, and adjudication of these violations	HSD	Planning Stage				
Utilize a pilot project requiring youth organizations that are funded by DPH to have a safety policy in place, and conduct an annual safety promotion activity targeting the 15-24-year-old age group	DPH				No Longer Applicable	
Additional Notes: -DPH: DPH leadership decision to change project priorities						
Habituate seatbelt use by creating and enforcing policies (state employees, companies, etc.)	HSD	Planning Stage				
Increase information provision on safety belt use in news stories about car crashes. Develop programming materials to promote the inclusion of this information in law enforcement press releases	HSD		Implemented/ Ongoing			
Expand existing pediatrician-facilitated child passenger safety program to include promotion of safety belt use among teens and adults. Develop kit for physicians that will help them educate patients about how wearing a safety belt is a key behavior for maintaining one's life. The program should promote 'always' wearing safety belt	AAA Northeast, American Association of Pediatrics, DPH					
Develop multilingual PSA for seatbelt usage	HSD		Implemented/ Ongoing			
Fund Child Passenger Safety equipment grants	HSD		Implemented/ Ongoing			
Support and/or conduct child safety seat outreach and clinics	AAA Northeast, HSD		Implemented/ Ongoing (All)			
Conduct statewide child passenger safety stakeholder's conference	HSD		Implemented/ Ongoing			

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2018 Strategic Highway Safety Plan Five-Year Action Plan Updates

Speeding and Aggressive Driving

Effective as of March 2020

SHSP Emphasis Area Action Plan Update - Speed and Aggressive Driving

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Strategy: Enhance enforcement efforts to curb speeding and aggressive driving						
Utilize speed data collection efforts to assist with focused enforcement	MassDOT Highway, MSP					
Additional Notes: Under Review						
Continue including enforcement efforts in Click It or Ticket and Drive Sober or Get Pulled Over mobilizations, and sustained enforcement initiatives to reduce speeding and aggressive driving	HSD, MSP, Local Law Enforcement		Implemented/Ongoing (All)			
Provide crash data on new user friendly crash analytics system so that the impacts of speed limit changes' can be examined by crash severity in towns/cities where speed limits have changed	MassDOT Highway			Completed		
Evaluate crash hot spots and implement countermeasures to control speed and reduce aggressive driving behavior	MassDOT Highway, HSD, MSP, Local Law Enforcement		Implemented/Ongoing (MassDOT Highway, HSD)			
Implement Speed Enforcement mobilizations, including those conducted by the Sustained Traffic Enforcement Program, for local police departments and the STEP program for MSP	HSD, MSP, Local Law Enforcement	Planning Stage (HSD)				
Conduct work zone speed enforcement initiatives	MassDOT Highway, MSP		Implemented/Ongoing (MassDOT Highway, MSP)			
Additional Notes: -MassDOT: Operation plans are underway between MassDOT and Traffic Programs on re-implementing speed enforcement through work zones. This program has been off for a couple years. MassDOT received funding so it will be implemented this summer						
Educate the judicial community on the importance of consistent application of the law on speed-related offenses	HSD	Planning Stage				
Strategy: Improve the process of setting roadway speed limits by including travel speeds and roadway context						
Annually recertify the posted limits on 100 miles of state highway through the Speed Limit Traffic Control Program. Coordinate with cities and towns and local and state police departments to recertify the posted limits (especially if different from existing), and explain the process	MassDOT Highway		Implemented/Ongoing			

SHSP Emphasis Area Action Plan Update - Speed and Aggressive Driving

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Provide information and training to municipalities on setting speed limits and speed zoning	MassDOT Highway, MassDOT Planning		Implemented/Ongoing (MassDOT Highway, MassDOT Planning)			
Additional Notes: MassDOT Planning: See MassDOT Municipal Resource Guide for Walkability and UMTC/Baystate Roads training courses (Complete Streets Trainings)						
Continue training on Complete Streets and consider explaining and promoting the practice to all road users	MassDOT Planning, MassDOT Highway		Implemented/Ongoing (MassDOT Highway, MassDOT Planning)			
Additional Notes: MassDOT Planning: See MassDOT Municipal Resource Guide for Walkability and UMTC/Baystate Roads training courses (Complete Streets Trainings)						
Implement traffic mitigation strategies within road safety audits, and utilize their findings to encourage lower speeds	MassDOT Highway		Implemented/Ongoing			
Promote education of traffic calming efforts/measures	MassDOT Highway		Implemented/Ongoing			
Research and explore new technology that can be used to reduce crashes involving speeding and aggressive driving	MassDOT		Implemented/Ongoing			
Strategy: Educate the public on the risks associated with speeding and aggressive driving behavior						
Provide grants for educational outreach to younger drivers	EOPSS-HSD		Implemented/Ongoing			
Support the statewide deployment of the State Courts Against Road Rage Program	National Safety Council Massachusetts affiliates		Implemented/Ongoing			
Additional Comments: -National Safety Council (NSC): The NSC State Courts Against Road Rage (NSC SCARR) 2nd edition was developed to help young motorists personalize the potential consequences of their current driving choices and learn safer, alternative behaviors from each other. The SCARR program is a contractual partnership between NSC and the Massachusetts State Police and is ongoing. MA motorists under the age of 18 who hold a JOL license and who are convicted of first, second or third offense drag racing and first, second, or third offense speeding are required to complete a SCARR course						

SHSP Emphasis Area Action Plan Update - Speed and Aggressive Driving

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Implement media efforts aimed at reducing risky driving behavior in high-risk locations and communities	HSD, MassDOT Highway		Implemented/Ongoing (All)			
Conduct presentations for teens/young adults	BIA		Implemented/Ongoing			
Additional Notes: -BIA: They continue to present the Brains At Risk and Think A-Head Programs virtually during Covid-19						
Incorporate issues related to speed/aggressive driving in social media promotion	HSD, MSP, Local Law Enforcement		Implemented/Ongoing (HSD)			
Conduct a public education and information campaign to increase awareness of the dangers of speeding	HSD	Planning Stage				
Post speed/aggressive driving PSAs on variable message boards	MassDOT Highway		Implemented/Ongoing			
Utilize press releases on high visibility speed enforcement efforts	HSD, MSP, Local Law Enforcement	Planning Stage (HSD)				
Integrate speed enforcement into enforcement of impaired driving and occupant protection	MSP, Local Law Enforcement		Implemented/Ongoing (MSP)			
Additional Notes: -MSP: Because Massachusetts is a secondary enforcement state for seatbelts, a majority of the primary offense were for speeding. During CIOT, the MSP had a 14% rate of seatbelt citations issued						

Massachusetts



2018 Strategic Highway Safety Plan Five-Year Action Plan Updates

Intersection Crashes

Effective as of March 2020

SHSP Emphasis Area Action Plan Update - Intersection Crashes

Action	Agencies	Planning Stage	Implemented/Ongoing	Completed	No Longer Applicable	Action Item to Be Added
Strategy: Identify intersection crash locations and causes						
Identify top intersection crash locations for roadway improvements	MassDOT Highway and RPAs/MPOs		Implemented/Ongoing (MassDOT Highway, NMMPO, FRCOG, PVPC, SRPEDD, CMRPC)			
Additional Notes: -MassDOT: This will always be ongoing -CMRPC: MassDOT provides the data to all MPO's every year -PVPC: They are currently updating their list of Top 100 High Crash Intersections and Regional Safety Compass of crashes by community. Anticipated to be complete in early 2021 -SRPEDD: This is part of SRPEDD RTPs and Most Dangerous Locations efforts						
Conduct Road Safety Audits at high-crash intersections	MassDOT Highway and RPAs/MPOs		Implemented/Ongoing (MassDOT Highway, NMMPO, FRCOG, PVPC, SRPEDD, CMRPC)			
Additional Notes: -MassDOT: This will always be ongoing -CMRPC: MassDOT provides the data to all MPO's every year -PVPC: They send staff to participate in all RSAs in the region -SRPEDD: They primarily participate in consultant-led road safety audits related to TIP funding. Conduct RSAs as part of projects as needed						
Collect Fundamental Data Elements for intersections across Massachusetts, so that a data driven safety analysis can be performed for intersections	MassDOT	Planning Stage	Implemented/Ongoing			
Additional Notes: -MassDOT: They are working with UMASS Amherst and UMASS Lowell to collect the information on the intersections statewide. Of the 70,000+ intersections eligible (public roads), more than 1/3 of the data has been collected. This data collection effort should be completed by the end of 2021						

SHSP Emphasis Area Action Plan Update - Intersection Crashes

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Update Safety Performance Functions (SPFs) so that intersection network screening can be performed	MassDOT Highway	Planning Stage	Implemented/Ongoing			
Additional Notes: -MassDOT: They are in the process of implementing this. UMASS Lowell is working to update this and should be complete within a year. This will apply to urban intersections that are three-legged or four-legged and signalized or stop controlled						
Strategy: Educate safety practitioners on best practices for design						
Train engineers and other staff in best practices for safety in intersection design	MassDOT Planning		Implemented/Ongoing (MassDOT Highway)	Completed (MassDOT Planning)		
Additional Notes: -MassDOT Highway: This will always be ongoing -MassDOT Planning: Designing for Complete Streets internal training was held in 2019						
Provide information and training to municipalities on intersection safety elements and design improvements, as well as effective repair and redesign	MassDOT Planning		Implemented/Ongoing			
Additional Notes: -MassDOT Planning: See MassDOT Municipal Resource Guide for Walkability and UMTC/Baystate Roads training courses						
Disseminate Separated Bike Lane Planning and Design Guide to address bicycle facility design, with the goals of increasing safety and encouraging expanded use of bicycle transportation	MassDOT Planning			Completed		
Additional Notes: -MassDOT Planning: See MassDOT Municipal Resource Guide for Bikeability. UMTC/Baystate Roads training courses (Complete Streets trainings) and Designing for Complete Streets internal training held in 2019						
Develop planning and design guide for roundabouts	MassDOT Highway	Planning Stage				
Additional Notes: -MassDOT: A 2020 release for this document is expected						
Develop guidance on maintenance and regulation compliance of shrubbery, trees, and mailbox placement	MassDOT Highway					

SHSP Emphasis Area Action Plan Update - Intersection Crashes

Action	Agencies	Planning Stage	Implemented/Ongoing	Completed	No Longer Applicable	Action Item to Be Added
Strategy: Incorporate safety elements into intersection design and maintenance						
Implement proven countermeasures for improving signage, markings, and lighting at high-crash intersections to increase driver awareness	MassDOT Highway and RPAs/MPOs		Implemented/Ongoing (MassDOT Highway, FRCOG, PVPC, SRPED, CMRPC)		No Longer Applicable (NMMPO)	
Additional Notes: -CMPRC: MassDOT provides the data to all MPO's every year -PVPC: This is included as part of recommendations of local safety studies when warranted -SRPEDD: They assisted with implementing statewide efforts such as systematic safety improvements and provided recommendations where applicable. SRPEDD also assisted with municipal coordination for the Low Cost Safety Enhancements at Stop Controlled Intersections in 2015 -CMRPC: Countermeasures are discussed as part of Road Safety audits. In addition, the TIP projects that are funded with HSIP funds include countermeasures						
Implement recently developed short-term work zone standards for Massachusetts' intersections	MassDOT Highway, MSP			Completed (MassDOT Highway)		
Implement Signal Phase and Timing, as needed, by installing Dedicated Short-Range Communications in cabinets, which will send information to the vehicle if/when the light will change	MassDOT Highway	Planning Stage				
Additional Notes: -MassDOT: Contract to be awarded to a vendor in 1st quarter of 2020						
Install Flashing Yellow Arrow to reduce angle crashes at signalized intersections with protected plus permissive phasing	MassDOT Highway and locals			Completed (MassDOT Highway)		
Additional Notes: -MassDOT: This was completed for MassDOT-owned signals. No plans to expand to local signals unless it's a part of an existing MassDOT project						
Utilize maintenance contract work orders to improve sight lines by clearing obstacles such as brush, unnecessary signs, etc	MassDOT, Local DPWs		Implemented/Ongoing (MassDOT Highway)			
Incorporate intersection safety solutions into maintenance contracts and utilize work order processes	MassDOT Highway	Planning Stage				

SHSP Emphasis Area Action Plan Update - Intersection Crashes

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Test and use new crash prevention technology and other advances to combat intersection crashes	MassDOT Highway, RPAs/MPOs	Planning Stage (MassDOT Highway, FRCOG, PVPC)			No Longer Applicable (NMMPO, CMRPC)	
Additional Notes: -CMRPC: MassDOT provides the data to all MPO's every year. The CMRPC is not testing any technology at this time						
Strategy: Educate new drivers and general population on intersection safety						
Revise driver education training to include new intersection structures, lane markings, non-signalized 4-way intersection rules, navigation of complicated intersections, and improper use of bike lanes	RMV		Implemented/Ongoing	Completed (Bike Lanes)		
Collaborate with the Driver Distraction Emphasis Area team						
Additional Notes: Not implemented						
Strategy: Educate enforcement at intersections						
Target high-crash intersection locations during enforcement patrols (MSP), including those with new intersection structures, high rates of right turns on red without stopping, high rates of texting at intersections, blocking of crosswalks, and blocking intersection	MSP, Local Law Enforcement		Implemented/Ongoing (MSP)			
Increase intersection enforcement for pedestrian safety, including complete stops, no turn on reds, and no parking near intersections	MSP, Local Law Enforcement					
Additional Notes: -MSP: This is under review						

Massachusetts



2018 Strategic Highway Safety Plan Five-Year Action Plan Updates

Pedestrians

Effective as of March 2020

SHSP Emphasis Area Action Plan Update - Pedestrian Safety

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/ Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Strategy: Incorporate pedestrian safety elements into infrastructure design and engineering						
Utilize the Statewide Pedestrian Plan as an actionable guide to increase walking and decrease crashes across the Commonwealth	MassDOT Planning		Implemented/ Ongoing			
Additional Notes: -MassDOT Planning: See MassDOT Pedestrian Plan 2019 update.						
Continue identifying the top pedestrian crash locations in order to develop and implement location-specific strategies for addressing safety issues at local and regional levels	MassDOT Highway, MassDOT Planning, RPAs/MPOs)		Implemented/ Ongoing (MassDOT Highway, MassDOT Planning, NMMPO, CMRPC, FRCOG, SRPEDD, PVPC)			
Additional Notes: -MassDOT Planning: See MassDOT Pedestrian Transportation Plan 2019 Update: Potential for Walkable Trips methodology and updated MassDOT Crash Portal -CMRPC: They say it will be good to see the statewide top 10 pedestrian high crash locations improved with a MassDOT-led project (similar to what was done with Kelley Square in Worcester), rather than waiting for the cities and towns -PVPC: They are currently updating their list of Top 100 High Crash Intersections and Regional Safety Compass of crashes by community. Anticipated to be complete in early 2021 -SRPEDD: This is part of SRPEDD's RTPs, Most Dangerous Locations, Regional Pedestrian Plan						
Promote the Municipal Resource Guide for Walkability and provide trainings to support municipalities in implementing traffic calming and improving pedestrian visibility	MassDOT Highway	Planning Stage				
Implement design features, including traffic, calming, road diets, midblock crossings, and safety countermeasures that encourage and facilitate safe pedestrian travel on all state-owned roadways	MassDOT Planning, MassDOT Highway		Implemented/ Ongoing (MassDOT Highway, MassDOT Planning)			
Additional Notes: -MassDOT Planning: See MassDOT Pedestrian Transportation Plan 2019 update and Designing for Complete Streets internal training held in 2019						

SHSP Emphasis Area Action Plan Update - Pedestrian Safety

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/ Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Continue identifying systematic safety issues and high crash locations, in order to develop and implement strategies to address safety issues and prevent crashes at local, regional, and state levels	MassDOT Highway, MassDOT Planning, RPAs/MPOs		Implemented/ Ongoing (MassDOT Highway, MassDOT Planning, NMMPO, CMRPC, FRCOG, SRPEDD, PVPC)			
Additional Notes: -MassDOT Planning: See MassDOT Pedestrian Transportation Plan 2019 Update: Potential for Walkable Trips methodology						
Continue implementing the Healthy Transportation Policy so that pedestrian infrastructure is incorporated into all roadway projects as a means to enhance safety and mobility	MassDOT Highway		Implemented/ Ongoing			
Continue providing Complete Streets technical assistance and training to localities, regions, consultants, and others	MassDOT Planning, MassDOT Highway, RPAs/MPOs		Implemented/ Ongoing (MassDOT Highway, MassDOT Planning, NMMPO, CMRPC, FRCOG, SRPEDD, PVPC)			
Additional Notes: -MassDOT Planning: See MassDOT Municipal Resource Guide for Walkability and UMTC/Baystate Roads training courses -PVPC: They work with local communities to promote and advance Complete Streets projects in the region -SRPEDD: They provide consultant services to several communities upon request to develop policies, perform community outreach, develop prioritization plans and assist with general program guidelines						
Research and explore new technology that can be used to reduce pedestrian crashes	MassDOT					

SHSP Emphasis Area Action Plan Update - Pedestrian Safety

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/ Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Continue exploring use of Health Impact Assessments and other tools to identify pedestrian safety needs where appropriate, including the Integrated Transportation and Health Impact Model	DPH – Bureau of Community Health and Prevention, MassDOT				No Longer Applicable	
Additional Notes: -DPH: The healthy transportation compact has ceased to function in any formality and HIA is not being regularly used. There are other ways health is being incorporated into MassDOT decision making but not through HIA						
Strategy: Enhance pedestrian safety expertise						
Bring together multiple disciplines and interest groups to address all aspects of safety via the annual Statewide Pedestrian, Bicycle, and Transit Safety “Moving Together” Conference	MassDOT Planning and Highway	Planning Stage (2020)		Completed (2019)		
Strategy: Support municipalities in their efforts to promote pedestrian safety						
Continue awarding community grants for pedestrian and bicycle enforcement, education, and equipment	HSD		Implemented/ Ongoing			
Continue providing guidance and technical assistance to municipalities regarding the implementation of pedestrian strategies focused on safety, policies, and infrastructure	MassDOT Planning, RPAs/MPOs		Implemented/ Ongoing (MassDOT Planning, NMMPO, CMRPC, FRCOG, SRPEDD, PVPC)			
Additional Notes: -MassDOT Planning: See MassDOT Municipal Resource Guide for Walkability and UMTC/Baystate Roads training courses						

SHSP Emphasis Area Action Plan Update - Pedestrian Safety

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/ Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Implement methods, such as walk audits, to identify and prioritize infrastructure improvements so communities can develop and implement projects and/or apply for funds for project implementation	WalkBoston, MassDOT Highway, RPAs/MPOs		Implemented/ Ongoing (MassDOT Highway, NMMPO, CMRPC, FRCOG SRPEDD, PVPC)			
Additional Notes: -CMPRC: They are working closely with DPH and Mass in Motion in Walk Audits -SRPEDD: They participated in walk audits with Walk Boston in Fall River and New Bedford						
Conduct speed, driver distraction, and impaired driving enforcement	MSP, Local Law Enforcement		Implemented/ Ongoing (MSP)			
Continue Vision Zero policies in municipalities that have already adopted them, and encourage municipalities in consideration of adoption	Municipalities					
Continue implementing 'Mass in Motion', helping communities work on policy, systems, and environmental change work, including policy adoption, infrastructure improvements, and walk audits	DPH, WalkBoston, MPOs/RPAs, Municipalities at large		Implemented/ Ongoing (DPH, NMMPO, CMRPC, FRCOG, SPREDD, PVPC)			
Additional Notes: -CMPRC: The staff developed an online tool that combines sidewalk condition data with 500 Cities health indicators. With the tool they can determine where to conduct Walk Audits and where to improve pedestrian infrastructure -SRPEDD: They have ongoing partnerships with Mass-in-Motion Fall River and New Bedford						
Strategy: Increase public awareness about pedestrian safety						
Continue providing pedestrian safety information in comprehensive practitioner and driver education. Continue evaluating training curricula and the Driver Handbook to ensure the public understanding of safety issues remains current	RMV		Implemented/ Ongoing			

SHSP Emphasis Area Action Plan Update - Pedestrian Safety

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Incorporate pedestrian safety messages into media, including but not limited to, social media, message boards, video, radio, print, and transit vehicle posters	MassDOT, HSD, Traffic Safety Coalition	Planning Stage (Traffic Safety Coalition)	Implemented/Ongoing (AAA)			
Continue safety campaign to raise awareness for the safety of motorists, pedestrians, and bicyclists	HSD, MassDOT Highway		Implemented/Ongoing (MassDOT Highway)			
Continue conducting educational outreach to communities, schools, and senior centers on pedestrian safety. Provide information to new immigrants and/or limited English speaking residents	AAA Northeast, MassDOT Safe Routes to School, MPOs/RPAs	Planning Stage (NMMPO)	Implemented/Ongoing (CMRPC, FRCOG, PVPC, SRPEDD)			
Additional Notes: -CMRPC: They say SRTS is a great program. It is now heavily dependent to the Principal's interest to participate in the program. CMRPC says investments should be prioritized to those schools with a high enrollment of students from households without access to a car -SRPEDD: They distributed translated MassDOT Bicycle and Pedestrian Safety Flyers through the CEDC in New Bedford, through bicycle safety campaigns with the SCBA, and through several public events. SRPEDD partnered with MassDOT to administer funding for educational enforcement at high pedestrian crash locations in the Cities of Fall River and New Bedford -PVPC: They assessed as part of all local safety studies						
Strategy: Continue to examine and improve processes for collecting pedestrian crash data to measure and quantify fatalities and injuries						
Evaluate crash data reporting, improve reporting, and adopt best practices	MassDOT, HSD, RMV, MSP, Local Law Enforcement, Traffic Records Coordinating Committee	Planning Stage (MassDOT)	Implemented/Ongoing (HSD, TRCC)			
Identify data needs to support and conduct statewide systemic safety analysis on MassDOT-owned roadways. Collect and organize the data and conduct analysis to investigate features that contribute to pedestrian crashes. Use the results of this action to inform project development	MassDOT Highway, MassDOT Planning	Planning Stage (MassDOT Highway)	Implemented/Ongoing (MassDOT Planning)			
Additional Notes: -MassDOT Planning: See MassDOT Pedestrian Transportation Plan 2019 Update: Potential for Walkable Trips methodology						

SHSP Emphasis Area Action Plan Update - Pedestrian Safety

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/ Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Continue examining crashes involving pedestrians, utilizing a variety of data sources to better understand the magnitude and characteristics of such crashes	DPH, MassDOT Highway		Implemented/ Ongoing			

Massachusetts



2018 Strategic Highway Safety Plan Five-Year Action Plan Updates

Older Drivers

Effective as of March 2020

SHSP Emphasis Area Action Plan Update - Older Driver Safety

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Strategy: Collect and update data to improve problem identification and research to improve older driver safety programming						
Catalog Massachusetts older driver safety resources and programming, and conduct ongoing analysis of older driver crash data, trip/travel survey, and other driver attributes	UMass Boston Gerontology Institute		Implemented/Ongoing			
Additional Notes: -UMass Boston Gerontology Institute: They are implementing ongoing analyses through HA Data Reports and projects for MDOT--such as the Pedestrian Study. https://www.mass.gov/files/documents/2019/10/02/RiskFactorsOlderPedestrian_August_2019.pdf?_ga=2.157571123.8099602.1589908710-471152685.1556471342 But a catalog has not been produced. Modest funding would be needed for that effort						
Update community-specific healthy aging data reports for all Massachusetts towns, which include transportation safety information for the 120+ indicators reported	UMass Boston Gerontology Institute			Completed		
Additional Notes: -UMass Boston Gerontology Institute: 2018 HA Data Report include several transportation indicators. https://mahealthyagingcollaborative.org/data-report/explore-the-profiles/						
Promote and sponsor research on mobility issues that affect senior safety	UMass Boston Gerontology Institute		Implemented/Ongoing			
Additional Notes: -UMass Boston Gerontology Institute: They continue to encourage sponsored research among faculty and graduate students but I think UMA actively promotes and sponsors such research						
Support self-evaluation for older road users to prevent or reduce safety risks:						
o Driver Improvement Program/Workshops	AAA Northeast	Planning Stage				
o Shifting Gears Presentation	RMV		Implemented/Ongoing			
Additional Notes: -RMV: Via Zoom/Webinar						
o The Driving Decision	RMV		Implemented/Ongoing			
Additional Notes: -RMV: Via Zoom/Webinar						
o On-line driver improvement program	AAA Northeast	Planning Stage				
o On-line resources for mature drivers	AAA Northeast, RMV	Planning Stage (AAA)				

SHSP Emphasis Area Action Plan Update - Older Driver Safety

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
o CarFit events across the state	AAA Northeast	Planning Stage				
Educate all safety stakeholders about innovative, safety-conscious approaches to mobility for seniors by sharing best practices in community transportation, connecting organizations with potential partners, helping design and implement projects to improve safe mobility, and organizing an annual conference on best practices and innovation in community transportation	MassMobility, RMV, MCOAA		Implemented/Ongoing (RMV, MassMobility)			
Additional Notes: -RMV: Via Zoom/Webinar						
Provide a variety of transportation options for older adults, including fixed-route services, paratransit (including specialized paratransit for health facilities), travel training services, and volunteer driver programs	MBTA, RTAs, COAs, TRIPPS of Massachusetts, and other community-based organizations		Implemented/Ongoing (MBTA, COAs, MBTA, TRIPPS)			
Additional Notes: -MBTA: They provided via in-person travel training (RMV and MBTA representatives go together to senior centers and provide joint info session on how to give up the keys to the car and what other mobility options are available in the community at the same time. This may move to a webinar/Zoom in the future						
Promote existing resources that help seniors access alternatives to driving, including the Senior Transportation Resource and Information Guide at www.trippsmass.org	TRIPPS of Massachusetts, MassMobility		Implemented/Ongoing (MassMobility, TRIPPS)			
Build the capacity of Councils on Aging and frontline staff at other community organizations by providing education on how to help seniors find transportation services and promoting statewide tools like Ride Match at www.massridematch.org	MassMobility		Implemented/Ongoing			
Strategy: Develop infrastructure improvements that accommodate the needs of older road users						
Evaluate the use of dynamic wrong way crash prevention solutions to enhance the low cost systemic enhancements that were recently implemented at over 350 interchanges	MassDOT Highway	Planning Stage				
Conduct a systematic approach to reviewing and replacing signs in order to improve retroreflectivity	MassDOT Highway		Implemented/Ongoing			
Consider the FHWA older driver and pedestrian design manual for best design practices	MassDOT Highway		Implemented/Ongoing			
Collaborate with other New England states on research regarding the safety of older drivers turning left at traffic signals. Continue adding the flashing yellow arrow to traffic signals, as this feature has been shown to reduce crashes involving left-turning vehicles	MassDOT Highway			Completed		

SHSP Emphasis Area Action Plan Update - Older Driver Safety

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Explore technology that improves safety (particularly for older drivers) by providing communication between vehicles and infrastructure	MassDOT Highway		Implemented/Ongoing			
Strategy: Continue updating licensing processes and procedures						
Provide renewal vision tests in accordance with the Safe Driving Bill of 2010—requiring individuals over the age of 75 to renew licenses in-person at RMV Service Centers, or at participating AAA offices	RMV, AAA Northeast		Implemented/Ongoing (RMV, AAA)			
Conduct immediate threat reporting and RMV review	Law enforcement and health care providers, RMV Medical Affairs Bureau		Implemented/Ongoing (RMV)			
Strategy: Provide education and technical assistance to the medical and legal communities on older road user impairment						
Examine ways to provide guidance, training, and resources to physicians/medical personnel to better determine older road user impairment	Massachusetts Medical Society		Implemented/Ongoing			
New Actions To Be Added						
Mass ID Card Presentation: Voluntary License Surrender Process	RMV		Implemented/Ongoing			
Additional Notes: -RMV: Provided via virtual/conference call						
Training on transportation for aging and disability service providers	MassMobility			Completed		
Additional Notes: -MassMobility: They held a two-part training on transportation for aging and disability service providers. Each part included a video and supplemental links. The first part offered an introduction to the types of transportation available in communities across Massachusetts. The second highlighted examples of strategies agencies can use to enhance mobility for older adults and people with disabilities: https://www.mass.gov/manual/transportation-training-for-staff-of-aging-and-disability-service-providers						

Massachusetts



2018 Strategic Highway Safety Plan Five-Year Action Plan Updates

Motorcycles

Effective as of March 2020

SHSP Emphasis Area Action Plan Update - Motorcycle Safety

Action	Agencies	Planning Stage	Implemented/ Ongoing	Completed	No Longer Applicable	Action Item to Be Added
Strategy: Improve analysis of motorcycle crashes						
Continue conducting a detailed analysis of motorcycle crashes using FARS and Massachusetts crash data, as well as EMS analysis of motorcycle injuries. Determine whether it is possible to access MSP CARS crash reconstruction data, Merit Rating Board citation data, and/or Automobile Insurance Board at-fault data for further analysis	RMV, DPH, and MassDOT Highway	Planning Stage (DPH - As needed)	Implemented/ Ongoing (RMV)			
Improve motorcycle school licensing procedures by updating the RMV ALARS system to ATLAS	RMV			Completed		
Strategy: Improve and enhance motorcycle safety training and communications opportunities						
Continue EOPSS-HSD funding to MassDOT RMV motorcycle program	HSD		Implemented/ Ongoing			
Continue expanding motorcycle rider education programs, including basic and advanced rider training, the Deaf Riders Course, Rider Coach Training, and various refresher courses	RMV			Completed		
Strengthen data collected on motorcycle training by implementing the Rider Education Management System	RMV				No Longer Applicable	
Additional Comments: -RMV: They are no longer looking at the Rider Education Management System from REMs. This may be pursued in the future						
Conduct compliance/quality assurance visits with rider education schools	RMV		Implemented/ Ongoing			
Conduct the Massachusetts Rider Education Program (MREP) Annual Meeting	RMV		Implemented/ Ongoing			
Strategy: Increase motorcycle safety awareness						
Provide safety information in comprehensive practitioner and driver education programs and campaigns	RMV		Implemented/ Ongoing			
Conduct public information and education campaigns by attending motorcycle events; utilizing the motorcycle simulator; and using electronic message boards, PSA's, and other available resources to educate motorcyclists and other road users	RMV		Implemented/ Ongoing			
Develop and implement communication strategies targeting high-risk populations and improving public awareness of motorcycle crash problems and programs	HSD, RMV, MA Motorcycle Association		Implemented/ Ongoing (HSD , RMV)			
Re-establish a social media campaign. Gather motorcycle advocacy groups together to develop messaging/imagery to be disseminated through social media groups. Consult with the Traffic Safety Coalition on their social media campaign	HSD, RMV	Planning Stage (HSD)			No Longer Applicable (RMV)	
Additional Notes: -RMV: They are not currently implementing any motorcycle safety social media campaigns but be pursue this again in the future						

SHSP Emphasis Area Action Plan Update - Motorcycle Safety

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/ Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Continue to implement and/or attend regional motorcycle safety events with Smart Trainer	RMV		Implemented/ Ongoing			
Examine possibility of developing in-service motorcycle safety enforcement training or associated materials	RMV, MSP, MPTC	Planning Stage (RMV)				
Continue/expand Share the Road with motorcycle program	RMV, HSD	Planning Stage (HSD)	Implemented/ Ongoing (RMV)			
Develop new motorcycle awareness curriculum for driving schools and the RMV driver's manual	RMV	Planning Stage				
Strategy: Enhance motorcycle enforcement						
Address high-risk motorcycle behavior, including impairment, speeding, etc	MSP, Local Law Enforcement		Implemented/ Ongoing (MSP)			
Examine demographics and causation for motorcycle crashes, and target efforts in high-probability regions	RMV, MSP, Local Law Enforcement	Planning Stage (RMV)				
Include motorcycle enforcement as part of any regularly scheduled high-visibility road safety enforcement campaigns, including Click It or Ticket and Drive Sober or Get Pulled Over, as well as total motor vehicle sustained enforcement	HSD, MSP, Local Law Enforcement	Planning Stage (HSD)				
Strategy: Other						
Consider potential implementation of motorcycle safety conference	RMV, HSD	Planning Stage (HSD)		Completed (RMV)		
Identify gaps in existing policies and make recommendations that would support proper motorcycle licensing, education, and insurance	RMV, HSD	Planning Stage (HSD)	Implemented/ Ongoing (RMV)			
Utilize countermeasures to improve motorcycle safety found in the National Highway Traffic Safety Administration's (NHTSA's) Countermeasures That Work, along with those recommended by the American Association of Motor Vehicle Administrators (AAMVA)	RMV, HSD	Planning Stage (HSD)	Implemented/ Ongoing (RMV)			

Massachusetts



2018 Strategic Highway Safety Plan Five-Year Action Plan Updates

Younger Drivers

Effective as of March 2020

SHSP Emphasis Area Action Plan Update - Younger Drivers

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Strategy: Conduct research to more effectively reduce the frequency and severity of crashes involving younger drivers						
Continue conducting Child Fatality Review Program to reviews all motor vehicle fatalities involving children under the age of 18, including the cause of fatality, whether it was preventable, and recommendations to prevent future crashes	DPH		Implemented/Ongoing			
Additional Notes: -DPH: They have meetings on MV crashes and prevention planned for May 2020						
Create the ATLAS portal so that all driving schools can enter the names of students, curriculum, instructors, test scores, and parents who attended the parent class	RMV		Implemented/Ongoing			
Conduct ongoing analysis of the 18-24 year age range so that programming can effectively target both the 15-17 year age range and the 18-24 year age range. Utilize a variety of datasets, including crash, citation, hospital, etc	DPH		Implemented/Ongoing			
Conduct ongoing review of best practices and utilize data to identify target areas in which to deliver effective educational messages	DPH, HSD, AAA Northeast, BIA, Safe Roads Alliance		Implemented/Ongoing (All)			
Additional Notes: -BIA: Via their online programming, BIA-MA is able to survey the same drivers that attend their programs and utilize the data they receive to increase programming and stay on top of up to date curriculum -Safe Roads Alliance: They are unsure where they are with this						
Strategy: Enhance enforcement efforts to reduce the frequency and severity of traffic violations by younger drivers						
Continue the Underage Alcohol Enforcement Program	HSD, ABCC, MSP, Local Law Enforcement		Implemented/Ongoing (All)			
Expand the Drug Recognition Experts and Advanced Roadside Impaired Driving Enforcement programs	HSD, MSP, Local Law Enforcement		Implemented/Ongoing (HSD)			
Conduct alcohol enforcement sting operations	ABCC, HSD, Local Law Enforcement		Implemented/Ongoing (All)			
Provide alcohol server/seller training	ABCC	Planning Stage				

SHSP Emphasis Area Action Plan Update - Younger Drivers

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/ Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Strategy: Improve education of younger drivers, parents, and the general public						
Continue educational programming and outreach to younger drivers, as well as parents of novice drivers	HSD, Safe Roads Alliance, SADD, BIA, MSP, In Control Family Foundation		Implemented/ Ongoing (All)			
Additional Notes: -BIA: They continue to present the Brains At Risk and Think A-Head Programs virtually during Covid-19						
Utilize funding from the CDC to target alcohol use and driving with the 15-24 year old age range. This program will eventually require all DPH-funded youth service organizations to have a safe-driving policy in place	DPH				No Longer Applicable	
Additional Notes: -DPH: DPH leadership decision to change project priorities						
Educate parents of younger drivers and pre-drivers on the details and requirements of graduated driver licensing:						
o Video for driver's education parent class	HSD, RMV			Completed (All)		
o Parent Driver Supervision Guide	Safe Roads Alliance, RMV, Driving Schools			Completed (Safe Roads Alliance)		
Educate the judicial community on the importance of consistent application of the laws, particularly for younger drivers	HSD	Planning Stage				
Utilize a statewide peer-to-peer program to increase seat belt use and reduce risky behaviors that contribute to injuries and fatalities among teens, including speeding, impaired driving, distracted driving, and underage drinking	SADD		Implemented/ Ongoing			
Continue implementing media campaigns, including the Drivers for Life program, the 100 Deadliest Days of Summer, and the Impaired Driving Campaign	HSD		Implemented/ Ongoing			

SHSP Emphasis Area Action Plan Update - Younger Drivers

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Utilize crash prevention strategies from the National Highway Traffic Safety Administration's (NHTSA) Countermeasures That Work document, and other best practices	HSD, RMV, Safe Roads Alliance, MSP		Implemented/Ongoing (HSD, Safe Roads Alliance)			
<p>Additional Notes:</p> <p>-Safe Roads Alliance: They believe it would benefit everyone if there were a post-licensure class that was required once someone is 18 and is driving independently. Fatality rates are highest for novice drivers age 19-20, so it seems it is necessary to be creative in how to decrease this rate. Ideally, everyone is required to take an advanced driver training course, but Safe Roads Alliance understands that cost is a huge issue here</p>						

Massachusetts



2018 Strategic Highway Safety Plan Five-Year Action Plan Updates

Large Truck-Involved Crashes

Effective as of March 2020

SHSP Emphasis Area Action Plan Update - Large Truck Involved Crashes

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Strategy: Enhance motor carrier safety enforcement						
Conduct/focus traffic enforcement activities at high-crash locations and HazMat corridors, as well as EPDO barracks with large numbers of truck crashes	MSP-CVES		Implemented/Ongoing			
Conduct driver and vehicle inspections, as well as carrier interventions/investigations	MSP-CVES		Implemented/Ongoing			
Train MSP troopers and local officers who conduct traffic enforcement to expand enforcement to include unsafe CMV driving behaviors. Target this expanded enforcement by analyzing crash causation data for CMVs and passenger cars, including location, driver, behavior, day of week, time of day, and violation type	MSP-CVES	Planning Stage				
Work to reduce the incidence of drowsy driving by enforcing CMV regulations related to the work hours/driving times of drivers	MSP-CVES		Implemented/Ongoing			
Participate in national enforcement strike forces targeting Hazmat shippers, cargo tank repairers, and other shippers	MSP-CVES		Implemented/Ongoing			
In work zones, enforce the Move Over law, conduct driver and vehicle inspections, and implement extensive traffic enforcement utilizing the CMV Work Zone Crash Causation Analysis to target enforcement	MSP-CVES		Implemented/Ongoing			
Provide education and outreach regarding drowsy driving and driver distraction	MSP-CVES	Planning Stage				
Utilize a public awareness program, outreach efforts, and social media messaging to increase motorist awareness of safe driving around CMVs	MSP-CVES	Planning Stage				
Strategy: Improve data quality and collection						
Consider developing an annual CMV Fatality Round Table, similar to the Child Injury Round Table conducted by the DA's office	MSP-CVES, DPH and RMV	Planning Stage				
Continue improving and enhancing truck safety data while maintaining a quality rating of 'good'	MSP-CVES and RMV		Implemented/Ongoing			
Review crash report backlog in the queue from RMV to MSP on a monthly basis, and adjust personnel as needed	MSP-CVES and RMV		Implemented/Ongoing			
Continue providing data quality training for law enforcement officers in order to reduce the need for MSP to conduct extensive research when the data received is of poor quality	MSP-CVES		Implemented/Ongoing			

SHSP Emphasis Area Action Plan Update - Large Truck Involved Crashes

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Strategy: Provide engineering roadway improvements						
Continue upgrading signage and markings at high truck rollover crash locations	MassDOT Highway		Implemented/Ongoing			
Continue using flexible delineators to improve identification of travel way on ramps, in order to prevent drivers from running off the road from one ramp to an opposing ramp	MassDOT Highway					
Continue conducting Road Safety Audits (RSA) in needed areas, with an emphasis on trucks, as well as an annual Massachusetts-wide RSA on truck safety with analysis of three years of crashes involving heavy trucks. This will determine whether design practices are having an adverse effect on truck traffic	MassDOT Highway		Implemented/Ongoing			
Research the possibility of adding virtual weight stations at roadway intersections, such as interstate ramps	MassDOT Highway, MSP-CVES					
As needed and as appropriate, add language to MassDOT official documents (like the MassDOT Project Development Guidelines) that lay out the difficulties trucks encounter at areas of concern, including different types of interchanges, roads with S Curves, etc	MassDOT Highway					
Continue highlighting the needs of CMVs in roadway design	MassDOT Highway		Implemented/Ongoing			
Research and explore new technology that can be used to reduce crashes involving trucks	MassDOT					
Strategy: Collaborate with the trucking and bus industry on programs and initiatives to improve safety and reduce crashes specific to impaired/drugged driving and possession						
Create a guide that will help navigate the Federal DOT, the State Department of Labor, Occupational Safety and Health, and ADA's drug regulations	MSP-CVES, MMTA, Heavy Truck EA Team		Implemented/Ongoing			
Give presentations on impaired/drugged driving to Massachusetts companies at MMTA	MSP-CVES, MMTA			Completed		
Disseminate drug regulation information to motor carriers	MSP-CVES and MMTA			Completed		
Strategy: Improve Massachusetts motor carrier systems in order to assist the MSP and RMV with enforcement and licensing issues						
Implement policy requiring intrastate carriers to have DOT numbers	RMV and MSP-CVES			Completed		

Massachusetts



2018 Strategic Highway Safety Plan Five-Year Action Plan Updates

Driver Distraction

Effective as of March 2020

SHSP Emphasis Area Action Plan Update - Driver Distraction

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Strategy: Educate the public on the risks associated with driver distraction						
Consider creating safe-driving policies for state employees, cities/towns, companies, etc	HSD	Planning Stage				
o Develop and enforce a hand held cell phone use while driving ban for state/city employees	HSD	Planning Stage				
o Collaborate with other public and private organizations to utilize innovative solutions, such as policies prohibiting distracted driving when using vehicles owned by the company or organization	HSD	Planning Stage				
o Reach out to employers of commercial drivers, Uber, etc	HSD	Planning Stage				
Implement a public information and awareness campaign on the dangers of driver distraction	HSD		Implemented/Ongoing			
o Develop a driver distraction prevention card with a message and listing of fines and consider having law enforcement stop motorists to educate on safety, rather than ticket. The HSD could provide informational materials to be distributed by law enforcement	HSD	Planning Stage				
o Participate in the New England-wide driver distraction campaign for April, including a 'Just Drive' PSA, along with ongoing education and awareness programs	HSD		Implemented/Ongoing			
o Publicize the problem of driver distraction in April, which is Driver Distraction Prevention Month	HSD		Implemented/Ongoing			
o Create multicultural information and education programs for the public	HSD		Implemented/Ongoing			
o Develop curriculum & programs to educate younger drivers	HSD		Implemented/Ongoing			
Increase provision of information on texting and cell phone use in news stories about car crashes. Develop programming materials to promote the inclusion of this information in law enforcement press releases	HSD		Implemented/Ongoing			
Conduct legislative and community outreach. Provide data to the legislature and other elected officials as they consider traffic safety legislation and issues	AAA Northeast			Completed		
Seek out information on successful countermeasures from NHTSA, GHSA, etc	HSD		Implemented/Ongoing			

SHSP Emphasis Area Action Plan Update - Driver Distraction

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Strategy: Develop and deliver targeted training and education on the dangers of inattentive driving						
Continue utilizing driver distraction educational materials in driver's manual and permit test	RMV		Implemented/Ongoing			
Additional Notes: -RMV: This is currently being revised						
Continue educational outreach and presentations for younger drivers on the dangers of texting while driving	MSP, BIA		Implemented/Ongoing (BIA)			
Additional Notes: -BIA: They continue to present the Brains At Risk and Think A-Head Programs virtually during Covid-19						
Review best practices and utilize data to identify target areas for delivering effective educational messages	DPH, HSD, AAA Northeast, BIA, Safe Roads Alliance	Planning Stage (Safe Roads Alliance)	Implemented/Ongoing (HSD, DPH, AAA)			
Additional Notes: -Safe Roads Alliance: They still need a lot of education						
Strategy: Enhance enforcement programs to reduce inattentive driving						
Provide funding to State and local law enforcement for targeted 'hot spot' sustained enforcement	HSD		Implemented/Ongoing			
Support law enforcement with training and technical assistance to help them enforce driver distraction effectively	HSD and MPTC		Implemented/Ongoing (HSD)			
Continue enforcing texting while driving law	MSP, Local Law Enforcement		Implemented/Ongoing (All)			
Educate the judicial community on the importance of consistently applying the texting law	HSD	Planning Stage				

SHSP Emphasis Area Action Plan Update - Driver Distraction

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Strategy: Develop processes to collect data to measure/quantify fatalities and injuries to better understand driver inattention						
Analyze data from secondary fields in crash reconstruction reports, including opinions on contributing crash factors	MSP					
Additional Notes: -MSP: This is Under Review. The MSP is working with MassDOT on this. CARS has requested grant funding for a device that will look at Bluetooth technology being utilized at the time of a crash. This technology, if funded, will give a better understanding of crash causes						
Review the Training Council's model law enforcement training curriculum to ensure the minimum requirements include training on the motor vehicle law (Chapter 90) and crash investigation	MPTC/MSP	Planning Stage (MSP)				
Track cell phone use and texting while driving as part of the annual Safety Belt Observation Survey	HSD		Implemented/Ongoing			
Utilize the services of the State Law Enforcement Liaison (LEL) to work with local and State Police agencies in an effort to improve driver distraction-related crash data collection	HSD				No Longer Applicable	
Additional Notes: -HSD: They no longer have an LEL						
Strategy: Incorporate design elements into roadway engineering to combat inattentive and drowsy driving						
Continue installing rumble strips and exploring locations for the centerline rumble strip policy. Continue training locals through LTAP	MassDOT Highway, MassDOT Planning		Implemented/Ongoing (MassDOT Highway)		No Longer Applicable (MassDOT Planning)	
Additional Notes: -MassDOT Planning: This is not under MassDOT Planning purview						
Research and explore new technology that can be used to reduce pedestrian crashes	MassDOT				No Longer Applicable	
Identify other roadway-related countermeasures that may reduce inattentive driving crashes	MassDOT Highway					
Support the development of safety standards/best practices for autonomous vehicles and connected infrastructure (MassDOT Highway) as well as test and use new crash prevention technology and other advances to combat driver distraction-related crashes	MassDOT Highway, RPAs/MPOs	Planning Stage (SRPEDD)	Implemented/Ongoing (MassDOT Highway, FRCOG, PVPC)		No Longer Applicable (NMMPO)	
Additional Notes: -PVPC: They are now attempting to include more information on contributing factors to crashes in safety studies						

SHSP Emphasis Area Action Plan Update - Driver Distraction

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
New Actions To Be Added						
Promotion of new Hands-Free law	HSD, MSP, AAA, Safe Roads Alliance, City of Boston Vision Zero		Implemented/Ongoing (All)			

Massachusetts



2018 Strategic Highway Safety Plan Five-Year Action Plan Updates

Bicyclists

Effective as of March 2020

SHSP Emphasis Area Action Plan Update - Bicyclists

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/ Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Strategy: Improve design and engineering of bicycle facilities on and off roadways						
Utilize the statewide bicycle plan currently under development, to serve as an actionable guide to increase bicycling for everyday trips across the Commonwealth, with a focus on creating high comfort connected networks of bicycle facilities	MassDOT Planning		Implemented/ Ongoing			
Additional Notes: -MassDOT Planning: See MassDOT Bicycle Transportation Plan 2019 Update: Potential for Everyday Biking methodology						
Continue identifying the top bicycle crash locations in order to develop and implement location-specific strategies for addressing safety issues at local and regional levels	MassDOT Highway, MassDOT Planning, RPAs/MPOs	Planning Stage (MassDOT Highway)	Implemented/ Ongoing (MassDOT Planning, NMMPO, CMRPC, FRCOG, PVPC, SRPEDD)			
Additional Notes: -MassDOT Planning: See MassDOT Bicycle Transportation Plan 2019 Update: Potential for Everyday Biking methodology -PVPC: They are currently updating their list of Top 100 High Crash Intersections and Regional Safety Compass of crashes by community. Anticipated to be completed in early 2021 -SRPEDD: This is part of SRPEDD's RTPs, Most Dangerous Locations, and Regional Bicycle Plan						
Disseminate information produced by MassDOT on bicycle infrastructure to enhance safety	MassDOT Highway and Planning		Implemented/ Ongoing (MassDOT Highway, MassDOT Planning)			
Additional Notes: -MassDOT Planning: See MassDOT Bicycle Transportation Plan 2019 Update: Potential for Everyday Biking methodology						
Continue implementing the Healthy Transportation Policy so that bicycling infrastructure is incorporated into all roadway and bridge projects as a means to enhance safety and mobility	MassDOT Highway		Implemented/ Ongoing			
Advance bicycle networks and shared use paths to assist in closing critical gaps to providing safe facilities and decreasing conflicts between bicycles and vehicles/trucks (supporting multi use paths)	MassDOT Highway, EEA, DCR		Implemented/ Ongoing			

SHSP Emphasis Area Action Plan Update - Bicyclists

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/ Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Continue providing Complete Streets technical assistance and training to localities, regions, consultants, and others	MassDOT Planning, MassDOT Highway, RPAs/MPOs		Implemented/ Ongoing (MassDOT Highway, MassDOT Planning, NMMPO, CMRPC, FRCOG, PVPC, SRPEDD)			
Additional Notes: -MassDOT Planning: See MassDOT Municipal Resource Guide for Bikeability and UMTC/Baystate Roads trainings -PVPC: They work with local communities to promote and advance Complete Streets projects in the region -SRPEDD: They provided consultant services to several communities upon request to develop policies, perform community outreach, develop prioritization plans and assist with general program guidelines						
Continue exploring use of Health Impact Assessments and other tools to identify bicycle and pedestrian safety needs where appropriate, including the Integrated Transportation and Health Impact Model	DPH – Bureau of Community Health and Prevention, MassDOT				No longer Applicable	
Additional Notes: -DPH: The healthy transportation compact has ceased to function in any formality and HIA is not being regularly used. There are other ways health is being incorporated into MassDOT decision making but not through HIA						
Research and explore new technology that can be used to reduce bicycle crashes	MassDOT					
Strategy: Enhance bicycle safety expertise						
Enhance bicycle safety expertise, and ability to measure it, among State and local enforcement, public health professionals, transportation planners, engineers, and other traffic safety advocates	MassDOT Planning, DPH – Bureau of Community Health and Prevention		Implemented/ Ongoing (All)			
Additional Notes: -MassDOT Planning: See MassDOT Bicycle Transportation Plan 2019 Update: Potential for Everyday Biking methodology and bi-monthly Massachusetts Bicycle and Pedestrian Advisory Board meetings						

SHSP Emphasis Area Action Plan Update - Bicyclists

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Bring together multiple disciplines and interest groups to address all aspects of safety via the annual Statewide Pedestrian, Bicycle, and Transit Safety “Moving Together” Conference	MassDOT Planning and Highway	Planning Stage (2020)		Completed (2019)		
Strategy: Support municipalities in their efforts to promote bicycle safety						
Continue to award and implement community grants for pedestrian and bicycle enforcement, education, and equipment	HSD, MSP, Local Law Enforcement		Implemented/Ongoing (HSD)			
Continue providing guidance and technical assistance to municipalities in order to implement bike strategies that touch on safety, policy, and infrastructure	MassDOT Planning		Implemented/Ongoing			
Additional Notes: -MassDOT Planning: See MassDOT Municipal Resource Guide for Bikeability and UMTC/Baystate Roads trainings						
Strategy: Increase public awareness about bicycle safety						
Continue providing bike safety information in driver education, while continuing to evaluate training curricula and the Driver Handbook to ensure the public understanding of infrastructure improvements (e.g., pavement markings, such as sharrows, etc.) remains current	RMV		Implemented/Ongoing			
Incorporate bicycle safety messages into social media	MassDOT, HSD, Traffic Safety Coalition		Implemented/Ongoing (HSD)	Completed (Traffic Safety Coalition)		
Continue conducting Bike Helmet Safety Campaigns, school presentations, and bike rodeos	MassBike, RMV, AAA Northeast					
Continue to conduct outreach to J1 Visa seasonal workers on bike safety	RPAs/MPOs	Planning Stage (PVPC)	Implemented/Ongoing (CMRPC, FRCOG, SRPEDD)		No Longer Applicable (NMMPO)	
Additional Notes: -CMRPC: They say this is so specific. The CMRPC conducts outreach to vulnerable populations in the region, including LEP population, veterans, among others; and partners with advocacy organizations that work with vulnerable populations -PVPC: They aren't sure if anyone at PVPC is involved in this -SRPEDD: MassDOT safety brochures (translated) in New Bedford via South Coast Bikeway Alliance's Bicycle Light program						

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/ Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Strategy: Integrate bicycle safety activities with other plans						
Continue providing bike safety data to others so that safety countermeasures can be incorporated into work by other entities	MassDOT Planning, MassDOT Highway		Implemented/ Ongoing (MassDOT Planning)			
Additional Notes: -MassDOT Planning: See MassDOT Bicycle Transportation Plan 2019 Update: Potential for Everyday Biking methodology and bi-monthly Massachusetts Bicycle and Pedestrian Advisory Board meetings						
Strategy: Incorporate changes precipitated by new directives related to healthy transportation						
Continue implementing 'Mass in Motion', helping communities to work on policy, systems, and environmental change work that includes policy adoption, infrastructure improvements, land use changes, utilizing open-street initiatives, and bike-share development	DPH, MPOs/RPAs, Municipalities at large	Planning Stage (NMMPO)	Implemented/ Ongoing (DPH, CMRPC, FRCOG, PVPC, SRPEDD)			
Additional Notes: -PVPC: ValleyBike - regional bike share has been in operation for 2 years and will be expanding in 2020 -SRPEDD: They have ongoing partnerships with Mass-in-Motion Fall River and New Bedford						
Strategy: Develop processes for collecting data to measure and quantify fatalities and injuries to better understand crashes involving bicyclists and regular crash data analysis						
Review new Model Minimum Uniform Crash Criteria crash data recommendations specific to crashes involving bicyclists	RMV, MassDOT Highway		Implemented/ Ongoing			
Incorporate improvements to the crash report form in order to improve the information collection necessary for tracking and making changes that reduce fatalities and injuries to bicyclists	RMV					
Continue examining a variety of data sources to better understand the magnitude and characteristics of crashes involving bicyclists	DPH, MassDOT Highway		Implemented/ Ongoing			

Massachusetts



2018 Strategic Highway Safety Plan Five-Year Action Plan Updates

Safety of Persons Working On Roadway

Effective as of March 2020

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Strategy: Continue developing and implementing practices, policies, and procedures to improve work zone and traffic incident set-ups to maximize safety						
Continue interagency collaboration via the TIM Task Force	MassDOT Highway, TIM Task Force membership		Implemented/Ongoing			
Continue updating the protocol for work zone and other traffic incident set-up as needed, including utilization of the Commonwealth of Massachusetts Unified Response Manual, completing annual work zone safety reviews, and implementing recommendations	MassDOT Highway, TIM Task Force		Implemented/Ongoing			
Evaluate and promote strategies for best work zone and incident response practices	MassDOT Highway, TIM Task Force		Implemented/Ongoing			
Continue providing guidance and training on temporary traffic control in work zones, mobile operations, and incident scenes in a work zone and TIM training	MassDOT Highway		Implemented/Ongoing			
Continue performing work zone inspections	MassDOT Highway, MSP, Local Law Enforcement		Implemented/Ongoing			
Expand the use of crash attenuators in work zones to protect the workers inside the construction or maintenance area	MassDOT Highway			Completed		
Strategy: Educate drivers on work zone safety issues, using unified themes across multiple agencies, in order to improve compliance with work-zone traffic controls						
Utilize digital message boards to promote the Move Over Law, Work Zone Safety, and Safety for Traffic Incident Management Personnel	MassDOT Highway, MSP		Implemented/Ongoing			
Conduct Massachusetts Work Zone Safety Awareness (WZSA) campaign in conjunction with National WZSA Week	MassDOT Highway	Planning Stage				
Utilize public outreach/education and best practices from other states	MassDOT Highway					
Develop and implement plan to more fully promote the Move Over Law. Consider additional static signs strategically placed on the roadway	MassDOT Highway, MSP		Implemented/Ongoing (All)			

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Conduct work zone enforcement campaigns to reduce speeding, distracted driving, and aggressive driving behavior	MSP, MassDOT Highway		Implemented/Ongoing (All)			
Strategy: Develop and/or improve processes for collecting data related to measuring and quantifying fatalities and injuries in order to better understand crashes involving roadway workers						
Incorporate new Model Minimum Uniform Crash Criteria recommended work zone crash fields into the Massachusetts Crash Report form	RMV					
Conduct surveillance of all deaths for individuals working on the roadway, including the review of multiple data sources	DPH		Implemented/Ongoing			
Strategy: Educate workers on safety practices in work zones						
Continue conducting work zone, first responder, and traffic incident management training for MPTC and MSP academies, as well as Communications (operators, dispatchers), Emergency Management, EMS, Fire/Rescue, Towing and Recovery, Transportation/Public Works (state and local), hazmat contractors, and others	MassDOT Highway, MPTC, Statewide Towing Academy, Statewide Towing Association		Implemented/Ongoing			
Participate in work zone safety training	MSP, Local Law Enforcement		Implemented/Ongoing (All)			
Develop a state website to provide an instructor's portal, training materials, and other information as needed	TIM Task Force		Implemented/Ongoing			
Utilize TIM Responder Training booths at various safety conferences to provide education regarding worker safety	MassDOT Highway, TIM Task Force		Implemented/Ongoing			
New Actions To Be Added						
Continue work zone inspections – MSP inspects MSP details to ensure law enforcement are on scene, emergency lights activated and Hi-Vis vest is worn. Other items inspected as well but those are the important ones	MSP		Implemented/Ongoing			
Move over law – Social media and enforcement	MSP		Implemented/Ongoing			

SHSP Emphasis Area Action Plan Update - Safety of Workers on Roadways

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Work zone campaigns – No one in my office could remember when our last campaign was but MASSDOT had hired us to enforce speed through the work zones. It is something that was implemented, maybe pushed aside, but should be looked at again	MSP		Implemented/Ongoing			
Educate work zone safety – MSP does the basics in Recruit classes. Everyone else has been done. Must be work zone safety cleared in order to work them. I have a call in to the MPTC to verify they do the same but I believe they do. Locals do more TIMS classes then MSP	MSP		Implemented/Ongoing			

Massachusetts



2018 Strategic Highway Safety Plan Five-Year Action Plan Updates

At-Grade Rail Crossings

Effective as of March 2020

SHSP Emphasis Area Action Plan Update - At Grade Rail Crossings

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Strategy: Enhance at-grade rail crossing safety						
Continue implementing Section 130 of the Rail-Highway Crossing Safety Program	MassDOT Rail and Transit		Implemented/Ongoing			
Additional Notes: -MassDOT: They are supporting safety improvements at 23 crossings this year						
Prioritize and select projects utilizing data-driven processes, including crash data analysis, site visits (similar to road safety audits), and surveys of crossings that may require improvements	MassDOT Rail and Transit, MBTA		Implemented/Ongoing			
Additional Notes: -MassDOT: Section 130 project selection based on data driven prioritization; effort undertaken this year by MassDOT, FRA & Railroads to improve data quality						
Implement measures recommended in the Highway Design Handbook for Older Drivers and Pedestrians regarding visual improvements at at-grade crossings that will enhance support for older drivers and alternative road users	MassDOT Rail and Transit, MBTA	Planning Stage				
Conduct pedestrian and motor vehicle enforcement near at-grade rail crossings	Local Law Enforcement					
Utilize proven crash prevention methods at grade crossings, including the increase of signage and pavement markings and changing from passive to active devices	MassDOT Rail and Transit, MBTA		Implemented/Ongoing			
Additional Notes: -MassDOT: The program was undertaken this year to improve compliance of signage at public passive crossings with latest MUTCD standards						
Strategy: Educate everyone about safe crossing practices						
Develop a campaign that will educate the public and increase awareness about safety precautions needed at railroad crossings	MassDOT Rail and Transit, MassDOT Highway, MBTA	Planning Stage				

SHSP Emphasis Area Action Plan Update - At Grade Rail Crossings

<i>Action</i>	<i>Agencies</i>	<i>Planning Stage</i>	<i>Implemented/ Ongoing</i>	<i>Completed</i>	<i>No Longer Applicable</i>	<i>Action Item to Be Added</i>
Continue implementing "Operation Lifesaver," a public awareness campaign that includes safety blitzes, press conferences, and other community awareness events with the goal of reducing rail tragedies. In addition, expand outreach to areas surrounding new or modified Commuter Rail services such as the Foxborough Pilot program	MBTA, MassDOT Rail and Transit		Implemented/ Ongoing			
Implement Rail Safety Week activities each year	MassDOT, MBTA, Transit Police, Keolis					
Strategy: Improve data collection and analysis capabilities						
Collaborate with local and railroad police departments, the MBTA, and the Federal Railroad Administration to improve data collection for at-grade crossing incidents involving fatalities and serious injuries	MassDOT Highway					
Strategy: Improve communication and collaboration among those responsible for rail-grade crossing safety						
Continue collaborating with entities responsible for at-grade crossing safety	MassDOT Rail and Transit, MBTA, and DPH		Implemented/ Ongoing			
Additional Notes: -MassDOT: They are working closely with operating railroads to identify locations where grade crossing safety is a significant concern						